

# HISTORIC PROPERTY SURVEY REPORT



## STATE ROUTE 74 (LOWER ORTEGA HIGHWAY) WIDENING PROJECT ORANGE COUNTY, CALIFORNIA

12-ORA-74  
PM 1.0/1.9 (KP 1.6/3.0)  
EA 086900

JANUARY 2007

# HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

| 1. UNDERTAKING DESCRIPTION AND LOCATION |        |                                |                                       |                                    |                                   |  |
|---|--------|--------------------------------|---------------------------------------|------------------------------------|-----------------------------------|--|
| District                                | County | Route<br><i>(Local Agency)</i> | Kilo Posts<br><i>(Project prefix)</i> | Post Miles<br><i>(Project No.)</i> | Charge Unit<br><i>(Agreement)</i> | Expenditure Authorization<br><i>(Location)</i> |
| 12                                      | ORA    | 74                             | 1.6/3.0                               | 1.0/1.9                            | 171                               | 086900   |

*(Both kilometer posts and post miles must be completed above. For Local Assistance projects off the highway system, use headers in italics)*

## **Project Description:** *(Insert project description below; refer reader to location and vicinity maps in HPSR)*

The project proposes to widen a segment of State Route 74 (Ortega Highway) east of Interstate 5 (I-5) within the City of San Juan Capistrano from Calle Entradero to the City/County line (**Figure 1:** Project Vicinity Map; **Figure 2:** Project Location Map). The existing two 3.6 m (12 ft) lanes will be widened to four lanes with a 3.6 meter wide painted median and 1.5 m (5 ft) paved shoulders on each side of the roadway to accommodate Class II bicycle facilities. Additional project features include: constructing three soundwalls along the residentially developed south side; terracing five retaining walls along the steeper slopes on the north side; as well as, drainage, intersection, and utility improvements. To preserve the mature trees along the roadway, the garden walls along the south side would remain in place and the soundwalls would be constructed parallel to them on the roadway side. Two soundwall materials, plexi-glass and SoundFighter, are being considered.

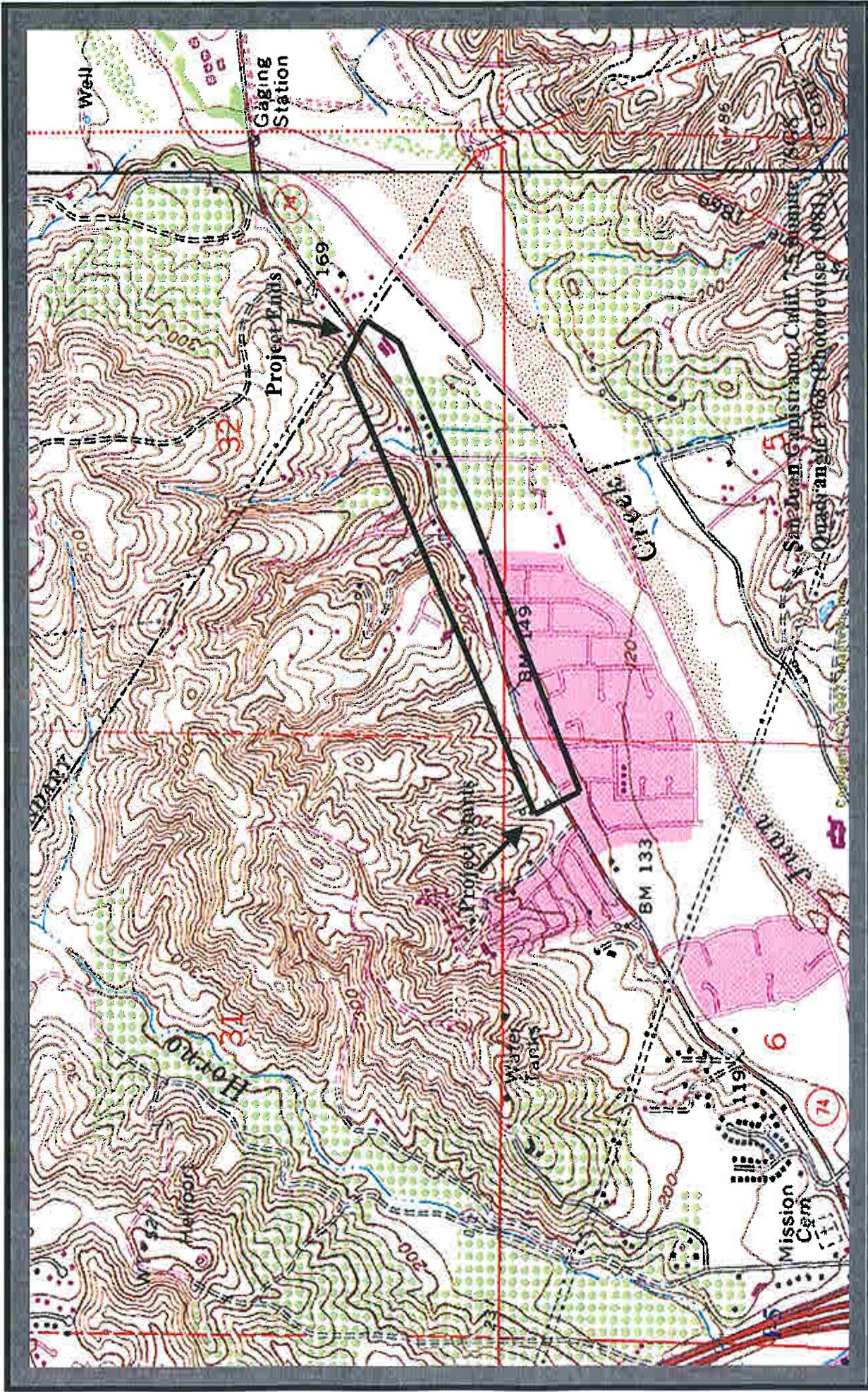
## 2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the project was established in consultation with District 12 Archaeologist Cheryl Sinopoli, Co-PI Prehistoric Archaeology, and Ahmed Abou-Abdou, Caltrans District 12 Project Manager, on November 27, 2006. The APE maps are located in this Historic Property Survey Report as **Figure 3**.

The APE was established as the maximum required right-of-way including temporary and permanent easements needed for roadway widening, utility relocations and drainage improvements, as well as, the adjacent parcels along Ortega Highway within the project limits for potential indirect effects. In general, for large parcels, approximately 200' adjacent to the existing roadway was included. The vertical APE ranges from 1.5 to 5.2 meters below the existing ground surface, with an average depth of roadway disturbance of 1.5 meters except where cut slopes and soundwall or retaining wall footings are needed. The maximum drilled depth anticipated for soundwall footings is approximately 6 m (20 ft), and 12 m (40 ft) for the retaining walls.

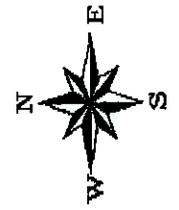
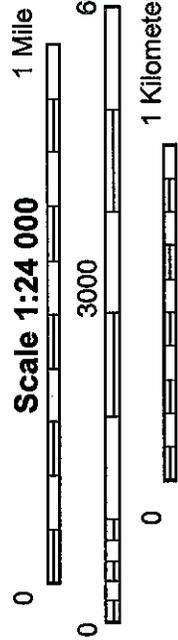
For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

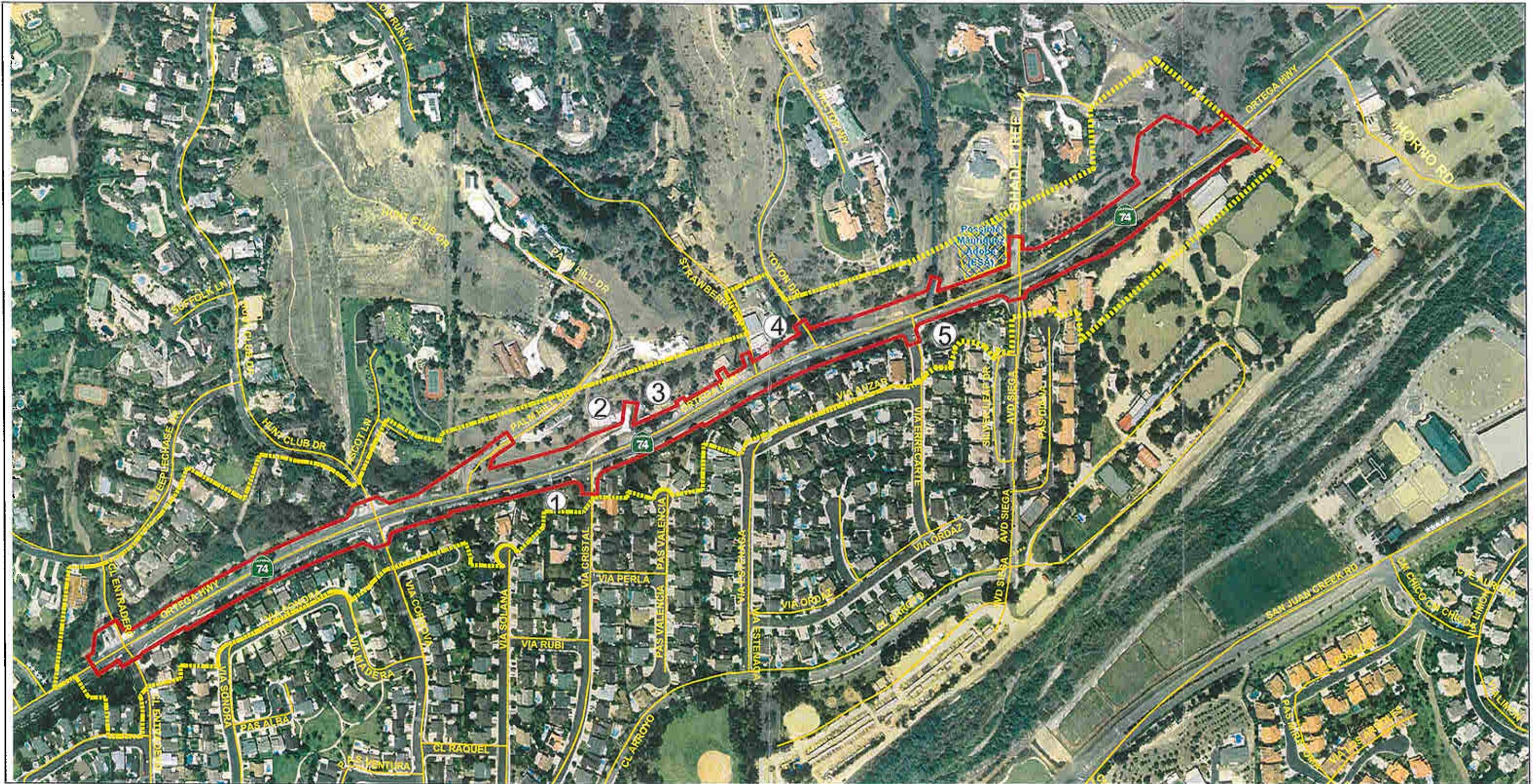




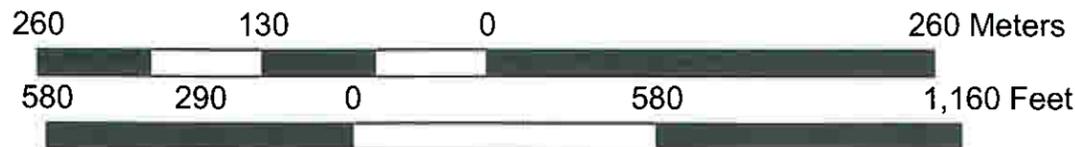
# Project Location

District 12  
 EA 086900  
 PM 1.0/1.9 KP 1.6/3.0





**Lower Ortega Highway Widening**  
**Area of Potential Effects (APE)**  
 EA 086900  
 12-ORA-74  
 PM 1.0/1.9 (KP 1.6/3.0)  
 October 2006



**Legend**

-  Direct Area of Potential Effects (APE)
-  Indirect Area of Potential Effect
-  Roads
-  Evaluated Property in HRER
-  Possible Historic Site
-  Environmentally Sensitive Area

*Cheryl Winters* 12/4/06  
 Caltrans D-12 PQS Date  
  
 Caltrans Project Manager Date 11/27/06

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## 3. CONSULTING PARTIES / PUBLIC PARTICIPATION

(For the following, check the appropriate line, list names, dates, and locations and results of contacts, as appropriate. List organizations/persons contacted and attach correspondence and summarize verbal comments received as appropriate.)

### Local Government/Office of Planning (ASR; Exhibit 2)

- City of San Juan Capistrano Planning Department
  - Principal Planner William Ramsey provided city landmark information in November 2001.
  - Historic Preservation Manager Erin Gettis helped gather information on the Manriquez Adobe during April and May 2004.

### Native American Tribes, Groups and Individuals (ASR; Exhibit 2)

- David Belardes, Chairperson, and Tribal Manager Joyce Perry, for the Juaneño Band of Mission Indians – Acjachemen Nation, requested by letter (dated September 19, 2001) to be kept informed regarding project developments and offered monitoring assistance.
- Sonia Johnston, Chairperson for the Juaneño Band of Mission Indians, and Anita Espinoza were contacted by letter and phone in 2001 and 2006. Alfred Cruz, Kristen Rivers, Mike Aguilar, and Joe Ocampo of the Juaneño Band of Mission Indians were contacted by letter in 2006. Follow-up calls in October 2006 resulted in Anita Espinoza offering Juaneño monitoring assistance and that she would like to be kept informed of the project and any finds (Follow-up call dated October 24, 2006).
- Anthony Madrigal, Jr., Interim Chairperson, and Maurice Chacon, Cultural Resources Coordinator for the Cahuilla Band of Mission Indians were contacted by letter and phone in 2006. Maurice Chacon responded that the Cahuilla Band of Indians would like to be notified in case of construction finds (Follow-up call October 24, 2006).
- Anthony Rivera, Chairman for the Juaneno Band of Mission Indians, Acjachemen Nation was contacted by letter and phone in 2006. No response was received.

### Native American Heritage Commission (ASR; Exhibit 2)

- Response letter received August 16, 2001, stating that a search of the sacred lands file failed to identify cultural resources within the project area. In 2006, an updated search was requested and a response letter received September 27, 2006, with the same results.

### Local Historical Society / Historic Preservation Group (ASR; Exhibit 2)

- San Juan Capistrano Historical Society provided a letter response (dated October 15, 2001) indicating historic structures within the project area listed on local, state, or federal registers, as well as, a fruit/vegetable stand and associated house and trees that are valued by the community. No additional response was received from the updated project information (dated September 12, 2006). Subsequently, SJC historian Ilse Byrne's provided valuable information regarding historical resources within the project vicinity.
- Orange County Archives, Orange County Assessor's, Orange County Recorder's Office, San Juan Capistrano Regional Library, California State Library (Sacramento), California Department of Transportation Cultural Resources Library (Sacramento), and the California Department of Transportation Library (Sacramento) was visited for the Historic Resource Evaluation Reports.

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

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## 4. SUMMARY OF IDENTIFICATION EFFORTS

- National Register of Historic Places Month & Year: 1979-2002 & supplements
- California Register of Historical Resources Year: 1992 & supplemental information to date
- California Inventory of Historic Resources Year: 1976
- California Historical Landmarks Year: 1995 & supplemental information to date
- California Points of Historical Interest Year: 1992 & supplemental information to date
- State Historic Resources Commission Year: 1980-present, minutes from quarterly meetings
- Caltrans Historic Highway Bridge Inventory Year: 2003 & supplemental information to date
- Archaeological Site Records [*List names of Institutions & date below*] (ASR; Exhibit 1)
  - Record Search/Literature Review conducted at the South Central Coastal Information Center (SCCIC) on August 1, 2001. Subsequent record searches conducted in 2003 and 2005.
- Other sources consulted [*e.g., historical societies, city archives, etc. List names and dates below*]
  - In May 2004, the Orange County Archives, Orange County Assessor's, and the Orange County Recorder's Office was visited to obtain historical information on the Manriquez Adobe.
- Results:** (*provide a brief summary of records search and research results, as well as inventory findings*)
  - An examination of the sources listed above, identified twenty survey/reports and eleven archaeological sites (prehistoric and historic) within a one-mile radius of the project limits. Identified within the proposed APE for this project, is the following: one historical archaeological site (Manriquez Adobe) and one historic property (Hankey-Rowse House/Cottage). One residence (Errecarte House) is locally listed on the San Juan Capistrano's Cultural and Historical Landmark Inventory but is not eligible for the NRHP and since the city is not yet registered as a Certified Local Government (CLG), the inventory listing does not automatically qualify the structure as an historical resource for the purposes of CEQA. No prehistoric archaeological sites were identified within the proposed APE for this project.

## 5. PROPERTIES IDENTIFIED

(Check the appropriate category, list properties, or refer reader to appropriate technical study attached, according to their National Register status. Provide, as appropriate, complete address, period and level of significance, criteria, map reference, and any existing state or local designation. Do not include properties that are not within the APE. Attach previous SHPO determinations, as applicable.)

- **No cultural resources** in project APE.
- Janice Calpo, who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement (Section 106 PA) Attachment 1 as a Principal Architectural Historian, has determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**).
- **Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.
- Properties **previously determined not eligible** (*include date of determination*):
  -
- On behalf of **FHWA**, Caltrans has determined the following properties are **not eligible**:
  - 28241 Ortega Highway, San Juan Capistrano (APE Map Reference # 2)
  - 28281 Ortega Highway, San Juan Capistrano (APE Map Reference # 3)
  - 28341 Ortega Highway, San Juan Capistrano (APE Map Reference # 4)
  - 30882 Via Errecarte – Errecarte House, San Juan Capistrano (APE Map Reference # 5)

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- Caltrans, on behalf of FHWA, has determined that the following **archaeological sites** shall be considered eligible for the National Register without conducting subsurface testing or surface collection within the APE, for which the **establishment of an ESA** will protect the site from any potential effects, in accordance with Section 106 PA Stipulation VIII.C. See attached documentation.

- Manriquez Adobe site (Primary # 30-176750)

For the purposes of this undertaking, the Manriquez Adobe Site is being considered eligible to the National Register of Historic Places (NRHP) under Criterion D. Since the portions of the site within the proposed area of direct impact are not expected to contain information-bearing deposits and thus are non-contributing elements to the larger property, potentially significant subsurface deposits outside of the Direct APE will not be impacted due to the establishment of an ESA. Caltrans requests SHPO's concurrence in the determination that the portions of the Adobe site within the Direct APE do not contribute to the eligibility of the site as a whole.

- Properties **previously listed or determined eligible** (include date of listing or determination):

•

- On behalf of FHWA, Caltrans has determined the following properties are **eligible**:

- Hankey-Rowse House/Cottage 30981 Via Cristal, San Juan Capistrano (APE Map Reference # 1)

- State-owned** historical buildings and structures to be added to the Master List, per PRC §5024(d):

•

- State-owned** buildings and structures that are **not eligible** for the National Register or as a State Historical Landmark:

•

## 6. LIST OF ATTACHED DOCUMENTATION

(Provide the author/date and peer reviewer/date of the technical report)

- Project Vicinity, Location, and APE Maps (Figures 1-3)

California Historic Bridge Inventory sheet

- Historic Resource Evaluation Report (HRER)

- **Attachment 2: Historic Resource Evaluation Report for the State Route 74 "Ortega Highway" Widening, San Juan Capistrano, Orange County 12-ORA-74, 1.0/1.9, EA 086900 (Calpo 2006).**
- **Attachment 3: Historical Resource Evaluation Report for the Manriquez Adobe, Lower Ortega Highway (State Route 74) Project, Orange County (Medin 2006).**

- Archaeological Survey Report (ASR)

- **Attachment 1: Archaeological Survey Report for the Lower 74 (Ortega Highway) Widening Project, Orange County, California (Sinopoli and Baker 2006).**

- Archaeological Evaluation Report (CARIDAP, XPI, PII, PIII)

•

- Other (Specify below)

- **Attachment 4: Environmentally Sensitive Area (ESA) Action Plan**

## 7. FINDINGS – HPSR to File

(Check all that apply. Do not transmit to SHPO; file copy to CCSO)

- No properties requiring evaluation** are present within the project's APE.

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- Properties **previously determined not eligible** in consultation with the SHPO, or formally determined not eligible by the Keeper of the National Register are present within the project's APE. Copy of SHPO/Keeper correspondence is attached.
- Properties **previously determined eligible** in consultation with the SHPO, or formally determined eligible by the Keeper of the National Register are present within the project's APE, but **will not be affected** by the undertaking. Copy of SHPO/Keeper correspondence is attached.
- Under the authority of FHWA, Caltrans has determined a Finding of **No Historic Properties Affected**, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.

## 8. FINDINGS – HPSR to SHPO

(Check all that apply. Transmit to SHPO, copy to FHWA and CCSO)

- Under the authority of FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **not eligible** for inclusion the National Register within the project's APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.
- Under the authority of FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **eligible** for inclusion in the National Register within the project's APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.
  - One historic property, the Hankey-Rowse House, is located within the indirect APE for the project, adjacent to the site of proposed soundwall construction; however, the historic property would not be affected by this work. The soundwall would be built at the northern edge of the property and following the plan of an existing modern low garden wall. The two types of soundwalls proposed are both built on pier-type footings that would not require removal of the existing mature vegetation. Because the mature trees would remain in place, and the green buffer that separates the house on the property from the modern highway and surrounding developments would be retained, the historic property would not be affected by the construction of the proposed soundwall. The presence of the soundwall would be limited to the side and front corner of the property, outside the existing trees.
- Under the authority of FHWA, Caltrans has determined a Finding of **No Historic Properties Affected**, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.
- Under the authority of FHWA, Caltrans has determined a **Finding of No Adverse Effect with Standard Conditions - ESAs**, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking. (Include description of ESAs and enforcement measures below; attach ESA Action Plan as appropriate.)
  - The ESA Action Plan includes: safety fencing along the direct APE to ensure no equipment inadvertently impacts information-bearing portions of the site; education of project personnel on archaeological sensitivity and expected remains; incorporation of the ESA Action Plan in the Final Construction Drawings, Contract Special Provisions, and the Pending File of the Resident Engineer (RE) assigned to the construction project; and periodic monitoring by Caltrans archaeologists to ensure protections are enforced. The ESA Action Plan can be located in Attachment 4.
- Under the authority of FHWA, Caltrans has determined a **Finding of No Adverse Effect with Standard Conditions – Rehabilitation**, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking. [Name], who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as Principal Architectural Historian, and has the appropriate education and experience, has reviewed the rehabilitation documentation and determined that the rehabilitation meets the Secretary of the Interior's Standards for the Treatment of Historic Properties. (Include description of rehabilitation below or

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California Department of Transportation

*indicate below the title of the HPSR attachment that contains the description.)*

## Findings for State-Owned Properties

- Caltrans has determined that there are **state-owned buildings and structures** within the project limits that meet **National Register and/or the State Historical Landmarks eligibility criteria** and requests that SHPO add such resources to the Master List of Historical Resources pursuant to PRC §5024(d).
- Caltrans has determined that this project will have **no effect/no adverse effect** to **state-owned archaeological sites, objects, districts, landscapes** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f). *(Indicate reference to Standard Conditions – ESA above, or include description of proposed treatments, ESAs, protective covenants, etc., below or indicate below which HPSR attachment contains the description.)*
  -
- Caltrans has determined that this project will have **no effect** on **state-owned buildings and structures** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f).
- Caltrans has determined that this project will have **no adverse effect** on **state-owned buildings and structures** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria. *[Name of Caltrans PQS], [applicable PQS discipline/level] has reviewed the documentation and determined that it meets the Secretary of the Interior's Standards for the Treatment of Historic Properties. Caltrans is providing notice and summary to SHPO pursuant to PRC §5024.5. (Indicate reference to Standard Conditions – Rehabilitation above, or include description of proposed repairs, rehabilitation, ESAs, protective covenants, etc., below or indicate below, which HPSR attachment contains the description.)*
  -
- Caltrans has determined that this project will have an **adverse effect** to **state-owned archaeological sites, objects, districts, landscapes** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f). *(Include below a description of alternatives considered and proposed mitigation measures, or indicate below which HPSR attachment contains the description.)*
  -
- Caltrans has determined that this project will have an **adverse effect** on **state-owned buildings and structures** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria. Caltrans is providing notice and summary to SHPO pursuant to PRC §5024.5. *(Include below a description of alternatives considered and proposed mitigation measures, or indicate below which HPSR attachment contains the description.)*
  -
- For **state-owned qualified historical buildings and properties** within the project limits, Caltrans has **applied the California Historical Building Code (CHBC)** to relevant sections of the current code(s) and/or standards and, if applicable, has consulted with the State Historical Building Safety Board (SHBSB) through its Executive Director pursuant to Health and Safety Code Section 18961 and its implementing regulations at California Code of Regulations Title 24 Part 8 Section 8-103.2. *[Indicate below whether use of current code(s) and standards adversely affected character-defining features of the property and describe the alternative solutions under the CHBC, or indicate below which HPSR attachment contains the description. If applicable, attach copies of correspondence with the SHBSB or its Executive Director.]*

# HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

## 9. HPSR PREPARATION AND DEPARTMENT APPROVAL

Prepared by (sign on line):

District 12 Caltrans  
PQS/Generalist:

  
Cheryl Singoli, Associate Environmental  
Planner, Co-PI Prehistoric Archaeology

1/16/07  
Date

Prepared by: (sign on line)

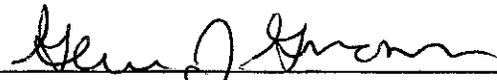
Consultant / discipline:  
Affiliation

[Appropriate PQS discipline]  
[Firm/company and location]

Date

Reviewed for approval by: (sign on line)

Caltrans HQ PQS discipline/level:

  
Glenn Gmoser, Senior Environmental Planner,  
Principal Investigator Prehistoric Archaeology

2/6/07  
Date

Approved by: (sign on line)

District 12 EBC:

  
Chris Flynn, Environmental Planning Branch  
Chief

1/16/07  
Date

ATTACHMENT 1: Archaeological Survey Report (ASR)

**CONFIDENTIAL**

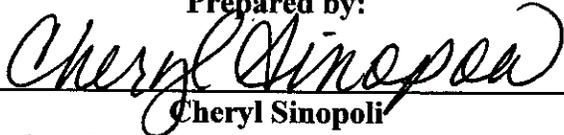
NOT FOR PUBLIC DISTRIBUTION

# ARCHAEOLOGICAL SURVEY REPORT

for the  
**Lower 74 (Ortega Highway) Widening Project**  
**Orange County, California**

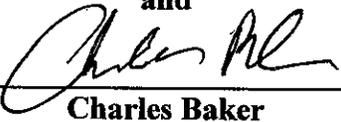
12-ORA-74  
PM 1.0/1.9 (KP 1.6/3.0)  
EA 086900

Prepared by:

  
Cheryl Sinopoli

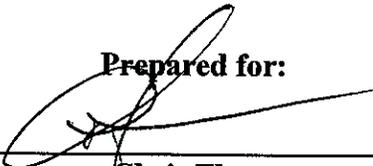
Associate Environmental Planner (Archaeology)  
California Department of Transportation  
District 12

and

  
Charles Baker

Associate Environmental Planner (Archaeology)  
California Department of Transportation  
District 12

Prepared for:

  
Chris Flynn

Environmental Planning Branch C Chief  
California Department of Transportation  
District 12

USGS Quadrangle: San Juan Capistrano, Calif. 7.5 minute USGS Quadrangle 1968 (Photorevised 1981)

December 2006

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- Figure 1: Project Vicinity Map
- Figure 2: Project Location Map
- Figure 3: Survey Map

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### List of Exhibits

- Exhibit 1: Record Search
- Exhibit 2: Consultation

## I. SUMMARY OF FINDINGS

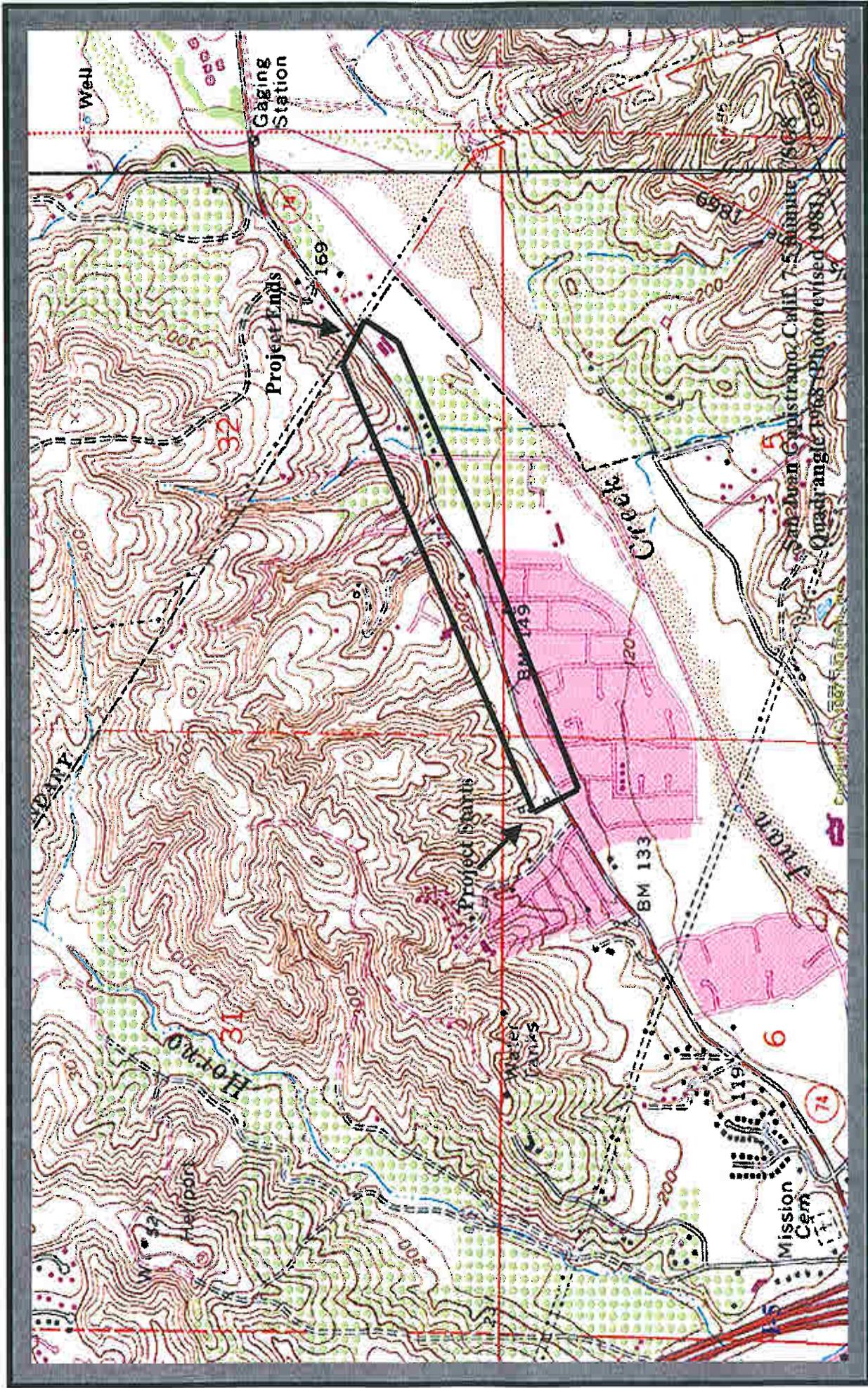
The California Department of Transportation (Caltrans), in conjunction with the Federal Highway Administration (FHWA), proposes to widen a segment of State Route 74 (Ortega Highway) within the city limits of San Juan Capistrano, in Orange County, California (**Figure 1; Project Vicinity Map**). The project involves widening the existing two lanes to four lanes with a 3.6 meter wide median [PM 1.0/1.9 (KP 1.6/3.0)] from just west of Calle Entradero to the City/County line (**Figure 2; Project Location Map**). The project also includes construction of three soundwalls along the southern side of SR-74, five retaining walls along the steeper northern side of SR-74, the relocation of utilities, as well as, drainage and intersection improvements.

Archaeological surveys for the proposed project were conducted on September 6, 2001, and November 19 and 24, 2003 (**Figure 3; Survey Map**). In addition, numerous field visits by District 12 Archaeologists occurred between 2004 and 2006. The adjacent property owners had been contacted for access to the adjoining parcels prior to the field surveys. Permits to enter were granted for the adjacent parcels except for one completely landscaped residential property on the north side within the city limits and those across the City/County line to the east.

Previous cultural resource investigations have been conducted within the project area over the last two decades identifying numerous prehistoric and historic archaeological sites within a one-mile radius. Based on information gathered from previous studies and consultation with interested parties during the course of this investigation, three historic structures (one demolished in 1990 – the Goodwin-Rosenbaum House), and an undocumented potential subsurface historic adobe foundation were identified within the Area of Potential Effects (APE) for this project. Of the three historic structures, the two remaining are the Hankey/Rowse Cottage and Errecarte House which are listed in the City of San Juan Capistrano's Inventory of Historic and Cultural Landmarks. Neither structure will be directly affected by the proposed project. The undocumented potential historic adobe site has been formally recorded as the Manriquez Adobe (Primary # 30-176750). For the purposes of this undertaking, the Manriquez Adobe has been determined eligible for the National Register of Historic Places (NRHP) and through the establishment and implementation of an Environmentally Sensitive Area (ESA) Action Plan, information bearing portions of the site will be protected. The ESA Action Plan can be located in the Historic Property Survey Report (HPSR) prepared for this project as **Attachment 4**. No prehistoric sites have been identified within the APE, although SR-74 does bisect two (CA-ORA-26 and -27) east of the project limits within one mile. No other cultural resources were identified during the course of this survey.

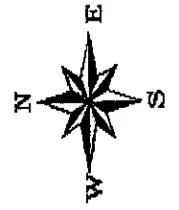
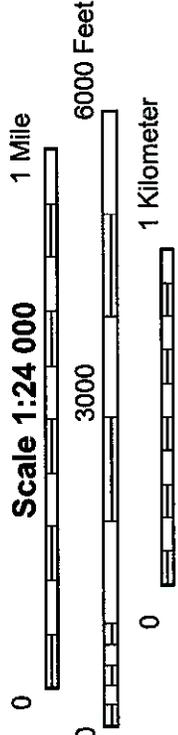
*It is Caltrans policy to avoid impacts to cultural resources whenever possible. If buried cultural materials are encountered during construction, it is Caltrans' policy that work in the immediate vicinity of the find halt until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include unsurveyed areas.*

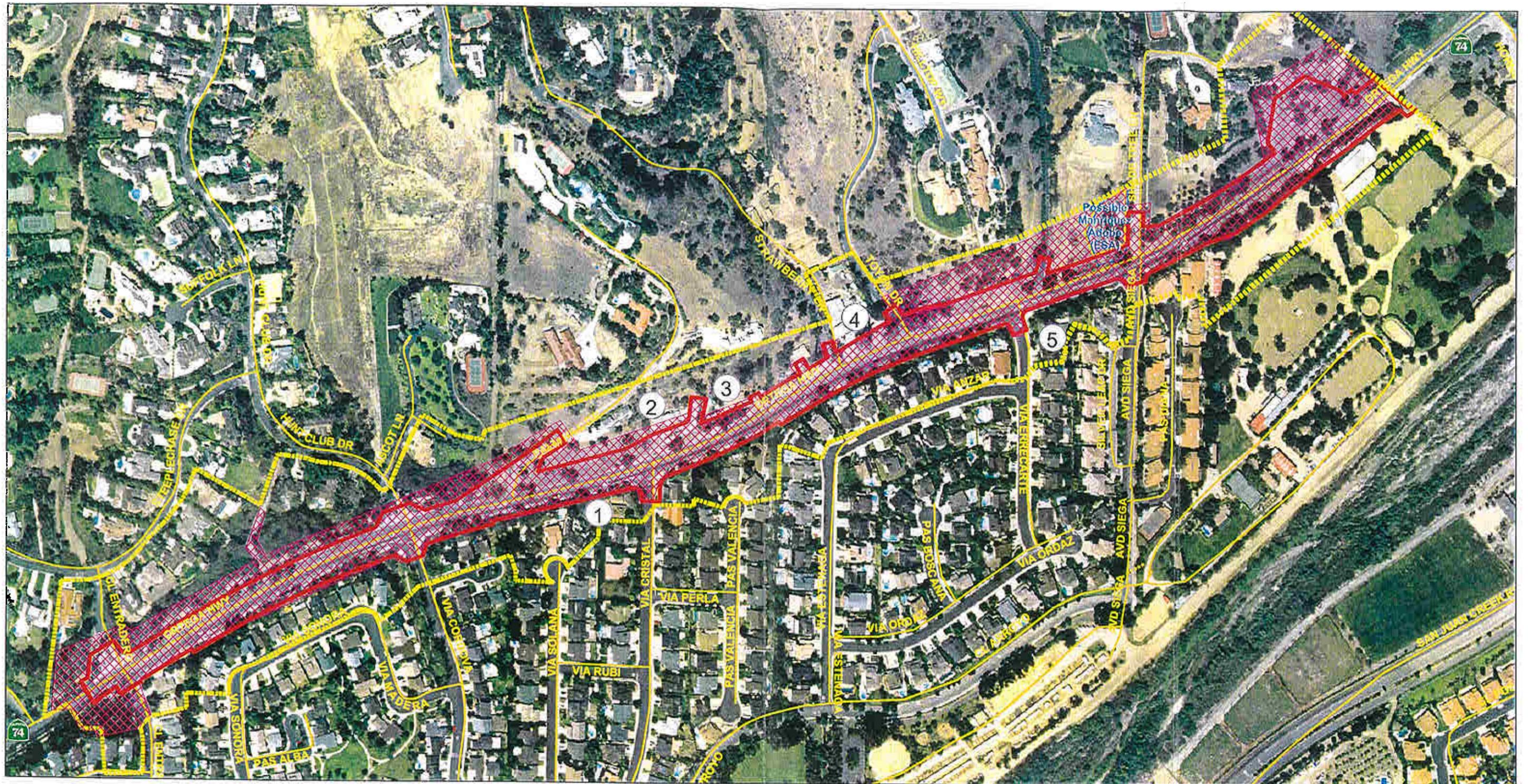




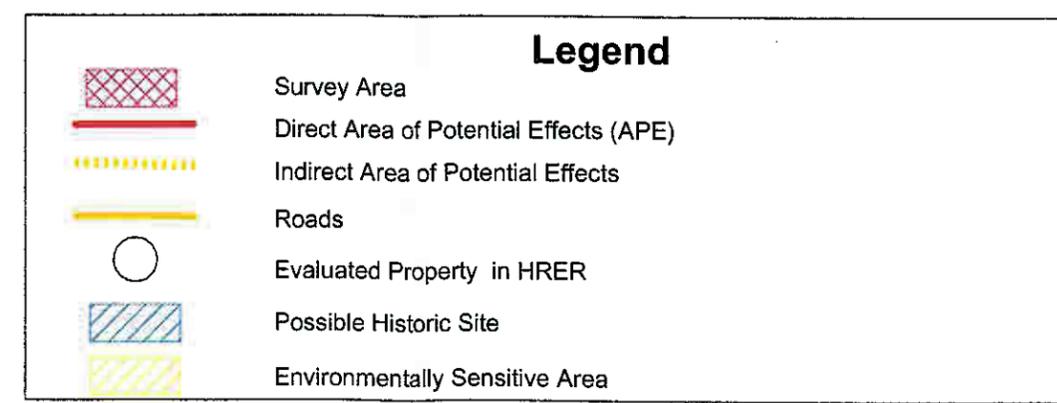
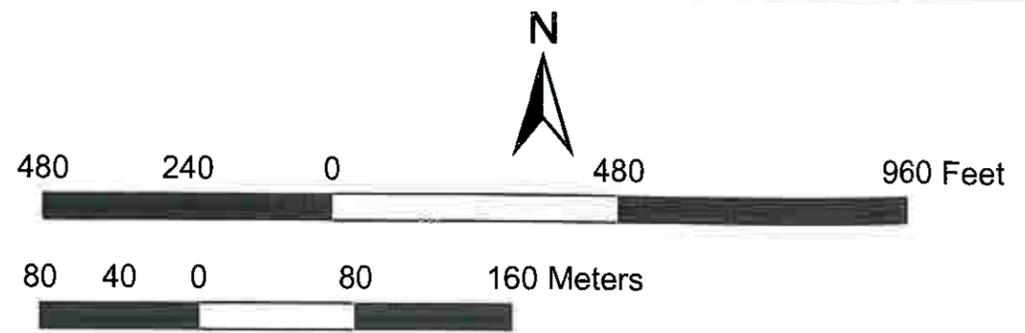
# Project Location

District 12  
 EA 086900  
 PM 1.0/1.9 KP 1.6/3.0





**Lower Ortega Highway Widening**  
**Survey Map**  
 EA 086900  
 12-ORA-74  
 PM 1.0/1.9 (KP 1.6/3.0)  
 October 2006



## II. INTRODUCTION

The initial archaeological survey for this project was conducted in stages on September 6, 2001, and November 19 and 24, 2003, by the following personnel:

**Cheryl Sinopoli:** Caltrans District 12 Archaeologist (PQS Co-PI Prehistoric Archaeology); BA in Anthropology; fifteen years of archaeological field experience in California; project principal investigator (September 6, 2001, and November 19 and 24, 2003).

**Philippe Lapin:** Caltrans District 12 Archaeologist (PQS PI Prehistoric Archaeology); MA in Anthropology; fifteen years of archaeological field experience in California; project crew member (September 6, 2001).

**Charles Baker:** Caltrans District 12 Archaeologist (PQS Lead Archaeological Surveyor); BA in Anthropology; six years of archaeological field experience in California; project crew member (September 6, 2001, and November 19 and 24, 2003).

The survey entailed examining the current right-of-way initially, and the larger Area of Potential Effects (APE) when and where permits to enter were granted. Given later design modifications, subsequent field visits and surveys occurred between 2004 and 2006. Survey was restricted along the existing right-of-way at the eastern end of the project as permits to enter were denied by the landholding company (Rancho Mission Viejo) on the basis that sufficient environmental investigations had been previously conducted on their property and the information was available.

The project's Direct APE encompasses the existing and necessary right of way needed for permanent impacts, as well as, temporary construction easements. An Indirect APE for the built environment includes the first row of adjacent properties, with a range of 150 – 240 feet, or approximately 200 feet from the Direct APE for large parcels.

## III. PROJECT LOCATION AND DESCRIPTION

The project area extends along State Route 74 (Ortega Highway) within the City of San Juan Capistrano. The project limits are from Calle Entradero to the City/County Line [PM 1.0/1.9 (KP 1.6/3.0)]. The majority of the project limits is characterized by residential development, particularly along the south side of SR-74. The northern side is less developed and features steep slopes.

East of the project limits, the area is predominately commercial agricultural property such as nurseries and an equestrian facility. The San Juan Creek meanders approximately ½ mile from Ortega Highway throughout this area. Within the project limits, it runs parallel to the south of SR-74 until it crosses approximately ½ mile east of the City/County Line and runs to the north. Elevation within the project area averages roughly 200 feet above sea level.

## II. INTRODUCTION

The initial archaeological survey for this project was conducted in stages on September 6, 2001, and November 19 and 24, 2003, by the following personnel:

**Cheryl Sinopoli:** Caltrans District 12 Archaeologist (PQS Co-PI Prehistoric Archaeology); BA in Anthropology; fifteen years of archaeological field experience in California; project principal investigator (September 6, 2001, and November 19 and 24, 2003).

**Philippe Lapin:** Caltrans District 12 Archaeologist (PQS PI Prehistoric Archaeology); MA in Anthropology; fifteen years of archaeological field experience in California; project crew member (September 6, 2001).

**Charles Baker:** Caltrans District 12 Archaeologist (PQS Lead Archaeological Surveyor); BA in Anthropology; six years of archaeological field experience in California; project crew member (September 6, 2001, and November 19 and 24, 2003).

The survey entailed examining the current right-of-way initially, and the larger Area of Potential Effects (APE) when and where permits to enter were granted. Given later design modifications, subsequent field visits and surveys occurred between 2004 and 2006. Survey was restricted along the existing right-of-way at the eastern end of the project as permits to enter were denied by the landholding company (Rancho Mission Viejo) on the basis that sufficient environmental investigations had been previously conducted on their property and the information was available.

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Two alternatives are being proposed for this project: the Build Alternative and the No Build Alternative.

### Build Alternative

The Build Alternative proposes to widen the existing two 3.6 m (12 ft) lanes to four lanes with a 3.6 meter wide painted median and 1.5 m (5 ft) paved shoulders on each side of the roadway to accommodate Class II bicycle facilities. Additional project features include: constructing three soundwalls between 4.3 to 4.9 m (14 to 16 ft) in height along the developed south side; terracing five retaining walls along the steeper slopes on the north side; as well as, utility relocations and drainage and intersection improvements. The garden walls along the south side would remain in place and the soundwalls would be constructed parallel to them on the roadway side. The three soundwalls proposed span three consecutive blocks. The first soundwall would start at Calle Entradero and end at Via Cordova. The second soundwall would start at Via Cordova and end at Via Cristal. The third soundwall would start at Via Cristal and end at Via Errecarte. To preserve most of the mature trees along the roadway, two soundwall materials, plexi-glass and SoundFighter, are being considered due to their construction method requiring minimal vegetation removal. The glass walls would be built on steel beams immediately in front of the existing garden walls and would have precast panels at the bottom to provide a consistent look throughout the corridor and not have the garden walls exposed. The SoundFighter noise walls would eliminate reflective noise to the residents on the north side by using energy absorbing material. These walls would be built similar to the glass walls except that they would be opaque. The first retaining wall would begin east of Hunt Club Drive and ends west of Palm Hill Drive. The second retaining wall would run east of Palm Hill Drive and end opposite Via Cristal. The third and shortest retaining wall would begin approximately 83 m (275 ft) east of the second and will be 30 m (100 ft) in length. The fourth retaining wall would start approximately 60 m (200 ft) east of Toyon Drive and would be 70 m (230 ft) long. The fifth retaining wall would be the longest at 259 m (850 ft). It would start at Shade Tree Lane and extend eastward to the end of the project limits at the City/County line.

### No-Build Alternative

The No-Build Alternative was rejected due to traffic operating conditions.

The APE encompasses the maximum required right-of-way including temporary and permanent construction easements needed for roadway widening, utility relocations and drainage improvements, as well as, the adjacent parcels along Ortega Highway within the project limits for potential indirect effects. In general, for large parcels, approximately 200' adjacent to the existing roadway was included. The vertical APE ranges from 1.5 to 5.2 meters below the existing ground surface, with an average depth of roadway disturbance of 1.5 meters except where cut slopes and soundwall or retaining wall footings are needed. The maximum drilled depth anticipated for soundwall footings is approximately 6 m (20 ft), and 12 m (40 ft) for the retaining walls.

Construction activities will include utilizing both the existing right-of-way and any additional right-of-way needed in some areas for project features such as terracing steep slopes and

Temporary Construction Easements (TCE's). The maximum area beyond the current roadway anticipated for construction activities is approximately 65 m (213 ft) for a proposed retaining wall.

#### IV. SOURCES CONSULTED

Prior to the field survey for this project, a record search and literature review was conducted on August 1, 2001, at the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton (**Exhibit 1; Record Search**). At that time, the project limits were approximately twice the length [PM 1.06/2.9 (KP 1.70/4.67)] of the current proposal, and included the portion of SR-74 within the City of San Juan Capistrano limits, as well as, approximately another mile eastward into unincorporated Orange County.

The search included examining the following: the *National Register of Historic Places*; the *California Register of Historical Resources*; the *California Inventory of Historic Resources*; *California Historical Landmarks*; *California Points of Historical Interest*; and the *Directory of Properties in the Historic Resources Inventory* located within a one-mile radius of the project area. A review of historic maps indicated that the project area primarily consisted of orchards prior to the mid-1970s. Additionally, Caltrans District 12 files, including Project Reports, As-Builts, and Right-of-Way Maps, were examined for pertinent information regarding the project location. Information on file indicated that in the mid-1980s, Caltrans cultural resource investigations were undertaken for a longer widening project proposed for SR-74 (PM 1.7/5.3), as well as, for another project that involved the replacement of the Lower San Juan Canyon Bridge (located just east of the current project limits), which was completed in December 1996. In September 2003 and again in October 2005, updated Records Searches were conducted at the SCCIC given the intervening time caused by project delays or revisions. The results of the subsequent record searches were the same as the original search in 2001. In July 2006, the project limits were revised to include only the portion of SR-74 within the city limits (PM 1.0/1.9). Therefore, the original record search and consultation with interested parties, reflect the original longer project limits.

Additionally, the following individuals, groups, and agencies were contacted regarding their potential knowledge of cultural resources within the project area:

- Native American Heritage Commission (NAHC)
- San Juan Capistrano Historical Society
- City of San Juan Capistrano Planning Department
- Ilse M. Byrnes, SJC Historian
- David Belardes, Chairperson, and Tribal Manager Joyce Perry, for the Juaneño Band of Mission Indians – Acjachemen Nation
- Sonia Johnston, Chairperson, Anita Espinoza, Alfred Cruz, Kristen Rivers, and Joe Ocampo of the Juaneño Band of Mission Indians
- Anthony Madrigal, Jr., Interim Chairperson, and Maurice Chacon, Cultural Resources Coordinator for the Cahuilla Band of Mission Indians
- Anthony Rivera, Chairman for the Juaneño Band of Mission Indians, Acjachemen Nation

Consultation with interested parties is included (**Exhibit 2; Consultation**) and summarized below:

The Native American Heritage Commission (NAHC) responded by letter (dated August 16, 2001) that a search of the sacred lands file had failed to identify cultural resources within the project area. Letters were mailed to the contacts provided with the response letter. An updated search was requested and the same response received on September 27, 2006, with a current list of Native American contacts. Subsequently, letters and follow-up calls were made to each individual on the list.

David Belardes, Chairperson for the Juaneño Band of Mission Indians Acjachemen Nation replied by letter (dated September 19, 2001) indicating that he is very familiar with and has performed monitoring of the project area for over 20 years. He requested to be kept informed about any developments during the project and offered monitoring assistance. In April 2004, David Belardes, the City of San Juan Capistrano Historic Preservation Manager Erin Gettis and local historian Ilse Byrnes met Caltrans District 12 Archaeologist Cheryl Sinopoli in the field on April 12, 2004, to discuss the presence of a possible unrecorded adobe within the project limits. On September 11, 2006, updated project information was mailed and followed-up by phone on October 24, 2006, to David Belardes and Joyce Perry. No additional response was received.

Sonia Johnston and Anita Espinoza of the Juaneño Band of Mission Indians provided no response to the project during the initial 2001 consultation. On September 11, 2006, updated project information was mailed to Ms. Johnston and Espinoza. No response was received. Follow-up calls placed on October 24, 2006, resulted in Ms. Espinoza offering Juaneño monitoring assistance and requesting to be kept informed of the project and any finds.

San Juan Capistrano Historical Society responded by letter (dated October 15, 2001) providing valuable information regarding the historic structures in the project area. They identified those previously listed on a city, state, or federal register, as well as those of local interest. Updated project information was sent with the revised limits on September 12, 2006. No additional response was received.

City of San Juan Capistrano Planning Department provided valuable information on the built environment within the project area. Principal Planner William Ramsey provided city landmark information via e-mail dated November 27, 2001. Historic Preservation Manager Erin Gettis helped gather information on the possible Manriquez Adobe beginning April 5, 2004, and through subsequent meetings in April and May 2004.

Local Historian Ilse Byrnes was contacted by phone initially on November 16, 2001 and provided valuable information regarding resources within the project limits. Of concern were two historic structures (Hankey House and Errecarte House) and various trees (Poplar) at Hunt Club Drive and those located at the old produce stand at Toyon Drive. During the subsequent architectural history study of the project conducted by Caltrans HQ staff in April 2004, a

previously unrecorded adobe foundation was discussed. Subsequent meetings were held to address the topic.

□ Alfred Cruz, Mike Aguilar, and Kristen Rivers of the Juaneño Band of Mission Indians were sent updated project information on September 11, 2006. Joe Ocampo was mailed the updated project information on September 27, 2006. Follow-up calls on October 24, 2006, received no response.

□ Anthony Madrigal Jr. and Maurice Chacon of the Cahuilla Band of Indians were mailed updated project information on September 27, 2006. Follow-up calls on October 24, 2006, resulted in Mr. Chacon requesting that the Cahuilla Band of Indians being notified in case of construction finds.

□ Anthony Rivera of the Juaneño Band of Mission Indians, Acjachemen Nation was mailed updated project information on September 11, 2006. No response from the October 24, 2006, follow-up call was received.

Information from these sources revealed that within a one-mile radius of the project area, portions of two prehistoric archaeological sites (CA-ORA-26 and CA-ORA-27) were identified along SR-74 and four historic properties listed on the NRHP: the Forster House, Harrison House, Parra Adobe, and the Goodwin-Rosenbaum House. The two prehistoric sites, CA-ORA-26 and -27, are located outside the APE for this project approximately  $\frac{3}{4}$  and  $\frac{1}{8}$  miles to the east. The Forster House, Harrison House and Parra Adobe are located west of and outside the APE for this project. The Goodwin-Rosenbaum House was previously located within the project's APE, but was demolished in 1990. The property area has since been redeveloped. Two residences within the APE are designated as locally significant and listed on the San Juan Capistrano Historic and Cultural Landmark Inventory: the Hankey House and Errecarte House. Documentation regarding the built environment is provided in an Historic Resource Evaluation Report (HRER) appended to the HPSR for this project as **Attachment 2**. Both the Hankey and Errecarte Houses are located within the Indirect APE for this project but will not be directly affected by proposed construction activities. Just outside the project limits to the east, is the Mission Vieja Marker, a plaque set in stone fenced within private property adjacent to SR-74. It is a directional marker commemorating the site of the original San Juan Capistrano Mission with the following inscription:

ON THE MESA ONE-HALF MILE SOUTH OF HERE THE  
ORIGINAL MISSION OF SAN JUAN CAPISTRANO WAS  
FOUNDED NOV. 1, 1776. Commemorated El Viaje De Portola April  
1968.

Within a one-mile radius, at least twenty survey/reports and eleven archaeological sites have been documented. Table 1 below summarizes the archaeological sites identified within a one-mile radius of the project. In addition, information on a previously unrecorded adobe site (Manriquez Adobe) within the APE was later provided; the results of which are documented in an Historical Resource Evaluation Report that is located in the HPSR as **Attachment 3**.

**Table 1: Sites recorded within a 1-mile radius of the project limits.**

| <b>Trinomial</b> | <b>Date Recorded</b> | <b>Description</b>  | <b>Approximate distance from project limits</b>         |
|------------------|----------------------|---|---|
| CA-ORA-25        | 1949                 | Prehistoric camp.   | ½ mile  |
| CA-ORA-26        | 1949                 | Prehistoric camp consisting of groundstone and lithic tools.                                      | ¾ mile  |
| CA-ORA-27        | 1949                 | Prehistoric camp consisting of groundstone and lithic tools and flakes.                           | ⅛ mile  |
| CA-ORA-243       | 1967                 | Prehistoric site consisting of groundstone, discoidals, lithic tools and flakes.                  | ½ mile  |
| CA-ORA-738/H     | 1978                 | Historic Parra Adobe and Harrison House with an adjacent prehistoric deposit.                     | ¼ mile  |
| CA-ORA-880       | 1980                 | Prehistoric lithic scatter  | 1 mile  |
| CA-ORA-881       | 1980                 | Prehistoric site with groundstone and lithics.  | 1 mile  |
| CA-ORA-902       | 1980                 | Prehistoric site consisting of groundstone and lithics.   | 1 mile  |
| CA-ORA-1109      | 1986                 | Prehistoric shell and lithic scatter.   | 1 mile  |
| CA-ORA-1155 H    | 1985                 | Historic Goodwin-Rosenbaum House.   | Within APE; demolished in 1990 and parcel re-developed. |
| CA-ORA-1271/H    | 1985                 | Historic Forster Mansion with adjacent prehistoric deposit consisting of groundstone and lithics. | 1 mile  |

## V. BACKGROUND

### Environment

The project area lies within San Juan Capistrano and begins approximately one mile east of Interstate 5 (I-5), and extends eastward to the City/County line. This segment of SR-74 winds 1.8 miles through the San Juan Creek Canyon, surrounded by foothills of the Santa Ana Mountains. Elevations within the project area range from roughly 120 to 260 feet above sea level (Sully, 1986). Geologically, the canyon areas are characterized by Quaternary period alluvium and non-marine terrace deposits, while the surrounding foothills primarily exhibit Tertiary period deposits of the Monterrey Formation (late Miocene epoch) and Capistrano Formation (early Pliocene epoch) (Morton and Miller, 1981).

The San Juan Capistrano region has a Mediterranean climate, “and is characterized by cool summers, mild winters, occasional rainfall confined primarily to the winter months, and fresh onshore breezes” (City of San Juan Capistrano, 2002). The average annual temperature of the area is 61 degrees Fahrenheit (City of San Juan Capistrano, 2002).

The San Juan Creek, which parallels SR-74 for most of the project area, is now an intermittent stream (Caltrans, 1987). However, in prehistoric times, San Juan Creek was a “major creek” that “flowed perennially” (Koerper et al, 2000). Riparian vegetation dominates the streambeds, featuring plant species such as arroyo willow (*Salix lasiolepis*), mulefat (*Baccharis glutinosa*), and cottonwood (*Populus fremontii*). A number of other vegetative communities are observable on the terraces overlooking the creek and in the surrounding foothills. Oak woodlands dominate the hilly northeastern portion of the project area, and feature coast live oak (*Quercus agrifolia*), and to a lesser extent, Engelman oak (*Quercus engelmandii*), interior live oak (*Quercus wislizenii*), elderberry (*Sambucus mexicana*), toyon (*Heteromeles arbutifolia*), and lemonadeberry (*Rhus integrifolia*). Coastal sage scrub communities are commonly found on the south-facing slopes of the foothills, and consist mainly of California sage (*Artemisa californica*), white sage (*Salvia apiana*), and California buckwheat (*Eriogonum fasciculatum*). Chaparral vegetation is predominant on the canyon slopes south of SR-74, consisting primarily of scrub oak (*Quercus dumosa*), laurel sumac (*Rhus laurina*), and honeysuckle (*Lonicera subpicata*). Grasslands dominate the level stream terraces overlooking San Juan Creek and feature needlegrasses and bunchgrasses such as giant rye-grass (*Elymus condensatus*) and alkali rye-grass (*Elymus triticoides*). The project area, located within the San Juan Capistrano city limits, is a suburban community of single-family home structures. Trees such as sycamore (*Platanus racemosa*) and California pepper (*Schinus molle*) abundantly line SR-74 in this area (Caltrans, 1987).

The San Juan Creek Canyon harbors a great variety of wildlife. Raptors, most notably red-tailed hawks, red-shouldered hawks, barn owls, and great horned owls, are common sights, particularly in the northeastern oak woodlands. Large mammal species such as mule deer, coyote, grey fox, raccoon, bobcat, and mountain lion have all been identified in the area. Burrowing mammals, small rodents, reptiles, and smaller birds are also quite common (Sully, 1986).

## **Prehistory**

The archaeological record within Orange County extends back at least 9,000 years. During that time span, observable changes in the material culture of the indigenous people periodically took place. To describe these changes, a number of chronologies for the region have been postulated over the last half-century. The chronology that has gained the widest acceptance was originally suggested by William Wallace in 1955. Wallace hypothesized that the prehistoric cultures of Southern California evolved during four distinct horizons, each characterized by diagnostic artifact types. In creating this chronology, however, Wallace relied mainly on archaeological evidence available from Santa Barbara, Ventura, Los Angeles, and San Diego counties. Very few Orange County archaeological sites were cited in Wallace’s study. More recently, a somewhat refined version of Wallace’s chronology, based solely on Orange County

archaeological data, has been published (Koerper and Drover, 1983). Concluding that Wallace had created "an adequate framework on which modifications may be imposed" (Koerper and Drover, 1983: 26), the authors of this newer chronology accepted Wallace's basic premise of four distinctive periods in the cultural evolution of prehistoric Southern California. The following is a brief overview of the proposed Orange County chronology (Koerper et al, 2000):

Early Man Period (prior to 6,000 BC): This period is characterized by 1) the presence of large projectile points, probably used as atlatl dart points, and 2) the absence of grinding stones and other artifacts associated with processing vegetable matter. It has consequently been assumed that the peoples of this period subsisted primarily by hunting big game. Recent investigations within southern Orange County may yield dates to this period.

Milling Stone Period (roughly 6,000 BC to 1,000 BC): As the name implies, this period is defined by the sudden profusion of grinding stones (primarily manos and metates) throughout the region. These milling stones were most likely used in processing seed materials. Large projectile points continued to be employed during this period. Also, the Milling Stone period is marked by the appearance of the so-called "cogged stones," an artifact-type unique to the Orange County and Los Angeles areas. The purpose of these curious, gear-shaped stones remains uncertain, and their usage appears to be confined to this period. A number of Milling Stone period sites have been located in Orange County, most notably CA-ORA-64, overlooking Newport Bay; CA-ORA-58, situated adjacent to the Santa Ana River; and CA-ORA-83, located on the Bolsa Chica mesa.

Intermediate Period (roughly 1,000 BC to 750 AD): This period is marked by the appearance of mortars and pestles, most likely indicating an increased reliance on acorns as a food source, though manos and metates remained in use. Large projectile points continued to be employed, though late in the period, small points appeared for the first time. Important sites from this period include CA-ORA-119A and CA-ORA-378, both situated near the San Joaquin marsh in central Orange County. Recently, investigations within Laguna Canyon have yielded information pertaining to this period.

Late Prehistoric Period (roughly 750 AD to 1769): This final period, which ended abruptly upon the arrival of Europeans in the region, is defined both by the appearance of small triangular projectile points and by the disappearance of the large projectile points seen in earlier periods. This probably represents the adoption of the use of the bow and arrow, and the discontinuance of spear throwing technologies. Indigenous populations within Orange County appear to have expanded greatly during this period, possibly resulting from an influx of Takiic-speaking peoples from the Great Basin (presumably displacing the former Hokan-speaking inhabitants). Mortars, pestles, manos, and metates remained in use, and pottery appeared late in the period, as did the use of soapstone, a type of soft rock utilized in making bowls and small animal figurines (usually in the form of pelicans and killer whales). Perhaps the most distinctive site from this period in Orange County is CA-ORA-855, located north of Mission San Juan Capistrano.

## Ethnography

When the Spanish first arrived in Orange County in 1769, the current project area was situated within the geographic boundaries of the Acjachemem tribe, now known more commonly as the Juaneño (so named from their later association with Mission San Juan Capistrano). Ethnographic accounts reveal that four major Juaneño village sites were once located in the general vicinity of the SR-74 project area (O'Neil and Evans, 1980). These were: *Acagchemen* (now identified as archaeological site CA-ORA-600), located about 60 yards away from Mission San Juan Capistrano, roughly one mile southwest of the project area; *Putuidem* (CA-ORA-855), located nearly one mile north of the mission, or just over a mile due west of the project area; *Sajivit* (CA-ORA-243), sometimes associated with the original mission site, though in reality the village seems to lie approximately midway between the old and new mission sites, about 1500 feet south of the project area; and *Piwiva* (exact location unknown), reportedly located near the junction of Gobernadora Canyon and San Juan Canyon (Boscana, 1978; O'Neil and Evans, 1980).

The arrival date of the Juaneño people into the Orange County area is not precisely known. Some researchers have speculated that the beginnings of bow and arrow use, coinciding with the advent of the Late Prehistoric period, may have signaled the entrance of the Juaneños and other Takic-speaking peoples into the region from the East (Koerper et al, 2000).

Better information exists regarding the peopling of the immediate San Juan Canyon area by the Juaneño. During the Mission Period, Father Geronimo Boscana recorded a Juaneño story of the founding of *Putuidem*, the village located to the north of the mission. Following a "rapid increase of population" and a resultant food shortage, a chief named Oyaison led his followers to *Putuidem* from a valley located "northeast from the mission seven or eight leagues" (Boscana, 1978: 83). Not long after the founding of *Putuidem*, "owing to the scarcity of grain, many of the inhabitants separated and...located themselves about in different parts of the Valley of San Juan" (Boscana, 1978: 84). The dating of these events can be determined with some accuracy thanks to the archaeological data collected from CA-ORA-855, now known to be the location of *Putuidem*. Twenty-two calibrated carbon dates obtained from the site point to an initial settlement at around 1300 AD (Koerper et al, 2000). The subsequent relocation of selected Juaneño groups into other parts of the San Juan Canyon would have taken place not long afterwards. Based on this ethnographic account, it appears that the San Juan region experienced a population increase in the latter stages of the Late Prehistoric Period, immediately prior to European contact.

There has been some disagreement as to whether the Juaneño should be considered a distinct tribal grouping, or whether they should be more appropriately classified as a sub-group of the Luiseño tribe of San Diego County. Kroeber gave the Juaneño a separate designation, while admitting that the Juaneño language was a dialect of the Luiseño tongue (Kroeber, 1925: 636). Bean and Smith, in contrast, felt that the best available evidence pointed to the Juaneño and Luiseño being "ethnologically and linguistically one ethnic nationality" (Bean and Smith, 1978: 550). Whatever the case, the Juaneño are frequently depicted separately on modern maps displaying tribal territories.

The Juaneño were divided into autonomous, clan-based groups, each possessing a specific territory. Each territory, in turn, had a principal village that was occupied year round, with permanent ceremonial centers and cemeteries. Smaller satellite camps were occupied seasonally, and were usually associated with specific food procurement activities (Koerper et al, 2000).

The Juaneño were hunter-gatherers, with acorns accounting for a substantial portion of their diet, along with seeds from grasses and sage. For the inland dwellers, deer and rabbits were an important source of protein, while coastal inhabitants relied more heavily on shellfish, fish, and marine mammals to supplement their diet (Koerper et al, 2000).

The Juaneño were never a populous people. Kroeber estimated their number during the pre-contact period at about one thousand (Kroeber, 1925: 636). Following European contact, Juaneño numbers declined dramatically, due mainly to exposure to exotic diseases. Indeed, when Kroeber wrote his study of the tribe, he could only estimate their current population at "may be three or four" (Kroeber, 1925: 636).

## History

The earliest recorded European incursion into the area now known as Orange County occurred in 1769, when a Spanish expedition headed by Gaspar de Portola began an overland march from San Diego in hopes of locating the Bay of Monterey. On July 23, 1769, Portola and his party of sixty-two men camped in the San Juan Canyon. The exact location of their campsite is not known, though reportedly it was situated about four and a half miles from the present mission site (Cramer, 1988: 21). Portola recorded the following day that his group made contact with friendly Indians from two villages in the vicinity (O'Neill and Evans, 1980: 228-229).

Not long thereafter, in October of 1775, Spanish missionaries raised a cross at a site in the San Juan Canyon where it was hoped a mission could be established. Actual construction of the mission was delayed by a revolt at the San Diego mission, and it was not until November of 1776 that the first rudimentary structures were erected (Cramer, 1988: 22). The exact location of this original mission site remains unknown. A historical marker placed on land known as The Oaks Equestrian Stables, just outside of the current project area, proclaims that the original mission was built approximately one and a half miles to the south.

Due to concerns about flooding, the padres decided during the summer of 1778 to relocate the mission site to its present location, approximately one mile to the southwest of the project area. The new mission developed rapidly as large numbers of native inhabitants were brought in for conversion and for use as laborers. A magnificent cross-shaped, seven-domed church was built with Indian labor, and was dedicated in September of 1806. The use of the church was to be short-lived, however. A violent earthquake on December 8, 1812 toppled the structure, killing 40 Indian worshippers. The church was never rebuilt (Cramer, 1988: 22-23).

The work of the mission carried on following the earthquake, and a successful cattle-raising operation was developed that thrived for many years. Hides and tallow from the mission became important trade goods, with merchant ships from the East Coast making regular visits to the

Dana Point harbor to obtain the mission's bounty (as documented by Richard Henry Dana, Jr. in *Two Years Before the Mast*).

Following Mexican independence from Spain in 1821, the mission entered a steady period of decline. The Mexican government secularized the missions in 1833, and shortly thereafter confiscated all mission property and dispersed the inhabitants (Hallan-Gibson, 1988: 174). By the time California was annexed by the United States in 1848, Mission San Juan Capistrano had fallen into disrepair (Hallan-Gibson, 1988).

While the mission crumbled, the emerging town of San Juan Capistrano prospered and grew. The cattle industry continued to dominate the local economy, even after political control was transferred to the Americans. By the 1870's, however, floods, drought, and legal disputes had all taken a toll on the cattle business. Walnuts, beans, and other crops began to replace cattle as the main agricultural focus of the area (Hallan-Gibson, 1988). Several structures from this period are still intact and can be found within a mile of the project area; these include the Parra Adobe and the Forster Mansion.

Life in the rural town continued on quietly until two major changes affected the community, beginning in the late 1920's: First, a pestilence decimated the walnut crop, and citrus fruits soon after emerged as the dominant crop in the region. Second, by the 1930's, the tourism potential of the mission was realized, with additional interest generated as word spread of the swallows' annual return to the mission (Hallan-Gibson, 1988).

It was also during this time that the road now known as the Ortega Highway (SR-74) was completed. While construction of the road was completed in 1932, the route had actually been in use for centuries by Native American traders, who traversed the trail through the Santa Ana Mountains to the deserts beyond. The newly paved highway offered easy access to the San Juan Hot Springs, located several miles upstream from the current project area. The hot springs became another popular tourist destination during the 1920's and 30's.

The opening of Interstate 5 in the 1950's expanded outside access to the town. In 1961, the City of San Juan Capistrano became incorporated, and the following twenty years witnessed an explosion of new home construction. By the early 1980's, local public outcry had slowed the rate of expansion, but by then the character of the town had evolved from agrarian to suburban (Hallan-Gibson, 1988). Today, the City of San Juan Capistrano remains a suburban community, filled with residents that commute to employment outside the area; yet dispersed throughout the City are numerous visible reminders of San Juan's historic past.

## **VI. FIELD METHODS**

The project area was initially surveyed by Caltrans District 12 Archaeologists on September 6, 2001, November 19, 2003, and November 24, 2003. The 2001 field survey was conducted solely within the Caltrans right of way (roadway and shoulder areas), while access to most adjacent parcels within the City of San Juan Capistrano had become available by the 2003 surveys. Given design revisions, numerous subsequent field visits by District 12 Archaeologists took place

between 2004 and 2006. Based on various characteristics of the survey area, such as, extensive landscaping within the western portion of the project limits and steeper terrain to the north, a meandering pedestrian survey was employed. All visible ground surfaces in the survey area were inspected, though ground visibility varied greatly. Parcels located within the city limits tend to be heavily landscaped, and ground visibility varied from perhaps 10% to 20% in most areas, with visibility of up to 90% in a few isolated areas. In 2006, private grading operations along a steep portion of the undeveloped north side of SR-74 had occurred and included installation of a fence along the roadway. A field visit conducted after clearing/grubbing and grading activities had transpired in that area identified no cultural resources.

## **VII. FINDINGS**

The survey resulted in identifying no previously recorded or newly discovered prehistoric archaeological sites or resources within the limits for this project. One historical archaeological site (Manriquez Adobe) was identified within the APE, the results of which are documented within a separate report (Medin 2006) which will be appended to the Historic Property Survey Report (HPSR) prepared for this project. A survey of the built environment resulted in identifying two existing historic structures within the survey area (Hankey House and Errecarte House). Both are located within the Indirect APE for this project and are documented within a separate report (Calpo 2006) which will be appended to the HPSR.

## **VIII. CONCLUSIONS**

The California Department of Transportation (Caltrans), in conjunction with the Federal Highway Administration (FHWA), proposes to widen a segment of State Route 74 (Ortega Highway) within San Juan Capistrano between Calle Entradero to the City/County line. The project also includes construction of three soundwalls along the southern side of SR-74, five retaining walls along the steeper northern side of SR-74, and drainage and intersection improvements.

No prehistoric archaeological sites or resources were identified within the project limits. One historical archaeological site (previously undocumented Manriquez Adobe) was identified during the survey. The Manriquez Adobe site has been determined eligible to the NRHP for the purposes of this undertaking only and through the establishment of an Environmentally Sensitive Area (ESA) Action Plan, potential information-bearing deposits will not be directly affected by construction activities for this project.

Additional archaeological survey will be required if the project changes to include unsurveyed areas. If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find.

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1987 *Archaeological Investigations at CA-ORA-27A, CA-ORA-882, CA-ORA-1042, and CA-ORA-870: Chiquita Canyon Water Reclamation Plant Project, South Orange County, California*. Archaeological Resource Management Corporation, Fullerton, California. On file at the South Central Coastal Information Center, California State University, Fullerton, Report# OR-1204.

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2000 *Report of Archaeological Resources Survey for Rancho Mission Viejo, Project 2000, South Orange County, California*. Archaeological Resource Management Corporation, Anaheim, California. On file at the South Central Coastal Information Center, California State University, Fullerton, Report# OR-2194.

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State Historic Preservation Officer

1987 Letter titled "Re: Historic Property Survey Report (HPSR) for the proposed project to widen State 74 (the Ortega Highway) from west Avenida Siega to east of La Pata Avenue near the City of San Juan Capistrano in Orange County." In *Finding of Effects: 07-Ora-74, PM 1.6/2.8, Ortega Highway, San Juan Capistrano, Orange County, California*. Caltrans District 7, Los Angeles, California. Offers concurrence on CA-ORA-26. On file at the South Central Coastal Information Center, California State University, Fullerton, Report# OR-1694.

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## **Exhibits**

Exhibit 1: Record Search

Exhibit 2: Consultation

**Exhibit 1: Record Search**

**DEPARTMENT OF TRANSPORTATION**

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**RECORDS SEARCH / LITERATURE REVIEW**

File: 12-ORA-74  
 PM/KP 1.06/2.9 (KP 1.70/4.67)  
 EA 086900

Record Search for the widening of Ortega Hwy (SR 74) from 2 to 4 lanes. This project also includes the widening of the Lower San Juan Creek Bridge (PM 2.28).

Caltrans has conducted a record search for the widening of Ortega Hwy (SR 74) from two to four lanes (EA 086900). This project also includes the widening of the Lower San Juan Creek Bridge. This record search complies with those requirements described in the Caltrans Environmental Handbook Volume II.

A record search which investigated the National Register of Historic Places (NRHP), California Register of Historic Resources, California Historic Landmarks (CHL), California Points of Historic Interest (CPHI) and state and local inventories, was conducted at the South Central Archaeological Information Center on August 1, 2001. It included a review of all historic and prehistoric resources located within a one-mile radius of the project area. The following documents the results of the record search:

| USGS                | Arch. Sites  | Reports  | NRHP  | CRHR | CHL  | CPHI |
|---------------------|--|--|---|------|------|------|
| San Juan Capistrano | CA-ORA-25,26,27,28, 29, 243, 738 H, 880, 881, 882, | 176573, 150083, 100176, 1508,120016,                                   | Forster House NR86002405 30-160126  | None | None | None |
| And                 | 902, 1042, 1043, 1048, 1049, 1050,                 | 100172, 100174, 100170,  | Harrison House NR79000515 30-160089   |      |      |      |
| Canada Gobernadora  | 1109, 1155 H, 1271/H, 1567                         | 100173, 100175, 100169, 100177, 120015, 150083, 100323, 100171, 176631 | Parra Adobe NR78000731 30-160090<br><br>The Goodwin-Rosenbaum House DOE-30-87-0001-0000 |      |      |      |

8/1/2001  
 Date

Philippe Lapin RPA  
 Archaeologist  
 Associate Environmental Planner

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**Updated  
 RECORDS SEARCH / LITERATURE REVIEW**

File: 12-ORA-74  
 PM/KP 1.06/2.9 (KP 1.70/4.67)  
 EA 086900

Record Search for the widening of Ortega Hwy (SR 74) from 2 to 4 lanes. This project also includes the widening of the Lower San Juan Creek Bridge (PM 2.28).

Caltrans has conducted a record search for the widening of Ortega Hwy (SR 74) from two to four lanes (EA 086900). This project also includes the widening of the Lower San Juan Creek Bridge. This record search complies with those requirements described in the Caltrans Environmental Handbook Volume II.

An updated record search which investigated the National Register of Historic Places (NRHP), California Register of Historic Resources, California Historic Landmarks (CHL), California Points of Historic Interest (CPHI) and state and local inventories, was conducted at the South Central Archaeological Information Center on September 23, 2003. It included a review of all historic and prehistoric resources located within a one-mile radius of the project area. The following documents the results of the record search:

| USGS                | Arch. Sites  | Reports  | NRHP  | CRHR | CHL  | CPHI |
|---------------------|--|--|---|------|------|------|
| San Juan Capistrano | CA-ORA-25,26,27,28, 29, 243, 738 H, 880, 881, 882, | 176573, 150083, 100176, 1508,120016,                                   | Forster House NR86002405 30-160126  | None | None | None |
| And                 | 902, 1042, 1043, 1048, 1049, 1050,                 | 100172, 100174, 100170,  | Harrison House NR79000515 30-160089   |      |      |      |
| Canada Gobernadora  | 1109, 1155 H, 1271/H, 1567                         | 100173, 100175, 100169, 100177, 120015, 150083, 100323, 100171, 176631 | Parra Adobe NR78000731 30-160090<br><br>The Goodwin-Rosenbaum House DOE-30-87-0001-0000 |      |      |      |

Cheryl Sinopoli  
 Archaeologist  
 Associate Environmental Planner

9/23/03  
 Date

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**Updated  
 RECORDS SEARCH / LITERATURE REVIEW**

File: 12-ORA-74  
 PM/KP 1.06/2.9 (KP 1.70/4.67)  
 EA 086900

*7/2006 - project limits revised to PM 1.0/1.9.*

Record Search for the widening of Ortega Hwy (SR 74) from 2 to 4 lanes. This project also includes the widening of the Lower San Juan Creek Bridge (PM 2.28).

Caltrans has conducted a record search for the widening of Ortega Hwy (SR 74) from two to four lanes (EA 086900). This project also includes the widening of the Lower San Juan Creek Bridge. This record search complies with those requirements described in the Caltrans Environmental Handbook Volume II.

An updated record search which investigated the National Register of Historic Places (NRHP), California Register of Historic Resources, California Historic Landmarks (CHL), California Points of Historic Interest (CPHI) and state and local inventories, was conducted at the South Central Archaeological Information Center on October 4, 2005. It included a review of all historic and prehistoric resources located within a one-mile radius of the project area. The following documents the results of the record search:

| USGS                | Arch. Sites   | Reports  | NRHP  | CRHR | CHL  | CPHI |
|---------------------|---|--|---|------|------|------|
| San Juan Capistrano | CA-ORA-<br>25, 26, 27, 28,<br>29, <u>243</u> , 738 H,<br>880, 881, 882,<br>902, 1042, | 176573,<br>150083,<br>100176,<br>1508, 120016,<br>100172,<br>100174,<br>100170,<br>100173,<br>100175,<br>100169,<br>100177,<br>120015,<br>150083,<br>100323,<br>100171, 176631 | Forster House<br>NR86002405<br>30-160126<br><br>Harrison House<br>NR79000515<br>30-160089<br><br>Parra Adobe<br>NR78000731<br>30-160090<br><br>The Goodwin-Rosenbaum House<br>DOE-30-87-0001-0000 | None | None | None |
| And                 | 1043, 1048,<br>1049, 1050,<br>1109, 1155 H,<br><u>1271/H, 1567</u>                    |  |   |      |      |      |
| Canada Gobernadora  | <i>underline indicates w/in 1-mile of revised limits.</i>                             |  |   |      |      |      |

Cheryl Sinopoli  
 Archaeologist  
 Associate Environmental Planner

*10/4/05*  
 Date

**Exhibit 2: Consultation**

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)



September 27, 2006

Cheryl Sinopoli  
Department of Transportation

Sent by Fax: 949-724-2256  
Number of Pages: 3

RE: Proposed SR-74 (Ortega Hwy.) Widening Project (EA 086900), San Juan  
Capistrano USGS quadrangle, Orange County

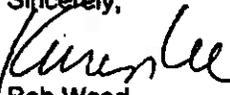
Dear Ms. Sinopoli:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

*Fori*  
  
Rob Wood  
Environmental Specialist III

Native American Contacts  
Orange County  
September 27, 2006

Cahuilla Band of Indians

Anthony Madrigal, Jr., Interim-Chairperson

P.O. Box 391760 Cahuilla

Anza, CA 92539

tribalcouncil@cahuilla

(951) 763-5549

(909) 763-2808 Fax

*Sent 9/27/06  
Called 10/24/06*

Juaneno Band of Mission Indians Acjachemen Nation

David Belardes, Chairperson

31742 Via Belardes Juaneno

San Juan Capistrano, CA 92675

(949) 493-0959

(949) 493-1601 Fax

*Sent 9/11/06  
Called 10/24/06*

Juaneno Band of Mission Indians

Sonia Johnston, Chairperson

P.O. Box 25628 Juaneno

Santa Ana, CA 92799

ajuaneno@verizon.

(949) 462-0710

(714) 323-8312 (Cell)

(949) 462-9451 Fax

*Sent 9/11/06  
Called 10/24/06*

Juaneno Band of Mission Indians

Anita Espinoza

1740 Concerto Drive Juaneno

Anaheim, CA 92807

(714) 779-8832

*Sent 9/11/06  
Called 10/24/06*

Juaneno Band of Mission Indians Acjachemen Nation

Anthony Rivera, Chairman

31411-A La Matanza Street Juaneno

San Juan Capistrano, CA 92675-2674

arivera@juaneno.com

949-488-3484

949-488-3294 Fax

*Sent 9/11/06  
Called 10/24/06*

Juaneno Band of Mission Indians Acjachemen Nation

Joyce Perry, Tribal Manager & Cultural Resources

31742 Via Belardes Juaneno

San Juan Capistrano, CA 92675

(949) 493-0959

(949) 493-1601 Fax

*Sent 9/11/06  
Called 10/24/06*

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the SR-74 (Ortega Hwy) Widening Project (EA 096900), San Juan Capistrano USGS quadrangle, Orange County.

**Native American Contacts  
Orange County  
September 27, 2006**

Juaneno Band of Mission Indians  
Alfred Cruz, Cultural Resources Coordinator  
P.O. Box 25628 Juaneno  
Santa Ana, CA 92799

714-998-0721

*Sent 9/11/06  
Called 10/24/06*

Juaneno Band of Mission Indians  
Joe Ocampo, Environmental Coordinator  
P.O. Box 25628 Juaneno  
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(949) 462-9451 Fax

*Sent 9/27/06  
Called 10/24/06.*

Cahuilla Band of Indians  
Maurice Chacon, Cultural Resources  
P.O. Box 391760 Cahuilla  
Anza, CA 92539  
cbandodian@aol.com

(951) 763-5549

(951) 763-2808 Fax

*Sent 9/27/06  
Same # as  
Anthony Madrigal Jr.  
Called 10/24/06.*

Juaneno  
*Kristen Riners Sent 9/11/06  
Mike Aguilar Sent 9/14/06*

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the SR-74 (Ortega Hwy) Widening Project (EA 086900), San Juan Capistrano USGS quadrangle, Orange County.

**DEPARTMENT OF TRANSPORTATION**

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PHONE (949) 724-2855  
FAX (949) 724-2256



September 12, 2006

**ROB WOOD**  
State Of California  
Native American Heritage Commission  
915 Capitol Avenue, Room 364  
Sacramento, CA 95814

**SUBJECT:** Updated Sacred Lands File Search for a California Department of Transportation (CALTRANS) Project in Orange County (EA 086900).

Dear Mr. Wood:

On July 30, 2001, the California Department of Transportation (Caltrans) requested a search of the Sacred Lands File for a proposed SR-74 (Ortega Hwy) Widening Project in Orange County (EA 086900). The project proposed to widen Ortega Highway (State Route 74) from two lanes to four lanes, from just east of Via Cordova within the City of San Juan Capistrano, to just east of La Pata Avenue/Antonio Parkway within the unincorporated County of Orange area. The proposal also included widening the Lower San Juan Creek Bridge. A letter response was received on August 16, 2001, indicating that the search failed to identify the presence of Native American cultural resources within the project area. Subsequently, Caltrans sent letters to those listed in the NAHC letter.

As of July 2006, the proposed project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. Within the city limits, the project proposes to widen SR-74 from 2 to 4 lanes to match the cross section to the west, construct soundwalls along the developed south side of SR-74, and construct retaining walls along the steeper north side slopes. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be

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addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Given the intervening years since the initial NAHC response, an updated search of the Sacred Lands File is being requested for the City of San Juan Capistrano limits within the project area. A copy of the USGS Quad of the project area, has been attached for your convenience.

- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

If you have any questions pertaining to this matter, please contact the Caltrans District 12 Archaeologist, Cheryl Sinopoli at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli, Archaeologist  
California Department of Transportation – District 12  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612

**DEPARTMENT OF TRANSPORTATION**

District 12

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September 11, 2006

Juaneno Band of Mission Indians

Alfred Cruz

P.O. Box 25628

Santa Ana, CA 92799

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Cruz:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

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FAX (949) 724 - 2256

and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

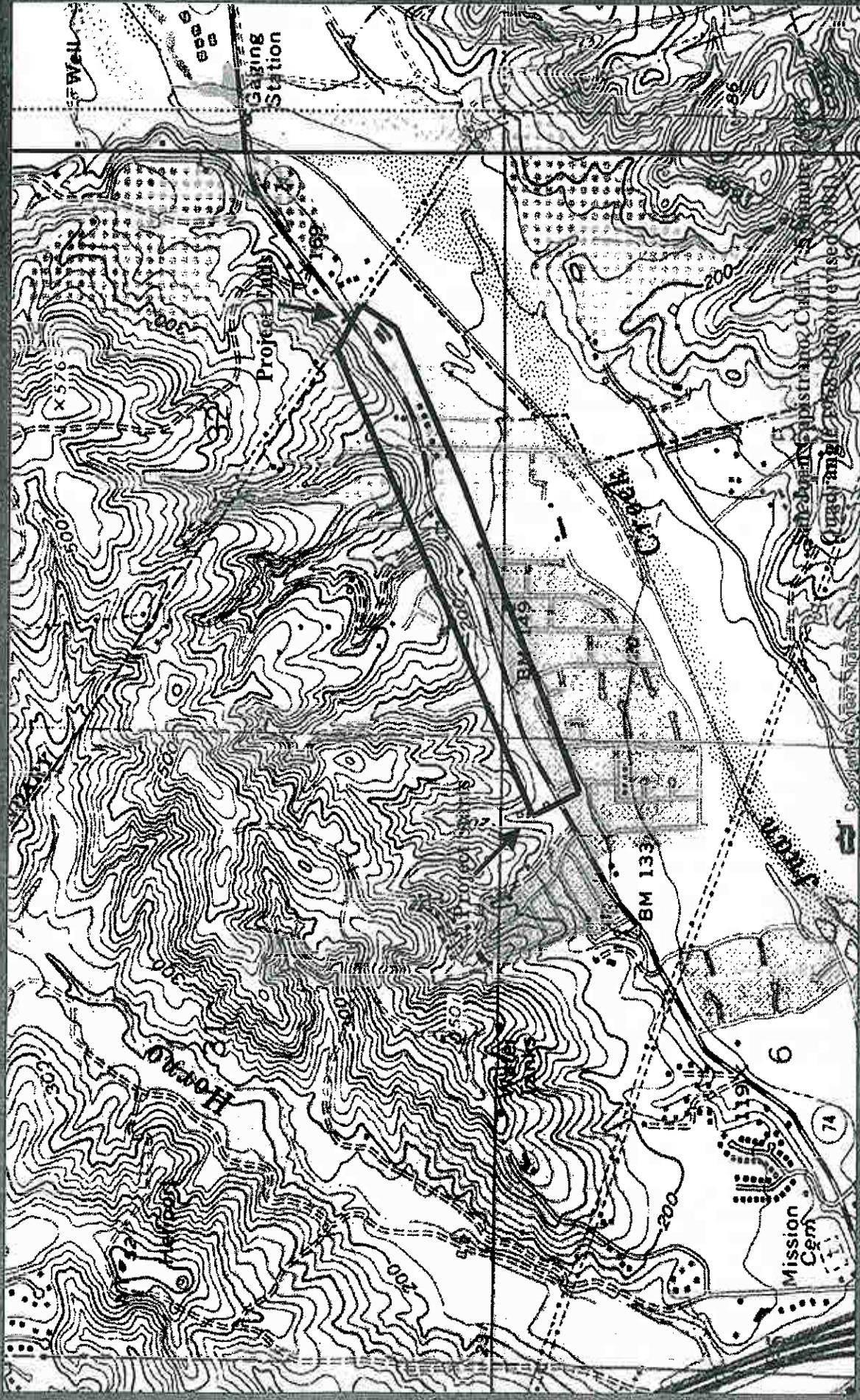
Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

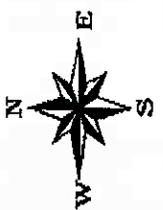
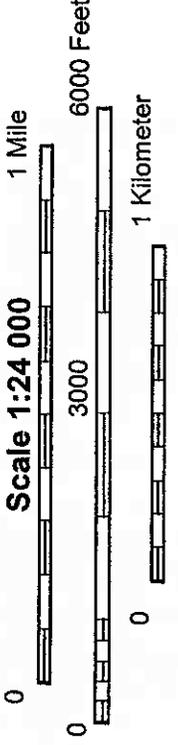
A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C



# Project Location

District 12  
 EA 086900  
 PM 1.0/1.9 KP 1.6/3.0



**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians

Anita Espinoza

1740 Concerto Drive

Anaheim, Ca 92807

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Ms. Espinoza:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent you information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway). At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Our office received no response.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74 and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

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Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians

Kristen Rivers

P.O. Box 25628

Santa Ana, CA 92799

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Ms. Rivers:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

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and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

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County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians

Mike Aguilar

P.O. Box 25628

Santa Ana, CA 92799

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Aguilar:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

District 12

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and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

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District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians

Sonia Johnston

P.O. Box 25628

Santa Ana, CA 92799

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Ms. Johnston:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent you information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway). At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Our office received no response.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74 and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

**DEPARTMENT OF TRANSPORTATION**

District 12  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894  
PHONE (949) 724 -2855  
FAX (949) 724 - 2256

Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians Acjachemen Nation

David Belardes and Joyce Perry

31742 Via Belardes

San Juan Capistrano, CA 92675

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Belardes and Ms. Perry:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent you information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway). At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. On September 19, 2001, our office received a written response which indicated that you had spent twenty years monitoring the area, would like to be kept apprised of developments, and offered monitoring assistance. Since that time, we have met out in the field to discuss project activities and cultural resources within the vicinity. Thank you for your time and input.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

District 12

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District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any additional cultural resources, sacred lands, or other heritage sites within the project area. Thank you again for all your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians  
Anthony Rivera  
31411-A La Matanza Street  
San Juan Capistrano, CA 92675

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Rivera:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

District 12

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and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

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District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

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You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 12, 2006

San Juan Capistrano Historical Society  
31831 Los Rios Street  
San Juan Capistrano, CA 92675

**SUBJECT: REVISED LIMITS** of the proposed widening of a portion of SR-74 (Ortega Highway) in Orange County, California (EA 086900).

On October 1, 2001, the California Department of Transportation (Caltrans), sent out a letter requesting information for historic properties/resources for a proposed widening project along SR-74 from Via Cordova within the city limits to just east of the La Pata/Antonio intersection within the unincorporated County of Orange area. On October 15, 2001, a letter was received from the San Juan Capistrano Historical Society providing additional information regarding historic resources in the project area. The letter provided valuable information pertaining to several structures including: the Goodwin-Rosenbaum House; the Hankey/Rowse Cottage; the Errecarte House; the Parra Adobe; the Harrison Farmhouse; and an undocumented house along with a fruit /vegetable stand. Subsequently, I spoke and met with various individuals regarding this project, including Ilse Byrnes. Thank you again for all the information you provided.

The purpose of this letter is to notify you that as of July 2006, the proposed project has undergone revisions and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

Within the city limits, Caltrans proposes to widen SR-74 from 2 to 4 lanes to match the cross section to the west, construct soundwalls along the southern developed side of SR-74, and construct retaining walls along the steeper northern side. The project limits are from Calle Entradero to the City/County line (PM 1.0/1.9).

**DEPARTMENT OF TRANSPORTATION**

District 12

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For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Enclosed for your convenience, is a map of the revised project area. If you have any immediate questions or concerns pertaining to this matter, please contact District 12 Caltrans Archaeologist, Cheryl Sinopoli at (949) 724-2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov), or send a response to the following address:

Caltrans District 12  
Environmental Planning  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive  
Suite 380  
Irvine, CA 92612-8894

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli, Archaeologist  
District 12

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256



September 27, 2006

Juaneno Band of Mission Indians  
Joe Ocampo, Environmental Coordinator  
P.O. Box 25628  
Santa Ana, CA 92799

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of  
State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Ocampo:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

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September 27, 2006

Cahuilla Band of Indians  
Anthony Madrigal, Jr., Interim-Chairperson  
P.O. Box 391760  
Anza, CA 92539

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Madrigal:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

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Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

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While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

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Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

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September 27, 2006

Cahuilla Band of Indians  
Maurice Chacon, Cultural Resources  
P.O. Box 391760  
Anza, CA 92539

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of  
State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Chacon:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

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District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

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If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**Lower 74 Widening Project (EA 086900) Summary Table of Follow-Up Calls:  
Native American Contacts**

| <b>Contact</b>   | <b>Date / Time</b>   | <b>Comment / Response</b>   | <b>Staff</b> |
|--|----------------------|---|--------------|
| Sonia Johnston, Chairperson<br>Juaneno Band of Mission Indians   | 10/24/06<br>10:18 am | No response received.   | C.Sinopoli   |
| Joe Ocampo, Environmental Coordinator<br>Juaneno Band of Mission Indians   | 10/24/06<br>1:26 pm  | No response received.   | C.Sinopoli   |
| Alfred Cruz, Cultural Resources Coordinator<br>Juaneno Band of Mission Indians                                     | 10/24/06<br>1:10 pm  | No response received.   | C.Sinopoli   |
| Maurice Chacon, Cultural Resources<br>Cahuilla Band of Indians   | 10/24/06<br>1:05 pm  | Returned my call at 1:31 pm and I spoke with him at 3:19 pm later that day. I explained the project limits, design features, and cultural findings. He indicated that the Cahuilla Band would be interested in being notified if anything were discovered during construction and I indicated that I would provide a list of Native American contacts for the project to those in charge of construction. | C.Sinopoli   |
| Anita Espinoza<br>Juaneno Band of Mission Indians  | 10/24/06<br>10:52 am | She offered monitoring assistance and indicated that the Juaneno Band would be interested in being notified if anything were discovered during construction. I indicated that I would provide a list of Native American contacts for the project to those in charge of construction.  | C.Sinopoli   |
| Anthony Rivera, Chairman<br>Juaneno Band of Mission Indians – Acjachemen Nation                                    | 10/24/06<br>10:47 am | No response received.   | C.Sinopoli   |
| David Belardes, Chairperson and Tribal Manager<br>Joyce Perry, Juaneno Band of Mission Indians - Acjachemen Nation | 10/24/06<br>10:40 am | Mr. Belardes and Ms. Perry had responded by letter to the original inquiry in 2001 offering monitoring assistance and wishing to be kept informed of any developments. No additional  | C.Sinopoli   |

|   |                      |   |            |
|---|----------------------|---|------------|
| Anthony Madrigal, Jr. Interim-Chariperson<br>Cahuilla Band of Indians | 10/24/06<br>10:10 am | response was received.<br>No response received. | C.Sinopoli |
|---|----------------------|---|------------|

Two alternatives are being proposed for this project: the Build Alternative and the No Build Alternative.

### Build Alternative

The Build Alternative proposes to widen the existing two 3.6 m (12 ft) lanes to four lanes with a 3.6 meter wide painted median and 1.5 m (5 ft) paved shoulders on each side of the roadway to accommodate Class II bicycle facilities. Additional project features include: constructing three soundwalls between 4.3 to 4.9 m (14 to 16 ft) in height along the developed south side; terracing five retaining walls along the steeper slopes on the north side; as well as, utility relocations and drainage and intersection improvements. The garden walls along the south side would remain in place and the soundwalls would be constructed parallel to them on the roadway side. The three soundwalls proposed span three consecutive blocks. The first soundwall would start at Calle Entradero and end at Via Cordova. The second soundwall would start at Via Cordova and end at Via Cristal. The third soundwall would start at Via Cristal and end at Via Errecarte. To preserve most of the mature trees along the roadway, two soundwall materials, plexi-glass and SoundFighter, are being considered due to their construction method requiring minimal vegetation removal. The glass walls would be built on steel beams immediately in front of the existing garden walls and would have precast panels at the bottom to provide a consistent look throughout the corridor and not have the garden walls exposed. The SoundFighter noise walls would eliminate reflective noise to the residents on the north side by using energy absorbing material. These walls would be built similar to the glass walls except that they would be opaque. The first retaining wall would begin east of Hunt Club Drive and ends west of Palm Hill Drive. The second retaining wall would run east of Palm Hill Drive and end opposite Via Cristal. The third and shortest retaining wall would begin approximately 83 m (275 ft) east of the second and will be 30 m (100 ft) in length. The fourth retaining wall would start approximately 60 m (200 ft) east of Toyon Drive and would be 70 m (230 ft) long. The fifth retaining wall would be the longest at 259 m (850 ft). It would start at Shade Tree Lane and extend eastward to the end of the project limits at the City/County line.

### No-Build Alternative

The No-Build Alternative was rejected due to traffic operating conditions.

The APE encompasses the maximum required right-of-way including temporary and permanent construction easements needed for roadway widening, utility relocations and drainage improvements, as well as, the adjacent parcels along Ortega Highway within the project limits for potential indirect effects. In general, for large parcels, approximately 200' adjacent to the existing roadway was included. The vertical APE ranges from 1.5 to 5.2 meters below the existing ground surface, with an average depth of roadway disturbance of 1.5 meters except where cut slopes and soundwall or retaining wall footings are needed. The maximum drilled depth anticipated for soundwall footings is approximately 6 m (20 ft), and 12 m (40 ft) for the retaining walls.

Construction activities will include utilizing both the existing right-of-way and any additional right-of-way needed in some areas for project features such as terracing steep slopes and

Temporary Construction Easements (TCE's). The maximum area beyond the current roadway anticipated for construction activities is approximately 65 m (213 ft) for a proposed retaining wall.

#### IV. SOURCES CONSULTED

Prior to the field survey for this project, a record search and literature review was conducted on August 1, 2001, at the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton (**Exhibit 1; Record Search**). At that time, the project limits were approximately twice the length [PM 1.06/2.9 (KP 1.70/4.67)] of the current proposal, and included the portion of SR-74 within the City of San Juan Capistrano limits, as well as, approximately another mile eastward into unincorporated Orange County.

The search included examining the following: the *National Register of Historic Places*; the *California Register of Historical Resources*; the *California Inventory of Historic Resources*; *California Historical Landmarks*; *California Points of Historical Interest*; and the *Directory of Properties in the Historic Resources Inventory* located within a one-mile radius of the project area. A review of historic maps indicated that the project area primarily consisted of orchards prior to the mid-1970s. Additionally, Caltrans District 12 files, including Project Reports, As-Builts, and Right-of-Way Maps, were examined for pertinent information regarding the project location. Information on file indicated that in the mid-1980s, Caltrans cultural resource investigations were undertaken for a longer widening project proposed for SR-74 (PM 1.7/5.3), as well as, for another project that involved the replacement of the Lower San Juan Canyon Bridge (located just east of the current project limits), which was completed in December 1996. In September 2003 and again in October 2005, updated Records Searches were conducted at the SCCIC given the intervening time caused by project delays or revisions. The results of the subsequent record searches were the same as the original search in 2001. In July 2006, the project limits were revised to include only the portion of SR-74 within the city limits (PM 1.0/1.9). Therefore, the original record search and consultation with interested parties, reflect the original longer project limits.

Additionally, the following individuals, groups, and agencies were contacted regarding their potential knowledge of cultural resources within the project area:

- Native American Heritage Commission (NAHC)
- San Juan Capistrano Historical Society
- City of San Juan Capistrano Planning Department
- Ilse M. Byrnes, SJC Historian
- David Belardes, Chairperson, and Tribal Manager Joyce Perry, for the Juaneño Band of Mission Indians – Acjachemen Nation
- Sonia Johnston, Chairperson, Anita Espinoza, Alfred Cruz, Kristen Rivers, and Joe Ocampo of the Juaneño Band of Mission Indians
- Anthony Madrigal, Jr., Interim Chairperson, and Maurice Chacon, Cultural Resources Coordinator for the Cahuilla Band of Mission Indians
- Anthony Rivera, Chairman for the Juaneño Band of Mission Indians, Acjachemen Nation

Consultation with interested parties is included (**Exhibit 2; Consultation**) and summarized below:

The Native American Heritage Commission (NAHC) responded by letter (dated August 16, 2001) that a search of the sacred lands file had failed to identify cultural resources within the project area. Letters were mailed to the contacts provided with the response letter. An updated search was requested and the same response received on September 27, 2006, with a current list of Native American contacts. Subsequently, letters and follow-up calls were made to each individual on the list.

David Belardes, Chairperson for the Juaneño Band of Mission Indians Acjachemen Nation replied by letter (dated September 19, 2001) indicating that he is very familiar with and has performed monitoring of the project area for over 20 years. He requested to be kept informed about any developments during the project and offered monitoring assistance. In April 2004, David Belardes, the City of San Juan Capistrano Historic Preservation Manager Erin Gettis and local historian Ilse Byrnes met Caltrans District 12 Archaeologist Cheryl Sinopoli in the field on April 12, 2004, to discuss the presence of a possible unrecorded adobe within the project limits. On September 11, 2006, updated project information was mailed and followed-up by phone on October 24, 2006, to David Belardes and Joyce Perry. No additional response was received.

Sonia Johnston and Anita Espinoza of the Juaneño Band of Mission Indians provided no response to the project during the initial 2001 consultation. On September 11, 2006, updated project information was mailed to Ms. Johnston and Espinoza. No response was received. Follow-up calls placed on October 24, 2006, resulted in Ms. Espinoza offering Juaneño monitoring assistance and requesting to be kept informed of the project and any finds.

San Juan Capistrano Historical Society responded by letter (dated October 15, 2001) providing valuable information regarding the historic structures in the project area. They identified those previously listed on a city, state, or federal register, as well as those of local interest. Updated project information was sent with the revised limits on September 12, 2006. No additional response was received.

City of San Juan Capistrano Planning Department provided valuable information on the built environment within the project area. Principal Planner William Ramsey provided city landmark information via e-mail dated November 27, 2001. Historic Preservation Manager Erin Gettis helped gather information on the possible Manriquez Adobe beginning April 5, 2004, and through subsequent meetings in April and May 2004.

Local Historian Ilse Byrnes was contacted by phone initially on November 16, 2001 and provided valuable information regarding resources within the project limits. Of concern were two historic structures (Hankey House and Errecarte House) and various trees (Poplar) at Hunt Club Drive and those located at the old produce stand at Toyon Drive. During the subsequent architectural history study of the project conducted by Caltrans HQ staff in April 2004, a

previously unrecorded adobe foundation was discussed. Subsequent meetings were held to address the topic.

□ Alfred Cruz, Mike Aguilar, and Kristen Rivers of the Juaneño Band of Mission Indians were sent updated project information on September 11, 2006. Joe Ocampo was mailed the updated project information on September 27, 2006. Follow-up calls on October 24, 2006, received no response.

□ Anthony Madrigal Jr. and Maurice Chacon of the Cahuilla Band of Indians were mailed updated project information on September 27, 2006. Follow-up calls on October 24, 2006, resulted in Mr. Chacon requesting that the Cahuilla Band of Indians being notified in case of construction finds.

□ Anthony Rivera of the Juaneño Band of Mission Indians, Acjachemen Nation was mailed updated project information on September 11, 2006. No response from the October 24, 2006, follow-up call was received.

Information from these sources revealed that within a one-mile radius of the project area, portions of two prehistoric archaeological sites (CA-ORA-26 and CA-ORA-27) were identified along SR-74 and four historic properties listed on the NRHP: the Forster House, Harrison House, Parra Adobe, and the Goodwin-Rosenbaum House. The two prehistoric sites, CA-ORA-26 and -27, are located outside the APE for this project approximately  $\frac{3}{4}$  and  $\frac{1}{8}$  miles to the east. The Forster House, Harrison House and Parra Adobe are located west of and outside the APE for this project. The Goodwin-Rosenbaum House was previously located within the project's APE, but was demolished in 1990. The property area has since been redeveloped. Two residences within the APE are designated as locally significant and listed on the San Juan Capistrano Historic and Cultural Landmark Inventory: the Hankey House and Errecarte House. Documentation regarding the built environment is provided in an Historic Resource Evaluation Report (HRER) appended to the HPSR for this project as **Attachment 2**. Both the Hankey and Errecarte Houses are located within the Indirect APE for this project but will not be directly affected by proposed construction activities. Just outside the project limits to the east, is the Mission Vieja Marker, a plaque set in stone fenced within private property adjacent to SR-74. It is a directional marker commemorating the site of the original San Juan Capistrano Mission with the following inscription:

ON THE MESA ONE-HALF MILE SOUTH OF HERE THE  
ORIGINAL MISSION OF SAN JUAN CAPISTRANO WAS  
FOUNDED NOV. 1, 1776. Commemorated El Viaje De Portola April  
1968.

Within a one-mile radius, at least twenty survey/reports and eleven archaeological sites have been documented. Table 1 below summarizes the archaeological sites identified within a one-mile radius of the project. In addition, information on a previously unrecorded adobe site (Manriquez Adobe) within the APE was later provided; the results of which are documented in an Historical Resource Evaluation Report that is located in the HPSR as **Attachment 3**.

**Table 1: Sites recorded within a 1-mile radius of the project limits.**

| <b>Trinomial</b> | <b>Date Recorded</b> | <b>Description</b>  | <b>Approximate distance from project limits</b>         |
|------------------|----------------------|---|---|
| CA-ORA-25        | 1949                 | Prehistoric camp.   | ½ mile  |
| CA-ORA-26        | 1949                 | Prehistoric camp consisting of groundstone and lithic tools.                                      | ¾ mile  |
| CA-ORA-27        | 1949                 | Prehistoric camp consisting of groundstone and lithic tools and flakes.                           | ⅛ mile  |
| CA-ORA-243       | 1967                 | Prehistoric site consisting of groundstone, discoidals, lithic tools and flakes.                  | ½ mile  |
| CA-ORA-738/H     | 1978                 | Historic Parra Adobe and Harrison House with an adjacent prehistoric deposit.                     | ¼ mile  |
| CA-ORA-880       | 1980                 | Prehistoric lithic scatter  | 1 mile  |
| CA-ORA-881       | 1980                 | Prehistoric site with groundstone and lithics.  | 1 mile  |
| CA-ORA-902       | 1980                 | Prehistoric site consisting of groundstone and lithics.   | 1 mile  |
| CA-ORA-1109      | 1986                 | Prehistoric shell and lithic scatter.   | 1 mile  |
| CA-ORA-1155 H    | 1985                 | Historic Goodwin-Rosenbaum House.   | Within APE; demolished in 1990 and parcel re-developed. |
| CA-ORA-1271/H    | 1985                 | Historic Forster Mansion with adjacent prehistoric deposit consisting of groundstone and lithics. | 1 mile  |

## V. BACKGROUND

### Environment

The project area lies within San Juan Capistrano and begins approximately one mile east of Interstate 5 (I-5), and extends eastward to the City/County line. This segment of SR-74 winds 1.8 miles through the San Juan Creek Canyon, surrounded by foothills of the Santa Ana Mountains. Elevations within the project area range from roughly 120 to 260 feet above sea level (Sully, 1986). Geologically, the canyon areas are characterized by Quaternary period alluvium and non-marine terrace deposits, while the surrounding foothills primarily exhibit Tertiary period deposits of the Monterrey Formation (late Miocene epoch) and Capistrano Formation (early Pliocene epoch) (Morton and Miller, 1981).

The San Juan Capistrano region has a Mediterranean climate, “and is characterized by cool summers, mild winters, occasional rainfall confined primarily to the winter months, and fresh onshore breezes” (City of San Juan Capistrano, 2002). The average annual temperature of the area is 61 degrees Fahrenheit (City of San Juan Capistrano, 2002).

The San Juan Creek, which parallels SR-74 for most of the project area, is now an intermittent stream (Caltrans, 1987). However, in prehistoric times, San Juan Creek was a “major creek” that “flowed perennially” (Koerper et al, 2000). Riparian vegetation dominates the streambeds, featuring plant species such as arroyo willow (*Salix lasiolepis*), mulefat (*Baccharis glutinosa*), and cottonwood (*Populus fremontii*). A number of other vegetative communities are observable on the terraces overlooking the creek and in the surrounding foothills. Oak woodlands dominate the hilly northeastern portion of the project area, and feature coast live oak (*Quercus agrifolia*), and to a lesser extent, Engelman oak (*Quercus engelmandii*), interior live oak (*Quercus wislizenii*), elderberry (*Sambucus mexicana*), toyon (*Heteromeles arbutifolia*), and lemonadeberry (*Rhus integrifolia*). Coastal sage scrub communities are commonly found on the south-facing slopes of the foothills, and consist mainly of California sage (*Artemisa californica*), white sage (*Salvia apiana*), and California buckwheat (*Eriogonum fasciculatum*). Chaparral vegetation is predominant on the canyon slopes south of SR-74, consisting primarily of scrub oak (*Quercus dumosa*), laurel sumac (*Rhus laurina*), and honeysuckle (*Lonicera subpicata*). Grasslands dominate the level stream terraces overlooking San Juan Creek and feature needlegrasses and bunchgrasses such as giant rye-grass (*Elymus condensatus*) and alkali rye-grass (*Elymus triticoides*). The project area, located within the San Juan Capistrano city limits, is a suburban community of single-family home structures. Trees such as sycamore (*Platanus racemosa*) and California pepper (*Schinus molle*) abundantly line SR-74 in this area (Caltrans, 1987).

The San Juan Creek Canyon harbors a great variety of wildlife. Raptors, most notably red-tailed hawks, red-shouldered hawks, barn owls, and great horned owls, are common sights, particularly in the northeastern oak woodlands. Large mammal species such as mule deer, coyote, grey fox, raccoon, bobcat, and mountain lion have all been identified in the area. Burrowing mammals, small rodents, reptiles, and smaller birds are also quite common (Sully, 1986).

## **Prehistory**

The archaeological record within Orange County extends back at least 9,000 years. During that time span, observable changes in the material culture of the indigenous people periodically took place. To describe these changes, a number of chronologies for the region have been postulated over the last half-century. The chronology that has gained the widest acceptance was originally suggested by William Wallace in 1955. Wallace hypothesized that the prehistoric cultures of Southern California evolved during four distinct horizons, each characterized by diagnostic artifact types. In creating this chronology, however, Wallace relied mainly on archaeological evidence available from Santa Barbara, Ventura, Los Angeles, and San Diego counties. Very few Orange County archaeological sites were cited in Wallace’s study. More recently, a somewhat refined version of Wallace’s chronology, based solely on Orange County

archaeological data, has been published (Koerper and Drover, 1983). Concluding that Wallace had created "an adequate framework on which modifications may be imposed" (Koerper and Drover, 1983: 26), the authors of this newer chronology accepted Wallace's basic premise of four distinctive periods in the cultural evolution of prehistoric Southern California. The following is a brief overview of the proposed Orange County chronology (Koerper et al, 2000):

Early Man Period (prior to 6,000 BC): This period is characterized by 1) the presence of large projectile points, probably used as atlatl dart points, and 2) the absence of grinding stones and other artifacts associated with processing vegetable matter. It has consequently been assumed that the peoples of this period subsisted primarily by hunting big game. Recent investigations within southern Orange County may yield dates to this period.

Milling Stone Period (roughly 6,000 BC to 1,000 BC): As the name implies, this period is defined by the sudden profusion of grinding stones (primarily manos and metates) throughout the region. These milling stones were most likely used in processing seed materials. Large projectile points continued to be employed during this period. Also, the Milling Stone period is marked by the appearance of the so-called "cogged stones," an artifact-type unique to the Orange County and Los Angeles areas. The purpose of these curious, gear-shaped stones remains uncertain, and their usage appears to be confined to this period. A number of Milling Stone period sites have been located in Orange County, most notably CA-ORA-64, overlooking Newport Bay; CA-ORA-58, situated adjacent to the Santa Ana River; and CA-ORA-83, located on the Bolsa Chica mesa.

Intermediate Period (roughly 1,000 BC to 750 AD): This period is marked by the appearance of mortars and pestles, most likely indicating an increased reliance on acorns as a food source, though manos and metates remained in use. Large projectile points continued to be employed, though late in the period, small points appeared for the first time. Important sites from this period include CA-ORA-119A and CA-ORA-378, both situated near the San Joaquin marsh in central Orange County. Recently, investigations within Laguna Canyon have yielded information pertaining to this period.

Late Prehistoric Period (roughly 750 AD to 1769): This final period, which ended abruptly upon the arrival of Europeans in the region, is defined both by the appearance of small triangular projectile points and by the disappearance of the large projectile points seen in earlier periods. This probably represents the adoption of the use of the bow and arrow, and the discontinuance of spear throwing technologies. Indigenous populations within Orange County appear to have expanded greatly during this period, possibly resulting from an influx of Takiic-speaking peoples from the Great Basin (presumably displacing the former Hokan-speaking inhabitants). Mortars, pestles, manos, and metates remained in use, and pottery appeared late in the period, as did the use of soapstone, a type of soft rock utilized in making bowls and small animal figurines (usually in the form of pelicans and killer whales). Perhaps the most distinctive site from this period in Orange County is CA-ORA-855, located north of Mission San Juan Capistrano.

## Ethnography

When the Spanish first arrived in Orange County in 1769, the current project area was situated within the geographic boundaries of the Acjachemem tribe, now known more commonly as the Juaneño (so named from their later association with Mission San Juan Capistrano). Ethnographic accounts reveal that four major Juaneño village sites were once located in the general vicinity of the SR-74 project area (O'Neil and Evans, 1980). These were: *Acagchemen* (now identified as archaeological site CA-ORA-600), located about 60 yards away from Mission San Juan Capistrano, roughly one mile southwest of the project area; *Putuidem* (CA-ORA-855), located nearly one mile north of the mission, or just over a mile due west of the project area; *Sajivit* (CA-ORA-243), sometimes associated with the original mission site, though in reality the village seems to lie approximately midway between the old and new mission sites, about 1500 feet south of the project area; and *Piwiva* (exact location unknown), reportedly located near the junction of Gobernadora Canyon and San Juan Canyon (Boscana, 1978; O'Neil and Evans, 1980).

The arrival date of the Juaneño people into the Orange County area is not precisely known. Some researchers have speculated that the beginnings of bow and arrow use, coinciding with the advent of the Late Prehistoric period, may have signaled the entrance of the Juaneños and other Takic-speaking peoples into the region from the East (Koerper et al, 2000).

Better information exists regarding the peopling of the immediate San Juan Canyon area by the Juaneño. During the Mission Period, Father Geronimo Boscana recorded a Juaneño story of the founding of *Putuidem*, the village located to the north of the mission. Following a "rapid increase of population" and a resultant food shortage, a chief named Oyaison led his followers to *Putuidem* from a valley located "northeast from the mission seven or eight leagues" (Boscana, 1978: 83). Not long after the founding of *Putuidem*, "owing to the scarcity of grain, many of the inhabitants separated and...located themselves about in different parts of the Valley of San Juan" (Boscana, 1978: 84). The dating of these events can be determined with some accuracy thanks to the archaeological data collected from CA-ORA-855, now known to be the location of *Putuidem*. Twenty-two calibrated carbon dates obtained from the site point to an initial settlement at around 1300 AD (Koerper et al, 2000). The subsequent relocation of selected Juaneño groups into other parts of the San Juan Canyon would have taken place not long afterwards. Based on this ethnographic account, it appears that the San Juan region experienced a population increase in the latter stages of the Late Prehistoric Period, immediately prior to European contact.

There has been some disagreement as to whether the Juaneño should be considered a distinct tribal grouping, or whether they should be more appropriately classified as a sub-group of the Luiseño tribe of San Diego County. Kroeber gave the Juaneño a separate designation, while admitting that the Juaneño language was a dialect of the Luiseño tongue (Kroeber, 1925: 636). Bean and Smith, in contrast, felt that the best available evidence pointed to the Juaneño and Luiseño being "ethnologically and linguistically one ethnic nationality" (Bean and Smith, 1978: 550). Whatever the case, the Juaneño are frequently depicted separately on modern maps displaying tribal territories.

The Juaneño were divided into autonomous, clan-based groups, each possessing a specific territory. Each territory, in turn, had a principal village that was occupied year round, with permanent ceremonial centers and cemeteries. Smaller satellite camps were occupied seasonally, and were usually associated with specific food procurement activities (Koerper et al, 2000).

The Juaneño were hunter-gatherers, with acorns accounting for a substantial portion of their diet, along with seeds from grasses and sage. For the inland dwellers, deer and rabbits were an important source of protein, while coastal inhabitants relied more heavily on shellfish, fish, and marine mammals to supplement their diet (Koerper et al, 2000).

The Juaneño were never a populous people. Kroeber estimated their number during the pre-contact period at about one thousand (Kroeber, 1925: 636). Following European contact, Juaneño numbers declined dramatically, due mainly to exposure to exotic diseases. Indeed, when Kroeber wrote his study of the tribe, he could only estimate their current population at "may be three or four" (Kroeber, 1925: 636).

## History

The earliest recorded European incursion into the area now known as Orange County occurred in 1769, when a Spanish expedition headed by Gaspar de Portola began an overland march from San Diego in hopes of locating the Bay of Monterey. On July 23, 1769, Portola and his party of sixty-two men camped in the San Juan Canyon. The exact location of their campsite is not known, though reportedly it was situated about four and a half miles from the present mission site (Cramer, 1988: 21). Portola recorded the following day that his group made contact with friendly Indians from two villages in the vicinity (O'Neill and Evans, 1980: 228-229).

Not long thereafter, in October of 1775, Spanish missionaries raised a cross at a site in the San Juan Canyon where it was hoped a mission could be established. Actual construction of the mission was delayed by a revolt at the San Diego mission, and it was not until November of 1776 that the first rudimentary structures were erected (Cramer, 1988: 22). The exact location of this original mission site remains unknown. A historical marker placed on land known as The Oaks Equestrian Stables, just outside of the current project area, proclaims that the original mission was built approximately one and a half miles to the south.

Due to concerns about flooding, the padres decided during the summer of 1778 to relocate the mission site to its present location, approximately one mile to the southwest of the project area. The new mission developed rapidly as large numbers of native inhabitants were brought in for conversion and for use as laborers. A magnificent cross-shaped, seven-domed church was built with Indian labor, and was dedicated in September of 1806. The use of the church was to be short-lived, however. A violent earthquake on December 8, 1812 toppled the structure, killing 40 Indian worshippers. The church was never rebuilt (Cramer, 1988: 22-23).

The work of the mission carried on following the earthquake, and a successful cattle-raising operation was developed that thrived for many years. Hides and tallow from the mission became important trade goods, with merchant ships from the East Coast making regular visits to the

Dana Point harbor to obtain the mission's bounty (as documented by Richard Henry Dana, Jr. in *Two Years Before the Mast*).

Following Mexican independence from Spain in 1821, the mission entered a steady period of decline. The Mexican government secularized the missions in 1833, and shortly thereafter confiscated all mission property and dispersed the inhabitants (Hallan-Gibson, 1988: 174). By the time California was annexed by the United States in 1848, Mission San Juan Capistrano had fallen into disrepair (Hallan-Gibson, 1988).

While the mission crumbled, the emerging town of San Juan Capistrano prospered and grew. The cattle industry continued to dominate the local economy, even after political control was transferred to the Americans. By the 1870's, however, floods, drought, and legal disputes had all taken a toll on the cattle business. Walnuts, beans, and other crops began to replace cattle as the main agricultural focus of the area (Hallan-Gibson, 1988). Several structures from this period are still intact and can be found within a mile of the project area; these include the Parra Adobe and the Forster Mansion.

Life in the rural town continued on quietly until two major changes affected the community, beginning in the late 1920's: First, a pestilence decimated the walnut crop, and citrus fruits soon after emerged as the dominant crop in the region. Second, by the 1930's, the tourism potential of the mission was realized, with additional interest generated as word spread of the swallows' annual return to the mission (Hallan-Gibson, 1988).

It was also during this time that the road now known as the Ortega Highway (SR-74) was completed. While construction of the road was completed in 1932, the route had actually been in use for centuries by Native American traders, who traversed the trail through the Santa Ana Mountains to the deserts beyond. The newly paved highway offered easy access to the San Juan Hot Springs, located several miles upstream from the current project area. The hot springs became another popular tourist destination during the 1920's and 30's.

The opening of Interstate 5 in the 1950's expanded outside access to the town. In 1961, the City of San Juan Capistrano became incorporated, and the following twenty years witnessed an explosion of new home construction. By the early 1980's, local public outcry had slowed the rate of expansion, but by then the character of the town had evolved from agrarian to suburban (Hallan-Gibson, 1988). Today, the City of San Juan Capistrano remains a suburban community, filled with residents that commute to employment outside the area; yet dispersed throughout the City are numerous visible reminders of San Juan's historic past.

## **VI. FIELD METHODS**

The project area was initially surveyed by Caltrans District 12 Archaeologists on September 6, 2001, November 19, 2003, and November 24, 2003. The 2001 field survey was conducted solely within the Caltrans right of way (roadway and shoulder areas), while access to most adjacent parcels within the City of San Juan Capistrano had become available by the 2003 surveys. Given design revisions, numerous subsequent field visits by District 12 Archaeologists took place

between 2004 and 2006. Based on various characteristics of the survey area, such as, extensive landscaping within the western portion of the project limits and steeper terrain to the north, a meandering pedestrian survey was employed. All visible ground surfaces in the survey area were inspected, though ground visibility varied greatly. Parcels located within the city limits tend to be heavily landscaped, and ground visibility varied from perhaps 10% to 20% in most areas, with visibility of up to 90% in a few isolated areas. In 2006, private grading operations along a steep portion of the undeveloped north side of SR-74 had occurred and included installation of a fence along the roadway. A field visit conducted after clearing/grubbing and grading activities had transpired in that area identified no cultural resources.

## **VII. FINDINGS**

The survey resulted in identifying no previously recorded or newly discovered prehistoric archaeological sites or resources within the limits for this project. One historical archaeological site (Manriquez Adobe) was identified within the APE, the results of which are documented within a separate report (Medin 2006) which will be appended to the Historic Property Survey Report (HPSR) prepared for this project. A survey of the built environment resulted in identifying two existing historic structures within the survey area (Hankey House and Errecarte House). Both are located within the Indirect APE for this project and are documented within a separate report (Calpo 2006) which will be appended to the HPSR.

## **VIII. CONCLUSIONS**

The California Department of Transportation (Caltrans), in conjunction with the Federal Highway Administration (FHWA), proposes to widen a segment of State Route 74 (Ortega Highway) within San Juan Capistrano between Calle Entradero to the City/County line. The project also includes construction of three soundwalls along the southern side of SR-74, five retaining walls along the steeper northern side of SR-74, and drainage and intersection improvements.

No prehistoric archaeological sites or resources were identified within the project limits. One historical archaeological site (previously undocumented Manriquez Adobe) was identified during the survey. The Manriquez Adobe site has been determined eligible to the NRHP for the purposes of this undertaking only and through the establishment of an Environmentally Sensitive Area (ESA) Action Plan, potential information-bearing deposits will not be directly affected by construction activities for this project.

Additional archaeological survey will be required if the project changes to include unsurveyed areas. If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find.

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State Historic Preservation Officer

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## Exhibits

Exhibit 1: Record Search

Exhibit 2: Consultation

**Exhibit 1: Record Search**

**DEPARTMENT OF TRANSPORTATION**

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**RECORDS SEARCH / LITERATURE REVIEW**

File: 12-ORA-74  
 PM/KP 1.06/2.9 (KP 1.70/4.67)  
 EA 086900

Record Search for the widening of Ortega Hwy (SR 74) from 2 to 4 lanes. This project also includes the widening of the Lower San Juan Creek Bridge (PM 2.28).

Caltrans has conducted a record search for the widening of Ortega Hwy (SR 74) from two to four lanes (EA 086900). This project also includes the widening of the Lower San Juan Creek Bridge. This record search complies with those requirements described in the Caltrans Environmental Handbook Volume II.

A record search which investigated the National Register of Historic Places (NRHP), California Register of Historic Resources, California Historic Landmarks (CHL), California Points of Historic Interest (CPHI) and state and local inventories, was conducted at the South Central Archaeological Information Center on August 1, 2001. It included a review of all historic and prehistoric resources located within a one-mile radius of the project area. The following documents the results of the record search:

| USGS                | Arch. Sites  | Reports  | NRHP  | CRHR | CHL  | CPHI |
|---------------------|--|--|---|------|------|------|
| San Juan Capistrano | CA-ORA-25,26,27,28, 29, 243, 738 H, 880, 881, 882, | 176573, 150083, 100176, 1508,120016,                                   | Forster House NR86002405 30-160126  | None | None | None |
| And                 | 902, 1042, 1043, 1048, 1049, 1050,                 | 100172, 100174, 100170,  | Harrison House NR79000515 30-160089   |      |      |      |
| Canada Gobernadora  | 1109, 1155 H, 1271/H, 1567                         | 100173, 100175, 100169, 100177, 120015, 150083, 100323, 100171, 176631 | Parra Adobe NR78000731 30-160090<br><br>The Goodwin-Rosenbaum House DOE-30-87-0001-0000 |      |      |      |

8/1/2001  
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**Updated  
 RECORDS SEARCH / LITERATURE REVIEW**

File: 12-ORA-74  
 PM/KP 1.06/2.9 (KP 1.70/4.67)  
 EA 086900

Record Search for the widening of Ortega Hwy (SR 74) from 2 to 4 lanes. This project also includes the widening of the Lower San Juan Creek Bridge (PM 2.28).

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An updated record search which investigated the National Register of Historic Places (NRHP), California Register of Historic Resources, California Historic Landmarks (CHL), California Points of Historic Interest (CPHI) and state and local inventories, was conducted at the South Central Archaeological Information Center on September 23, 2003. It included a review of all historic and prehistoric resources located within a one-mile radius of the project area. The following documents the results of the record search:

| USGS                | Arch. Sites  | Reports  | NRHP  | CRHR | CHL  | CPHI |
|---------------------|--|--|---|------|------|------|
| San Juan Capistrano | CA-ORA-25,26,27,28, 29, 243, 738 H, 880, 881, 882, | 176573, 150083, 100176, 1508,120016,                                   | Forster House NR86002405 30-160126  | None | None | None |
| And                 | 902, 1042, 1043, 1048, 1049, 1050,                 | 100172, 100174, 100170,  | Harrison House NR79000515 30-160089   |      |      |      |
| Canada Gobernadora  | 1109, 1155 H, 1271/H, 1567                         | 100173, 100175, 100169, 100177, 120015, 150083, 100323, 100171, 176631 | Parra Adobe NR78000731 30-160090<br><br>The Goodwin-Rosenbaum House DOE-30-87-0001-0000 |      |      |      |

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9/23/03  
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**Updated  
 RECORDS SEARCH / LITERATURE REVIEW**

File: 12-ORA-74  
 PM/KP 1.06/2.9 (KP 1.70/4.67)  
 EA 086900

*7/2006 - project limits revised to PM 1.0/1.9.*

Record Search for the widening of Ortega Hwy (SR 74) from 2 to 4 lanes. This project also includes the widening of the Lower San Juan Creek Bridge (PM 2.28).

Caltrans has conducted a record search for the widening of Ortega Hwy (SR 74) from two to four lanes (EA 086900). This project also includes the widening of the Lower San Juan Creek Bridge. This record search complies with those requirements described in the Caltrans Environmental Handbook Volume II.

An updated record search which investigated the National Register of Historic Places (NRHP), California Register of Historic Resources, California Historic Landmarks (CHL), California Points of Historic Interest (CPHI) and state and local inventories, was conducted at the South Central Archaeological Information Center on October 4, 2005. It included a review of all historic and prehistoric resources located within a one-mile radius of the project area. The following documents the results of the record search:

| USGS                | Arch. Sites   | Reports  | NRHP  | CRHR | CHL  | CPHI |
|---------------------|---|--|---|------|------|------|
| San Juan Capistrano | CA-ORA-<br>25, 26, 27, 28,<br>29, <u>243</u> , 738 H,<br>880, 881, 882,<br>902, 1042, | 176573,<br>150083,<br>100176,<br>1508, 120016,<br>100172,<br>100174,<br>100170,<br>100173,<br>100175,<br>100169,<br>100177,<br>120015,<br>150083,<br>100323,<br>100171, 176631 | Forster House<br>NR86002405<br>30-160126<br><br>Harrison House<br>NR79000515<br>30-160089<br><br>Parra Adobe<br>NR78000731<br>30-160090<br><br>The Goodwin-Rosenbaum House<br>DOE-30-87-0001-0000 | None | None | None |
| And                 | 1043, 1048,<br>1049, 1050,<br>1109, 1155 H,<br><u>1271/H, 1567</u>                    |  |   |      |      |      |
| Canada Gobernadora  | <i>underline indicates w/in 1-mile of revised limits.</i>                             |  |   |      |      |      |

*10/4/05*  
 \_\_\_\_\_  
 Date

Cheryl Sinopoli  
 Archaeologist  
 Associate Environmental Planner

**Exhibit 2: Consultation**

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
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September 27, 2006

Cheryl Sinopoli  
Department of Transportation

Sent by Fax: 949-724-2256  
Number of Pages: 3

RE: Proposed SR-74 (Ortega Hwy.) Widening Project (EA 086900), San Juan  
Capistrano USGS quadrangle, Orange County

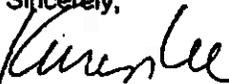
Dear Ms. Sinopoli:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

*Fori*  
  
Rob Wood  
Environmental Specialist III

Native American Contacts  
Orange County  
September 27, 2006

Cahuilla Band of Indians

Anthony Madrigal, Jr., Interim-Chairperson

P.O. Box 391760 Cahuilla

Anza, CA 92539

tribalcouncil@cahuilla

(951) 763-5549

(909) 763-2808 Fax

*Sent 9/27/06  
Called 10/24/06*

Juaneno Band of Mission Indians Acjachemen Nation

David Belardes, Chairperson

31742 Via Belardes Juaneno

San Juan Capistrano, CA 92675

(949) 493-0959

(949) 493-1601 Fax

*Sent 9/11/06  
Called 10/24/06*

Juaneno Band of Mission Indians

Sonia Johnston, Chairperson

P.O. Box 25628 Juaneno

Santa Ana, CA 92799

ajuaneno@verizon.

(949) 462-0710

(714) 323-8312 (Cell)

(949) 462-9451 Fax

*Sent 9/11/06  
Called 10/24/06*

Juaneno Band of Mission Indians

Anita Espinoza

1740 Concerto Drive Juaneno

Anaheim, CA 92807

(714) 779-8832

*Sent 9/11/06  
Called 10/24/06*

Juaneno Band of Mission Indians Acjachemen Nation

Anthony Rivera, Chairman

31411-A La Matanza Street Juaneno

San Juan Capistrano, CA 92675-2674

arivera@juaneno.com

949-488-3484

949-488-3294 Fax

*Sent 9/11/06  
Called 10/24/06*

Juaneno Band of Mission Indians Acjachemen Nation

Joyce Perry, Tribal Manager & Cultural Resources

31742 Via Belardes Juaneno

San Juan Capistrano, CA 92675

(949) 493-0959

(949) 493-1601 Fax

*Sent 9/11/06  
Called 10/24/06*

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the SR-74 (Ortega Hwy) Widening Project (EA 096900), San Juan Capistrano USGS quadrangle, Orange County.

**Native American Contacts  
Orange County  
September 27, 2006**

Juaneno Band of Mission Indians  
Alfred Cruz, Cultural Resources Coordinator  
P.O. Box 25628 Juaneno  
Santa Ana, CA 92799

714-998-0721

*Sent 9/11/06  
Called 10/24/06*

Juaneno Band of Mission Indians  
Joe Ocampo, Environmental Coordinator  
P.O. Box 25628 Juaneno  
Santa Ana, CA 92799

(949) 462-0710

(949) 462-9451 Fax

*Sent 9/27/06  
Called 10/24/06.*

Cahuilla Band of Indians  
Maurice Chacon, Cultural Resources  
P.O. Box 391760 Cahuilla  
Anza, CA 92539  
cbandodian@aol.com

(951) 763-5549

(951) 763-2808 Fax

*Sent 9/27/06  
Same # as  
Anthony Madrigal Jr.  
Called 10/24/06.*

Juaneno  
*Kristen Riners Sent 9/11/06  
Mike Aguilar Sent 9/14/06*

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the SR-74 (Ortega Hwy) Widening Project (EA 086900), San Juan Capistrano USGS quadrangle, Orange County.

**DEPARTMENT OF TRANSPORTATION**

District 12  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894  
PHONE (949) 724-2855  
FAX (949) 724-2256



September 12, 2006

**ROB WOOD**  
State Of California  
Native American Heritage Commission  
915 Capitol Avenue, Room 364  
Sacramento, CA 95814

**SUBJECT:** Updated Sacred Lands File Search for a California Department of Transportation (CALTRANS) Project in Orange County (EA 086900).

Dear Mr. Wood:

On July 30, 2001, the California Department of Transportation (Caltrans) requested a search of the Sacred Lands File for a proposed SR-74 (Ortega Hwy) Widening Project in Orange County (EA 086900). The project proposed to widen Ortega Highway (State Route 74) from two lanes to four lanes, from just east of Via Cordova within the City of San Juan Capistrano, to just east of La Pata Avenue/Antonio Parkway within the unincorporated County of Orange area. The proposal also included widening the Lower San Juan Creek Bridge. A letter response was received on August 16, 2001, indicating that the search failed to identify the presence of Native American cultural resources within the project area. Subsequently, Caltrans sent letters to those listed in the NAHC letter.

As of July 2006, the proposed project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. Within the city limits, the project proposes to widen SR-74 from 2 to 4 lanes to match the cross section to the west, construct soundwalls along the developed south side of SR-74, and construct retaining walls along the steeper north side slopes. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

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FAX (949) 724 - 2256



addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Given the intervening years since the initial NAHC response, an updated search of the Sacred Lands File is being requested for the City of San Juan Capistrano limits within the project area. A copy of the USGS Quad of the project area, has been attached for your convenience.

- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

If you have any questions pertaining to this matter, please contact the Caltrans District 12 Archaeologist, Cheryl Sinopoli at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Cheryl Sinopoli".

Cheryl Sinopoli, Archaeologist  
California Department of Transportation – District 12  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256



September 11, 2006

Juaneno Band of Mission Indians

Alfred Cruz

P.O. Box 25628

Santa Ana, CA 92799

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Cruz:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

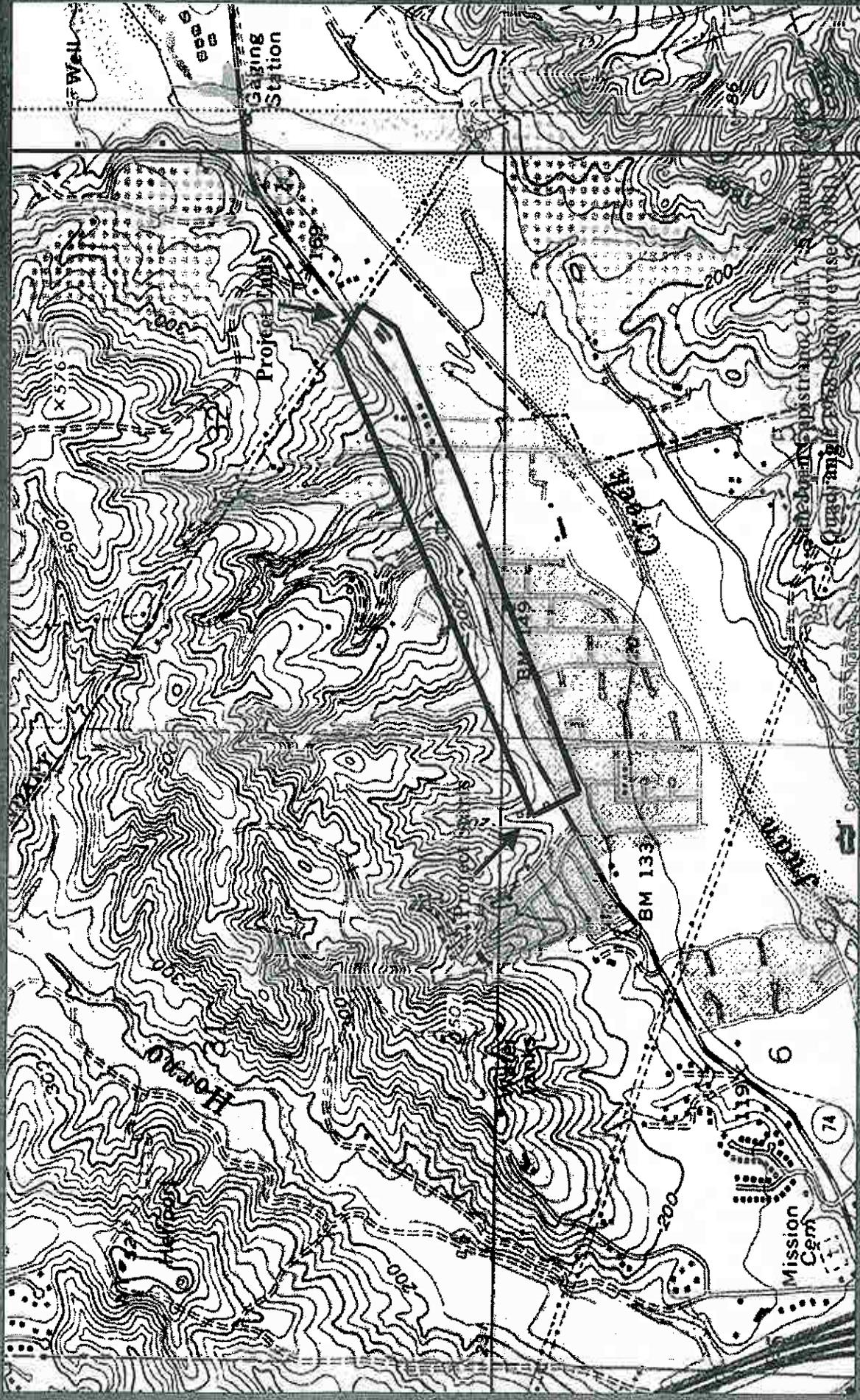
Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

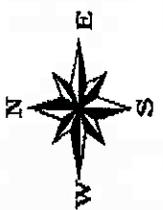
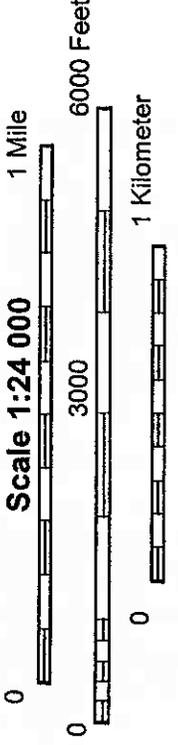
A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C



# Project Location

District 12  
 EA 086900  
 PM 1.0/1.9 KP 1.6/3.0



**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians

Anita Espinoza

1740 Concerto Drive

Anaheim, Ca 92807

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Ms. Espinoza:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent you information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway). At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Our office received no response.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74 and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians

Kristen Rivers

P.O. Box 25628

Santa Ana, CA 92799

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Ms. Rivers:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256



and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians

Mike Aguilar

P.O. Box 25628

Santa Ana, CA 92799

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Aguilar:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians

Sonia Johnston

P.O. Box 25628

Santa Ana, CA 92799

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Ms. Johnston:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent you information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway). At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Our office received no response.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74 and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

**DEPARTMENT OF TRANSPORTATION**

District 12  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894  
PHONE (949) 724 -2855  
FAX (949) 724 - 2256

Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians Acjachemen Nation

David Belardes and Joyce Perry

31742 Via Belardes

San Juan Capistrano, CA 92675

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Belardes and Ms. Perry:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent you information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway). At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. On September 19, 2001, our office received a written response which indicated that you had spent twenty years monitoring the area, would like to be kept apprised of developments, and offered monitoring assistance. Since that time, we have met out in the field to discuss project activities and cultural resources within the vicinity. Thank you for your time and input.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256

and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any additional cultural resources, sacred lands, or other heritage sites within the project area. Thank you again for all your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

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FAX (949) 724 - 2256

September 11, 2006

Juaneno Band of Mission Indians  
Anthony Rivera  
31411-A La Matanza Street  
San Juan Capistrano, CA 92675

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Rivera:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

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and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

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County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

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FAX (949) 724 - 2256



September 12, 2006

San Juan Capistrano Historical Society  
31831 Los Rios Street  
San Juan Capistrano, CA 92675

**SUBJECT: REVISED LIMITS** of the proposed widening of a portion of SR-74 (Ortega Highway) in Orange County, California (EA 086900).

On October 1, 2001, the California Department of Transportation (Caltrans), sent out a letter requesting information for historic properties/resources for a proposed widening project along SR-74 from Via Cordova within the city limits to just east of the La Pata/Antonio intersection within the unincorporated County of Orange area. On October 15, 2001, a letter was received from the San Juan Capistrano Historical Society providing additional information regarding historic resources in the project area. The letter provided valuable information pertaining to several structures including: the Goodwin-Rosenbaum House; the Hankey/Rowse Cottage; the Errecarte House; the Parra Adobe; the Harrison Farmhouse; and an undocumented house along with a fruit /vegetable stand. Subsequently, I spoke and met with various individuals regarding this project, including Ilse Byrnes. Thank you again for all the information you provided.

The purpose of this letter is to notify you that as of July 2006, the proposed project has undergone revisions and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

Within the city limits, Caltrans proposes to widen SR-74 from 2 to 4 lanes to match the cross section to the west, construct soundwalls along the southern developed side of SR-74, and construct retaining walls along the steeper northern side. The project limits are from Calle Entradero to the City/County line (PM 1.0/1.9).

**DEPARTMENT OF TRANSPORTATION**

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For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Enclosed for your convenience, is a map of the revised project area. If you have any immediate questions or concerns pertaining to this matter, please contact District 12 Caltrans Archaeologist, Cheryl Sinopoli at (949) 724-2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov), or send a response to the following address:

Caltrans District 12  
Environmental Planning  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive  
Suite 380  
Irvine, CA 92612-8894

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli, Archaeologist  
District 12

**DEPARTMENT OF TRANSPORTATION**

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3337 Michelson Drive, Suite 380

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FAX (949) 724 - 2256



September 27, 2006

Juaneno Band of Mission Indians  
Joe Ocampo, Environmental Coordinator  
P.O. Box 25628  
Santa Ana, CA 92799

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of  
State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Ocampo:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

**DEPARTMENT OF TRANSPORTATION**

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and retaining walls along the steeper north side slopes. The project area is located on the following map and has been attached for your convenience:

Caltrans portion- San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894  
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FAX (949) 724 - 2256

September 27, 2006

Cahuilla Band of Indians  
Anthony Madrigal, Jr., Interim-Chairperson  
P.O. Box 391760  
Anza, CA 92539

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Madrigal:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

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County portion- Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

Caltrans District 12  
Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2855

FAX (949) 724 - 2256



September 27, 2006

Cahuilla Band of Indians  
Maurice Chacon, Cultural Resources  
P.O. Box 391760  
Anza, CA 92539

**SUBJECT: REVISED PROJECT LIMITS EA 086900 - Widening of a portion of  
State Route 74 (Ortega Hwy) in Orange County, California.**

Dear Mr. Chacon:

On August 20, 2001, the California Department of Transportation (Caltrans) Environmental Planning Branch sent out information regarding a proposed project involving widening a portion of SR-74 (Ortega Highway) to all contacts listed on the Native American Heritage Commission (NAHC) letter received for the project. At that time, Caltrans proposed to widen Ortega Highway (SR-74) from two lanes to four lanes, from just east of Via Cordova within the city limits of San Juan Capistrano to just east of La Pata Avenue within unincorporated Orange County (EA 086900; PM 1.06/2.9 KP 1.7/4.67). This project also included the widening of the Lower San Juan Creek Bridge. Since the project proposal has undergone revisions since 2001, I am in the process of sending updated project information to those previously contacted. Since you were not on the NAHC contact list in 2001, you will be receiving this information for the first time and should you have any questions, please feel free to contact me.

As of July 2006, the project was revised and Caltrans will now be preparing a joint CEQA/NEPA environmental document for the portion of the project within the City of San Juan Capistrano. The limits of this environmental analysis will be from Calle Entradero (PM 1.0/KP 1.6) to the City/County line (PM 1.9/KP 3.0). The Initial Study/Environmental Assessment (IS/EA) is expected to result in a Negative Declaration/Finding of No Significant Impact (ND/FONSI).

For the remainder of the project, from the City/County line to 0.58 km (1900 ft) east of the La Pata Avenue/Antonio Parkway intersection, the improvements will be addressed in an Addendum to the Ranch Plan Final Environmental Impact Report (FEIR) No. 589 prepared by the County of Orange.

Proposed within the city limits is widening the existing two lanes to four to meet the cross section to the west, and to construct soundwalls along the developed south side of SR-74

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District 12 staff is aware that several historic structures are located within the project vicinity, as well as, two prehistoric sites located east of the city limits.

While the purpose of this letter is to inform you of the revised project limits for environmental analysis, should you have any questions, comments, or concerns regarding the proposed project on cultural resources, please contact me. In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

You may send a response to the following address:

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Environmental Planning, Branch C  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

If you have any immediate questions pertaining to this matter, please contact me at 949.724.2855 or via e-mail at [cheryl\\_sinopoli@dot.ca.gov](mailto:cheryl_sinopoli@dot.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Sinopoli".

Cheryl Sinopoli  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch C

**Lower 74 Widening Project (EA 086900) Summary Table of Follow-Up Calls:  
Native American Contacts**

| <b>Contact</b>   | <b>Date / Time</b>   | <b>Comment / Response</b>   | <b>Staff</b> |
|--|----------------------|---|--------------|
| Sonia Johnston, Chairperson<br>Juaneno Band of Mission Indians   | 10/24/06<br>10:18 am | No response received.   | C.Sinopoli   |
| Joe Ocampo, Environmental Coordinator<br>Juaneno Band of Mission Indians   | 10/24/06<br>1:26 pm  | No response received.   | C.Sinopoli   |
| Alfred Cruz, Cultural Resources Coordinator<br>Juaneno Band of Mission Indians                                     | 10/24/06<br>1:10 pm  | No response received.   | C.Sinopoli   |
| Maurice Chacon, Cultural Resources<br>Cahuilla Band of Indians   | 10/24/06<br>1:05 pm  | Returned my call at 1:31 pm and I spoke with him at 3:19 pm later that day. I explained the project limits, design features, and cultural findings. He indicated that the Cahuilla Band would be interested in being notified if anything were discovered during construction and I indicated that I would provide a list of Native American contacts for the project to those in charge of construction. | C.Sinopoli   |
| Anita Espinoza<br>Juaneno Band of Mission Indians  | 10/24/06<br>10:52 am | She offered monitoring assistance and indicated that the Juaneno Band would be interested in being notified if anything were discovered during construction. I indicated that I would provide a list of Native American contacts for the project to those in charge of construction.  | C.Sinopoli   |
| Anthony Rivera, Chairman<br>Juaneno Band of Mission Indians – Acjachemen Nation                                    | 10/24/06<br>10:47 am | No response received.   | C.Sinopoli   |
| David Belardes, Chairperson and Tribal Manager<br>Joyce Perry, Juaneno Band of Mission Indians - Acjachemen Nation | 10/24/06<br>10:40 am | Mr. Belardes and Ms. Perry had responded by letter to the original inquiry in 2001 offering monitoring assistance and wishing to be kept informed of any developments. No additional  | C.Sinopoli   |

|   |                      |   |            |
|---|----------------------|---|------------|
| Anthony Madrigal, Jr. Interim-Chariperson<br>Cahuilla Band of Indians | 10/24/06<br>10:10 am | response was received.<br>No response received. | C.Sinopoli |
|---|----------------------|---|------------|

to call

# Native American Conversation Log

Date: 10/24/06

Caller: Cheryl

Time: 10:18

Contact: Sonia Johnston - Juarez Office

Subject of Call: I-74 Consultation (949) 462-0710

Conversation: I spoke with a gentleman who answered the phone & said Sonia wasn't in yet. I explained who I was and said I had sent out info packets on the proposed I-74 ~ month ago and hadn't heard anything and I was following up to see if she had any questions/ comments. I gave my office # and he said he'd give her the message and thanks for calling.

Signature: Cheryl (initials)

Follow up call

# Native American Conversation Log

Page 1 of 1

Date: 10/24/06

Caller: Cheryl

Time: 1:26pm.

Contact: Joe Ocampo - Juaneño (949) 462-0710

Subject of Call: L-74 Consultation

Conversation: \_\_\_\_\_

Spoke to the same pleasant gentleman I called earlier for Sonia Johnston. He had all my information & would give the message to Joe. I apologized for calling the same # again & he said I was just being my self and thanked me.

Signature: Cheryl Ocampo

Follow up case

# Native American Conversation Log

Page 1 of 1

Date: 10/24/06

Caller: Cheryl

Time: 1:10 pm

Contact: Alfred Cruz - Juarez (714) 998-0721

Subject of Call: L-74 Consultation

Conversation: \_\_\_\_\_

I left a msg. on the machine @ the Cruz residence and indicated who I was and that I had sent an info package out a month ago re: L-74.

project. I stated that the project has been revised to include only the city limits now and should he have any questions re: the info sent him to call ~~William~~ at the D-O.

Signature: Cheryl Snopce

**Native American Conversation Log**

Page 1 of     

Date: 10/24/06

Caller: Cheryl

Time: 1:05 pm

Contact: Maurice Chason - Cahulla (951) 763-5549

Subject of Call: L-74 Consultation

Conversation: I called Cahulla office back - Andy answered & I indicated that the name message he took for Anthony Madrigal, could he please give to Maurice as well. He said sure that Maurice was there and he would give him the message.

Maurice returned my call & left me a msg. @ 1:31. I called him back at 3:19 and discussed the proposed project limits, features, cultural findings, etc. I said I'd give the consultant & HDR (whoever is in charge of construction) the NATHA list for the project & let them know the Native Americans are interested in being notified of anything discovered.

Signature: Cheryl Dinopaw

He agreed.

**Native American Conversation Log**

Page 1 of 1

Date: 10/24/06

Caller: Cheryl

Time: 10:52

Contact: Anita Espinoza - Juaneño (714) 883-2832

Subject of Call: L-74 consultation

Conversation: §

I spoke w/ Anita and gave her the project limits and feature proposal. I explained that several historic structures and 2 prehistoric sites were in the vicinity - but the 2 prehistoric sites were east of the Caltrans project limits.

I explained that the County who is constructing the project will have a provision for Archaeological / Paleontological monitors. She said the Juaneño can provide monitoring and I said I'd give the consultant & entities doing the construction, a list of Juaneño & N.A. contacts.

Signature: she said that was fine as long as they are kept informed of the project and finds.

Cheryl Sindelar

Follow up call

# Native American Conversation Log

Page 1 of 1

Date: 10/24/06

Caller: Cheryl

Time: 10:47 am

Contact: Anthony Rivera - Juaneño Office (949) 488-3484

Subject of Call: L-74

Conversation: Phone just kept ringing and never went to voice mail. I did however, briefly discuss the L-74 project with Anthony last month while we were out in the field at Lag. Cyn. I explained the limits, project features, etc. and explained that while 2 prehistoric sites were located in the vicinity - none were recorded in the project limits. I said should he have any questions after looking over the info packet, to give me a call.

Signature: Cheryl Simpson

Follow up call.

# Native American Conversation Log

Page 1 of 1

Date: 10/24/04

Caller: Cheryl

Time: 10:40

Contact: David Belardes / Jayce Perry - Juaneño

Subject of Call: L-74 Consultation (949) 493-0959

Conversation:

I left a message at their office to see if they had any questions re: the L-74 project. Since I previously updated them last month while in the field for Lag. Cyn. - I said should they have any concerns based on the revised info - to call me.

Signature: Cheryl Simpson

**Native American Conversation Log**

Date: 10/24/06

Caller: Cheryl

Time: 10:10 am

Contact: Anthony Madrigal Jr. - Cahuilla Office  
(951) 763-5549

Subject of Call: C-74 Consultation

Conversation: \_\_\_\_\_

I spoke with Andy at the Cahuilla Tribal Council office and relayed that I had mailed a packet of information re: the proposed C-74 project in STC <sup>month</sup>. I said since I hadn't heard anything, I was following up to see if there were any questions / comments. I gave Andy my phone # at the D.O. He typed the information & said if Anthony had any questions, he'd call me.

Signature: Cheryl Dinopon



TELEPHONE CONVERSATION RECORD

Date: 9/12/06 Time: 10:27am Staff: Cheryl  
EA: 086900 Project Name: Lower 74 Widening  
Subject: Revised project limits

Contact Name: I/Se Byrnes Title: STC local historian  
Organization: Phone Number: (949) 493-4222

Notes

I left I/Se a msg. indicating the revised project limits (Call Entradero to City/County limits). I indicated that I had spoken w/ new STC HP Manager Terri & would like them to review the document before it goes to STPO.

I asked her to call me at work if she had any comments/questions now.

STATE OF CALIFORNIA

Gray Davis, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 384  
SACRAMENTO, CA 95814  
(916) 653-4082  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)



August 16, 2001

Praveen Gupta  
Department of Transportation  
District 12  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

RE: Proposed widening of Ortega Highway and Lower San Juan Creek Bridge, Orange County..

Sent by Fax: (949) 724-2256  
Pages Sent: 2

Dear Mr. Gupta:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend other with specific knowledge. A minimum of two weeks must be allowed for responses after notification.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

A handwritten signature in cursive script that reads "Rob Wood".

Rob Wood  
Associate Governmental Program Analyst

**NATIVE AMERICAN CONTACTS**  
**Orange County**  
**August 16, 2001**

**Juaneno Band of Mission Indians**

Anita Esponzoza  
740 Concerto Drive Juaneno  
Anaheim, CA 92807  
(714) 779-8832

**Juaneno Band of Mission Indians**

Sonia Johnston, Chairperson  
P.O. Box 25628 Juaneno  
Santa Ana, CA 92799  
(714) 841-0441  
juaneno@gte.net

**Juaneno Band of Mission Indians Acjachemen Nation**

David Belardes, Chairperson  
1745 Via Belardes Juaneno  
San Juan, CA 92675  
(949) 493-0959

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 507.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regards to the cultural assessment for the proposed widening of Ortega Highway and Lower San Juan Creek Bridge, Orange County.**

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2243

FAX (949) 724 - 2256



July 30, 2001

**ROB WOOD**

State Of California

Native American Heritage Commission

915 Capitol Avenue, Room 364

Sacramento, CA 95814

**SUBJECT: Sacred Lands File Search for a California Department of Transportation (CALTRANS) Project in Orange County.**

Dear Mr. Wood:

Caltrans proposes a project, which will involve ground-disturbing activity. As part of State and Federal regulation, we are initiating Native American consultation and request a search of the Sacred Lands File for the following project.

Caltrans proposes to widen Ortega Highway (Route 74) from two lanes to four lanes, from just east of Via Cordova to just east of La Pata Avenue (EA 086900). This project also includes the widening of the Lower San Juan Creek Bridge. The project area is located on the following maps:

San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

A copy of the USGS Quads, which contain the project area, have been attached for your convenience.

**DEPARTMENT OF TRANSPORTATION**

District 12  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894  
PHONE (949) 724 -2243  
FAX (949) 724 - 2256



If you have any questions pertaining to this matter, please contact the Caltrans District 12 Archaeologist, Philippe Lapin at (949) 724-2125.

Sincerely,

A handwritten signature in cursive script, appearing to read "Praveen Gupta".

Praveen Gupta  
Chief, Environmental Planning, Branch A

# Original Juaneno Band of Mission Indians, Petitioner 84A

31742 Via Belardes, San Juan Capistrano, Ca 92675 949.493.0959 office 949.493.1601 fax

September 19, 2001

Philippe Lapin  
CalTrans District 12  
Environmental Planning, Branch A  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894

Dear Mr. Lapin,

Thank you for your consideration in notifying the Original Juaneno Band of Mission Indians about your proposed developments in Orange County. This letter is in response to five different pieces of correspondence referencing five separate projects, and they will be addressed individually.

In response to the relinquishment of SR-1 to the City of Dana Point, although there is no construction planned, the City of Dana Point should be made aware of the potential for buried sites in the area. The coastal area was heavily populated before the European contact, and despite the fact that many culturally significant sites have been destroyed by previous development, the potential remains for sub-surface artifacts and human remains. SR-1 runs through, and is adjacent to ancestral sites. I would greatly appreciate being informed of any future projects or developments in the area.

EA  
0C3600

With regard to the modification of the drainage system along SR-1 between Aliso Creek and Bluff Drive (EA 0E2401), in the City of Laguna Beach; again, because of the ancestral sites in the surrounding area, there is the potential for surface or buried cultural resources. A major Acjachemen village site is located at Treasure Island. Please continue to keep me informed and involved of any developments and discoveries.

EA  
0E2401

In reference to the soil borings along SR-1 in the City of Dana Point (Capistrano Beach), although the area indicated on the map has pretty much been graded, it is a village site of Toovanna. Previous development and construction may have largely destroyed the site, but the potential remains for subsurface artifacts. Again, please keep us informed with respect to this site.

EA  
0A730K

Regarding the widening of a portion of Ortega Highway (SR 74), I am very familiar with this area. I have worked on a previous widening of the lower San Juan Creek Bridge, and have been monitoring that for over 20 years. Please keep me informed about any developments at this site, and let me know if I can assist you with monitoring this project.

Lower  
EA 086900  
EA 043200  
Upper

CalTrans District 12  
September 19, 2001  
Page 2

Also, referencing the proposed widening of a portion of Upper Ortega Highway (SR 74), I have been involved in projects in that area over the past 20 years, and have monitored the San Juan Hot Springs straightening of Ortega Highway in the past. I am available to monitor this site, should you need my assistance. Please continue to keep me updated on any developments or discoveries at this location.

Thanks again for your time and consideration.

Respectfully,



David Belardes  
Chairman

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2125

FAX (949) 724 - 2256

*mailed 8/20/01*  
~~Mailed 8/7/01~~

August 20, 2001

Juaneno Band of Mission Indians Acjachemen Nation  
David Belardes, Chairperson  
31745 Via Belardes  
San Juan Capistrano, Ca 92675

SUBJECT: Widening of a portion of Ortega Highway (SR 74) in Orange County,  
California

Dear Mr. Belardes:

Caltrans proposes to widen Ortega Highway (SR 74) from two lanes to four lanes, from just east of Via Cordova to just east of La Pata Avenue (EA 086900). This project also includes the widening of the Lower San Juan Creek Bridge. This project is located on the following maps:

San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

A copy of the USGS Quads, which contain the project area, have been attached for your convenience.

At the recommendation of the Native American Heritage Commission (NAHC) and in compliance with Caltrans guidelines, Caltrans requests your participation in the identification of potential effects to cultural resources, sacred lands or other heritage sites within the above described project area. Early identification of sensitive areas will ensure their consideration during the planning stage.

You may send your response to the following address:

Caltrans District 12  
Environmental Planning, Branch A  
ATTN: Philippe Lapin



**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2125

FAX (949) 724 - 2256

3337 Michelson Drive  
Suite 380  
Irvine, CA 92612-8894

In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

If you have any immediate questions pertaining to this matter, please contact the Caltrans District 12 Archaeologist, Philippe Lapin at (949) 724-2125.

Sincerely,

Philippe Lapin M.A. RPA  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch A

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2125

FAX (949) 724 - 2256

*Mailed  
8/20/01*

August 20, 2001

Juaneno Band of Mission Indians

Anita Espinoza

1740 Concerto Drive

Anaheim, Ca 92807

**SUBJECT:** Widening of a portion of Ortega Highway (SR 74) in Orange County,  
California

Dear Ms. Espinoza:

Caltrans proposes to widen Ortega Highway (SR 74) from two lanes to four lanes, from just east of Via Cordova to just east of La Pata Avenue (EA 086900). This project also includes the widening of the Lower San Juan Creek Bridge. The project area is located on the following maps:

San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

A copy of the USGS Quads, which contain the project area, have been attached for your convenience.

At the recommendation of the Native American Heritage Commission (NAHC) and in compliance with Caltrans guidelines, Caltrans requests your participation in the identification of potential effects to cultural resources, sacred lands or other heritage sites within the above described project area. Early identification of sensitive areas will ensure their consideration during the planning stage.

You may send your response to the following address:

Caltrans District 12  
Environmental Planning, Branch A  
ATTN: Philippe Lapin



**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2125

FAX (949) 724 - 2256

3337 Michelson Drive  
Suite 380  
Irvine, CA 92612-8894

In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

If you have any immediate questions pertaining to this matter, please contact the Caltrans District 12 Archaeologist, Philippe Lapin at (949) 724-2125.

Sincerely,

Philippe Lapin M.A. RPA  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch A

**DEPARTMENT OF TRANSPORTATION**

District 12  
3337 Michelson Drive, Suite 380  
Irvine, CA 92612-8894  
PHONE (949) 724 -2125  
FAX (949) 724 - 2256



*mailed 8/20/01*

August 20, 2001

Juaneno Band of Mission Indians  
Sonia Johnston, Chairperson  
P.O. Box 25628  
Santa Ana, Ca 92799

**SUBJECT:** Widening of a portion of Ortega Highway (SR 74) in Orange County,  
California

Dear Ms. Johnston:

Caltrans proposes to widen Ortega Highway (SR 74) from two lanes to four lanes, from just east of Via Cordova to just east of La Pata Avenue (EA 086900). This project also includes the widening of the Lower San Juan Creek Bridge. The project area is located on the following maps:

San Juan Capistrano USGS Quad map: Section 5, Township 8 South (T 8 S), Range 7 West (R 7 W), and Section 32, Township 7 South (T 7 S), Range 7 West (R 7 W).

Canada Gobernadora USGS Quad map: Section 33, Township 7 South (T 7 S), Range 7 West (R 7 W).

A copy of the USGS Quads, which contain the project area, have been attached for your convenience.

At the recommendation of the Native American Heritage Commission (NAHC) and in compliance with Caltrans guidelines, Caltrans requests your participation in the identification of potential effects to cultural resources, sacred lands or other heritage sites within the above described project area. Early identification of sensitive areas will ensure their consideration during the planning stage.

You may send your response to the following address:

Caltrans District 12  
Environmental Planning, Branch A  
ATTN: Philippe Lapin

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2125

FAX (949) 724 - 2256



3337 Michelson Drive  
Suite 380  
Irvine, CA 92612-8894

In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any cultural resources, sacred lands, or other heritage sites within the project area. Thank you for your assistance.

If you have any immediate questions pertaining to this matter, please contact the Caltrans District 12 Archaeologist, Philippe Lapin at (949) 724-2125.

Sincerely,

Philippe Lapin M.A. RPA  
Archaeologist  
Caltrans District 12  
Environmental Planning, Branch A

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2243

FAX (949) 724 - 2256

October 1, 2001

San Juan Capistrano Historical Society  
31831 Los Rios Street  
San Juan Capistrano, CA 92675

**SUBJECT:** Proposed widening of a portion of SR 74 (Ortega Highway) in Orange County, California (EA 086900).

Caltrans proposes to widen a portion of SR 74 (Ortega Highway) from 2 to 4 lanes in Orange County, California. The project area is located just east of Via Cordova to just east of La Pata Avenue. This project also includes the widening of the Lower San Juan Creek Bridge.

While we are aware of various historic properties within the project area, and welcome any information you may have regarding them, of particular interest is the Goodwin-Rosenbaum House.

Caltrans requests your participation in the identification of potential effects to historic resources within the above described project area. Early identification of sensitive areas will ensure their consideration during the planning stage. Enclosed for your convenience, is a map of the project area.

You may send your response to the following address:

Caltrans District 12  
Environmental Planning  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive  
Suite 380  
Irvine, CA 92612-8894

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 - 2243

FAX (949) 724 - 2256



In the event that we do not receive a response to this inquiry within 30 days, Caltrans will assume that you are unaware of any historic resources within the project area. Thank you for your assistance.

If you have any immediate questions or concerns pertaining to this matter, please contact District 12 Caltrans Archaeologist, Cheryl Sinopoli at (949) 724-2855.

Sincerely,

A handwritten signature in cursive script, appearing to read "Praveen Gupta".

Praveen Gupta

Chief, Environmental Planning, Branch A



# The San Juan Capistrano Historical Society

October 15, 2001

Caltrans District 12  
Environmental Planning  
ATTN: Cheryl Sinopoli  
3337 Michelson Drive  
Suite 380  
Irvine, California 92612-8894

SUBJECT: Proposed widening of a portion of SR 74 (Ortega Highway) in Orange County, California (EA 086900).

The San Juan Capistrano Historical Society thanks you for giving us the opportunity to advise you as to our concerns relative to the proposed widening of the SR 74 Ortega Highway.

Your letter of October 1st indicated that only the portion of the highway to be widened at this time is from Via Cordova to just east of La Pata Avenue. The structure, Goodwin-Rosenbaum House, is no longer adjacent to the Ortega Highway. It was dismantled some time ago and portions are in storage in the City's warehouse.

There are two historically significant structures along this portion of the highway that are of concern to us. The Hankey/Rowse Cottage, 30981 Via Cristal and the Errecarte House, 30882 Via Errecarte, which is listed on the National Register of Historic Places. Both of these homes are on the corners of their respective streets and the Ortega Highway. Both homes are of significant historic interest to us and we feel everything should be done to preserve them and their sites.

LOCALLY  
LISTED  
ONLY!

We have attached herein excerpts from a book that was published and produced by the San Juan Capistrano Historical Society, "A Guide to Historic San Juan Capistrano", by Mary Ellen Tryon. These excerpts will give you a historical outline on the foregoing structures and the historic designation registered to them.

Please also be aware of two other nearby structures, west of the proposed widening. They are the Parra Adobe and the Harrison Farmhouse. They are both registered on the National Register of Historic Places. They front onto the Ortega Highway. Care should be taken so that nothing damages these buildings as they are of significant historical interest as well.

*"Remembering Our Past Insures Our Future"*

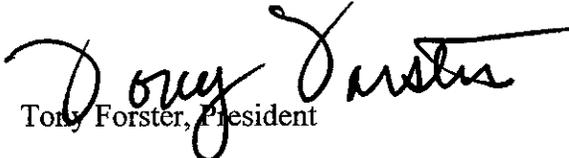
31831 Los Rios, San Juan Capistrano, CA 92675 • (949) 493-8444

On the north side of the Ortega Highway, in the proposed widening area, are two adjacent structures that are of concern and interest to this community. One is a un-documented house along with a fruit and vegetable stand. We know that the house is quite old but the stand is of a shorter duration. This is the last stand of its type in this area and is a representation of a bygone era when we had several of this type of business. There is a great sentimental value to this stand and the community would be most upset to see it disappear.

For your information we have also enclosed a number of papers provided by City Historian, Ilse M. Byrnes. They will provide you with considerable background data on this historic highway and some data on the structures mentioned herein.

If we can be of any further help in regard to this matter, we would be most pleased to help in any way.

Sincerely,

  
Tony Forster, President

cc: Ilse M. Byrnes, City Historian  
George Scarborough, City Manager, San Juan Capistrano

## HANKEY/ROWSE COTTAGE

30981 Via Cristal



The land was purchased in 1883 from Francois Bes and the house was built by Joseph S. and Amy Rowse in 1884. It was later owned by Father Alfred Quetu, a priest serving at the Mission from 1909 to 1914. He transferred his holdings in 1914 to the Valencia Ranch Company, which was his own organization. In 1921 Carl and Adelle Hankey purchased the house and 21.2 acres of land.

Carl Hankey was born May 31, 1896, and served in World War I. He served as chairman of the Orange County Roads Commission in the 1930s and was directly involved with the development of Ortega Highway as well as the planning of Pacific Coast Highway. During his career he also served on the local school boards and as vice-president of the Santiago Orange Growers Association. He was also known for his beautiful gladiolus, which were donated for civic affairs in town.

The Hankey/Rowse Cottage represents one of a group of existing historic buildings in the City which serve as important architectural and historic resources. In 1994 Michael Palmer, a local contractor, was able to save the Hankey House from demolition. By moving it a few yards from its original site he was able to create four lots on the property which the Hankey heirs wanted to develop. He purchased one of the lots and moved the house onto it. After completely renovating the structure, he sold it.

The original structure consisted of approximately 1300 square feet of floor space. A 170 square foot room at the southeast corner was subsequently added to the original structure.

The residence is a one and one-half story, wood frame, Folk Victorian cottage with stick-style decorative details. Exterior sidewalls consist of beaded siding on the original structure and vertical plank siding on the additions. The roof consists of a medium pitch, hip-on-gable roof with a decked ridge, central brick chimney, and enclosed eaves. Ornamental stick-style features include a king post truss with intermediate supports and a kingbolt which finishes in a "teardrop" design.

The roof configuration includes gables on the north and south elevations with a gabled dormer on the west elevation. The north facing gable displays a molded raking cornice with an open return, bead molding and bracketed eaves. The gable's double-hung window includes dividing mullions.

The south facing gable is similar to the north facing gable with the exception that the window contains no mullions. The west facing gabled dormer has a triangular pediment, elaborated bead molding, incised cornice, and enclosed eaves. The enclosed eaves are supported by carved "Y" brackets. The double-hung window is framed by cornerboards and the face of the dormer is surfaced with diamond-pattern shingling.

A wood-floor gallery porch extends across the north elevation and is covered by a shed roof supported by square, chamfered colonettes. The colonettes include "Y" support brackets and

arrow-ended cross braces. The porch frieze consists of a sawtooth pattern which extends along the north side and wraps around the east facade.

The main entrance to the house is situated at the northeast corner and consists of a two-over-four glass paned door with a transom flanked by wooden brackets. The north facade includes original paired two-over-two double-hung windows with hood molds, medium surrounds, and slip sills. Lights along the west facade include three single windows with medium surrounds, and slip sills.

*Private residence. View from street only.*

## ERRECARTE HOUSE

30882 Via Errecarte



The Errecarte House was built in 1910 by a Mr. Hubbard, who was a carpenter, on land that had been purchased from Percy Edwards, an artist, in 1909 for \$10. It is located east of the Parra Adobe and Harrison Farmhouse near Ortega Highway.

The architecture of this building is typical of the turn of the century, with the exception of the curved window frames which were popular in the 1880s. The house is square in shape with board and batten siding, has three bedrooms and porches on the north and west sides. When Ortega Highway was widened the house was moved from its original location to a place farther back on the lot. It has undergone extensive renovation, and as part of a development agreement it was required to remain on site and be preserved when the houses around it were constructed.

*Private residence. View from street only.*







# United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE  
WASHINGTON, D.C. 20240

IN REPLY REFER TO: 661

SEP 17 1979

Dr. Knox Mellon  
State Historic Preservation Officer  
Office of Historic Preservation  
California Department of Parks  
and Recreation  
P.O. Box 2390  
Sacramento, California 95811

RECEIVED

OCT 2 1979

OHP

Dear Dr. Mellon:

After careful consideration by the National Register staff, we are returning the nomination for the Hot Springs Road Historic District in Orange County because it does not meet the National Register criteria.

The resource does not qualify as a historic district. As proposed, it consists of a series of visually, geographically, and historically isolated properties stretched out along what is only the approximate route of the original Hot Springs Road. The recent alterations to the appearance and route of the road itself and to its rural and agricultural setting and the extensive gaps between the noncontiguous surviving properties have seriously compromised the integrity and cohesiveness of any district which might once have existed or any ability it might once have possessed to convey a unifying sense of time and place. It further appears that while certain ineligible properties have been included in the district, such as the historic marker, other potentially contributing properties may have been excluded: the 1920's Mission Revival storefront and other structures which meet the 50 year criterion; the O'Neill Ranch and other farm complexes; and subsurface resources with potential significance in historic archeology.

We have discussed with your staff the possibility that some of these resources could be individually eligible for the National Register and might be considered as separate nominations in the future, for example, those portions of the road together with their rustic or agrarian setting which maintain sufficient integrity to adequately convey significant historical associations, or individual buildings of architectural or historical merit. We urge you to provide close professional guidance, in consultation with our staff, to the sponsors for any such submissions.

Sincerely,

Charles A. Herrington  
Acting Keeper of the National Register

OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION  
POST OFFICE BOX 2390  
SACRAMENTO, CALIFORNIA 95811  
(916) 445-8006



October 3, 1979

Mrs. Ilse M. Byrnes  
San Juan Capistrano Historical Society  
P. O. Box 471  
San Juan Capistrano, CA 92675

Dear Mrs. Byrnes,

The Keeper of the Register in Washington, D. C. has returned the Hot Springs Road Historic District National Register application to this office as ineligible for the Register. The staff and the Keeper felt that the resource did not qualify as a historic district. However, the staff did feel that several properties may be eligible for the National Register on an individual basis. A copy of the Keeper's letter is attached.

Your interest in historic preservation is appreciated. If you wish to submit individual National Register applications for the properties discussed in the Keeper's letter, please contact this office and we will provide you with the appropriate forms and updated instructions.

A copy of the final application submitted to Washington is also enclosed for your records.

Sincerely,

*Marianne Nockles-Lockwood*

Marianne Nockles-Lockwood  
Staff Historian

enclosures

mn-1

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER

PAGE

Supplement to the nomination of the Ortega Highway

Errecarte House : 28432 Ortega Highway:  
Assessors Map 124-28-5

This house was built in 1910 by Mr. Hubbard who was a carpenter. He was contracted by Francisco Errecarte, who bought the property from Percy Edwards, an artist, about 1909. The House has 3 bedrooms and is a square building. It is board and batten with a porch and two sides ( North and West Side) It's architecture is typical of the turn of the century, except of it's window frames that are curbed, only found in houses built around the 1880's Mrs. Marie Forster, the daughter of the Errecartes lived there. Her two brothers were born in this house: Pete Errecarte 1911 and Juakin Errecarte 1914 (nicknamed Queen) There used to be Walnut Groves around this area, later on oranges.

FOR NPS USE ONLY

RECEIVED JAN 10 1977

DATE ENTERED

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

## 1 NAME

HISTORIC

Hot Springs Road

AND/OR COMMON

Ortega Highway (State Highway 74)

## 2 LOCATION

STREET & NUMBER

CA 74 between San Juan Capistrano, E to Hot Springs

see continuation sheet

CITY, TOWN

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

STATE

CA

VICINITY OF

CODE

06

110th

COUNTY

Orange

CODE

## 3 CLASSIFICATION

### CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

### OWNERSHIP

PUBLIC

PRIVATE

BOTH

### PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

### STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

### ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

### PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER: recreation

## 4 OWNER OF PROPERTY

NAME

see continuation sheet

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Orange County Hall of Records - O.C. Records Office  
630 N. Broadway, Santa Ana, Ca.

STREET & NUMBER

Cal Trans, 120 S. Spring Street, Los Angeles, Ca.

CITY, TOWN

(legal description of highway)

STATE

90012

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

see continuation sheet

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

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The Ortega Highway corridor has played a significant part in the cultural development of San Juan Capistrano. It was first explored by Lt. Jose Francisco Ortega at the time of the first attempt to found Mission San Juan Capistrano in 1775 and after the Mission's founding a year later it became a well-used path between the Mission and the natural hot springs 13 miles to the east. Ortega is believed to have discovered the hot springs which were already known to the Indians. Although portions of the highway have been rerouted during the past 200 years, the road still follows roughly the course of San Juan Creek. Known as the Hot Springs Road route 74 (old Route 64) was constructed under Joint Highway District No. 15 by Orange and Riverside Counties in 1932 and 1933. The original surfacing consisted of 2 inches of roadmixed gravel placed on native soil. In 1935, Ortega Highway from San Juan Capistrano to Lake Elsinore was adopted as a state highway.

1. Transportation: The Ortega Highway began as an Indian trail following the banks of San Juan Creek all the way to the hot springs. The Indians (known as Juanenos) were the first to show the springs to the Franciscan Missionaries who founded Mission San Juan Capistrano. The Franciscans established an outlying mission station at the springs, hence the name Hot Springs Road. The road was through to Lake Elsinore (known as El Lago Machado) by December 1856, according to an interview with hot springs spa proprietor Miguel Kraszewski in the late 19th century. This interview was corroborated by a contemporary, John Forster. The road was used to convey people, animals and crops throughout its 200-year history. (See Item #7).
2. Agriculture: Both sides of the highway were important agricultural centers. The nearby creek provided water for

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irrigation and occasional flooding has enriched the soil. In 1883 farmers dug a three-mile-long zanja which they called Mission Viejo Ditch. The ditch followed the highway and portions of it can still be seen. During the Mission Period corn, beans, barley and wheat were grown near the streams while cattle grazed in the outlying areas of the mission property. One of these cattle areas was called Rancho Mission Viejo and is still a cattle range for the O'Neill Ranch from the San Juan city limits east for several miles. The area within the city limits has known apricot, walnut and orange production. Some orange production still remains. The crops of the Mission Period were important to the life of the Mission. Franciscan missionaries were forced to grow their own food for survival. They also raised cattle not only for meat but for hides which were then used in trading with ships that docked off the coast of Capistrano Beach. Crops raised in later periods provided food for the immediate area and for surrounding towns. After 1887 when the railroad provided a means to reach more distant markets, crops were sold outside the immediate area. Not only did farming along the Hot Springs Road provide livelihood for residents, it also provided employment and almost total self-sustenance for the town. The Mission Viejo Ranch, in addition, was a major employer for nearly 100 years until urbanization encroached on the town and people began to find employment in nearby cities.

3. Architecture: Several styles of architecture reflect San Juan Capistrano's agricultural development. The earliest is the Mission San Juan Capistrano which was based on the teaching of agrarian principles for survival of the system

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and the future survival of Indians whose culture had not included the cultivation of crops. The Parra Adobe was a reflection of teachings of the Franciscans. It was the home of a farmer of Indian origin and it is today a building that has been relatively untouched by time. Its roof is the only new addition. Windows, doors, structural hardware and the adobe walls themselves are all original. Rowse Cottage a mile away is a typical example of the farm house of the settlers of the American Period who came after the Civil War. It is a Victorian Stick Style with steep roofs and irregular silhouettes. A characteristic of this style can be seen on the facade which features diagonal stickwork. Three turn of the century structures also housed farmers of the Hot Springs Road. One is the Harrison House, located next to the Parra, typical of the home of the middle class farmer. Made of wood it has a porch along the north and west sides of the house. Of a simpler style was the board and batten home located on the Rosenbaum Ranch at the edge of the city limits. This house was square with a small porch in front. The third house is the Mission Revival Style structure of wealthy farmer Frank Forster, a half mile from the Mission. Built in 1910, it is a two storey plus basement structure of re-enforced concrete. We think it quite possible that this house was designed by Arthur Benton since he did prepare the plans for a residence for John Forster in San Juan Capistrano, (News item from Pacific Coast Architect, Jan. 1914). All these houses are significant to the district because they are reflections of the dwellings of farmers, from Indians to agri-businessmen through two centuries.

4. Economics: The economic importance of the road stems from

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its use as a route for transportation of crops to markets and as a road to the Mission Viejo Ranch, a major employment center. It was also economically important to the success of the Hot Springs Resort which faltered and died during the depression.

5. Conservation: The Hot Springs Road is a main route to the Cleveland National Forest, designated as the San Jacinto Forest Reserve in 1897 and renamed the Cleveland National Forest in 1908. It is also the only road to the Ronald W. Caspers wilderness park owned by the county. Parts of the O'Neill Ranch are in an agricultural preserve.
6. Exploration/Settlement: The first person to explore the area is believed to have been Lt. Jose Francisco Ortega who accompanied the Franciscans as the leader of a military contingent in the first abortive founding of the Mission San Juan Capistrano in 1775. The original founding of the Mission (one year later) was believed by some historians to have been along the Ortega Highway. It was the only road into what eventually became the Mission San Juan Capistrano compound from the old El Camino Real, veering west from Gobernadora Canyon mouth. During the American period settlers inhabited both sides of the route, and the area is becoming densely populated today within the city limits.
7. Social/Humanitarian: The Hot Springs mission station was a place where medical as well as religious need were administered by Franciscans to area Indians. The waters were considered medicinal and were extensively used by the Indians (whose litters were often left near the springs indicating sick Indians were taken there) and by the spa visitors of the late 19th century.

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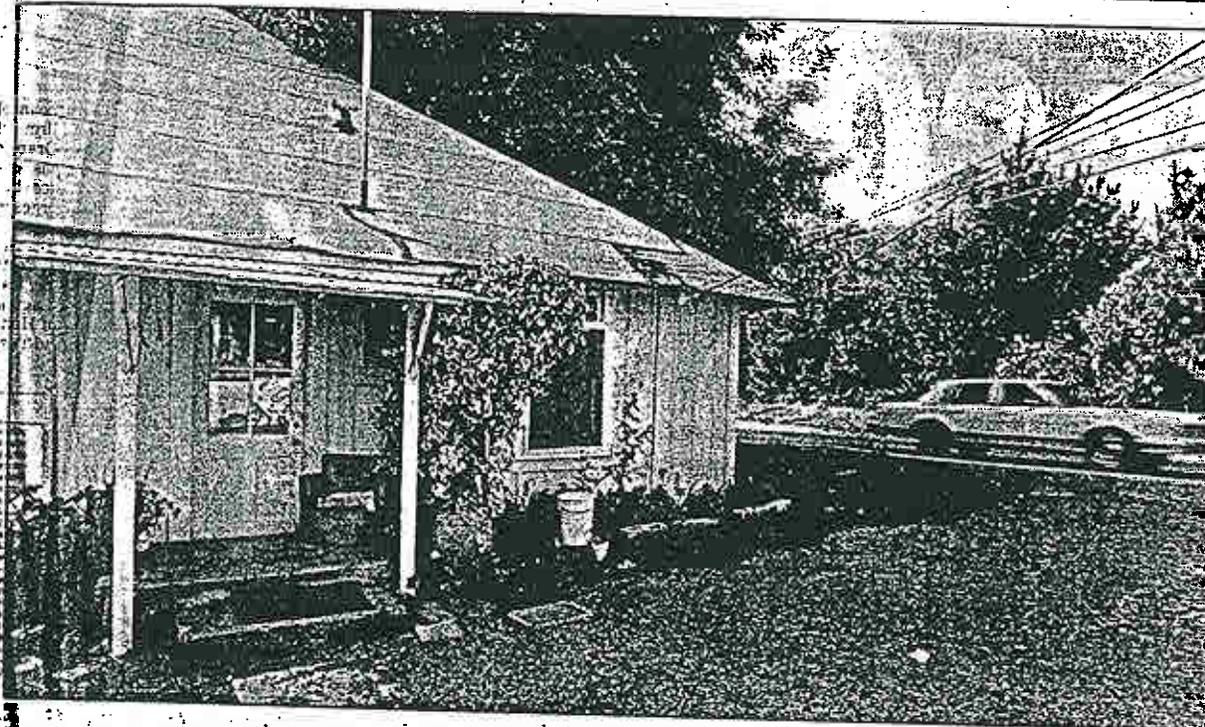
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8. Religion: On the north side of the route a quarter mile east of the Mission is the new Mission Cemetery, first used in the 1860s after the old cemetery in the mission grounds was filled. The hot springs area contained a religious mission station and of course, the Mission itself rests on one end of the entire highway, exerting its influence on the areas it passed through.
9. Archeology/Historic: Because the highway follows the course of San Juan Creek there were probably many Indian habitations along its perimeter. Southern California Indians settled near rivers and countless artifacts have been removed from adjacent plowed fields by farmers. A large Indian settlement was located near the hot springs where the Mission had an asistencia.



DAVID MURONAKA / Los Angeles Times

Passing car shows closeness of old house on Ortega Highway to the road. Designation of the clapboard farmhouse as a historical

landmark blocks planned widening of highway at that point Caltrans. Options include moving the house farther back.

## House by Side of Ortega Turns Into Roadblock

By DIANNE KLEIN,  
Times Staff Writer

To someone not versed in the nuances of architectural history, the old house on Ortega Highway doesn't look like much.

Peeling, dirty white paint clings to its sides, and age has rotted its window screens. Old tires are stacked by a side door and laundry flaps in the breeze created by passing cars.

But where some see just a dilapidated building standing in the way of widening the highway, others see living history. And, for the moment at least, history has won.

The turn-of-the-century clapboard farmhouse in San Juan Capistrano has been declared a historical landmark, putting one of Orange County's top priority road projects on hold again.

"It is one of the last remnants of San Juan being agricultural," Ilse Byrnes, a local historian, said Saturday. "The craftsmanship is absolutely wonderful."

The house, now a duplex, is part of the estate of Edwin Rosenbaum, whose family was among the earli-

**'It is one of the last remnants of San Juan being agricultural. The craftsmanship is absolutely wonderful.'**

— Ilse Byrnes, a local historian

est settlers in the area, long before the days of freeways and the expensive tract developments that now surround the structure.

As such, the state architectural historian recently declared the farmhouse off limits to Caltrans, which had hoped to widen the highway at the curve where the house and another smaller structure of the former Rosenbaum complex now stand. Other delays to the widening project have included an endangered bird species and an Indian archeological site on San Juan Creek.

While Caltrans studies alternatives to razing the building, such as moving the structure farther back in the orange grove where it stands, the highway widening will be pushed back from November,

1989, to June, 1990.

Byrnes said the house was "one of the most significant types of architecture of that time." Like the others who have fought for its preservation, Byrnes suggested the structure be moved and restored.

Caltrans has estimated the cost of moving the house at between \$250,000 and \$300,000. A spokesman for Younger & Son House Movers in Santa Ana on Saturday estimated the cost at between \$12,000 and \$20,000. The cost of renovating the house was not known.

The house is owned by Melvin Rosenbaum, Edwin's son, and is occupied by renters, who said Saturday that they were unaware of the house's historical significance or of any controversy surrounding it.

Residents of a small yellow house next to the farmhouse, who have rented the property for years, said they have been hearing for years that they would have to move.

The houses are so close to the road that the noise of passing cars drowns out conversation. After an accident involving a drunk driver, guardrails were erected to prevent cars from ramming the houses.

Pamela Gibson, a historian specializing in San Juan Capistrano, said the local Rosenbaum legacy began in 1869, when German immigrant Henry George Rosenbaum arrived in the area after staying in San Francisco, Monterey, San Jose and Mexico.

Henry Rosenbaum, Edwin's grandfather, was not suited to farming, however, and later sold his 450 acres of land and moved to Los Angeles, where he wrote and produced several plays. But one of Henry's nine children, Oscar, moved back to the area to grow wheat, barley and lima beans and raise cattle. Edwin was one of Oscar's 18 children, 14 of whom grew to adulthood.

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The first dirt path to the hot springs (agua caliente) and beyond to El Lago Machado (Lake Elsinore) followed the course of the river today known as San Juan Creek as far as the springs, continued along the sides of the hills, followed the natural contours as they ascended to the 2,000 foot summit and descended into the flat Temescal Valley. Although there are no known descriptions of the trail, there is a reference to it in the 19th century interview of Miguel Kraszewski (reprinted in Orange County History Series Vol. III) which refers to its use in 1856 and describes it as extending from San Juan Capistrano to El Lago Machado. In the reprinted article the lagoon or lake is referred to as Lake Elsinore.

The path wound through terrain inhabited by deer, deer-mice, California ground squirrels, gray squirrels, jackrabbits, Capistrano Valley coyotes, mountain lions, skunks, bobcats, raccoons, pack rats and the now extinct grizzly bears. Birds included grasshopper sparrows, Cooper hawks, white tailed kites, red-shafted flickers, Acorn woodpeckers, Steller jays, quail, owls, chickadees and ravens. Most of these animals and birds can still be seen in the area today.

Natural vegetation, still visible, included sycamores, live oaks, willows, cottonwoods, wild roses, poison oak, pines, and various types of chapparral (mountain mahogany, California buckwheat, scrub oak, white sage, chamise, toyon, manzanita, red shank and ceanothus). Vegetation present today which was probably growing 200 years ago included nettles, lambs quarters, cheese weed, mares tail, wild oats, sow thistles, curly dock, rabbits foot grass, five hook Bassia, wild radish, artichoke thistles and wild mustard.

In 1776 when Mission San Juan Capistrano was officially founded the trail to the Mission did not follow the coastal

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route, but came inland, turning west toward the Mission near the mouth of Gobernadora Canyon, and following the hot springs trail the next three miles to the Mission. C. E. Roberts in Adobes of Orange County describes an adobe which once stood at this "crossroads". For decades historians believed this adobe might have been the original site of the Mission (which documents show was moved in October 1778). Nothing is left of the adobe today.

We know little about the trail before the coming of the Spaniards. Historian Jim Sleeper in Turn the Rascals Out noted that the hot springs were in use by the aborigines before Spanish settlement. This is substantiated in the Harrington edition of Geronimo Boscana's Chinigchinich, an annotated account of the lifestyle of the Indians of San Juan Capistrano. It is probable that portions of Ortega Highway were originally established as Indian trails linking the coastal areas with the acorn-laden trees of the Santa Ana mountains. C. E. Parker in Orange County: Indians to Industry mentions that the springs were used by the Franciscans of the Mission and visiting priests in the late 18th century. Published oral accounts indicate that a sizeable Indian settlement was located near the springs and that an adobe structure used by Mission personnel to tend to the spiritual and medical needs of the Indians existed at the site. It can, therefore, be concluded that the hot springs road from the Mission San Juan Capistrano to the Rancho Agua Caliente (the name Mission records use for the hot springs) not only existed, but was in wide use from 1776.

Oral accounts indicate that the springs were still in use after the decline of Mission San Juan Capistrano in the 1840s. A visitor to San Juan in 1842, Duflot Mofras, visited the hot springs and described it in his journal. Mrs. Lorenza Manriquez, who was interviewed in the Coastline Dispatch newspaper just

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before her death in the early 1930s, described frequent visits to the springs for picnics (the women often taking their laundry). The road became busier, however, in the 1880s when a spa was developed at the springs and visitors flocked to the area every summer to take the waters. Although the trail is not described, there is a reference in the Santa Ana Standard newspaper that in 1889 a stage line connected San Juan and the springs and a trip by rig took three hours (a distance of 13 miles). This would indicate that the road was unimproved, yet passable.

In the years of the San Juan Hot Springs spa (1880s to 1936) the road provided access to primary recreational areas. The springs were well-known in the Southern California as a vacation area, as well as having medicinal value. In addition, it was used to transport people to Cleveland National Forest (beyond the springs) which had opened in 1897 as the San Jacinto Forest Reserve, changing its name to Cleveland National Forest by an act of Theodore Roosevelt in 1908. Today's road travels through the forest but little is known about the road beyond the springs prior to 1933 when the road was paved its entire length in increments, all the way to Elsinore. A trail existed as early as 1856 and according to Mission records, Indians were recruited for service to the Mission from as far away as the Temescal Valley. Yet it appears that the hot springs resort did not attract visitors from the other side of the Santa Ana Mountains, possibly because similar resorts were more readily accessible on the other side.

The hot springs road was not just important as an access to recreational areas but also as an economic resource of the community. Since the late 18th century crops had been grown in the rich Class 1 and 2 soils which spread out from the banks of San Juan Creek. The accessibility of water for irrigation

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dictated the use of the land between the road and the creek for cultivation. Crops included Wheat, barley, corn and various types of beans, according to Mission records. Today corn is still commercially grown along the road, but only wild oats and barley are found as remnants of the earlier period.

After the decline of the Mission and the formal adoption of San Juan Capistrano as a Mexican pueblo in 1841, land was assigned for ownership in the Eastern Valley to Indians. It is assumed, therefore, that since the purpose of assigning land was for cultivation, the areas between the river and the road continued to provide food. One of the farmers of this period was believed to have been Miguel Parra, whose home still stands. The Parra Adobe is somewhat of a mystery because of its oblong structure with a door in the center on the north and south sides and with two flanking windows on the north. Early adobes built for residential use had no windows and were usually square cubicles with common walls with exterior doors leading into each room. Although some historians believe this was a barracks or storage facility of the Mission, it was more probably constructed in the mid-19th century. The two six over six windows are pegged, as is the door which apparently contained 12 panes of glass. A piece of an original shutter (containing holes for wooden pegs) still exists. John Volz, architect employed by the National Trust for Historic Preservation, examined the building in July and called it a very exciting structure because much of the original fabric still exists. He believes the doors, windows and hardware are all original, in addition to the walls. The only thing substantially changed is the roof.

Farming assumed new importance in the late 1860s when settlers poured into Capistrano, purchasing land which had become available because of a severe drought in the mid 1860s which had devastated the cattle industry. Cattle had grazed on the

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north side of the highway for a century and portions of the south side had also been used for the cattle industry. The drought left owners without money for taxes, so small parcels of land were gradually sold to new settlers. Other areas, unowned, were homesteaded during this period. Crops again included wheat and barley. In 1883 farmers pooled their resources and dug what they called the Mission Viejo Ditch originating in San Juan Creek where the road crosses the river today. This early means of irrigation opened land for a wider variety of crops on the north side of the road. Various crops were tried, including apricot production for the crystalized fruit industry in the 1890s. But the crops which dominated the road on both sides from the late 90s to the early 1930s were primarily walnuts. In the mid-20s these began to be replaced with oranges which remained until the mid-1970s when land, taxed at its highest and best use rather than actual use, became too valuable for farming. During all the years of cultivation, the hot springs road was used to transport harvested crops to town and later to the railroad (from 1887 on) for export to nearby markets.

Today there is only scattered agricultural production within the city limits of San Juan Capistrano along the Ortega Highway. But the area immediately beyond the city limits is in an agricultural preserve. The O'Neill Ranch, which the highway passes through for several miles, has consistently been a cattle ranch since the Mission period. (When the land was taken from the missions and granted to John Forster in the mid-1840s, it continued to be used for cattle. When Forster sold to Richard O'Neill and James Flood in 1882 the cattle ranch flourished. To-day it is still owned by the O'Neill family and is primarily used for cattle, although there is some citrus and grape production.)

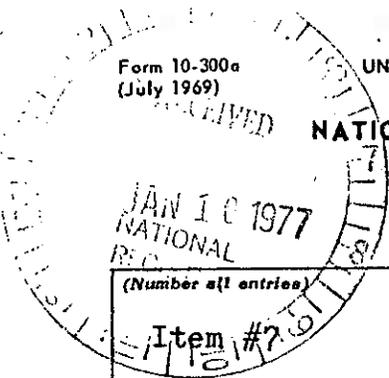
In the 1880s the Parra Adobe was owned by a man called Frank

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Riverin. But it is no known if he built the wooden farm house next to it. The house, which is called the Harrison House, was occupied by Father Quetu after the big Belford fire in the year of 1912. The house is characterized by a porch which runs the length of the north and west sides and a distinctive gable which sits over the porch on the front of the house.

A mile east is a Stick-Style Victorian cottage built in 1882 by J. S. Rowse. This house is in excellent condition and has been added onto, but the original section has not been remodeled. Rowse was also a farmer of the late 19th century.

In 1933 the hot springs road had its name changed to Ortega Highway, after Jose Francisco Ortega who explored the area it traverses. It was paved in sections, the section through Riverside County last.

To-day the road is no longer used for the transportation of agricultural products, but still is a primary link with public recreational areas. Another facility, the Ronald W. Caspers Regional Park, has been purchased by the County and is a wilderness park seven miles east of San Juan Capistrano reached only by Ortega Highway. The highway which travels through sections which look much as they did 200 years ago, is a designated scenic highway. At the west end of the road is Mission San Juan Capistrano, which is on the National Registry of Historic Places. A half mile east is the Mission Cemetery circa 1865, on the north side of the highway. On the south side is the Mission Revival Style home of wealthy farmer Frank Forster, built in 1910 and which is the only surviving revival style house in San Juan Capistrano. It is in excellent condition and has not been changed. A mile beyond is the Parra Adobe and the Errecarte House, a mile further is Rowse Cottage, all in good condition. At the edge of the city limits is the board and batten structure

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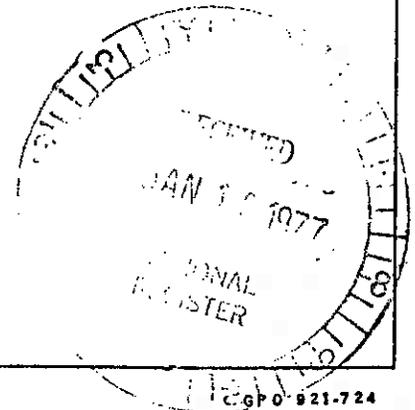
of farmer Ed Rosenbaum, built circa 1900, also in good condition. Across the street is the Errecarte house, built in 1910. The House has three bedrooms and is a square building, with a porch on two sides. A quarter of a mile further, in a horse corral, is a marker noting the existence of the site which some historians believe was the original site of the Mission San Juan Capistrano. Approximately ten miles east, in Sievers Canyon, is an adobe once believed to have been a structure associated with the hot springs Mission period.

Archeological sites have not been explored or sighted within the district.

Archeological Research, Inc., 3303 Harbor Blvd., Costa Mesa, Ca. 92626, made some superficial survey inside the city limits of San Juan Capistrano but did not furnish a report.

The Ortega Highway has changed its appearance and may change again, depending on the future of the automobile and the results of its scenic designation. It also becomes wider as each new housing development is constructed within the city limits. It is also scheduled for improvement and possible widening in two years' time. Some of the sites are threatened by development pressure and the future widening plans. Others may survive, depending on the philosophy of their owners. Some, like the Parra Adobe, are too valuable to leave to chance.

The length of the road to be included is from Mission San Juan Capistrano to the Hot Springs, a distance of approximately thirteen miles.



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Mission San Juan Capistrano -- Late 18th-early 19th century Mission complex including restored adobe structures with tile roofs and common round arched openings and arcades. Two sides of original quadrangle intact; other two sides restored. Includes campanio, living quarters, and adobe church, excavated remains of tannery candle-making shop and hospital ruins of stone church destroyed in 1812 earthquake. Est. 1776 by Father Junipero Serra as 7th in chain of California Missions operated as industrial and religious complex, only church remaining where Father Serra celebrated Mass and administered baptism and confirmation.

Mission San Juan Capistrano Cemetery -- Earliest graves date back to 1840's. Mission records show ownership transferred to Mission San Juan Capistrano mid-1860's. Earlier cemetery on the mission grounds east of Serra chapel.  $\frac{1}{2}$  mile east of Mission (north side).

Frank Forster House -- Two-story mission revival style with tile roof and round arches and openings, one window with diamond-shaped panes. Constructed 1910. Believed to have been designed by Arthur Benton.  $\frac{1}{2}$  mile east of Mission (south side).

Harrison House -- Clapboard farmhouse, one-story, porch on two sides of the house. After the big Belford (now Jordan Ranch) fire in 1912 Father Quetu moved to this house. It is not known if it was already established or built by Father Quetu. In 1917 John J. Harrison owned the property and later sold it to the Newcom family. (This source of information came from Carl Romer, who moved to San Juan Capistrano in 1912.) The house has gas light fittings still intact. Harrison's property purchases are in Deed Book 309 p. 99 and Book 318 p. 88 and 339; Book 319, p. 201. The house is to be deeded to the city of San Juan Capistrano. 1 mile east of Mission (south side).

Parra Adobe -- mid 19th century adobe of two rooms with gable roof covered with corrugated metal; 19th century elements include two windows with pegged six over six sash, a door that originally had 12 lights, hand-wrought shutter hardware, a deteriorated pegged shutter, two other doors, and window and door frames. California Inventory of Historic Resources lists the adobe as 1805 building used by vaqueros of Mission as barracks. (1 mile east of Mission just east of Erracarte House.)

Rowse Cottage -- Stick-style cottage built in 1883 with original rooms intact plus additions. One story with attic room. Only stick-style Victorian left in San Juan Capistrano. (2 miles east.)

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Rosenbaum House -- Square vernacular board and batten building typical of turn-of-the-century structures built in San Juan. Pitched roof. Used as a farm house. (3miles east of Mission on south side.)

Errecarte House -- This house was built in 1910 by Mr. Hubbard who was a carpenter. He was contracted by Francisco Errecarte, who bought the property from Percey Edwards, an artist, about 1909. (Deed Book 176 p. 292). The House has 3 bderooms and is a square building. It is board and batten with a porch on two sides (North and West Side). Its architecture is typical of the turn of the century, except of its window frames that are curved, found in houses built around the 1880's. Mrs. Marie Forster, the daughter of the Errecartes lived there. Here two brothers were born in this house: Pete Errecarte 1911 and Juaquin Errecarte 1914 (nicknamed Queen). There used to be walnut groves around this area, later oranges.

Mission Vieja marker -- south side of highway is marker noting the original site of Mission San Juan Capistrano which was moved in 1778. The marker is located a few yards south of the highway but the site is a mile or two beyond the marker on the north side of the highway.

San Juan Hot Springs site -- 13 miles east of Mission San Juan Capistrano is the site of San Juan Hot Springs, a natural spring known to Indians of the area and pointed out to Mission priests by Indians. It became a popular resort in the 1880's continuing to the depression years of the 1930's. In 1936 all structures were sold and moved. The dance hall (c. 1896) has been purchased by the City of San Juan Capistrano and is being restored, though not in its original location. The resort had significance to the economic development of San Juan in that it brought tourists to the area who in turn became interested in the Mission. Tourism is the city's major industry today.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

see Continuation Sheet

## 10 GEOGRAPHICAL DATA

Road: Approximately 97 acres

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

13 miles--primarily at a width of 60' (80' within city). Properties: 15 acres.

UTM REFERENCES

see continuation sheet

Approximately 112 acres total.

|      |         |          |       |
|------|---------|----------|-------|
| A    | _____   | _____    | _____ |
| ZONE | EASTING | NORTHING |       |
| C    | _____   | _____    | _____ |

|      |         |          |       |
|------|---------|----------|-------|
| B    | _____   | _____    | _____ |
| ZONE | EASTING | NORTHING |       |
| D    | _____   | _____    | _____ |

VERBAL BOUNDARY DESCRIPTION

see continuation sheet

enclosed map of the Ortega Highway within the City Limits of San Juan Capistrano and a detailed map of the Hot Springs.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
| STATE | CODE | COUNTY | CODE |

## 11 FORM PREPARED BY

NAME / TITLE

Mrs. Ilse M. Byrnes

7-30-76

ORGANIZATION

San Juan Capistrano Historical Society

DATE

STREET & NUMBER

P. O. Box 471

TELEPHONE

714-493-1228

CITY OR TOWN

San Juan Capistrano, Ca.

STATE

California 92675

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL \_\_\_\_\_

STATE \_\_\_\_\_

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DIRECTOR

DATE DEC 6 -- 1976

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER



# TELEPHONE CONVERSATION RECORD

Date: 11/16/01 Time: 8:15am Staff: Cheryl Sinopce  
EA: 086900 Project Name: Lower Ortega Widening  
Subject: Nansey / Erricarte Houses

Contact Name: Jesse M. Byrnes Title: San Juan Cap. Historian  
Organization: S. J. C. Historical Society Phone Number: 493-4222

## Notes

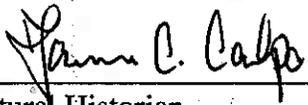
Else returned my call per Jerry Foster's suggestion. I explained that the info the S. J. C. Hist. Society gave me claims that the Nansey / Erricarte Houses are on NRHP - but a records search DOES NOT LIST THEM - and could she help me clarify this. She says that since SHPO changed nomination for Not Springs Road in 1976 - they were listed on Calif. Reg. even though the keeper of NR listed them wrong. She suggested asking Dr. Kay Mellon at SHPO what is the status of Not Springs Rd. (Ortega Hwy) and these 2 properties.

She also said that the 2 houses were city landmarks. Also - the Poplar Tree at end of Hunt Ave & old house (mauve garage), and fence at produce market are significant (but not the new structures of produce market. (used to be Giddings Fruit Stand). I asked about the wooden bus shelter on the north side - she said not important!

**ATTACHMENT 2: Historic Resource Evaluation Report (HRER)**

**HISTORIC RESOURCE EVALUATION REPORT**  
**State Route 74 "Ortega Highway" Widening**  
**San Juan Capistrano, Orange County**  
**12-ORA-74, 1.0/1.9**  
**EA 086900**

Prepared for: Chris Flynn, Branch Chief  
Environmental Planning, Branch C  
District 12 - Irvine  
California Department of Transportation

Prepared by: Janice Calpo   
Staff Architectural Historian  
Division of Environmental Analysis  
Headquarters - Sacramento  
California Department of Transportation

December 2006

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### APPENDIX A

Figure 1: Project Location Map

Figure 2: Project Vicinity Map

Figure 3: Area of Potential Effects (APE) Map

### APPENDIX B

DPR-523 Forms

*For individuals with sensory disabilities, this document is available in alternate formats upon request. Please call or write to Janice Calpo, Caltrans Division of Environmental Analysis, P.O. Box 942874, MS-27, Sacramento, CA 94274-0001. (916) 653-0802 Voice, or use the CA Relay Service TTY number 1-800-735-2929.*

## **SUMMARY OF FINDINGS**

This Historical Resources Evaluation Report (HRER) documents the evaluation of properties within the Area of Potential Effects (APE) for the proposed road widening and improvements along State Route 74, the "Ortega Highway," from Calle Entradero (PM 1.0) to the Orange County line (PM 1.9). Five properties requiring consideration were identified within the APE, and are formally evaluated in this report. The HRER concludes that one of those properties, the Hankey-Rowse House at 30981 Via Cristal, is eligible for the National Register of Historic Places (NRHP), and the other four evaluated properties are ineligible for the NRHP. The report also concludes that there is no potential for a National Register-eligible historic district or historic landscape that would include any of the properties as contributing elements. The remainder of properties in the APE did not require evaluation consistent with Stipulation VIII.C.1 of the Programmatic Agreement for Section 106 Compliance (PA).

Caltrans has also evaluated the resources in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines, using criteria outlined in Section 5024.1 of the California Public Resources Code, and determined that the Hankey-Rowse House is a historical resource for purposes of CEQA, and that the remaining properties are not considered historical resources for purposes of CEQA.

## **PROJECT DESCRIPTION**

State Route 74 (SR-74) is a major east-west arterial extending from I-5 in San Juan Capistrano northeast to Riverside County, and is listed on the California Scenic Highway System as an eligible route. The project area is located within the City of San Juan Capistrano, east of I-5 from Calle Entradero (PM 1.0), to the Orange County line (PM 1.9). (See Figures 1 and 2, attached in Appendix A.) Improvements proposed for the existing two-lane highway include additional lanes, shoulders, drainages, driveways, and sidewalks. The widening would occur primarily on the north side of SR 74 to minimize removal of mature trees and the existing sidewalk on the south side. The project would provide one additional 3.6-meter wide (12 ft) lane in each direction as well as a 3.6-meter wide (12 ft) painted median, and a five-foot paved shoulder on each side of the roadway. Intersections and driveways would be modified to accommodate the additional lanes, median, and shoulders.

Retaining walls are proposed to accommodate the widening improvements on the north side of SR 74, and will be covered with landscape to meet aesthetic requirements of the city. Three soundwalls are proposed on the south side of the highway, spanning for three consecutive blocks. The first soundwall would start at Calle Entradero and end at Via Cordova, the second would start at Via Cordova and end at Via Cristal, and the third would start at Via Cristal and end at Via Erracarte. All soundwalls would follow the alignment of the existing garden wall and construction would occur from the highway side and require only minimal removal of the existing vegetation. Soundwall heights will vary from 14 ft. to 16 ft.

The project limits includes two options for soundwalls. These are glass walls and sound fighter noise walls. The use of glass panels would maintain the existing views of the southerly hills and San Juan Creek Valley and provide light and transparency for adjacent residents, thus avoiding a tunnel-like effect. The sound fighter noise walls would eliminate reflective noise to the residents on the north side from the implementation of the soundwalls on the south side. The type of soundwall selected would reflect a minimum of construction disturbance to reduce vegetation removal.

## **RESEARCH METHODS**

Caltrans District 12 submitted a request to Caltrans Headquarters to prepare a Historic Resources Evaluation Report (HRER) for the proposed project. The study was prepared by Janice Calpo, who meets the Professionally Qualified Staff (PQS) level under the PA of Principal Architectural Historian (PAH),.

A records search and literature review was conducted by Cheryl Sinopoli, District 12 Archaeologist, on August 1, 2001, at the South Central Coastal Archaeological Information Center (SCCIC). Four historic properties were identified within the record search boundaries of a one-mile radius. Three of the identified properties were located outside the Area of Potential Effects (APE) established for this project, and one of the properties, the historic Goodwin-Rosenbaum House, was located within the Indirect APE but was demolished in 1990 and the parcel redeveloped. Janice Calpo visited the City of San Juan Capistrano Planning Department on March 4, 2004, and confirmed that two of the properties in the APE – the Hankey-Rowse Cottage at 30981 Via Cristal and the Erracarte House at 30882 Via Erracarte – were listed by the city in its Inventory of Cultural and Historical Landmarks (ICHL). The city is not yet registered as a Certified Local Government (CLG), and so the ICHL status does not automatically qualify them as historic resources for purposes of CEQA. The properties were included in an application for National Register listing of a “Hot Springs Historic District” in 1977, but the district was never officially listed.

Background research for this report was conducted by Janice Calpo at the San Juan Capistrano Regional Library, the City of San Juan Capistrano Planning Department archives, the California State Library in Sacramento, Caltrans’ Cultural Resources Library in Sacramento, and the Caltrans’ Transportation Library in Sacramento. Additional background information was provided by the San Juan Capistrano Historical Society and the Orange County Assessor’s Office.

## **FIELD METHODS**

Janice Calpo conducted a field survey of the buildings and structures in the project area on March 3-4, 2004. Taking into account real estate data and field observations, Ms. Calpo determined which of the properties appeared to be less than 50 years of age and could be treated as screened undertakings that would not require evaluation under provisions of the Caltrans Programmatic Agreement for Section 106 Compliance. The remaining properties in the survey area appeared to be over 50 years of age and required

formal evaluation. They were recorded with photographs and field notes and written up on DPR-523 Primary forms that are attached to this report as Appendix B.

## **EVALUATION**

### ***Area of Potential Effects (APE)***

The architectural APE for this road widening project was delineated by Cheryl Sinopoli, in consultation with Janice Calpo, and includes the first row of properties adjacent to each side of the project. The APE encompasses the maximum required right-of-way including temporary and permanent easements, drainage improvements, utility relocations, as well as the adjacent parcels along Ortega Highway within the project limits for potential indirect effects. In general, for large parcels, approximately 200' adjacent to the existing roadway was included. The maximum drilled depth anticipated for soundwall footings is approximately 6 m (20 ft), and 12 m (40 ft) for the retaining walls.

Construction activities will include utilizing both the existing Caltrans right-of-way and any additional right-of-way needed in some areas for project features such as terracing steep slopes and Temporary Construction Easements (TCE's). The maximum area beyond the current roadway anticipated for construction activities is approximately 65 m (213 ft) for a proposed retaining wall. The APE is shown on the map denoted as Figure 3.

### ***Evaluation Methods***

The structures within the APE were evaluated with reference to the historical themes established by historic context and within the context of extant resources in the area. Inventory sheets were completed for the evaluated properties and are included in Appendix B of this report. Corresponding map reference numbers appear on Figure 3 (APE Map).

### ***Criteria for Evaluation***

The properties within the APE were assessed for their historical significance and integrity using the National Register criteria for evaluation. The resources were also examined in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines, using criteria outlined in Section 5024.1 of the California Public Resources Code.

## **HISTORICAL OVERVIEW**

### ***Introduction***

The project is located in Orange County, in the vicinity of San Juan Capistrano, at the eastern edge of town. The historic overview was largely drawn from a report previously prepared by Caltrans in 2003 for another project located along the Ortega highway, directly east of the current project area (Frank Lortie, Historic Resource Evaluation Report for State Route 74, The Ortega Highway from San Juan Hot Springs to the Riverside County Line, 12-ORA-74, PM 13.3/16.6, KP 21.4/26.2, EA 12-043200). The

relevant portions of the original historic overview are provided here, along with supplemental information addressing the agricultural development of the area.

### ***San Juan Hot Springs & The Early Roads***

It has been assumed by most historians who have written about this part of California that there had been a transportation route over the Santa Ana Mountains by way of San Juan Canyon from the earliest days of human habitation of the area. It also has been alleged that the first Euro-Americans followed old Native American trails when the Spanish soldiers and two Dominican padres from Baja California, Mexico, first arrived in the area in 1775. This expedition was led by Jose Francisco Ortega, a sergeant in the colonial army who had been with the Portola expedition of 1769. Ortega helped establish the San Juan Capistrano mission at its first site, two miles east of the present site of the now-famous mission. The first mission was not too far from the location of natural hot springs near the lower (west) end of San Juan Canyon. The hot springs had been used by the local Native American population for centuries, and they were enjoyed by the recent Spanish conquerors as well. (Backstrand 1990: 20,22; Armor 1921: 87,100; Kyle 1990, 250)

### ***Settlement***

When California became part of the United States in 1848, the town of San Juan Capistrano was supported by the cattle industry. Three Mexican land grants surrounded the community – Rancho Niguel on the north, Rancho Mission Viejo on the east, and Rancho Boc de la Playa on the south. By the time California became a state the gold rush was in full force, political influence was centered in the north, and a costly, time-consuming set of legal procedures were in place which assumed that land was not owned until proof could be presented to a tribunal in San Francisco. Legal debts, coupled with floods, drought, and smallpox, decimated the cattle industry in the area, broke up the ranchos, and opened the doors to diversified farming. (Cramer 1988: 173)

### ***Agriculture***

San Juan Capistrano, like many settlements in Orange County, became a farming community. New settlers who came to homestead after the Civil War planted barley and wheat. In the 1870s English walnuts were introduced into the valley and these, along with various varieties of beans, became the most productive crops. (Cramer 1988: 174)

Cattle had grazed on the north side of the highway for a century and portions of the south side had also been used for the cattle industry. Other lands along the highway were used to grow wheat and barley. In 1883 farmers pooled their resources and dug what they called the Mission Viejo Ditch originating in the San Juan Creek where the road crosses the river today. This early means of irrigation opened land for a wider variety of crops on the north side of the road. Various crops were tried, including apricot production for the crystallized fruit industry in the 1890s. But the crops which dominated the road on both sides from the late 1890s to the early 1930s were primarily walnuts. In the mid-1920s these began to be replaced with oranges which remained until the mid-1970s when land, taxed at its highest and best use rather than actual use, became too valuable for farming. During all the years of cultivation, the hot springs road was used to transport harvested

crops to town and to the railroad (beginning in 1887) for export to nearby markets. (Byrnes 1977: 4-5)

### ***The New Highway***

Into the first decades of the twentieth century the San Juan Hot Springs experienced a rather uncertain economic life as the resort declined in popularity. Improved rail transportation and the arrival of the automobile opened up other hot springs in several parts of the state for tourists. In the meantime, businessmen and civic boosters started lobbying for an automobile highway through the San Juan Canyon to Lake Elsinore. In 1915 the highway was finished, but highway designers at the time had little experience in building adequate drainage systems for routes in such steep and treacherous terrain. So in 1916, as a result of several days of very heavy rain storms, a number of bridges were washed out in the region, and the new highway in the canyon was destroyed by washouts and landslides (Hankey 1971: 13).

### ***Rebuilding the "Ortega" Highway***

World War I interrupted plans to rebuild the road, and after the war Orange County and Riverside County officials could not agree on the financial responsibilities for supporting the reconstruction project. When completed, the new highway would become a "forest highway," since this portion of the Santa Ana Mountains was within the boundaries of the Cleveland National Forest. The U.S. Forest Service provided money and planning for the construction of highways through its lands, and it was a significant factor in getting the road from San Juan Hot Springs to Lake Elsinore finally built. (Backstrand 1990: 22).

Local initiative, however, was still the critical element in resuscitating the highway project. Riverside County was more aggressive than its neighbor to the west and started construction on its side of the project in 1925, calling the route the "Lake Elsinore-to-the-Sea" highway. However, Orange County balked at the higher cost it would have to cover with the majority of its construction in a longer section of highway, most of which was in steep and rugged mountain terrain. The project started to move forward in 1929 when Orange County completed the open spandrel concrete arch bridge spanning San Juan Canyon (Bridge #55-064) at the west end of the San Juan Canyon. By 1932 the highway was finished with an extensive system of culverts that avoided the drainage problems that caused the washouts that destroyed so much of the 1915 road. In 1933 the State Division of Highways took over the route, designating it Route 64. During the dedication ceremonies at the ground breaking for the Orange County sector of roadway, one of the dignitaries named the new highway the "Ortega Highway," commemorating the Spanish soldier who led the soldiers and priests over the mountain and to the site of the first San Juan Capistrano Mission (Backstrand 1990: 22-23; Hankey 1971: 13).

One account to explain the decision to call the road the "Ortega Highway," was described by Capistrano civic leader and local activist, Carl H. Hankey. He asserted that one of the members of the county board of supervisors, George Jeffery, had been staunchly opposed to spending money on the highway. Then Hankey found out Jeffrey's wife was a descendant of the same Ortega who led the 1775 expedition, and he persuaded Father

O'Sullivan of the Mission to recommend the new name at the ceremonies. When he heard about what the padre was going to do, Jeffery was flattered by the honor soon to be bestowed on his wife's family, and he quickly came around to supporting the funding for the new highway (Walker 1989: 116; Hankey 1971: 13; Kyle 1990: 251).

### *The Great Depression*

Despite the optimism about the economic potential the Ortega Highway would have, the new road apparently had little impact on the effects the Great Depression of the 1930s had on this part of Orange County. It was only carrying about 200 cars per day in summer during the early 1930s and in 1936 the San Juan Hot Springs closed. This eliminated a destination that had justified the construction of the western segment of the Ortega Highway for Orange County travelers. There was still hunting and fishing to attract vacationers to the Cleveland National Forest, and the scenic qualities of the canyon as well as the resorts on Lake Ellsinore also drew Orange County sightseers to take a trip on the mountain highway. The fact that the completion of the Ortega Highway reduced the distance autos had to travel from southern Orange County to Riverside County by 35 miles did not seem to encourage a sufficient increase in traffic to make it a vital link in the regional transportation network. When it was acquired by the Division of Highways, it was classified a secondary route, which means it was relatively low on the priority list for upgrades and improvements. It still was not an "all-weather highway," this is, its construction and paving were not suited for periods of bad weather, and the route was closed during heavy storms and at various times during the fire season in the Cleveland National Forest (Backstrand 1990: 23-24).

### *Post World War II*

After World War II southern California went through a substantial economic expansion and sharp increase in population. While the northern and central parts of Orange County, with their massive suburban housing developments, aircraft industry, and extremely popular theme parks (Disneyland and Knott's Berry Farm) enjoyed a booming prosperity, the region around San Juan Capistrano and Lake Elsinore grew more slowly in the 1950s and 1960s. Traffic volumes on the highway expanded unremarkably in the era, and pressure for improving the road was not as urgent as the demand for freeway development elsewhere in Orange County. The roadway was upgraded to meet contemporary highway standards in the late 1950s. The Ortega Highway has been listed as eligible for the status of a state Scenic Highway. With another expansive period in the 1980s, population increased dramatically in both Orange and Riverside Counties, and traffic levels on the road rose significantly. This time more the cars were commuting from homes around Lake Elsinore destined for jobs in San Juan Capistrano, where housing was far more expensive (Backstrand 1990: 24).

## FINDINGS AND CONCLUSIONS

The following properties were evaluated in this report and found to be eligible for listing in the National Register of Historic Places, and are considered historical resources under CEQA:

| <u>Resource</u>   | <u>Description</u>        | <u>Map Ref. No.</u> |
|-------------------|---------------------------|---------------------|
| 30981 Via Cristal | Hankey-Rowse House (1884) | 1                   |

The following properties were evaluated in this report and found not eligible for the National Register, nor are they historical resources under CEQA:

| <u>Resource</u>      | <u>Description</u>                | <u>Map Ref. No.</u> |
|----------------------|-----------------------------------|---------------------|
| 28241 Ortega Highway | Residence (1951)                  | 2                   |
| 28281 Ortega Highway | Residence (1932)                  | 3                   |
| 28341 Ortega Highway | Residence / San Juan Farms (1954) | 4                   |
| 30882 Via Erracarte  | Erracarte House (1910)            | 5                   |

The remainder of properties in the APE were less than 50 years of age, did not show potential to be "exceptionally significant," and did not require any further evaluation consistent with Attachment 4 of Caltrans' Programmatic Agreement for Section 106 Compliance. There is also no potential for a National Register-eligible historic district or historic landscape in the APE that would include any of the properties as contributing elements.

Caltrans has also evaluated the resources in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines, using criteria outlined in Section 5024.1 of the California Public Resources Code, and found the Hankey-Rowse House to be a historic resource for purposes of CEQA. The remaining properties are not considered historical resources under CEQA.

The Hankey-Rowse House is eligible for listing in the NRHP under criterion C for its architecture, as a fine, and one of the last remaining, farmstead homes from the early era of agricultural development that followed the introduction of irrigation to the area. The house was designed in a Folk Victorian style that employs Gothic forms, reminiscent of earlier settlement in the west. The structure appears much as it did when it was built in 1884, with minimal alteration over the century that followed, retaining exceptional integrity for a house of that age. The original rural setting of orchard land has since diminished with the encroachment of housing development in the 1970s, but enough of the original lot, surrounded by mature trees, remains to set the house apart from modern distractions. Only one other house, the Erracarte House (Map Reference #5), built in 1910, is comparable as a farmhouse dating to the agricultural era, but was built much later, and has since undergone alterations that have somewhat more diminished its original integrity, and the encroachment of the 1970s suburbs is not as buffered by greenery and much more prominent around the house. The Hankey-Rowse House retains integrity of materials and craftsmanship, and in its setting still conveys the feeling and

association of its original period. (Full documentation can be found in the DPR form attached in Appendix B.)

## BIBLIOGRAPHY

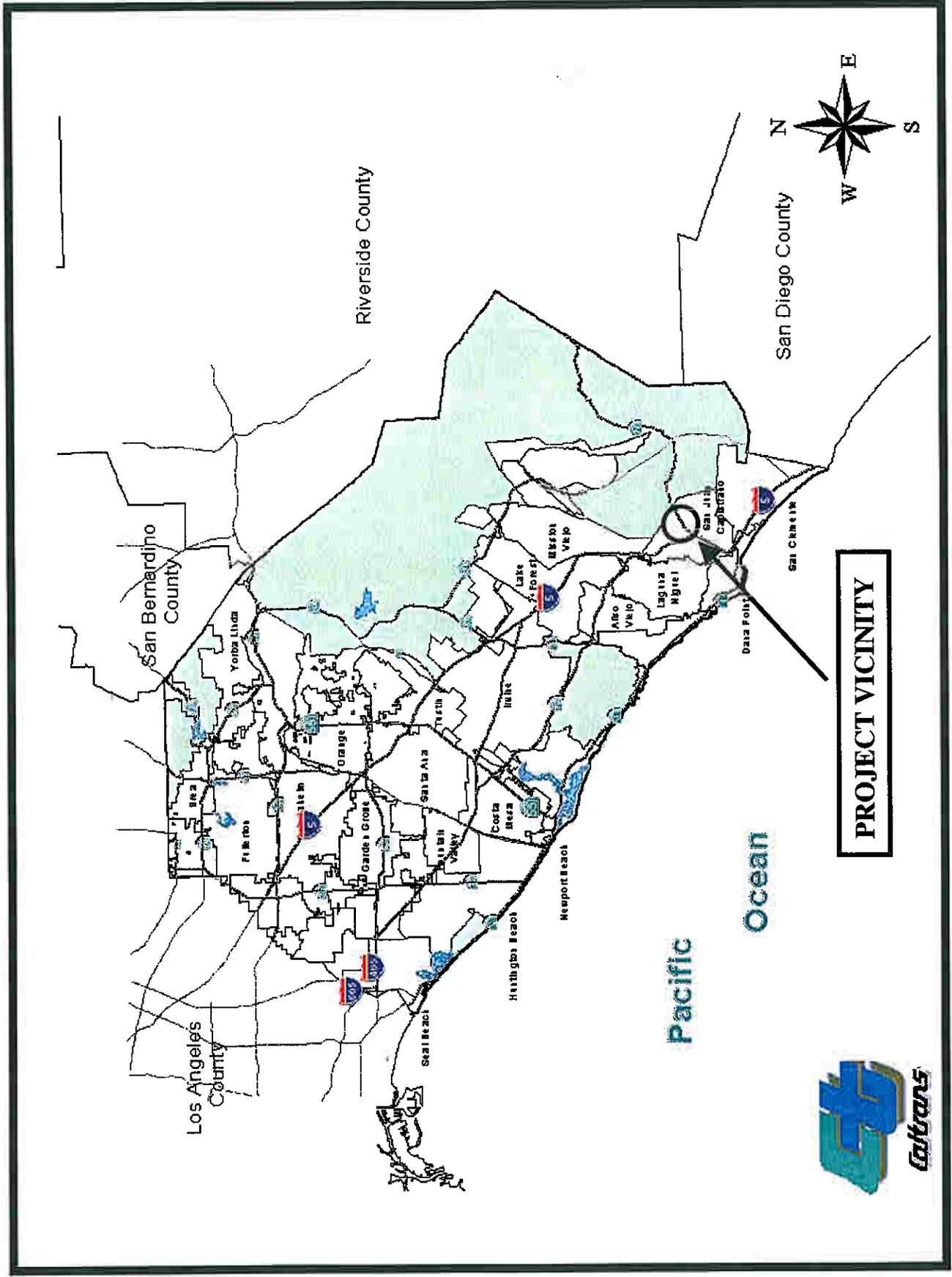
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# APPENDIX A

Figure 1: Project Vicinity Map

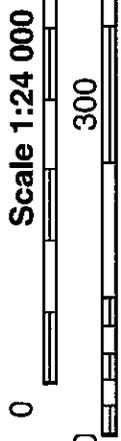
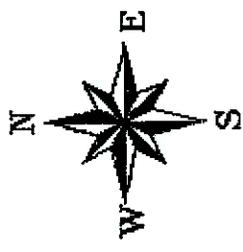
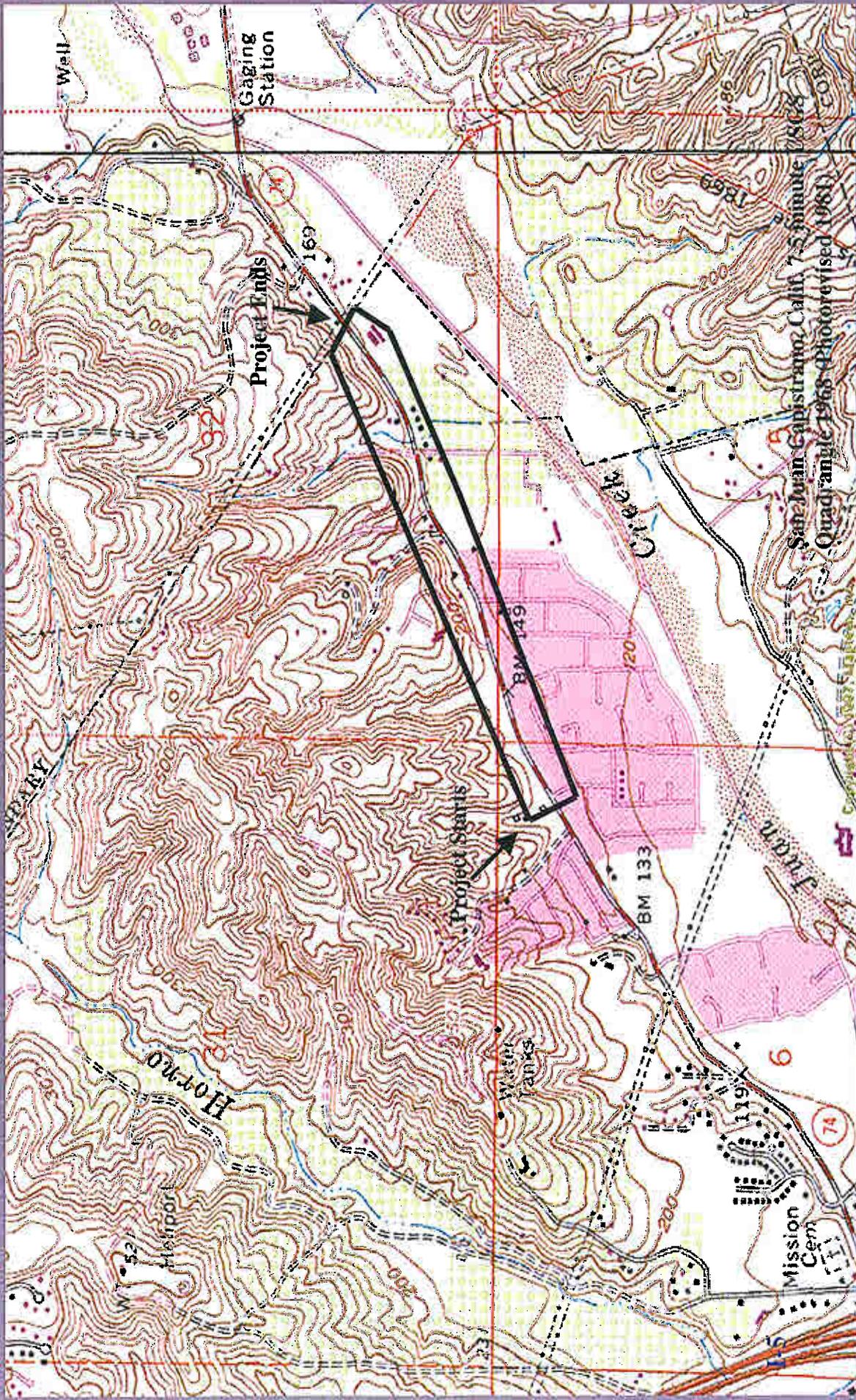
Figure 2: Project Location Map

Figure 3: Area of Potential Effects (APE) Map



EA 086900 LOWER 74 WIDENING PROJECT PM 1.0/1.9 KP 1.7/3.0

Figure 1: Project Vicinity Map

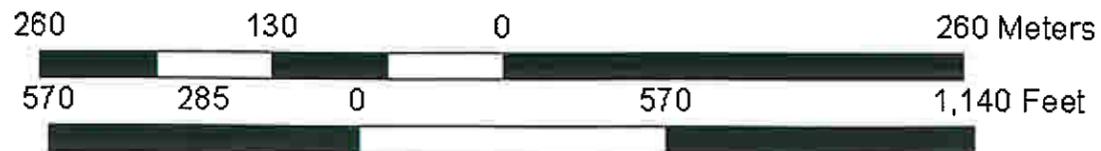


District 12  
 EA 086900  
 PM 1.0/1.9 KP 1.6/3.0

Figure 2: Project Location Map



**Lower Ortega Highway Widening**  
**Area of Potential Effects (APE)**  
**EA 086900**  
**12-ORA-74**  
**PM 1.0/1.9 (KP 1.6/3.0)**  
**October 2006**



**Legend**

-  Direct Area of Potential Effects (APE)
-  Indirect Area of Potential Effect
-  Roads
-  Evaluated Property in HRER
-  Possible Historic Site
-  Environmentally Sensitive Area

|                          |      |
|--------------------------|------|
| Caltrans D-12 PQS        | Date |
| Caltrans Project Manager | Date |

**Figure 3:**  
**Area of Potential Effects (APE)**

**APPENDIX B**  
DPR-523 Forms

**PRIMARY RECORD**

Primary \_\_\_\_\_

HRI #: \_\_\_\_\_

Trinomial: \_\_\_\_\_

NRHP Status Code: \_\_\_\_\_

Other Listings: \_\_\_\_\_

Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

County/Route/Postmile: 12-ORA-74, 1.0/1.9

Map Reference No.: 1

Resource Name or #: 30981 Via Cristal

P1. Other Identifier: Hankey/Rowse House

\*P2. Location County: Orange

Address: 30981 Via Cristal City: San Juan Capistrano

Zip: 92675

Other Locational Data: Assessor Parcel #664-031-26

\*P3a. Description:

The Hankey/Rowse House was built in 1884 in a Folk Victorian style that is Gothic in form. The house is a 1½ story wood frame structure with a steep pitch truncated hip roof. A gable with eave returns opens from the front eaves and a small gable dormer protrudes from the right (north) slope of the roof. The roof has a red brick chimney at the center. A shallow pitch shed porch extends from directly below the eaves and wraps around the front (east) and right (north) side of the house. The porch is supported by narrow squared chamfered columns with simple diagonal top bracing that is punctuated by a single spindle each. (Wood railing between the posts is a modern addition.) A sawtooth pattern lines the frieze along the porch. Walls of the house are sheathed in channel drop siding. Windows around the house are primarily 2/2 double-hung wood sash with molded hoods. (See continuation sheet.)

\*P3b. Resource Attributes: HP2. Single family property

P4. Resources Present:  Building  Structure  Object  Site  District  Element of District

P5b. Description of Photo:

View looking west (March 4, 2004)

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



\*P6. Date Constructed/Age:  
1884

Prehistoric  Historic  Both

\*P7. Owner and Address:  
Alan P. & Susan Robinson  
30981 Via Cristal  
San Juan Capistrano, CA 92675

\*P8. Recorded by:  
Janice Calpo  
Caltrans - Headquarters  
1120 N Street  
Sacramento, CA 95814

\*P9. Date Recorded:  
March 4, 2004

\*P10. Type of Survey:  
 Intensive  Reconnaissance  Other

\*P11. Report Citation: Historic

Resource Evaluation Report, State Route 74 "Ortega Highway" Widening, San Juan Capistrano, Orange County, November 2006 (12-ORA-74, 1.0/1.9)

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



## CONTINUATION SHEET

County/Route/Postmile: 12-ORA-74, 1.0/1.9

Map Reference No.: 1

Continuation  Update

**P3a. Description (continued):**

Main entry to the house is through a single French door (which replaced the original inverted cross door in 1951) located on an angle at the northeast corner of the house. The steps and opening of the porch railing are also located on the corner accordingly. A sleeping porch was added to the rear (west) of the house in the 1920s and a rear gable was added in 1943 when the attic was converted into a bedroom. The property also contains a modern detached garage located on the north side of the house toward the back.

**B10. Significance (continued):**

Joseph Rowse died in 1896 and Amy Rowse continued to live at the house. The house was then purchased in 1909 by Father Alfred Queta, a priest serving at the Mission from 1909 to 1914. He used the ranch primarily to grow walnuts as well as some dairy. He transferred his holdings in 1916 to the Valencia Ranch Company, and in 1921 Carl and Adele Hankey purchased the property along with 21.2 acres of land. Carl Hankey (born May 31, 1896) was a local activist who served in World War I. After the war he purchased the house and began to replace the walnut trees with orange trees. He also raised bulbs and Gladiolas, a hobby of his. Hankey served as chairman of the Orange County Roads Commission in the 1930s and was directly involved with the development of Ortega Highway as well as planning of Pacific Coast Highway. He also served as vice-president of the Santiago Orange Growers Association and served on the local school boards. Carl Hankey Elementary School was named after him in 1978.

With the 1970s, housing development began to encroach on the agricultural land, and in 1977 the Ortega Highway entrance to the property was changed to Via Cristal. In 1994 the property was purchased by Michael Palmer, a local contractor, who divided the land he purchased into four lots, as the Hankey heirs wanted, and moved the house 75 feet to the north to occupy one of the lots.

The Hankey/Rowse House is eligible for listing in the NRHP under criterion C as a very good example, among few remaining examples, of the early era of agricultural development that followed the introduction of irrigation in the area. The house is a Folk Victorian style that employs Gothic forms, reminiscent of earlier settlement in the west. Minor changes to the house with the addition of narrow railing between the porch posts, an early dormer on the side, an early sleeping porch on the rear, and an early French door replacement at the front corner, do not significantly detract from its essential form and presence. The setting has been somewhat diminished with the encroachment of housing development in the 1970s, but enough of the original lot remains to set it apart from modern distractions. Although the house was moved 75 feet north, it was moved within the same property. The original form and balance of the house and the overall integrity of materials still convey the feeling and association of its original period. In sum, the Hankey/Rowse House meets the criteria for listing in the NRHP. Caltrans has also determined that the property is a historical resource for purposes of CEQA.

**P5b. Photographs (continued):**



**View of east and north elevations, looking southwest.**



**View of property with original house and modern garage, looking northwest.**

# PRIMARY RECORD

Primary \_\_\_\_\_  
HRI #: \_\_\_\_\_  
Trinomial: \_\_\_\_\_  
NRHP Status Code: \_\_\_\_\_  
Other Listings: \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

County/Route/Postmile: 12-ORA-74, 1.0/1.9

Map Reference No.: 2

Resource Name or #: 28241 Ortega Highway

P1. Other Identifier:

\*P2. Location

County: Orange

Address: 28241 Ortega Highway City: San Juan Capistrano Zip: 92675  
Other Locational Data: Assessor Parcel #650-171-14

\*P3a. Description:

The house was built in 1951 in a simple Contemporary style. The form here is composed of three primary elements: a two-story element at the center flanked by an attached one-story garage wing at the right (east) side and a detached one-story guest house at the left (west) side, which was added in 2002. The center and left (west) elements each have a very low-pitch (nearly flat) shed roof, and the right (east) element has a flat roof lined by a low balcony railing. The entire structure is sheathed in stucco. A full fireplace chimney, also sheathed in stucco, anchors the front corner of the center element where it meets the right (east) garage. Windows are primarily aluminum sliding sash (some of which may have been a later addition). Single panel wood doors are located at the front (south) of each of the three elements. Two single garage doors are located on the east side of the garage element on the right (east).

\*P3b. Resource Attributes: HP2. Single family property

P4. Resources Present:  Building  Structure  Object  Site  District  Element of District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo:

View looking northeast (March 4, 2004)

\*P6. Date Constructed/Age:  
1951

Prehistoric  Historic  Both

\*P7. Owner and Address:

Alicia Patterson  
28241 Ortega Highway  
San Juan Capistrano, CA 92675

\*P8. Recorded by:

Janice Calpo  
Caltrans - Headquarters  
1120 N Street  
Sacramento, CA 95814

\*P9. Date Recorded:

February 19, 2004

\*P10. Type of Survey:

Intensive  Reconnaissance  Other

\*P11. Report Citation: Historic Resource Evaluation Report, State Route 74 "Ortega Highway" Widening,

San Juan Capistrano, Orange County, November 2006 (12-ORA-74, 1.0/1.9)

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Resource Name or #: 28241 Ortega Highway

Map Reference No.: 2

B1. Historic Name:

\*NRHP Status Code:

B2. Common Name:

B3. Original Use: Single family residence

B4. Present Use: Single family residence

\*B5. Architectural Style: Contemporary

\*B6. Construction History: Built 1951, guest wing added 2002

\*B7. Moved?  No  Yes  Unknown Date:

Original Location:

\*B8. Related Features: (none)

B9a. Architect: (unknown)

B9b. Builder: (unknown)

\*B10. Significance: Theme: n/a

Area: n/a

Period of Significance: n/a

Property Type: n/a

Applicable Criteria: n/a

The property at 28241 Ortega Highway does not meet the criteria for listing in the National Register of Historic Places (NRHP). The house was built in 1951 when southern California was experiencing a substantial economic expansion and sharp increase in population. San Juan Capistrano was among the cities to experience this growth, although slower than cities in the northern and central parts of Orange County with their massive suburban housing developments, aircraft industry, and extremely popular theme parks. The house is among a few along this portion of the highway that were built at this time, but is representative of that era of growth. The property is not known to be directly associated with events or people significant to history, and therefore does not meet Criteria A or B. The house is not architecturally distinctive and has undergone major changes with alterations and additions over the years, and therefore does not meet Criterion C. In sum, the property does not meet the criteria for listing in the NRHP. Caltrans has also determined that the property is not a historical resource for purposes of CEQA.

B11. Additional Resource Attributes:

B12. References: \*

Orange County Assessor Records; City of San Juan Capistrano Planning Division Files; "The Ortega Highway," The County Review, February 1990

B13. Remarks:

B14. Evaluator: Janice Calpo, Caltrans

\*Date of Evaluation: May 28, 2004

(This space reserved for official comments)

(Sketch Map with north arrow required.)



Primary \_\_\_\_\_  
HRI #: \_\_\_\_\_  
Trinomial: \_\_\_\_\_  
NRHP Status Code: \_\_\_\_\_  
Other Listings: \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

County/Route/Postmile: 12-ORA-74, 1.0/1.9

Map Reference No.: 3

Resource Name or #: 28281 Ortega Highway

**P1. Other Identifier:**

**\*P2. Location**

County: Orange

Address: 28281 Ortega Highway City: San Juan Capistrano Zip: 92675  
Other Locational Data: Assessor Parcel #650-171-12

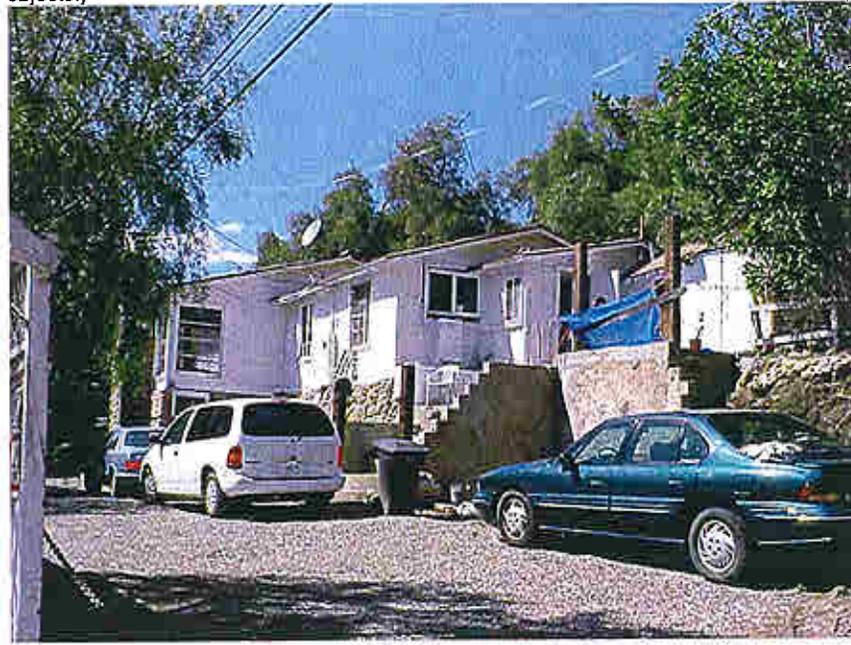
**\*P3a. Description:**

The house was built into a hillside setting, with the original portion of the house constructed in 1932 and a major addition to the left (west) side constructed in 1948. Long and narrow in plan, its 1932 and 1948 combined form is composed of three tiered side gabled elements that follow lengthwise along the hill. The main living area, added in 1948, is located to the left (west) side, with a the original 1932 smaller room extending to the right (east), and a smaller-yet entry porch at the far right (east). The entire house is set on a high stone foundation. Horizontal wood siding sheathes the main house and vertical wood siding sheathes the smaller room extension and entry porch. Windows are primarily 2/2 horizontal-pane double-hung wood sash. Some windows have been replaced with sliding aluminum sash.

**\*P3b. Resource Attributes:** HP2. Single family property

**P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District

**P5. Photograph or Drawing** (Photograph required for buildings, structures, and objects.)



**P5b. Description of Photo:**

View looking northwest (March 4, 2004)

**\*P6. Date Constructed/Age:**

1932

Prehistoric  Historic  Both

**\*P7. Owner and Address:**

Renee Ayala  
28281 Ortega Highway  
San Juan Capistrano, CA 92675

**\*P8. Recorded by:**

Janice Calpo  
Caltrans - Headquarters  
1120 N Street  
Sacramento, CA 95814

**\*P9. Date Recorded:**

February 19, 2004

**\*P10. Type of Survey:**

Intensive  Reconnaissance  Other

**\*P11. Report Citation:** Historic Resource

Evaluation Report, State Route 74 "Ortega Highway" Widening, San Juan Capistrano, Orange County, November 2006 (12-ORA-74, 1.0/1.9)

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

Resource Name or #: 28281 Ortega Highway

Map Reference No.: 3

B1. Historic Name: (unknown)

\*NRHP Status Code:

B2. Common Name: (unknown)

B3. Original Use: Single family residence

B4. Present Use: Single family residence

\*B5. Architectural Style: 1930s cottage

\*B6. Construction History: Built 1932, major addition 1948

\*B7. Moved?  No  Yes  Unknown Date:

Original Location:

\*B8. Related Features: (none)

B9a. Architect: (unknown)

B9b. Builder: (unknown)

\*B10. Significance: Theme: n/a

Area: n/a

Period of Significance: n/a

Property Type: n/a

Applicable Criteria: n/a

The property at 28281 Ortega Highway does not meet the criteria for listing in the National Register of Historic Places (NRHP). The original portion of the house was built in 1932, soon after oranges had become the dominant crop in the area along with walnuts and beans. It was built as a small rural residence and then expanded in 1948. The property is not known to be directly associated with events or people significant to history, and therefore does not meet Criteria A or B. Portions of the house were built on a stone foundation that may have existed prior to 1932, and may have been part of a "store" building, but otherwise the structure is a simple type that is common to small rural residences in the 1930s and 1940s, especially as they expanded over the decades. The house is not architecturally distinctive or rare and does not meet Criterion C. In sum, the property does not meet the criteria for listing in the NRHP. Caltrans has also determined that the property is not a historical resource for purposes of CEQA.

B11. Additional Resource Attributes:

B12. References: \*

Orange County Assessor Records; City of San Juan Capistrano Planning Division Files; "The Ortega Highway," The County Review, February 1990

B13. Remarks:

B14. Evaluator: Janice Calpo, Caltrans

\*Date of Evaluation: May 28, 2004

(This space reserved for official comments)



Primary \_\_\_\_\_  
HRI #: \_\_\_\_\_  
Trinomial: \_\_\_\_\_  
NRHP Status Code: \_\_\_\_\_  
Other Listings: \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

County/Route/Postmile: 12-ORA-74, 1.0/1.9

Map Reference No.: 4

Resource Name or #: 28341 Ortega Highway

**P1. Other Identifier:**

**\*P2. Location**

County: Orange

Address: 28341 Ortega Highway City: San Juan Capistrano Zip: 92675

Other Locational Data: Assessor Parcel #650-171-10

**\*P3a. Description:**

Two buildings exist on the property of the former San Juan Farms: a house that was built in 1953 and a produce stand that was built in 1981. Ample parking area that lines the front of both buildings indicates that there was once commercial activity here. The house is a simple low pitch side gable structure. It has a recessed front entry flanked by three-part picture windows. Another smaller window is also located on the front. Wide horizontal wood siding sheathes the walls and a used brick wainscot lines the right front window and corner of the house. A chimney top can be seen at the center of the roof. The produce stand, located to the left (west) of the house, is a smaller measuring 50' by 19' with a 50' by 12' addition at the rear. It is built as a corrugated metal warehouse, low profile in style, with a shed roof extending the depth of the building and a narrow shed extension folded over the front roofline.

**\*P3b. Resource Attributes:** HP2. Single family property

**P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District

**P5b. Description of Photo:**

View looking north (March 4, 2004)

**\*P6. Date Constructed/Age:**

\*

Prehistoric  Historic  Both

**\*P7. Owner and Address:**

Romad Investments LP  
28341 Ortega Highway  
San Juan Capistrano, CA 92675

**\*P8. Recorded by:**

Janice Calpo  
Caltrans - Headquarters  
1120 N Street  
Sacramento, CA 95814

**\*P9. Date Recorded:**

February 19, 2004

**\*P10. Type of Survey:**

Intensive  Reconnaissance  Other

**\*P11. Report Citation:** Historic Resource  
Evaluation Report, State Route 74 "Ortega

**P5. Photograph or Drawing** (Photograph required for buildings, structures, and objects.)



Highway" Widening, San Juan Capistrano, Orange County, November 2006 (12-ORA-74, 1.0/1.9)

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

Resource Name or #: 28341 Ortega Highway

Map Reference No.: 4

B1. Historic Name: (unknown)

\*NRHP Status Code:

B2. Common Name: (unknown)

B3. Original Use: Single family residence

B4. Present Use: Single family residence

\*B5. Architectural Style: Ranch

\*B6. Construction History: Residence built 1953, produce shed built to left of house 1981

\*B7. Moved?  No  Yes  Unknown Date:

Original Location:

\*B8. Related Features: (none)

B9a. Architect: (unknown)

B9b. Builder: (unknown)

\*B10. Significance: Theme: n/a

Area: n/a

Period of Significance: n/a

Property Type: n/a

Applicable Criteria: n/a

The San Juan Farms property at 28341 Ortega Highway does not meet the criteria for listing in the National Register of Historic Places (NRHP). When the house was built in 1953, oranges were the dominant produce in the area, as they had been since the 1920s. Development of adjacent suburbs in the 1970s and the ensuing population of locals and through traffic warranted the addition of the produce stand in 1981. The property is not known to be directly associated with events or people significant to history, and therefore does not meet Criteria A or B. The house is a common type built in the 1950s, and the buildings are not architecturally distinctive or rare; therefore, they do not meet Criterion C. In sum, the property does not meet the criteria for listing in the NRHP. Caltrans has also determined that the property is not a historical resource for purposes of CEQA.

B11. Additional Resource Attributes:

B12. References: \*

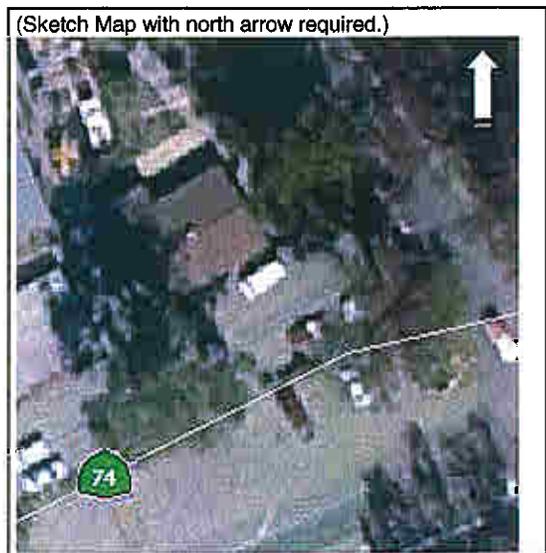
Orange County Assessor Records; City of San Juan Capistrano Planning Division Files; "The Ortega Highway," The County Review, February 1990

B13. Remarks:

B14. Evaluator: Janice Calpo, Caltrans

\*Date of Evaluation: May 28, 2004

(This space reserved for official comments)



Primary \_\_\_\_\_  
HRI #: \_\_\_\_\_  
Trinomial: \_\_\_\_\_  
NRHP Status Code: \_\_\_\_\_  
Other Listings: \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

County/Route/Postmile: 12-ORA-74, 1.0/1.9

Map Reference No.: 5

Resource Name or #: 30882 Via Erracarte

**P1. Other Identifier:** Erracarte House

**\*P2. Location**

**County:** Orange

**Address:** 30882 Via Erracarte

**City:** San Juan Capistrano

**Zip:** 92675

**Other Locational Data:** Assessor Parcel #664-053-01

**\*P3a. Description:**

The house was built in 1910 in a pyramidal roof form. The roof is moderately steep in pitch, and from its eaves on the front (west) and left (north) side extends a shed roof that creates a wrap-around porch. The porch is supported by narrow squared columns with detailed carved brackets. Simple railing lines the porch between the columns. The front door is centered on the façade with a double-hung wood sash window to the left (north) and a secondary paneled door with glass panes to the right (south). Board and batten siding sheathes the walls. A chimney that is also lined with board and batten protrudes from the roof on the north side. The property also contains a large modern, but compatible garage which is located toward the rear of the house at its northeast corner.

**\*P3b. Resource Attributes:** HP2. Single family property

**P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District

**P5. Photograph or Drawing** (Photograph required for buildings, structures, and objects.)



**P5b. Description of Photo:**

View looking east (March 4, 2004)

**\*P6. Date Constructed/Age:**

1910

Prehistoric  Historic  Both

**\*P7. Owner and Address:**

Gerson Family Trust

30882 Via Erracarte

San Juan Capistrano, CA 92675

**\*P8. Recorded by:**

Janice Calpo

Caltrans - Headquarters

1120 N Street

Sacramento, CA 95814

**\*P9. Date Recorded:**

February 19, 2004

**\*P10. Type of Survey:**

Intensive  Reconnaissance  Other

**\*P11. Report Citation:** Historic Resource

Evaluation Report, State Route 74 "Ortega Highway" Widening, San Juan Capistrano, Orange County, November 2006 (12-ORA-74, 1.0/1.9)

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

Resource Name or #: 30882 Via Erracarte

Map Reference No.: 5

B1. Historic Name: Erracarte House

\*NRHP Status Code:

B2. Common Name: Erracarte House

B3. Original Use: Single family residence

B4. Present Use: Single family residence

\*B5. Architectural Style: Folk Victorian

\*B6. Construction History: Built 1910, renovated ca. 1990s

\*B7. Moved?  No  Yes  Unknown Date: ca. 1990s Original Location: closer to the highway on the same lot

\*B8. Related Features: (none)

B9a. Architect: (unknown)

B9b. Builder: (unknown)

\*B10. Significance: Theme: n/a

Area: n/a

Period of Significance: n/a

Property Type: n/a

Applicable Criteria: n/a

The property known as the "Erracarte House" does not meet the criteria for listing in the National Register of Historic Places (NRHP). The house was built in 1910 by a carpenter named Hubbard, who had purchased the land from an artist named Percy Edwards for \$10. Agriculture had been established in the area since the late 1800s, and the common crop when the house was built in the early part of the 20<sup>th</sup> century was walnuts. Oranges came to be the dominant local produce in the 1920s and remained in the area through the 1970s, when housing development replaced much of the farmland. When the Ortega Highway was widened in the 1990s, the house was moved from its original location to a place farther back on the lot. As part of a development agreement, the house was required to be kept on site and be preserved when the houses around it were built. The property is not known to be directly associated with events or people significant to the history of the area, and therefore does not meet Criteria A or B. The house is a nice but relatively common example of its type, and due to extensive renovation, has lost some of the integrity to its original materials. The house therefore does not meet Criterion C for distinction in architecture. In sum, the property does not meet the criteria for listing in the NRHP. Caltrans has also determined that the property is not a historical resource for purposes of CEQA.

B11. Additional Resource Attributes:

B12. References: \*

Orange County Assessor Records; City of San Juan Capistrano Planning Division Files; "The Ortega Highway," The County Review, February 1990

B13. Remarks:

B14. Evaluator: Janice Calpo, Caltrans

\*Date of Evaluation: May 28, 2004

(This space reserved for official comments)



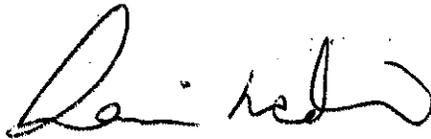
ATTACHMENT 3: Historical Resource Evaluation Report for the  
Manriquez Adobe

**HISTORICAL RESOURCE EVALUATION REPORT  
for the Manriquez Adobe,  
Lower Ortega Highway (State Route 74)  
Project, Orange County**

12-ORA-74  
KP 1.6/3.0  
PM 1.0/1.9  
EA 12-086900

Prepared for:  
Chris Flynn  
Environmental Branch Chief  
District 12, Orange County

Prepared by



---

Anmarie Medin  
PQS Level: PI Historical Archaeologist  
Cultural and Community Studies Office  
Division of Environmental Analysis  
California Department of Transportation  
Sacramento, California

December 2006

## SUMMARY OF FINDINGS

The Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) are proposing to widen a segment of State Route (SR) 74, Orange County. The project's Area of Potential Effects (APE) includes one historic-era archaeological site, recorded as the Manriquez Adobe site (Primary # 30-176750). The project has the potential to affect the archaeological site, thus this report evaluates its eligibility for the National Register of Historic Places.

The Manriquez Adobe site was identified through archival research and oral history. The site location is currently a horse corral and no surface manifestations of the site were identified during the course of this study. Archival research, however, suggested that information-bearing archaeological deposits are likely have survived in the backyard of the former house location. Given this archaeological sensitivity, Caltrans has determined that, *for the purposes of this undertaking*, the Manriquez Adobe site is eligible to the National Register under Criterion D; however, the portions of the site within the proposed project's area of direct impact are not expected to contain information-bearing archaeological deposits and thus are non-contributing elements to the larger property. Furthermore and in accordance with stipulations of the Section 106 PA, Caltrans will designate an Environmentally Sensitive Area (ESA) to protect the archaeologically sensitive portions of the site as provided for in an ESA action plan.

Caltrans has determined that the site does not meet any other National Register criteria. In addition, the site does not constitute a historical resource for the purposes of CEQA compliance, when judged in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

For individuals with sensory disabilities, this document is available in alternate formats upon request. Please call or write Anmarie Medin, Caltrans Division of Environmental Analysis, P.O. Box 942874, MS-27, Sacramento, CA 94274-0001. (916) 653-6187 Voice, or use the CA Relay Service TTY number 1-800-735-2929.

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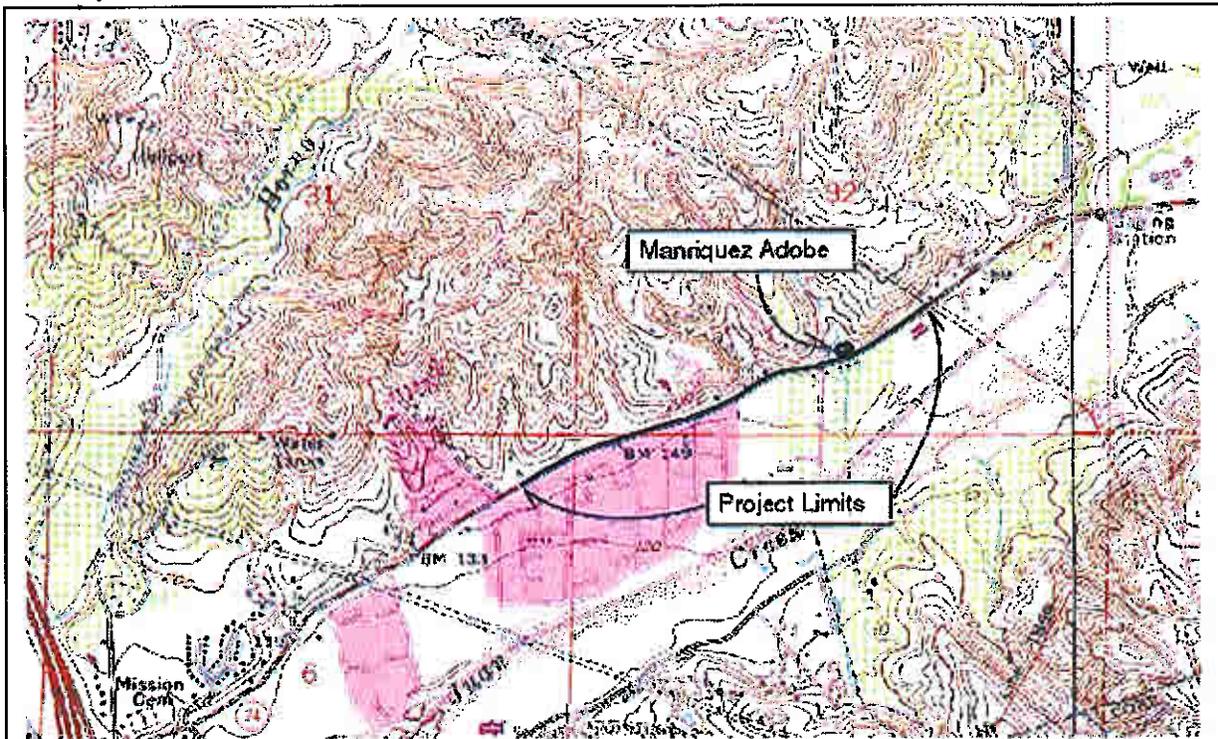
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## INTRODUCTION

The Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) propose improvements to State Route (SR) 74 near San Juan Capistrano, Orange County. This project will receive federal funding and is, therefore, subject to review under 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). The project has the potential to affect the Manriquez Adobe (P # 30-176750) archaeological site, thus this report evaluates its eligibility for the National Register of Historic Places.

## PROJECT DESCRIPTION

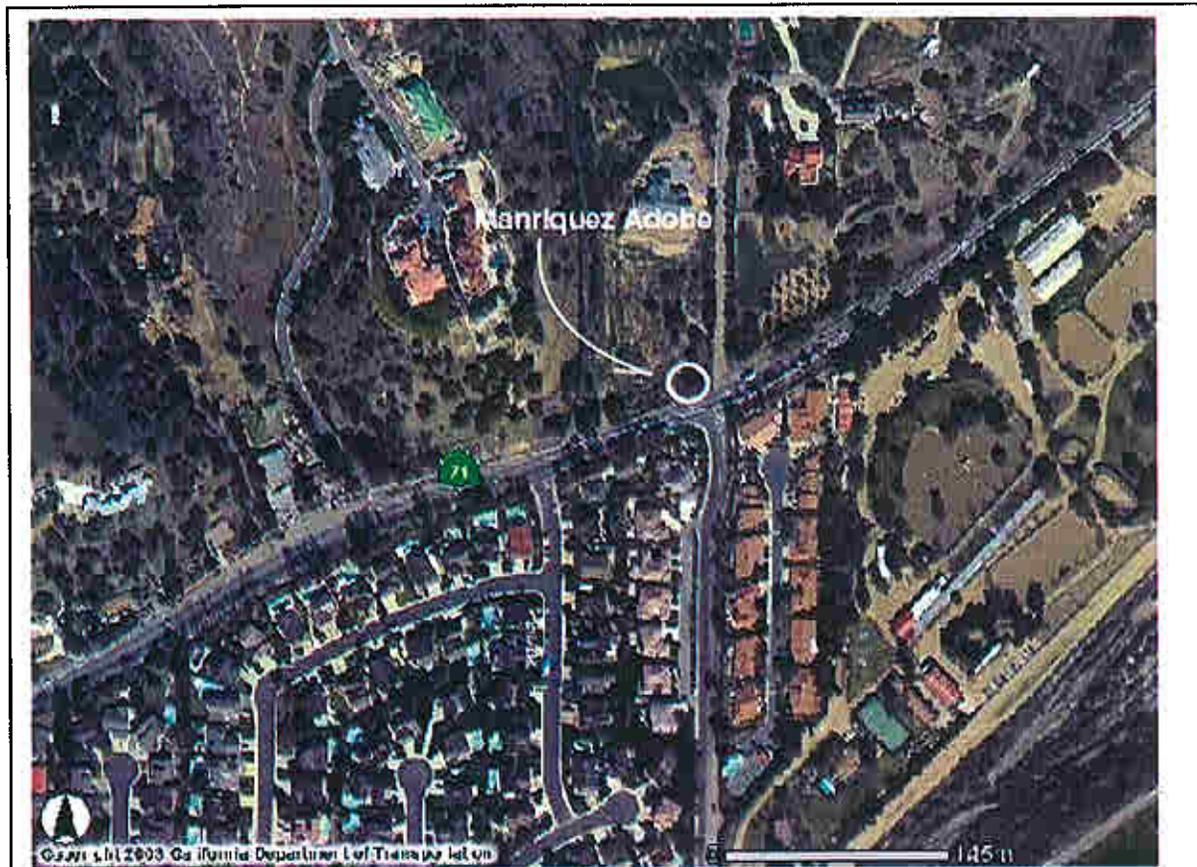
The proposed project would widen a portion of SR-74 from two lanes to four through lanes within the City of San Juan Capistrano from Calle Entradero to the City/County line [PM 1.0/1.9 (KP 1.6/3.0)]. Widening would occur primarily on the north side to minimize removal of mature trees. The project would provide one additional 3.6 m (12 ft) lane in each direction as well as a 3.6 m (12 ft) painted median. A 1.5 m (5 ft) shoulder will be provided on each side of the roadway to accommodate Class II bicycle facilities. The edge of the pavement will be lined with concrete curbs on each side of the roadway. Within the project limits are five intersections which will be modified to accommodate additional lanes, median, and shoulders. Eleven driveways would be modified to include curb reconstruction. Five retaining walls are proposed



**Figure 1. Project Location and Manriquez Adobe Depicted on San Juan Capistrano Topographic Quadrangle (1968, photorevised 1980).**

along the steeper sloped north side and three soundwalls are proposed for the south side residential developments. Drainage improvements include modifying the existing drainages to accommodate the larger roadbed and installing ten new drainages. All utilities impacted by the project will be replaced in kind within the project limits.

Project vicinity and APE maps are included in the Historic Property Survey Report (HPSR) to which this evaluation report is attached. Figure 1 in this report depicts the portion of the project relevant to this study and the site location. Figure 2 depicts the Manriquez Adobe site on a Caltrans DHIPP aerial photograph.



**Figure 2. Projected location of Manriquez Adobe depicted on Caltrans DHIPP Aerial Photograph**

## RESEARCH AND FIELD METHODS

Archival research was conducted to develop the historic context and research topics pertinent to an evaluation of the Manriquez Adobe site. Research focused on understanding the occupation and land use of the property, specifically that information necessary to determine the site's potential significance, as well as identifying additional potentially useful repositories or information sources. Research included visits to the following institutions as well as consultation with the following individuals:

Byrnes, Ilse, Orange County local historian  
Belardes, David, Juaneno Tribal representative and Manriquez family descendent  
California State Library, Sacramento  
Gettis, Erin, City of San Juan Capistrano Historic Preservation Manager  
Herrera, Margaret, Manriquez family descendent  
Los Angeles County Recorder's Office, Norwalk  
Orange County Archives, Santa Ana  
Orange County Assessor's Office, Santa Ana  
Orange County Recorder's Office, Santa Ana  
Santa Ana Public Library, History Room, Santa Ana  
South Central Coastal Information Center of the California Historical Resources  
Information System, California State University, Fullerton  
Internet (National Register listings, etc.)

Fieldwork for this evaluation effort was conducted in May, 2004 when the site location was assessed for archaeological sensitivity and preservation. Caltrans District 12 archaeologist Cheryl Sinopoli (PQS Level: Co-PI, Prehistoric Archaeology) assisted the author in recording the archaeological site. Fieldwork involved intensive recordation of the existing features, examination of the site for potential subsurface deposits, and examination of the surroundings to ensure adequate documentation of the resource limits.

## **HISTORIC CONTEXT**

### **EARLY SETTLEMENT**

The first Europeans in the area came with Gaspar de Portolá and Padre Junípero Serra in 1769 on their expedition north to Monterey searching for suitable locations to establish missions. In 1776 Serra established Mission San Juan Capistrano west of the current study area (Kyle 1990:250). Lands encompassing the current project area were held by the Mission but were not settled or cultivated specifically for the Mission. Usually only two priests served at the Mission so the majority of work was done by neophytes. According to one source, "in 1819 the mission owned 14,000 cattle, 16,000 sheep, and 740 horses" (Friis 1965:9).

Soon soldiers brought their families north from Mexico and settled in California. The Spanish and Mexican governments granted land to these soldiers in exchange for their services. Many others acquired their grants as compensation for non-military services rendered to the government. Rancho Mission Vieja, immediately east of the current project area, was granted to Agustín Olvera in 1845. To the west of the current project area was Rancho Niguel, granted in 1842 to Juan Ábila, while to the south Rancho Boca de la Playa was granted to Emigdio Véjar in 1846 (Robinson 1950:10-11).

With Secularization in 1834, private citizens, including Manuel Manriquez, gradually acquired Mission lands. Manuel Manriquez obtained title to 117 acres of land, which he owned until his death in 1877. Manuel was born in 1825, son of Julian Manriquez, a Spanish soldier (Northrop 1976:201). The Manriquez family is not mentioned in county histories alongside the more

famous, large land-owning Dons such as José Antonio Yorba and Juan Pablo Grijalva, but they have an equally long history that is discussed below. C.E. Roberts, documenting early adobes in Orange County for a Works Progress Administration project in 1936, identified many adobes along San Juan Creek near the project area but did not specify the Manriquez parcel (Roberts 1937).

The Catholic Church claimed lands surrounding all the missions as part of the settlement of Spanish and Mexican land grants guaranteed in the Treaty of Guadalupe Hidalgo, but the Lands Commission limited confirmation to land covered by the church buildings, cemeteries, and gardens. For Mission San Juan Capistrano, that meant 44.40 acres rather than the thousands claimed (Robinson 1950:11). This explains why large ranchos were granted in the vicinity surrounding the Mission, but the lands immediately around the mission were available for private acquisition.

During the 1820s and 1830s, the hide and tallow trade dominated the economy of Alta California, with virtually no manufacturing. Rawhide and tallow were shipped to New England where they were turned into shoes, candles, and other products. Missions made some things for their own use, such as locally produced ceramics, furnishings, and building materials, but for most items the padres and Californios found themselves trading with newly arrived Euroamericans. Richard Henry Dana's *Two Years Before the Mast* provides a famous first-hand account of this period in California history. Through the 1830s and 1840s, entrepreneurs from the United States and elsewhere heard about the economic opportunities and came to make the most of the situation. While many newcomers wanted to make a fortune and return home, many also found California favorable and made this their permanent home. To be successful in Mexican-ruled California, these newcomers usually had to adopt Roman Catholicism and Mexican nationality, and marry a Californio daughter (Bean and Rawls 1988).

## **CHANGE IN SOUTHERN CALIFORNIA**

California's change from a pastoral agrarian society to a service based and industrial economy during and after the Gold Rush is well documented (Cleland 1941; Pitt 1970). Politically, the Californios saw their influence wane quickly. Changing tax laws and confirmation of Mexican land grants imposed an economic burden and many ranchers were forced to sell off lands to pay legal debts. Racism and prejudice clouded most interactions between Californios and newer migrants. The few marriages between Anglo men and daughters from wealthy Californio families were often driven by business partnerships or political alliances (Office of Historic Preservation 1988). In this social milieu, many Californios found themselves relegated "to the lower echelons of the California socio-economic system. This loss eroded their economic base, undermined their political power, and displaced ranchworkers" (Office of Historic Preservation 1988).

In Gold Rush California, needs of the miners drove the economy, and industries quickly grew up despite local difficulties with supply, capital for development, and labor shortages. Laws of supply and demand drove the economy. Beef, worth \$4 a head in 1846, reached a price of \$500 a head in 1849, and for years afterward was more than \$50 a head (Bean and Rawls 1988:150). The cattle industry declined in the 1860s, helped in part by the rise of the sheep industry.

Ranchers brought in as many as 100,000 sheep from New Mexico in 1858-59 (Cleland 1941:109).

This rapid change in the economy was more prevalent in northern California, and it was not until the 1870s that Southern California's economy truly changed and the southern part of the state grew more rapidly than the north. The citrus industry began in Riverside and quickly spread throughout Southern California. A "health rush," founded upon a belief that the weather was helpful in curing tuberculosis, brought many more settlers. In the late 19<sup>th</sup> century and early 20<sup>th</sup>, the Southern Pacific Railroad exercised a monopoly over freight shipping, giving rise to conflicts between the railroad and agricultural interests that lasted for years (Bean and Rawls 1988:190-191).

## **GROWTH IN ORANGE COUNTY**

During the course of Guadalupe Manriquez's life, Southern California changed a great deal. Orange County's population and industry grew and the County separated from Los Angeles County in 1889. The Pacific Electric Railway Company grew to incorporate 42 cities within a 35-mile radius, turning Los Angeles into "the fastest growing body in America" (Bean and Rawls 1988:196). The largest impact was creating freight shipping competition for the Southern Pacific with citrus farmers and other agricultural interests in Southern California (Bean and Rawls 1988:196-197). Recent growth has accelerated change in Southern California. Modern suburban housing developments spread over the hills that once supported grazing cattle.

## **MANRIQUEZ FAMILY HISTORY**

As stated above, Manuel Manriquez passed away in 1877 and Frank Riverin, a local prominent landowner, administered his estate. Portions of his estate were apparently sold to pay back taxes with remaining plots sold back to his heirs (Mason et al. 1989). Manuel's second wife, Peregrina, acquired title to four acres of land on the south side of Ortega Highway (L.A. County Deeds Book 76:230-31). She was assessed for a building on that property, so presumably that building was the family home and oldest building on the parcel. Manuel's daughter from his first marriage, Guadalupe Manriquez, acquired title to seven acres of land on the north side of Ortega Highway that encompass the current project area (L.A. County Deeds Book 93:625).

In the 1870 census, Guadalupe Sepúlveda, aged 23, married to Bernabe Sepúlveda and with two boys, is enumerated right after Manuel and Peregrine Manriquez. According to an Orange County history, Bernabe Antonio Sepúlveda married María Guadalupe Manriquez in 1863. This same history states the Manriquez family was living next door to Bernabe on Rancho San Joaquin (near present day Irvine) in 1870 and that Bernabe died in 1870 leaving two children, Maria and Francisco (Orange County Genealogical Society 1998:178). It is probable Guadalupe lived in a house given to her by her father, just across the street from her parents. Upon Manuel's death, she acquired title to the land that was hers by every other right.

In 1899, the land was assessed to Guadalupe Manriquez at \$240 with \$40 for improvements, including a building, furniture \$10, horse \$15, and poultry \$5. The Orange County assessment books show Guadalupe and Peregrina assessed similar amounts for buildings on their respective

lands. Guadalupe passed away in 1905 and her daughter Piedad Valenzuela acquired title to the property (Orange County Deeds Book 96:366). The deed mentions Guadalupe's husband was Pedro Rivera. Attempts to identify the family in the census were unsuccessful and it is unclear when Pedro and Guadalupe married.

**Table 1. Timeline for Manriquez Adobe Site**

| Date  | Item  | Source  |
|-------|---|---|
| 1877  | Manuel Manriquez dies; owns 117 acres   | Los Angeles County map (probate lost)   |
| 1880  | Manriquez land sold to Joseph Jone [sic]  | Los Angeles County Deeds Book 72:295  |
| 1880  | Guadalupe Manriquez (Manuel's daughter) buys 7 acres from Joseph Jone                                 | Los Angeles County Deeds Book 93:625  |
| 1899  | Guadalupe Manriquez assessed \$40 for improvements (building specified)                               | Orange County Assessment Books  |
| 1904  | G. Manriquez assessed \$40 improvements   | Orange County Assessment Books  |
| 1905  | Guadalupe Manriquez dies  |   |
| 1906  | Piedad Valenzuela (Guadalupe's daughter) acquires title to 7 acres                                    | Orange County Deeds Book 96:366   |
| 1907  | Piedad Valenzuela assessed \$40 improvements  | Orange County Assessment Books  |
| 1909  | Piedad Valenzuela assessed \$200 for improvements (first raise in assessment indicates new structure) | Orange County Assessment Books  |
| 1910  | Piedad and Ambrosis Valenzuela (own house)  | U.S. Census   |
| 1921  | Piedad Valenzuela assessed \$200 for improvements   | Orange County Assessment Books  |
| 1922  | Piedad Valenzuela sells land to James Sickner   | Orange County Deeds Book 422:99   |
| 1923  | James Sickner owns land, assessed \$200 for improvements  | Orange County Assessment Books  |
| 1932  | House on north side of road, across from Goodwin-Rosenbaum residence.                                 | Caltrans As-built   |
| 1938  | House on SE corner of lot   | Aerial photo, Orange County Archives (AXK-50-10)                                      |
| 1970s | Gordon Anderson reported his house rested on "adobe" foundation                                       | G. Anderson to Ilse Byrnes, historian and author of 1976 National Register Nomination |
| 1974  | Same house on SE corner of lot  | Aerial Photo, Caltrans, ASC 7040-6, 17-69   |
| 1981  | Same house on SE corner of lot, truck parking on remainder of lot                                     | Aerial Photo, Caltrans, ASC 7040-6, 17-69   |
| 1990  | New house constructed (location on lot unknown), land used as nursery, asphalt paving                 | Orange County Assessors file (APN 650-181-21)   |
| 2000  | House demolished  | Orange County Assessors file (APN 650-181-21)   |
| 2001  | Existing house constructed on rear of lot (2.5 acres)   | Orange County Assessors file (APN 650-181-21)   |

Piedad Valenzuela was assessed the same amount for the property until 1908 when the assessment increased to \$200 for improvements. This indicates 1908 as the year when a new building was constructed on the parcel. According to the 1910 census, Piedad's family consisted of her husband Ambrosis listed as head of household, age 43 and working as a foreman on a stock ranch; a 7-year-old daughter named Ansucia; a 5-year-old son named Ambrosis; and an 8-month old son named Pedro. Piedad herself was listed as 38 years old in 1910. The census taker indicated they owned the home. In 1922, Piedad sold her property to James Andrew Sickner. The assessment remained at \$200 suggesting no other improvements were added to the lot. Ambrosis is not mentioned in the deed or the assessments, so presumably Piedad retained sole title to this property.

Ortega Highway officially opened in 1934 carrying traffic from San Juan Capistrano to Lake Elsinore (Meadows 1966). The 1932 Caltrans as-built drawing corresponding to the current project area shows a house at the location under discussion. Aerial photographs from 1938 on file at the Orange County Archives depict a building at this location. This building also appears on 1970 and 1981 aerials with the same roofline indicating no additions or remodeling. This building is apparently the home Piedad had built in 1908. It was demolished in the late 1980s.

In 1976, local historian Ilse Byrnes prepared a National Register nomination for the Ortega Highway/Hot Springs Road Historic District. As part of her research, Ms. Byrnes interviewed Gordon Anderson who lived in the house depicted on the aerial photos (aerial photos not reproduced here due to poor quality). Ms. Byrnes recalled that Mr. Anderson stated his house was built on the stone foundations of the Manriquez adobe (Byrnes 2004). This piece of information is crucial as it is the only information that places Guadalupe's building in a specific location on the parcel. The county assessment records were purged of the old building information, so that avenue of inquiry to substantiate Mr. Anderson's statement is closed. Other data, while confirming a building existed on the parcel, does not situate it on the parcel or provide a size or description. Ilse Byrnes, when interviewed for this project, recalled the Anderson house may have incorporated the previous adobe. She recalled the walls as very thick and thought wooden siding might have been placed around the adobe walls with the adobe serving as insulation of sorts (Byrnes 2004). If this is true, the 1908 construction may have added rooms to Guadalupe's small house rather than reconstructing the entire house.

In more modern times, the location under discussion has been subject to more construction-related disturbance. According to records at the County Recorder's office, a new house was built on the property in 1990 and the remainder of the parcel was used as a nursery. The current landowners acquired the parcel 1999, tore down the 1990 house and built a new home farther back on the lot. The reported location of the Manriquez Adobe is currently an unlandscaped area adjacent to a horse paddock.

## ARCHAEOLOGICAL RESEARCH CONTEXT

Archaeologists and historians have conducted a great deal of research on adobes from Spanish and Mexican periods of California history but less on adobes occupied during the middle to late 19<sup>th</sup> century. Many Southern California adobes are listed on the National Register (see [www.nr.nps.gov](http://www.nr.nps.gov) for listings) or as California Historical Landmarks (Department of Parks and Recreation 1990), but most are significant for their historical and architectural values. Many of these nominations were prepared in the 1970s and did not consider the potential for associated archaeological values. The Yorba-Slaughter Adobe in San Bernardino County is an example of this situation. Subsequent research at the site found archaeological deposits that contributed to the National Register significance of the site (Greenwood et al. n.d.). Given the condition of this body of literature, extensive comparisons with listed National Register adobes in Southern California are not appropriate for this report.

Comparison with archaeological literature, however, is appropriate and warranted. Most archaeological site reports remain in the gray literature housed at repositories of the California Historical Resources Information System (CHRIS) and few site reports are readily available

through publishers. It is not the intent or responsibility of this report to provide a synthesis of archaeological studies on adobes in Southern California. A special Society for Historical Archaeology publication, *The Archaeology of Spanish and Mexican Colonialism in Alta California*, includes an excellent summary of archaeological studies on that subject, with specific mention of work on ranchos and domestic sites (Barker et al. 1995). Work at the Ontiveros Adobe in Los Angeles County resulted in important comparative studies of historic butchering practices (Gust 1982) that has been elaborated upon in subsequent projects (Gust and Ziesing 1997). Praetzellis' work at Vallejo's Petaluma adobe in Sonoma County "yielded remarkable insights into contemporary life" (Barker et al. 1995:18); however the feature dated to the 1840s, earlier than the Manriquez Adobe occupation.

Most archaeological site reports have limited value for direct comparative purposes to the Manriquez Adobe site. The most difficult challenge in finding comparative sites is finding reports that present excavation data in a framework that facilitates comparison (e. g., comparable artifact classifications; cataloging according to comparable functional categories; MNI determination methods specified). The Laguna Springs Adobe Site, CA-ORA-13, is an example of this shortcoming. The site report is well written and very descriptive, yet does not provide a catalog or evaluate the research potential of the site within a larger theoretical framework (Demack 1994). Most reports on adobe sites involve mission-era buildings and features that are not comparable to this site. Furthermore, architectural reconstructions have driven much archaeological research resulting in few sites rigorously evaluated for their research potential.

A review of gray literature at the South Central Coastal Information Center of CHRIS found a wide range of reports on adobes, ranging from several-page monitoring reports to 200-page evaluation reports. Many of these reports suffer the same limits described above, however some excellent reports stand out. Bente's (1980) and Frierman's (1982) reports on work at the Ontiveros' Adobe in Santa Fe Springs provide important guidance on using archaeological data to understand the site occupants in greater depth. Archaeological excavations served to determine construction and occupation sequences for the adobe, while at the same time offering insight into Ontiveros' role within the community. Presence of locally produced red-wares, such as Tizon Brown Ware, are seen to represent involvement of Native Americans in the Spanish colonial system and reliance on their labor (Bente 1980:131). Presence of Majolica, English white or cream wares, and Chinese porcelain indicate the *gente de razón* enjoyed fine surroundings despite logistical trade difficulties of the day (Frierman 1982:157). Brock's work at the Ávila Adobe found an increase in quantity and variety of commercially canned and bottled food products consumed by the household (Brock 1996:153).

Of more direct relevance, the Vasco Adobe in Contra Costa County, CA-CCO-470H, is a well-interpreted archaeological site from an earlier time period but relevant setting available for comparison (Ziesing 1997). The Díaz Adobe in Monterey also provides useful comparative information (Felton and Schulz 1983).

The Vasco Adobe site was occupied by the Basque Altube and Peres families in the 1860s and 1870s. Excavations at the adobe documented unique construction methods employed in improving the residence and found deposits of household refuse that reflected a "unique blending of tradition, modernity, and innovation at the site" (Ziesing 1997:iii). Analysis of faunal remains

present at the Vasco Adobe demonstrate the use of axes/cleavers as the primary butchering tool rather than the handsaws common in California during this time period, and subdividing the carcass to remove meat from the bones rather than use of bone-in cuts of meat (Gust and Ziesing 1997). Evidence of traditional diet included on-site butchering, knife scores suggesting sausage making, olive oil bottles, spice bottles, and wine bottles. The author interpreted the archaeological evidence as suggesting retention of

elements of traditional culture that would have been abhorrent to many Victorian Americans, such as communal living in the largely undifferentiated space within the Adobe and eating meat that was butchered not into individual portions but in large pieces from which each person served themselves. [While] the Basques were aware of the conventional practices and values of middle class America, they were selective about which they participated in. (Ziesing 1997:213)

Archaeologists excavating at the Díaz Adobe in Monterey found a privy filled with artifacts likely broken during an earthquake in the late 1850s. The deposit was considered to be "one of the largest and best-preserved collections from mid-nineteenth century deposits in the state" when it was analyzed (Felton and Schulz 1983:17). They interpreted these artifacts as representing both economic and cultural (i.e., both class and ethnic) preferences. Examples of this include identifying demonstrations of social status in ceramic purchasing choices. Researchers saw the predominance of expensive teacups as likely demonstrating status to the community, since they would be used by visitors, while less expensive everyday tablewares were used by the family. Researchers saw a shift in eating habits over time that was reflected by the contrast between the Díaz faunal material and the ceramic vessel forms present. They surmised that the shift was related to the increasing availability of and preference for meat butchered in the Euroamerican saw-cut tradition (Felton and Schulz 1983:82). Faunal remains from the site showed a distinct change in butchering patterns from the practice in Spanish and Mexican California of stripping meat off bones. Rather, they were cut in a manner typical of middle and late nineteenth-century Euroamerican butchering. Few whole bones were present, most having been systematically cross-cut with hand saws. The bone sample suggested a middle class, or perhaps lower middle class, standing for the Díaz household. Presence of shank and foreshank bones, cuts regarded as soup bones, suggested an ethnic influence on the data. Menudo commonly employs calves' feet as an ingredient and it is possible that shank cuts were used as a substitute (Felton and Schulz 1983:65).

## **RESEARCH DOMAINS**

As discussed in the historic context, most of the changes in Southern California are well documented at the macro scale. A substantial body of literature exists on the Californios and the transition to statehood (e.g., Cleland 1941, Pitt 1970), mostly focusing on large landowners or politically famous people surviving the turmoil of the time. What is less well known is the impact these changes had at the household and individual level. During the course of Guadalupe Manriquez's life, Southern California changed a great deal, from a pastoral setting to developing industry and claiming a place in California's economic future. Archaeology holds the potential to provide information on these changes by virtue of its democratic nature; that is, providing a historical voice to those disenfranchised from traditional history, including non-literate people,

women, children, politically unimportant people, and common farmers. Social historians have explored this subject from many perspectives, however archaeology adds another line of evidence. Archaeological data, when interpreted in concert with archival and historical information, offers us a richer understanding of these aspects of the past.

## **Modernization and Victorianism**

Of primary importance to social historians, and an issue where historical archaeology makes a strong contribution, is the means by which people from traditional, premodern cultures (Californios) adapted to life in an industrial society (Gutman 1977). For many years historical archaeologists have studied this phenomenon. Rather than a simple, linear view of Modernization, social scientists see this process as multilinear and complex involving the acceptance of aspects of industrialism while retaining traditional values and practices (Bender 1978). Through the latter half of the 19<sup>th</sup> century, a set of cultural values, known as "Victorianism," came to dominate modern society. Hardesty (1980) deemed Victorianism a "homogenizing force" upon both immigrant and native-born cultures. Victorianism, as a set of values, practices, and aesthetics, had clear material correlates where "artifacts played an essential part in Victorian families' household rituals" (McIlroy and Praetzellis 1997:152). Artifacts in this context, then, are seen to possess meaning and suggest behaviors of their users.

Much of the body of published historical archaeological studies on Victorianism involves urban settings (e.g., Staski 1988) and the volume of published work on rural sites is limited. Work at the Vasco Adobe again offers results useful for comparison. Those occupants ate off white molded ceramics popular throughout the United States that Ziesing saw indicating an "eloquent and obvious expression of cultural conformity" (Ziesing 1997:209). The dishes and other household items used or consumed by the occupants of the Vasco Adobe served as an expression of Victorian values they adopted. The contrast between traditional and modern artifacts, however, suggests this adoption was somewhat superficial.

In Southern California, the rural, agrarian life of the Californios was transformed by the economic evolution triggered by the Gold Rush. Californios were effectively forced to participate in this culture if they wanted be economically successful. Understanding this transition involves addressing, at least in part, the following site-specific questions through a combination of documentary and archaeological data:

What evidence of Modernization is visible at the Manriquez Adobe site? What traditional cultural elements were retained despite surrounding massive societal changes? What does that evidence indicate about the Manriquez household's adoption of or accommodation to Victorian values? Are changes in diet visible in the archaeological record? Is there evidence of a shift from self-sufficiency to increasing reliance on mass produced commodities? What would such changes indicate about Guadalupe Manriquez's family?

### **Data needs:**

Archaeological: hollow, refuse-filled features with distinguishable depositional integrity. Horizontal features indicating spatial variation.

Archival: court case records, assessment rolls, photographs, letters, diaries, and census data.

Artifacts: MNI frequency/proportion to support interpretation, sufficient variety of distinctive materials; faunal remains and artifacts indicative of traditional versus Victorian values; material culture traditionally assignable by gender and/or age.

## EVALUATION AND MANAGEMENT DISCUSSION

The Manriquez Adobe Site (P# 30-176750) apparently retains the potential to address the above research domain, however, that potential has not been actively demonstrated through test excavations. This absence of more substantial data might be problematic but for the clause in Criterion D: "have yielded, *or may be likely to yield*, information important in prehistory or history." (NPS 1991:2 emphasis added). The National Park Service recognizes the importance of this clause in Bulletin 15 where they state: "A property is also eligible if it has not yet yielded information but, through testing or research, is determined a likely source of data" (NPS 1991:21). As discussed above, archaeological research at similar site types has proven that artifact-bearing features frequently survive to the present, and those artifacts may address important research issues. Archival research and field inspection have demonstrated that the Manriquez Adobe site retains integrity. Land access constraints, however, have precluded confirmation of integrity and location of potential pit features. Currently, there is no evidence of disturbance that may have eliminated such features, thus their potential existence and their associated important research value is high.

The site is associated with Guadalupe Manriquez. The period of significance is circa 1870, when she apparently lived on the parcel, through approximately 1908 when her daughter had a wood-frame building constructed at the same location. As discussed above, the site has been impacted by construction of the Valenzuela-Anderson house in 1908, and subsequent modifications in the 1980s through present day. It is logical to assume the Valenzuela-Anderson house was built with indoor plumbing and no information-bearing archaeological deposits would exist from that period. Furthermore, construction of a septic system would have impacted portions of the yard around the house. It is unclear how much of the foundation, and related backyard features, were removed during various construction events on the parcel; however, it is possible that backyard pit features have survived to the present. As stated above, these pit features have the potential to contain artifacts which may address the above research domain, thus they would meet the importance threshold for Criterion D of the National Register.

The only evidence placing the adobe somewhere on the parcel comes from Gordon Anderson who stated his house was built "over the location of the old Manriquez adobe" and reportedly had a stone foundation. Accepting Anderson's statement places the Manriquez Adobe at the very edge of this undertaking's direct APE. Figure 3 illustrates this point. It depicts the 1908 house in relationship to the current project APE, made possible by matching key identifying points such as the pepper tree and landscape features. The size of Guadalupe's house is unknown, but it likely was smaller than the 1908 house. Despite this fact, only portions of the foundation itself would be present within the direct APE. Any information-bearing archaeological features, such as privy pits or wells, would be in what would have been the

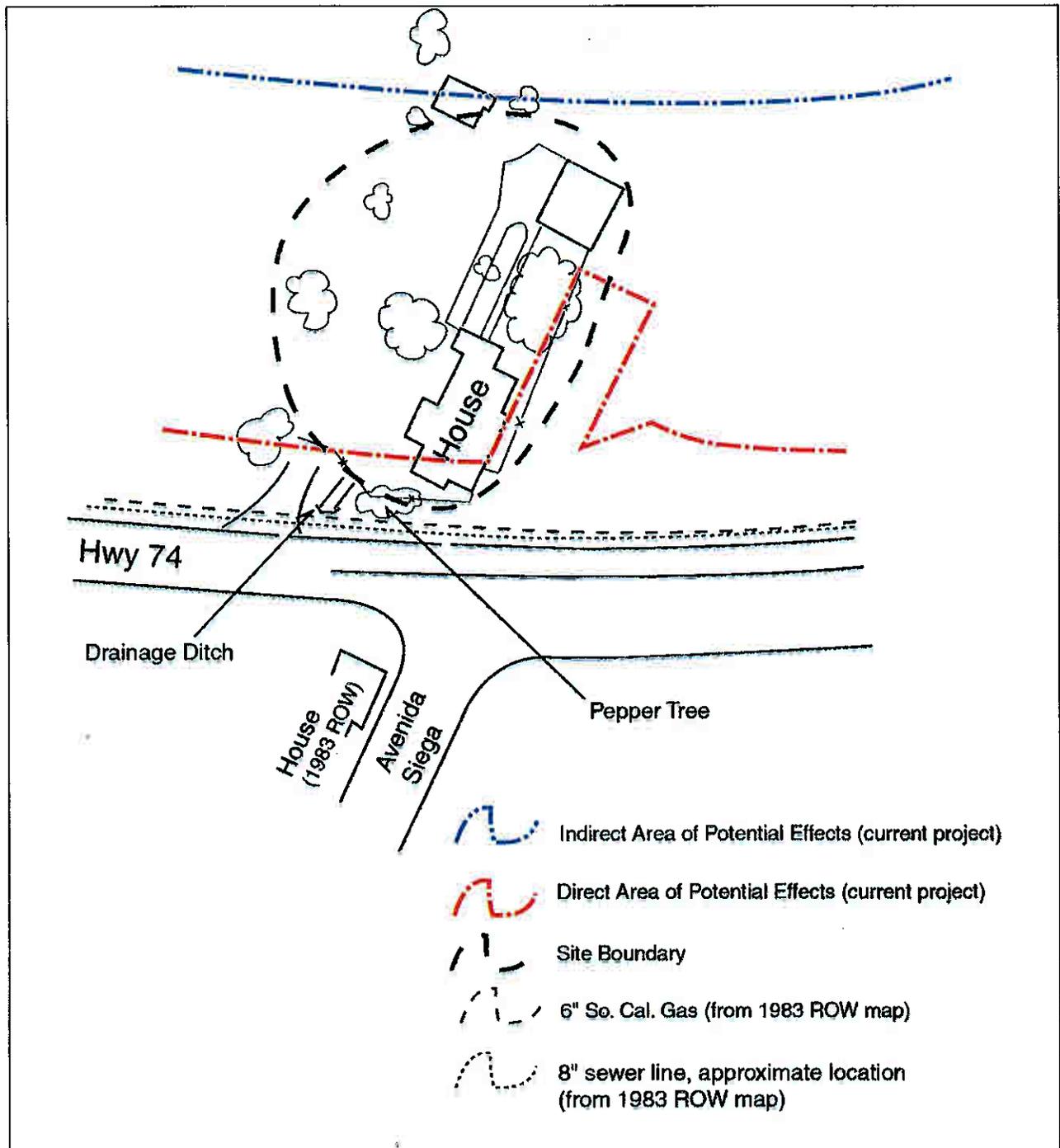
adobe's backyard, beyond the construction impact area. Further efforts to conclusively identify these features were not conducted for the present project as the current level of effort was deemed reasonable given the degree of effect expected for the present undertaking.

In the spirit of preservation and acknowledging the need to limit destructive archaeological excavation specifically to areas of direct impact, Caltrans has determined the Manriquez Adobe site is eligible to the National Register under Criterion D *for the purposes of this undertaking*; however, the portions of the site within the proposed project's area of direct impact are not expected to contain information-bearing archaeological deposits and thus are non-contributing elements to the larger property. Therefore, in accordance with stipulations of the PA, in order to protect the potential information-bearing archaeological deposits in the former backyard Caltrans will designate that area as an Environmentally Sensitive Area (ESA) and institute an ESA Action Plan. The ESA Action Plan is attached to the HPSR to which this report is also attached.

In sum, the action plan will require the following points:

- Safety fencing along the direct APE to ensure no equipment inadvertently impacts information-bearing portions of the site.
- Education of project personnel on archaeological sensitivity and expected remains.
- Incorporation of the ESA Action Plan in the Final Construction Drawings, Contract Special Provisions, and the Pending File of the Resident Engineer (RE) assigned to the construction project.
- Periodic monitoring by Caltrans archaeologists to ensure protections are enforced.

The Manriquez Adobe site does not appear to meet other National Register criteria. With regard to Criterion A, the site was occupied during an important time in Southern California history, however no singularly important events are known to have transpired at the site. Under Criterion B, Guadalupe Manriquez does not appear to have been an important member of the community. Under Criterion C, there are no remaining structural elements that distinguish it architecturally, nor is it likely that remaining construction elements are the work of a master or demonstrate important construction techniques or innovations.



**Figure 3. Schematic drawing of Gordon Anderson's House, reportedly over Manriquez adobe foundation, showing relationship to current project direct APE.**

Drawing compiled from:

- 1) Map of 1972 aerial, drawn by Headquarters Photogrammetry Section. Aerial survey contract 7300-5, Sheet 5 of 5. Photography dated 1-23-72
- 2) 1983 Right of Way drawings by Charles Christopher, P.M. 1.7/5.3, Sheet No. 2.
- 3) APE map for current widening project.

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**APPENDIX A**

**Department of Parks and Recreation 523  
Archaeological Site Record Forms**

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

Primary # 30-176750  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_  
Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 3

\*Resource Name or #: (Assigned by recorder) Manriquez Adobe

P1. Other Identifier: Anderson House

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Orange

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad San Juan Capistrano Date 1968 T 7S; R 7W; SE 1/4 of SW 1/4 of Sec 32; SB B.M.

c. Address 28461 Ortega Highway City San Juan Capistrano Zip 92675

d. UTM: (Give more than one for large and/or linear resources) Zone: 441260 mE/ 3708380 mN

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

The site is on the north side of Ortega Hwy (74), directly across from Avendia Siega, just west of the city limits of San Juan Capistrano. The location is currently horse pasture with a barn to the northwest of the site boundary.

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

The site is the former location of the Manriquez Adobe. There was a house here from 1908 through the mid-1980s. Gordon Anderson, occupant of the house in the 1970s, reported to local historian Ilse Byrnes that the house was built on the "stone foundation of the Manriquez adobe." Caltrans historian George Casen evaluated the Anderson house in 1986 and found it to be not eligible for the National Register due to lack of integrity. The house was torn down in the late 1980s and a new house built.

In the late 1870s, Guadalupe Manriquez inherited the land from her father Manuel Manriquez. Orange County Assessment books indicate a building was on the parcel until Guadalupe's daughter had a new house built in 1908. Anderson's statement is the only information that places the building in a specific location on the lot. The parcel has been disturbed by subsequent development, but archaeological deposits may exist beyond the current Caltrans project's proposed impact area.

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

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

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



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

Reported adobe location, view southeast. Stop sign in background is at driveway that is directly across from Avenida Siega.

\*P6. Date Constructed/Age and Sources:  Historic  Prehistoric  Both  
circa 1870s -1908

\*P7. Owner and Address:

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

A. Medin & C. Sinopoli  
Caltrans Division of  
Environmental Analysis  
1120 N St.  
Sacramento, CA 95814

\*P9. Date Recorded: May 24, 2004

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter

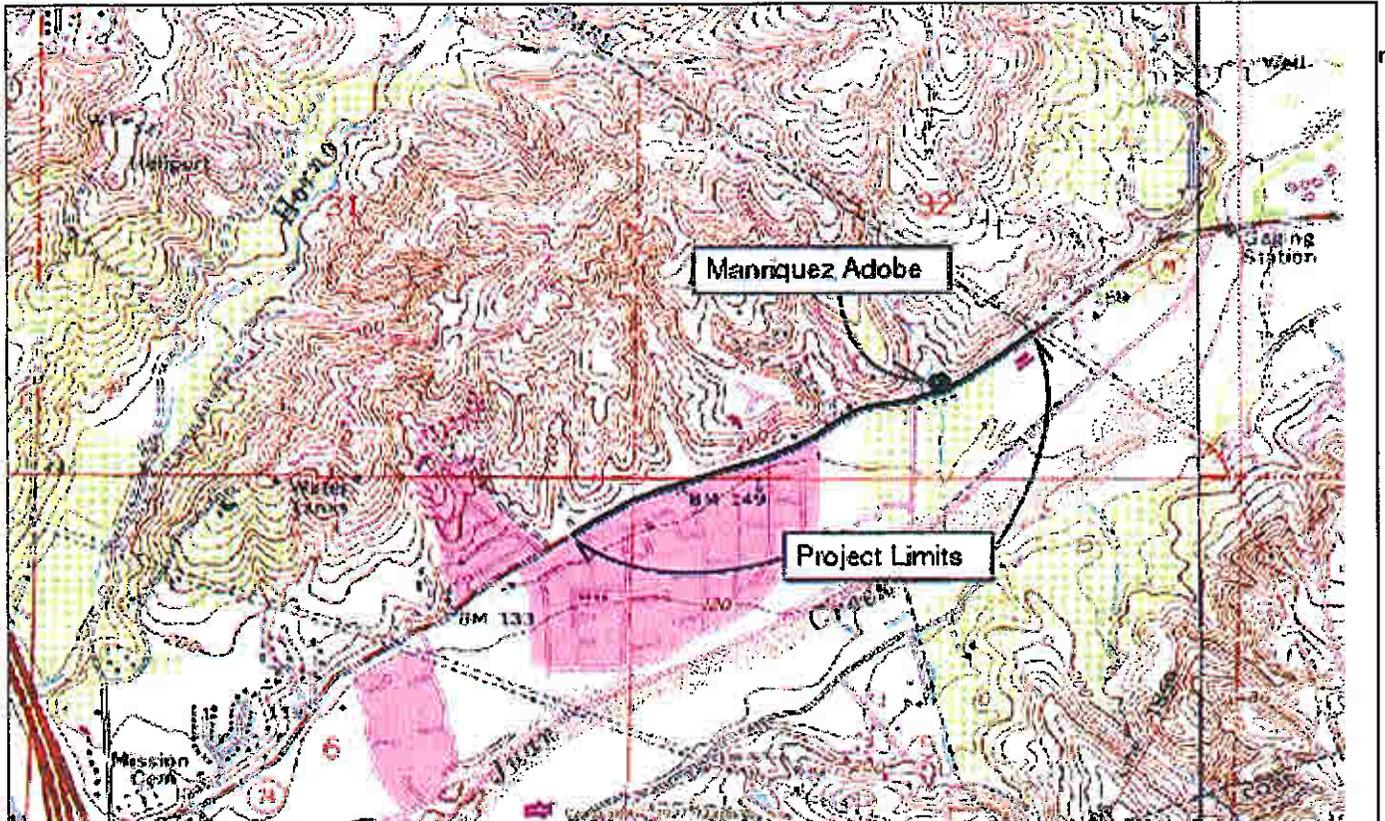
"none.") Historical Resource Evaluation Report for the Lower Ortega Highway (SR74) Project, Orange County. A. Medin. 2006.

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

DPR 523A (1/95)

\*Required information

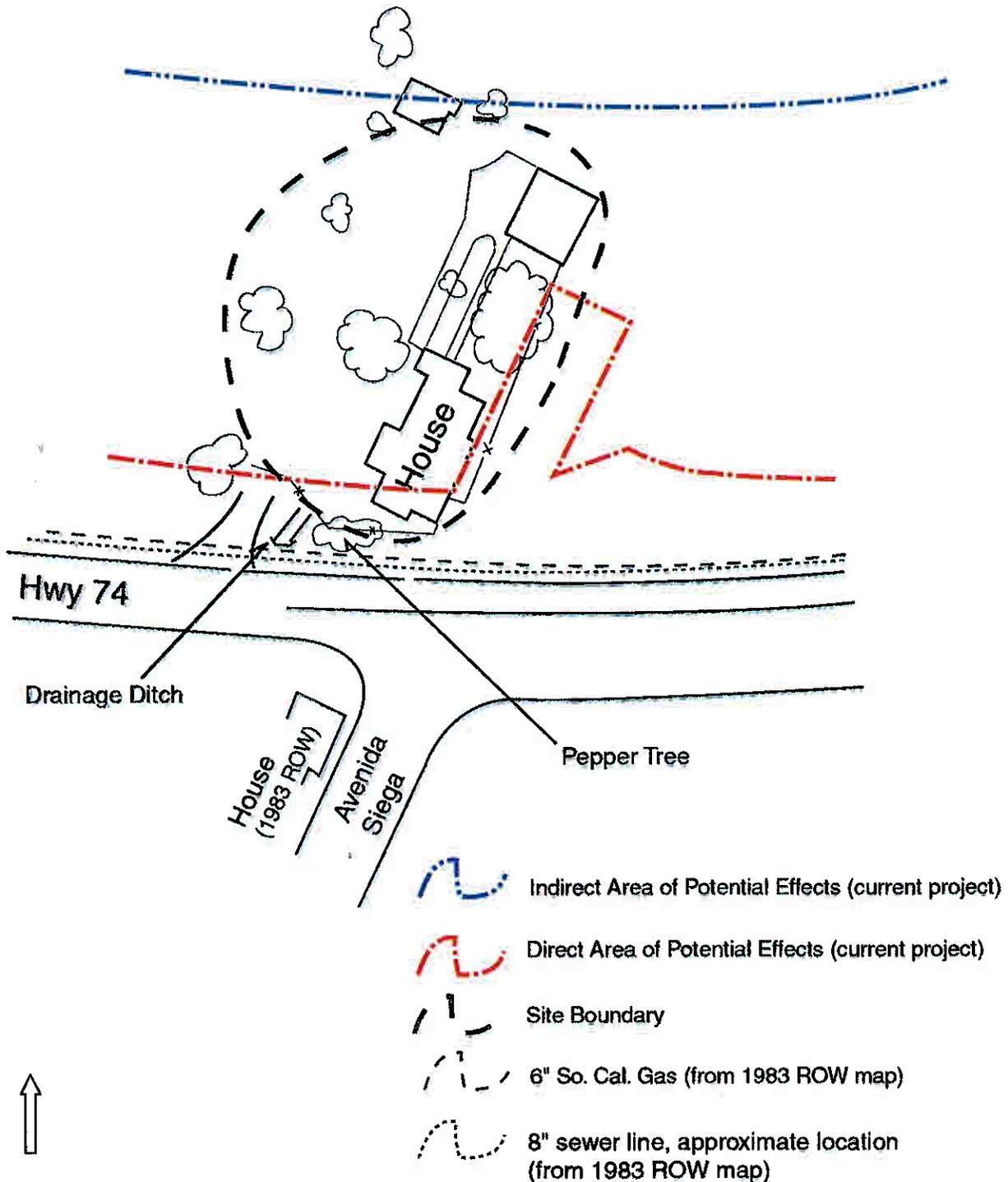
**LOCATION MAP**



**Schematic drawing of Gordon Anderson's House, reportedly over Manriquez adobe foundation, showing relationship to current Caltrans project direct APE.**

Drawing compiled from:

- 1) Map of 1972 aerial, drawn by Headquarters Photogrammetry Section. Aerial survey contract 7300-5, Sheet 5 of 5. Photography dated 1-23-72
- 2) 1983 Right of Way drawings by Charles Christopher, P.M. 1.7/5.3, Sheet No. 2.
- 3) APE map for current widening project (September 19, 2005)



**ATTACHMENT 4: Environmentally Sensitive Area (ESA)  
Action Plan**

**Environmentally Sensitive Area (ESA) Action Plan**

**for the**

**Lower 74 (Ortega Highway) Widening Project  
Between Calle Entradero in San Juan Capistrano to the  
City/County Line**

**12-ORA-74  
PM 1.0/1.9 (KP 1.6/3.0)**

**EA 086900**

**December 2006**

**EA 086900 Lower SR-74 (Ortega Highway) Widening Project**  
**Environmentally Sensitive Area (ESA) Action Plan: Tasks and Responsible Parties.**

| Stage                 | Task  | Responsible Party   | Task Completion (Date and Initial) |
|-----------------------|---|---|------------------------------------|
| Prior to Construction | Caltrans District 12 Archaeologist will ensure that the ESA for the Manriquez Adobe is clearly described and illustrated in the plans, specifications, and estimates prepared to guide construction of the undertaking.   | Caltrans Archaeologist, Project Engineer, and Project Manager |                                    |
|                       | All responsible parties will review the PS&E package.   | Caltrans Project Manager, Project Engineer and Archaeologist  |                                    |
|                       | This ESA Action Plan will be part of the RE Pending File.   | Caltrans Project Manager, Archaeologist and Resident Engineer |                                    |
|                       | The ESA will be discussed during the pre-construction meeting with construction personnel and it will be stressed that no construction activity (including storing or staging of equipment or materials) should occur within the ESA and that workers must remain outside the ESA at all times. | Caltrans Archaeologist, Resident Engineer and Contractor      |                                    |
|                       | The Resident Engineer will notify the Caltrans Archaeologist at least two (2) weeks in advance of construction activities between Engineering Station 103+00 and 106+00 as delineated on the attached ESA map to ensure that an archaeological monitor is available as needed.                  | Resident Engineer and Contractor                              |                                    |
|                       | ESA fencing will be installed under the direction of the  | Caltrans Archaeologist, Resident Engineer and                 |                                    |

|                     |   |  |  |
|---------------------|---|--|--|
|                     | Caltrans Archaeologist as delineated on the attached ESA plans.   | Contractor                                   |  |
| During Construction | The Caltrans Archaeologist will inspect the construction area on a weekly basis, or as needed, to ensure that the ESA is not inadvertently breached.  | Caltrans Archaeologist                       |  |
|                     | Should any unanticipated finds be made within the Area of Potential Effect (APE), construction will be diverted away from the finds and sufficient time allowed to make a determination as to the nature and significance of said find. | Caltrans Archaeologist,<br>Resident Engineer |  |
| After Construction  | The Resident Engineer will inform the Caltrans Archaeologist when construction is finished.   | Resident Engineer                            |  |
|                     |   |  |  |
|                     |   |  |  |
|                     |   |  |  |
|                     |   |  |  |
|                     |   |  |  |
|                     |   |  |  |

**Responsible parties as of December 2006:**

| <b>Title</b>           | <b>Contact</b>   | <b>Phone Number</b> |
|------------------------|------------------|---------------------|
| Caltrans Archaeologist | Cheryl Sinopoli  | (949)724-2855       |
| Project Manager        | Ahmed Abou-Abdou | (949)724-2768       |
| Resident Engineer      | To be determined |                     |
|                        |                  |                     |

|      |        |       |               |           |
|------|--------|-------|---------------|-----------|
| DIST | COUNTY | ROUTE | TOTAL PROJECT | SHEET NO. |
| 12   | 07c    | 74    | 1.072.9       |           |

REGISTERED CIVIL ENGINEER

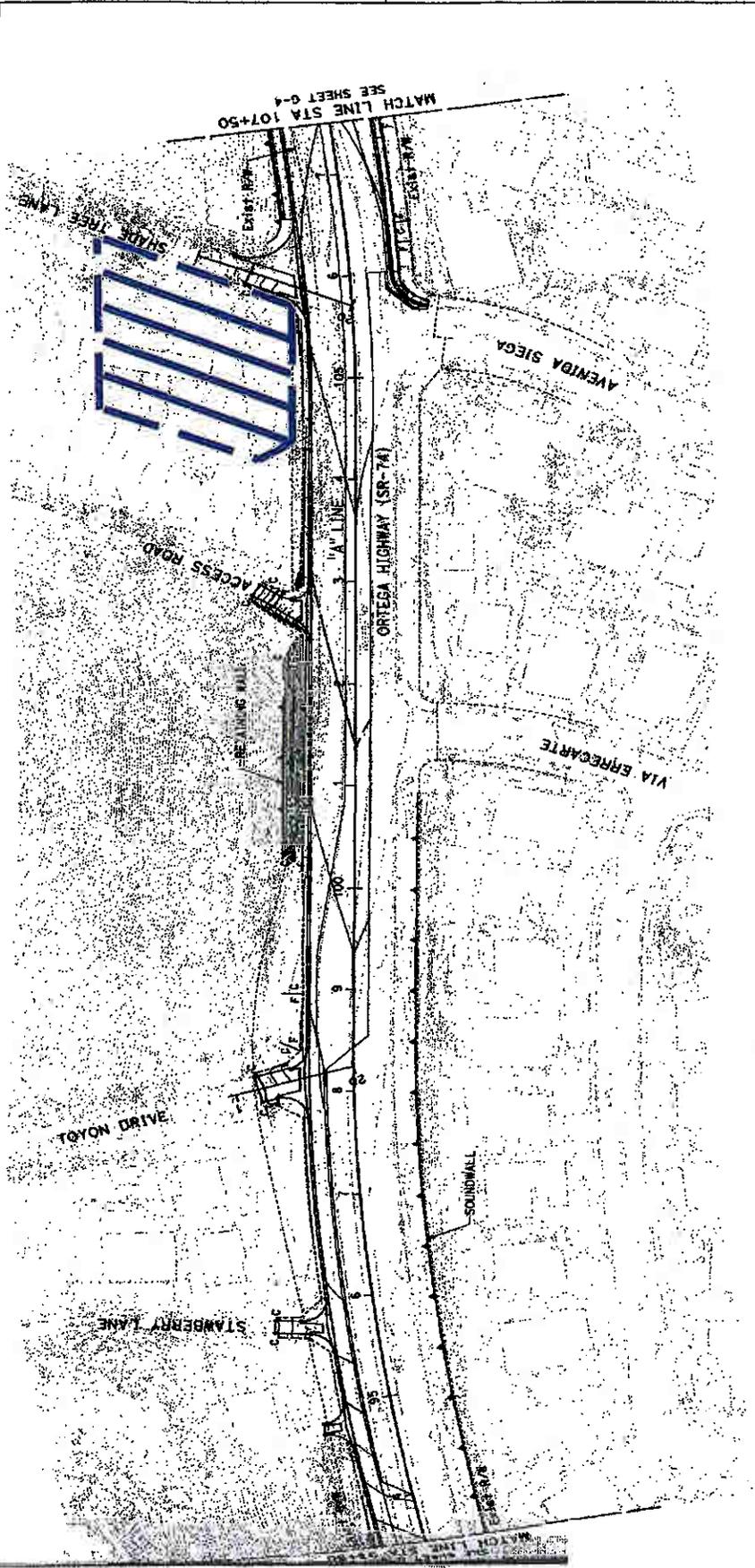
**HR** HRR Engineering, Inc.  
1938 E. Deane Ave., Suite 220  
San Jose, CA 95128

PLANS APPROVAL DATE: 03/14/08

To get to the California web site, go to <http://www.dgs.ca.gov>



Environmentally Sensitive Area (ESA)



**Lower 74 (Ortega Highway) Widening Project**  
**EA 086900 PM 1.0/1.9 (KP 1.6/3.0)**  
**Environmentally Sensitive Area (ESA)** ▨  
**ESA Fence**

ALL DIMENSIONS ARE IN FEET  
UNLESS OTHERWISE SHOWN

**CONTOUR GRADING**

SCALE: 1" = 50'

THIS PLAN ACCURATE FOR CONTOUR GRADING ONLY



EA 086904

G-3