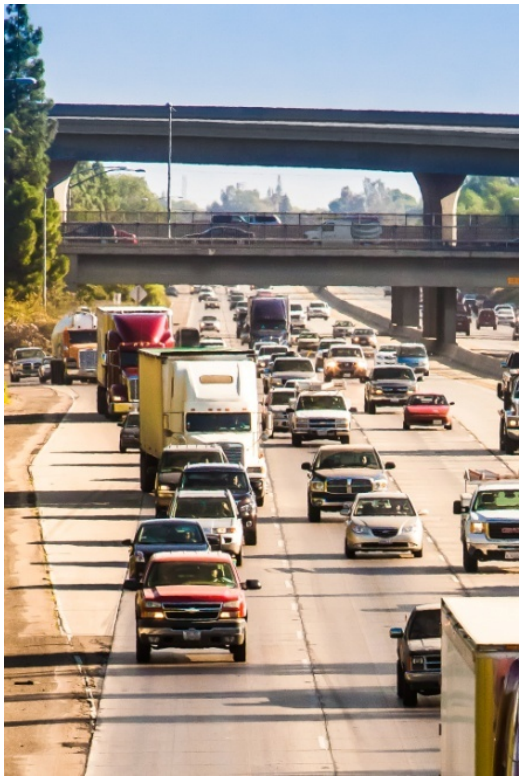
Centennial Corridor Project

City of Bakersfield and Kern County, California
District 06 – Fresno
District 06-KER – 58 PM T31.7 to PM R55.6
District 06 – KER 99 – PM 21.2 to PM 26.2

Project ID #06-0000-0484

Finding of Effect



Caltrans

April 2014

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District 06 – KER 99 – PM 21.2 to PM 26.2

Project ID #06-0000-0484

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1. Introduction

The California Department of Transportation (Caltrans), in cooperation with the City of Bakersfield, proposes to construct a new alignment for State Route 58 to provide a continuous route along State Route 58 from Cottonwood Road on existing State Route 58 (East), east of State Route 99 to Interstate 5. Improvements to State Route 99 from Wilson Road to Gilmore Avenue would also be required for the connection with State Route 58. The project is known as the Centennial Corridor.

The purpose of this Finding of Effect (FOE) is to comply with applicable sections of the National Historic Preservation Act (NHPA) and the implementing regulations of the Advisory Council on Historic Preservation (ACHP) known as Section 106 as these pertain to analyzing the effects of federally funded undertakings on historic properties. The project vicinity and location figures are included in Attachment A.

Caltrans, in cooperation with the City of Bakersfield, in applying the Criteria of Adverse Effect (36 *Code of Federal Regulations* [CFR] Part 800.5) as required by the First Amended *Programmatic Agreement (PA) 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* (Section 106 PA), is continuing consultation with the California State Historic Preservation Officer (SHPO) as part of the Section 106 review of this project.

As part of the identification efforts and in compliance with 36 CFR 800.4, Caltrans and the City of Bakersfield prepared a Historic Property Survey Report (HPSR) for the project, which was submitted to the SHPO on February 15, 2013, and to which findings the SHPO concurred on April 15, 2013 (see Attachment B). Four properties within the Area of Potential Effects (APE) were determined eligible for inclusion in the National Register of Historic Places (NRHP) (see Figure 4 for the location of each historic property):

- Property 1: Friant-Kern Canal
- Property 2: Lester H. Houchin residence
- Property 3: Property at 3904 Marsha Street
- Property 4: Rancho Vista Historic District

Caltrans, in applying the Criteria of Adverse Effect, proposes that a finding of No Adverse Effect is appropriate and is seeking SHPO's concurrence in the finding, pursuant to 36 CFR 800.5(c) and Section 106 PA X.B(2).

2. Description of the Undertaking

In partnership with the City of Bakersfield, Kern County, Caltrans proposes to construct a new alignment for State Route 58 to provide a continuous route along State Route 58 from Cottonwood Road (post mile R55.6) on existing State Route 58 (East), east of State Route 99 to Interstate 5 (post mile T31.7). Improvements to State Route 99 from Wilson Road (post mile 21.2) to Gilmore Avenue (post mile 26.2) would also be required for the connection with State Route 58. The project is known as the Centennial Corridor.

The Centennial Corridor has been divided into three segments. This Section 106 undertaking solely focuses on Segment 1 (see Figure 2 in Attachment A), though all three segments are summarized briefly below:

- Segment 1 is the easternmost portion of the Centennial Corridor Project. It begins near the intersection of State Route 58 and Cottonwood Road and continues westerly to connect to the Westside Parkway. The study area for Segment 1 is bound to the east by Cottonwood Road, to the west by Coffee Road, to the north by Gilmore Avenue, and to the south by Wilson Road.

- Segment 2 is composed of the Westside Parkway, which will ultimately extend from about Truxtun Avenue to Stockdale Highway near Heath Road. The final segment of the parkway from Allen Road to Stockdale Highway is currently under construction and is expected to be completed in 2014.

- Segment 3 traffic would use Stockdale Highway between Heath Road and Interstate 5, which would serve as State Route 58 through at least the planning horizon year of 2038. Funding sources for Segment 3 have not yet been identified/programmed.

Caltrans has preliminarily identified Alternative B as the preferred alternative, subject to public review. Final identification of a preferred alternative will occur after the public review and comment period of the environmental document. Alternative B runs westerly from the existing State Route 58 (East)/State Route 99 interchange for about 1,200 feet, south of Stockdale Highway. Then it turns northwesterly and spans Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River before joining the east end of the Westside Parkway near the Mohawk Street interchange. This alignment depresses the Centennial Corridor (the roadway would be lower than the existing ground level) between California Avenue and Ford Avenue. Overcrossings are proposed at Marella Way and La Mirada Drive to help traffic circulation. The option of removing the La Mirada Drive overcrossing and adding a Ford Avenue undercrossing with Alternative B is also under consideration. Alternative B is about 8.6 miles long.

A No Build Alternative is also being considered. The No Build Alternative would make no improvements. The Westside Parkway would operate as a local freeway, but it would not connect to State Routes 58 or 99, or to I-5. State Route 58 (West)/Rosedale Highway would continue to end at State Route 99, where it shares routes with State Route 99 for about 2 miles south to tie into State Route 58 (East).

According to the Section 106 regulations and consistent with the Caltrans Programmatic Agreement:

> *Area of potential effects (APE) means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking (36 CFR Part 800.16(d)).*

The APE for archaeology encompasses the area to be directly affected by the proposed project, and the maximum depth of grading, 25 feet below the present ground surface. The APE for historic architectural resources for this project covers about 4.3 miles along State Route 58, approximately 4.5 miles along State Route 58/Stockdale Highway, and approximately 5.1 miles along State Route 99. It also includes two additional swaths of developed land that extend northwesterly from Stockdale Highway and cross the Kern River; it then runs parallel to the Kern River westward terminating west of Coffee Road. Resources within the Architectural History APE line were included in the architectural/historical survey.

The Project Location and the APE are included as Figures 1 and 3, respectively, in Attachment A.

3. Public Participation

Through the process of public participation, information can be garnered from groups, organizations, individuals, tribes, and governmental agencies familiar with the project area or resources of concern. Caltrans and the City of Bakersfield have hosted several meetings in the community to discuss the proposed Centennial Corridor Project.

Public participation efforts pursuant to 36 CFR 800.2 have been extensive and have included four neighborhood meetings; follow-up one-on-one interviews with voluntary members of the community; focus group meetings; a business outreach meeting; citizens' advisory group meetings; a public scoping meeting held on October 2, 2008; and a Public Information Open House held on May 11, 2011. The most recent Public Information Meeting was held in the City of Bakersfield on December 6, 2012, for purposes of providing the community an update on the progress of the environmental studies and to present the findings of the draft Section 4(f) evaluation, which was the basis for identifying Alternative B as the preliminary preferred alternative. A notice of the public meeting was sent to 11,570 property owners and residents in the project study area. The meeting was also noticed in *The Bakersfield Californian* and in the Spanish language newspaper *El Popular* on November 23, 2012. The meeting was held at the Kern County Administrative Offices. About 500 people attended the meeting (459 signed in). Forty-six comment forms were filled out and submitted at the meeting. Most of the comments received cited property inquiries or other right-of-way questions. Concerns were raised about the impacts that Alternative B would have on community cohesion, increased air emissions and noise impacts that would be experienced by remaining residents, and aesthetic impacts.

In addition to coordination with the Native American Heritage Commission (NAHC), letters informing interested parties of the project were sent to area planning agencies, local governments, area historical societies, and museums in August 2009 to solicit input on cultural resources. One comment was received in response: Gilbert Gia of the Kern County Historical Society expressed that he recently received information on historic resources from the Southern San Joaquin Valley Information Center that included data from a number of architectural surveys conducted by Chris Brewer for the City of Bakersfield in the 1980s. Other comments by Mr. Gia pertained to architectural resources located outside of the project's APE.

Through preparation of the technical studies for cultural resources, a request was made to the NAHC for a review of the Sacred Lands Inventory to determine if any known cultural properties are present within or adjacent to the APE. The NAHC responded on June 21, 2007, stating that no Native American cultural resources were known to exist within or next to the APE. In addition, the NAHC provided a list of individuals/organizations that may have knowledge of cultural resources in the project area. The 12 parties listed on the NAHC contacts list and 10 additional individuals identified by Caltrans were all contacted by certified letter on July 30, 2007, or September 25, 2007. The letters were followed by e-mails and/or telephone calls to

each individual to ensure that the contacts received the original letter and had an opportunity to respond.

Several responses were received, including three letters from individuals requesting that additional information be sent to them about the project as it continues. On December 21, 2011, the three individuals who requested additional information were sent an updated informational letter describing the Centennial Corridor Project and requesting comments and any additional information of which they might be aware. No additional input has been received.

The following three individuals requested additional information about progress of the project:

- Robert Gomez, Chairman, Kudzubitchwanap Palap Tribe
- Robert Robinson, Co-Chairman, Kern Valley Indian Council
- Donna Begay, Tribal Chairwoman, Tubatulabals of Kern Valley

On December 21, 2011, Mandy Marine, Caltrans District 6 Native American Coordinator, sent letters to these three individuals describing the current status of the Centennial Corridor Project. The letter requested comments and any additional information they may have. No responses have been received to date.

Upon completion of the initial cultural resources studies, copies of the HPSR—which includes the Archaeological Survey Report, the Historic Resources Evaluation Report, the Extended Phase I (Geoarchaeological Study) and the California Historic Bridge Inventory Sheet—were sent for review to the following consulting parties in compliance with 36 CFR 800.11:

- Robert Gomez, Chairperson, Kudzubitchwanap Palap Tribe
- Kenneth Woodrow, Chairman, Eshom Valley Band of Indians
- Eugene Albitre, President, Native American Heritage Preservation Council of Kern County
- Neil Peyron, Chairman, Tule River Indian Tribe
- Larry Gualupe, Affiliation, Tule River Indian Tribe
- Carol Pulido, Chumash Tribal Affiliation, Frazier Park
- Clarence Atwell, Chairperson, Santa Rosa Rancheria
- David Laughinghorse Robinson, Chair, Kawaiisu Tribe of Tejon Reservation
- Robert Robinson, Co-Chairman, Kern Valley Indian Council
- Ron Wermuth, Chairperson, Kern Valley Indian Council
- Kathy Morgan, Chairperson, Tejon Indian Tribe
- Ernie Garcia, Affiliation, Tejon Indian Tribe
- Kathy Van Meter, Cultural Resources Team Leader, Tejon Indian Tribe
- Delia Dominguez, Kitanemuk and Yowlumne Tejon Indians
- Robert L. Gomez, Jr., Chair, Paiute, Yokuts, Tubatulabal

- James Leon, Chairperson, Chumash Council of Bakersfield
- Donna Begay, Tribal Chairwoman, Tubatulabals of Kern Valley
- Craig Pope, Road Commissioner, County of Kern
- Ted Wright, Thomas Roads Improvement Program Manager, City of Bakersfield
- Carol Roland-Nawi, SHPO

Caltrans initiated Section 106 consultation with the SHPO on February 15, 2013. On April 15, 2013, the SHPO concurred that four properties (the Lester H. Houchin residence, the Rancho Vista subdivision, the property at 3904 Marsha Street, and the Friant-Kern Canal) within the APE are eligible for the NRHP. Refer to Attachment B for these letters.

4. Description of Historic Properties

Summary of Steps Taken to Identify Historic Properties

The APE was established from the engineering footprints of the undertaking and encompasses those areas that may experience potential direct and indirect impacts from the proposed project, including any staging areas needed for equipment and materials. The APE includes all areas in which the project has the potential to directly or indirectly affect historic properties, if any such properties exist.

Three separate cultural resources records searches were undertaken for the Centennial Corridor Project, which covered the entire APE. The initial records search for the project was conducted at the Southern San Joaquin Valley Information Center (SSJVIC) at California State University, Bakersfield. The SSJVIC is a component of the California Historical Resources Information System that houses records of archaeological and historic resources and associated studies in Kern County. With project design changes, updated records searches to cover some of the areas not originally covered were completed in 2009 and 2011, as detailed in the HPSR prepared for this project.

Sources consulted during the records searches include the NRHP, the California Register of Historical Resources (CRHR), the California Historic Resources Inventory, California Historical Landmarks, California Points of Historical Interest, Archaeological Determinations of Eligibility, Archaeological site records, maps depicting site locations, and cultural resource studies and reports within 0.5-mile of the Study Area.

Other identification efforts for archaeological resources included archival research at the Bakersfield Public Library; inspection of the NAHC Sacred Lands Database; and coordination with NAHC-listed Native American groups and individuals (see Section 3 of this report).

Archaeological field surveys of the APE were conducted on April 13–15, 2009; October 26–27, 2011, and November 28–29, 2011. Most of the APE's surface is obscured by roads and related infrastructure and other modern development, including buildings, with little or no exposed native soil. Where possible, a pedestrian survey was completed. Only in a few cases, particularly in the vicinity of the Kern River, is undeveloped land present. No archaeological resources were found in any of the areas surveyed.

Archival research indicates that four cultural resources were recorded within 0.5-mile of the archaeological APE, including CA-KER-167, CA-KER-3072, CA-KER-7232, and CA-KER-7233. None of the sites are within the archaeological APE itself; therefore, they will not be impacted by the undertaking. The pedestrian survey did not identify any other archaeological resources within the archaeological APE; however, due to the archaeological sensitivity of the area, the dearth of previous archaeological surveys, the early urban development, and the lack of

recorded archaeological sites in the area, further identification efforts are planned (see the section below on the Extended Phase I efforts). It is possible that additional archaeological sites lie buried within the area of direct impact for the project, and these may be identified via subsurface explorations after the preferred alternative is selected.

Though the archaeological survey did not identify any archaeological resources in the project's APE, given the vast surface area of the archaeological APE covered by modern development, Caltrans proposed that it carry out a two-stage Extended Phase I. The first stage (already completed and submitted to SHPO) primarily consisted of a background paper study assessing the vertical APE and evaluating the potential for buried archaeological deposits. The focus of the second stage is to test for the presence of archaeological resources in sensitive soils and sediments. As presented to the SHPO, the Stage II portion of the Extended Phase I Geoarchaeological Report is being undertaken for the preferred alternative. A Supplemental HPSR will be prepared by Caltrans and will be submitted to the SHPO and all other consulting parties once the geoarchaeology identification efforts have been completed.

As part of the process to identify historic and architectural resources within the APE, a review of the NRHP, CRHR, California Historical Landmarks, and California Points of Historical Interest lists was conducted. Historic resource inventory and evaluation surveys and reports on file at the SSJVIC were also examined. Background research also entailed analyzing historic and current U.S. Geological Survey topographic map collections and aerial photographs.

Research on historic-era properties was conducted in archival and published records. Searches were conducted at the following locations and databases:

- California State Archives and Library (Sacramento)
- Bancroft Library (University of California, Berkeley)
- Shields Library (University of California, Davis)
- Maps and Plans offices at Caltrans District 6 (Fresno)
- Caltrans Transportation Library and History Center (Sacramento)
- Kern County Museum (Bakersfield)
- Beale Memorial Library (Bakersfield)
- California Geological Survey Library
- District 4 offices (Bakersfield) of the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources
- First American Real Estate Solutions commercial database
- Offices of the Kern County Assessor and Recorder

The identification and evaluation effort of the built environment included a survey of buildings, structures, and objects located in the APE. Fieldwork for the project was conducted in April and May 2008, June 2009, and July, October, and December 2011 to account for all buildings,

structures, and objects in the field. While the NRHP generally uses a threshold that a property be examined if 50 years of age or older, this age limit was shortened for this project to include resources constructed in 1978 or before (as required by the project) to account for lead-time between preparation of environmental documents and potential construction of the selected alternative. Attachment 4 (Properties Exempt from Evaluation) of the PA was then used to determine which resources built in or before 1978 demonstrated little to no potential to meet NRHP criteria and would therefore be exempt from further study.

The Architectural History APE contains 606 buildings or groups of buildings and structures that required formal evaluation and that were recorded on California DPR 523 forms. Four properties identified within the APE have been determined eligible for the NRHP and are described below (see Figure 4 in Attachment A).

Friant-Kern Canal looking north

Property 1: Friant-Kern Canal

The Friant-Kern Canal is a 152-mile-long gravity-fed earth- and concrete-lined canal that terminates at the Kern River northwest of Bakersfield. As a key component of California's Central Valley Project, the canal has been determined eligible for listing in the NRHP. It is historically significant at the state level under Criterion A within the context of development, construction, and operation of the Central Valley Project. The period of significance is 1945 to 1951, its period of construction. Character-defining features include its overall length and width, and its major contributing structures: major canal siphons, wasteways, checks, overchutes, an equalizing reservoir, culverts, drains, pumps, turnouts, recording houses/structures, the operation roads next to the canal on either side along its entire length, and miscellaneous

structures such as irrigation pipe crossings, minor siphons, and drainage inlets. Noncontributing features consist of farm, county, state, and railroad bridges; power and utility crossings; cattle guards; historic wood trapezoidal canal; and Central Valley Project signs, fencing, and levees. The property historic boundary encompasses the canal and contributing features attached to the canal.

The Lester H. Houchin residence and garage, facing west.

Property 2: Lester H. Houchin Residence

The residential property at 307 Oleander Avenue, and its associated detached garage, has been determined by Caltrans to be eligible for the NRHP at the local level of significance under Criterion C for its embodiment of distinctive characteristics of the Colonial Revival architectural style. The period of significance for the property is 1939, the year the residence was constructed. The SHPO concurred with Caltrans' determination of eligibility for this property on April 15, 2013.

Contributing elements include the residence, two-story garage, circular driveway, and landscaping on the north, south, and east sides of the residence and garage. The pool, cabana, veranda, and other hardscape west of the residence and garage are noncontributing elements. Character-defining features include the near rectangular footprint, hip roof with flat deck, rounded portico entrance with paneled door and multi-light transom, multi-pane double-hung windows, a near symmetrical façade, stucco siding, brick veneer, elaborate detailed molding, bay windows with flared hip roofs, wood shutters, special relationships with the surrounding features on the property (i.e., circular driveway, secondary driveway leading to the garage, garage setback), open lawns, and mature trees and bushes to the side and rear of the house.

Residential Property at 3904 Marsha Street (with Fallout Shelter), view to north

Property 3: Property at 3904 Marsha Street

The property at 3904 Marsha Street, Bakersfield, California, is a one-story residence located in the Rancho Vista Historic District. The house was built in 1956, and the garage was likely built at the same time. The house also has a fallout shelter behind it that was probably constructed in circa 1960-62. While this property is a contributor to the Rancho Vista Historic District (Property 4, below), this property is also individually eligible for the NRHP under Criterion A (historically important events) for its association with Cold War tension between the United States and the Soviet Union, and the fear of nuclear war between the two countries. The fallout shelter at the rear of the property conveys in a stark and visceral manner the grim mindset of the time and the lengths to which people were willing to go to survive a nuclear holocaust. Home fallout shelters provide the physical evidence that people did make such considerations and that they calculated the probability of nuclear war in a way that justified the expense of building an underground shelter.

General view of Rancho Vista Historic District, along Stine Road, facing south

Property 4: Rancho Vista Historic District

Rancho Vista Historic District is a residential subdivision determined eligible by Caltrans for the NRHP under Criterion A for its significance in incorporating innovative mass-production technology during post-World War II. Under Criterion C the Rancho Vista Historic District is an important example of a postwar subdivision consisting entirely of houses built by the whole-house prefabrication method. Rancho Vista Historic District is significant at the local level with a period of significance from 1950 to 1957 when the residences were constructed. The historic boundary of this property is generally defined by Stine Road to the east, Stockdale Highway to the north, McDonald Way to the west, and Quarter Avenue to the south. A more precise boundary, which excludes some noncontributing parcels that are part of the original tract development along perimeter streets, has been delineated as part of the Section 106 (NHPA) documentation prepared for the project. Of the 113 residences recorded within the historic district, 81 have been determined to be contributing elements to the district and 32 are noncontributing. The following are identified character-defining features of this tract:

- *Design characteristics of the tract:* Rounded concrete curbs; concrete sidewalks placed next to the curb with no planting strip; houses set back from the curb at varying distances, and mature trees that were planted as part of the initial tract development.

- *Design characteristics of the houses:* Small, one-story residences with compact plans, wood-frame construction on low concrete foundation; varied roof forms such as gable, hip, and combination roofs; wood siding in a variety of types, applied vertically and horizontally; and metal casement windows.

Contributors and noncontributors of the Rancho Vista Historic District are identified below in Table 1. A sketch map, which correlates with the lot numbers of the Rancho Vista Historic District, appears as Figure 7 in Attachment A.

Table 1. Rancho Vista Historic District Contributors and Noncontributors

Address	APN Number/Lot #	Address	APN Number/Lot #
Contributor			
3920 Frazier Ave.	149-141-06/#7	17 Stine Rd.	149-101-03/#77
3908 Frazier Ave.	149-141-04/#9	21 Stine Rd.	149-101-04/#78
3904 Frazier Ave.	149-141-03/#10	117 Stine Rd.	149-101-09/#83
17 Curran St.	149-141-02/#11	121 Stine Rd.	149-101-10/#84
16 Curran St.	149-120-21/#15	125 Stine Rd.	149-101-11/#85
20 Curran St.	149-120-19/#16	129 Stine Rd.	149-101-12/#86
100 Curran St.	149-120-18/#17	137 Stine Rd.	149-101-13/#88
104 Curran St.	149-120-17/#18	3917 Peckham Ave.	149-131-09/#90
108 Curran St.	149-120-16/#19	3913 Peckham Ave.	149-131-10/#91
3816 Peckham Ave.	149-120-13/#22	3909 Peckham Ave.	149-131-11/#92
9 Griffiths St.	149-120-02/24	3905 Peckham Ave.	149-131-12/#93
11 Griffiths St.	149-120-03/#25	216 McDonald Way	149-131-07/#95
17 Griffiths St.	149-120-04/#26	3912 Marsha St.	149-131-05/#97
105 Griffiths St.	149-120-07/#29	3908 Marsha St.	149-131-04/#98
117 Griffiths St.	149-120-10/#32	3904 Marsha St.	149-131-03/#
121 Griffiths St.	149-120-11/#33	204 Curran St.	149-112-17/#107
3806 Peckham Ave.	149-120-12/#34	212 Curran St.	149-112-15/#109
16 Griffiths St.	149-102-24/#37	216 Curran St.	149-112-14/#95
20 Griffiths St.	149-102-23/#38	222 Curran St.	149-112-13/#111
100 Griffiths St.	149-102-22/#39	224 Curran St.	149-112-12/#112
108 Griffiths St.	149-102-20/#41	3805 Peckham Ave.	149-112-01/#115
116 Griffiths St.	149-102-18/#43	213 Griffiths St.	149-112-04/#118
124 Griffiths St.	149-102-16/#45	221 Griffiths St.	149-112-06/#120
17 Jones St.	149-102-04/#50	301 Griffiths St.	149-112-07/#121
21 Jones St.	149-102-05/#51	3715 Peckham Ave.	149-111-15/#124
105 Jones St.	149-102-07/#53	204 Griffiths St.	149-111-14#125
109 Jones St.	149-102-08/#54	208 Griffiths St.	149-111-13/#126
113 Jones St.	149-102-09/#55	212 Griffiths St.	149-111-12/#127
117 Jones St.	149-102-10/#56	216 Griffiths St.	149-111-11/#128

Table 1. Rancho Vista Historic District Contributors and Noncontributors

Address	APN Number/Lot #	Address	APN Number/Lot #
Contributor			
121 Jones St.	149-102-11/#57	205 Jones St.	149-111-02/#133
129 Jones St.	149-102-13/#59	209 Jones St.	149-111-03/#134
8 Jones St.	149-102-28/#62	213 Jones St.	149-111-04/#135
12 Jones St.	149-101-27/#63	205 Jones St.	149-111-02/#133
16 Jones St.	149-101-26/#64	3604 Peckham Ave.	149-101-14/#87
100 Jones St.	149-101-24/#66	305 Jones St.	149-111-06/#137
104 Jones St.	149-101-23/#67	3613 Peckham Ave.	149-090-10/#140
108 Jones St.	149-101-22/#68	3609 Peckham Ave.	149-090-11/#141
112 Jones St.	149-101-21/#69	3605 Peckham Ave.	149-090-12/#142
116 Jones St.	149-101-20/#70	205 Stine Rd.	149-090-01/#143
120 Jones St.	149-101-19/#71	101 Stine Rd.	149-101-05/#79
124 Jones St.	149-101-18/#72		
128 Jones St.	149-101-17/#73		
Noncontributor			
3912 Frazier St.	149-141-05/#8	3608 Peckham Ave.	149-101-15/#75
112 Curran St.	149-120-15/#20	105 Stine Rd.	149-101-06/#80
116 Curran St.	149-120-14/#21	109 Stine Rd.	149-101-07/#81
21 Griffiths St.	149-120-05/#27	113 Stine Rd.	149-101-08/#82
101 Griffiths St.	149-120-06/#28	204 McDonald Way	149-131-08/#89
109 Griifiths St.	149-120-08/#30	205 Curran St.	149-131-01/#94
113 Griffiths St.	149-120-09/#31	3916 Marsha St.	149-131-06/#96
104 Griffiths St.	149-102-21/#40	217 Curran St.	149-131-02/#100
112 Griffiths St.	149-102-19/#42	3815 Peckham Ave.	149-112-18/#106
120 Griffiths St.	149-102-17/#44	208 Curran St.	149-112-16/#108
3716 Peckham Ave.	149-102-15/#	205 Griffiths St.	149-112-02/#116
101 Jones St.	149-102-06/#52	209 Griffiths St.	149-112-03/#117
125 Jones St.	149-102-12/#58	217 Griffiths St.	149-112-05/#119
3706 Peckham Ave.	149-102-14/#60	3705 Peckham Ave.	149-111-01/#132
20 Jones St.	149-102-25/#65	301 Jones St.	149-111-05/#136
3612 Peckham Ave.	149-101-16/#74	204 Jones St.	149-090-09/#139

5. Application of the Criteria of Adverse Effect

In accordance with Section 106 of the NHPA and the implementing regulations, and consistent with the Section 106 PA, if historic properties in the APE may be affected by a federal undertaking, the agency shall assess adverse effects, if any, in accordance with the Criteria of Adverse Effect as defined in 36 CFR 800.5. The Criteria of Adverse Effect were applied to each National Register-eligible property within the proposed project's APE. This section describes the results of that assessment, explains why the undertaking was found not to have adverse effects on historic properties, and describes efforts that have and/or will be undertaken to avoid, minimize, or mitigate for adverse effects.

An "adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association." Application of the criteria of adverse effect is largely an assessment of an undertaking's impacts on the historic integrity of a historic property and how an undertaking will affect those features of a historic property that contribute to its eligibility for listing in the NRHP. Effects can be direct, indirect, and cumulative. Direct effects include such actions as physical destruction or damage. Indirect effects include the introduction of visual, auditory, or vibration impacts, as well as neglect of a historic property, or cumulative effects. Cumulative effects are the impacts of the project taken into account with known past or present projects along with foreseeable future projects. This Finding of Effect assesses whether the proposed project will have an adverse effect on historic properties within the APE for built environment resources. Table 2 lists examples of the types of possible adverse effects, as provided in 36 CFR 800.5(a)(2).

Of the seven types of effects identified in Table 2, 36 CFR 800.5(a)(2), six are not applicable to this undertaking. Implementing Alternative B of the Centennial Corridor Project would not cause physical destruction of or damage to all or part of a property (i), alteration of a property (ii), removal of a property from its historic location (iii), change of the character of a property's use or of physical features within the property's setting that contribute to its historic significance (iv), result in the neglect of a historic property (vi), nor involve the transfer, lease, or sale of property out of Federal ownership or control (vii).

Table 2. Examples of Adverse Effects Provided in 36 CFR 800.5(a)(2)

Adverse effects on historic properties include, but are not limited to:	
(i)	Physical destruction of or damage to all or part of the property;
(ii)	Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
(iii)	Removal of the property from its historic location;
(iv)	Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;
(v)	Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
(vi)	Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
(vii)	Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.[1]

Effects on Integrity of Historic Properties

This section assesses the effects of Alternative B, the preliminary preferred alternative, on historic properties as defined in 36 CFR 800.5 (a)(2). Figures depicting the proposed changes to historic properties, including existing views and simulations of selected views, appear in Attachment C.

As discussed below, the analysis found that Alternative B is likely to have an effect, but not an adverse effect, on one of the historic properties and no effect on the other three historic resources. Alternative B would have no permanent or indirect impacts on the Friant-Kern Canal, the Lester H. Houchin Residence, or the property at 3904 Marsha Street, all three of which have been determined to be individually eligible for listing in the NRHP, with the property at 3904 Marsha Street also considered a contributor to the Rancho Vista Historic District. Alternative B would have an effect on the Rancho Vista Historic District.

The regulations identify seven characteristics of integrity that define the quality of significance of a historic property: location, design, setting, materials, workmanship, feeling, and association.

[1] 36 CFR 800.5, "Assessment of adverse effects," incorporating amendments effective August 5, 2004.

Property 1: Friant-Kern Canal

The Friant-Kern Canal, looking north, towards Westside Parkway

The Alternative B alignment would follow the recently constructed Westside Parkway that crosses the National Register-eligible Friant-Kern Canal. The alternative would not require new construction over the Friant-Kern Canal or the Westside Parkway. The view of the Friant-Kern Canal with implementation of Alternative B will be the same as that shown in Photo 1 in Attachment C; therefore, there would be no effect on this historic property under Section 106.

Property 2: Lester H. Houchin Residence

The Lester H. Houchin residence and garage, facing west

The Alternative B alignment would follow the existing State Route 58, which is located approximately 56 feet from the northern edge of the Lester H. Houchin property boundary and about 150 feet from the elevation on the north side of the residence. The alternative would not encroach into the historic property boundary, nor cause a change in the physical setting of the resource that would compromise the characteristics or features that qualify the resource for the NRHP. Under this alternative, a retaining wall and soundwall will be constructed near this historic property. The retaining wall would rise 25 feet from the base of the existing depressed freeway (State Route 58). The top of the retaining wall would be at the same level as Brite Street. The 8-foot-high soundwall would be built atop the retaining wall along the north side of Brite Street. All proposed construction activities would be conducted within the State right-of-way; therefore, there would be no direct effects to this historic property. The soundwall, as well as construction activity, would be shielded by the existing mature and dense landscaping located along the north side of the property, except for a small part at the end of Oleander Street, as depicted in the Photo 3 simulation in Attachment C. Photo 4, an aerial, in Attachment C, shows the property boundary relative to Alternative B. No indirect adverse effects to this historic property would be expected from the introduction of new visual elements, which would be barely discernible. In addition, no adverse noise or vibration effects to this historic property would be expected from either construction or operation of the facility. Please see the Caltrans *Noise Study Report, Centennial Corridor Project* (January 2013). Therefore, there would be no effects on this historic property under 36 CFR 800.5(a)(2) from Alternative B.

Property 3: Property at 3904 Marsha Street

3904 Marsha Street residence, view north

There would be no effects on this historic property under 36 CFR 800.5(a)(2)(i), (ii), (iii), (iv), or (v) from the construction of Alternative B. The parcel is located approximately 1,200 feet from the southern construction limits of Alternative B (see Figure 5 in Attachment A). The proposed freeway infrastructure cannot be simulated in the view of Photo 5 in Attachment C because it is beyond the range of the camera and cannot be seen from the property and, as a result, would not create a visual intrusion to the historic property. Therefore, the proposed alternative would not cause any direct or indirect adverse effects to the character-defining features of the historic property that qualify it as an individually eligible NRHP property, namely the entry hatch and ventilation pipe of the bomb shelter, located above ground, and the enclosed shelter itself, buried underground in the rear of the backyard.

No soundwalls are proposed in the vicinity of this property under Alternative B, and all construction activity would be shielded by the existing residences and landscaping along the north side of this property. There would be no anticipated indirect adverse effects to this historic property from the introduction of new visual elements. In addition, it is anticipated that no noise or vibration from either construction or operation of Alternative B would affect this historic property. Please refer to the Caltrans *Noise Study Report, Centennial Corridor Project* (January 2013). Therefore, no effects to this historic property would occur under 36 CFR 800.5(a)(2) from implementation of Alternative B.

Property 4: Rancho Vista Historic District

General view of Rancho Vista Historic District, along Stine Road, facing south

There would be no direct effects from implementation of the proposed Alternative B alignment on the Rancho Vista Historic District. No parcels within the Rancho Vista Historic District boundary would be acquired for this alternative. In addition, public access to and from the historic property would be maintained. There would be indirect impacts related to noise, visual, and setting changes in one portion of the Rancho Vista Historic District due to the visible mass of an elevated highway and proposed soundwall built northeast of the district. The Alternative B

alignment would be located about 110 feet away from the nearest contributing residence within the historic postwar housing tract (see Figure 5 in Attachment A). The proposed undertaking would include construction of a bridge that would span the Stine Canal, Stine Road, and Stockdale Highway. The bridge height would be about 38 feet, and the proposed soundwall would be from 12 to 16 feet in height. Together, the bridge and soundwall would be roughly equivalent to the height of a four-story building. The proposed soundwall would be located approximately 70 feet from the edge of the historic property boundary at its closest point (see Figure 6 in Attachment A).

Although the elevated roadway would alter the views from some residents' perspectives, particularly for those looking from local streets located immediately south of the new freeway or close to the northeasterly boundary edge of the historic property, for the vast majority of residents, views from the contributors would continue to have the same views of houses and other urban features, and they would continue to have similar views with the undertaking. For those located on the south or west sides of the historic district, views to the proposed freeway structure or soundwall would be perceived as being low on the horizon, if visible at all, and would often only be visible in the intervening gaps between the houses These visual changes would not affect the significance of the Rancho Vista Historic District. The historic property is located in an urbanized environment characterized largely by such elements as multiple side-by-side single-story houses with uniform setbacks, mature landscaping and trees, fences, driveways and local streets, power poles and transmission lines, and other neighborhood features. Furthermore, these resources are in a setting where incompatible changes have occurred, such as removal of original buildings, construction of newer commercial buildings, and modifications to original building materials. The introduction of a new elevated structure and accompanying soundwall, constituting a visual change, would not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP.

The Rancho Vista Historic District experiences typical periodic noise associated with suburban neighborhood activities, such as gardening equipment, and so forth, along with those more prominent sounds generated by nearby roadway traffic, including the large number of trucks and cars traveling on the nearby Stockdale Highway. While traffic noise would increase with construction of Alternative B, the historic property is not now a property whose significance derives from being located in a quiet setting, as would be the case if it were a property located in a rural setting, such as a historic farmhouse. Noise-related proximity impacts would not substantially change the historic property to the point where the feeling of the historic district would be substantially altered. Moreover, the proposed soundwall would reduce noise impacts generated by the project. Long-term noise measurements in this area were identified to be 62 decibels (dB). The soundwall is expected to provide at least a 7-dB reduction. This is below the Caltrans Traffic Noise Analysis Protocol Noise Abatement Category Criterion of 67 dB. Noise abatement resulting from construction of the soundwalls at this location would reduce potential

noise impacts to the Rancho Vista Historic District and its contributors. Please refer to the Caltrans *Noise Study Report, Centennial Corridor Project* (January 2013) and the Caltrans *Noise Abatement Decision Report*, *Centennial Corridor Project* (May 2013).

The Rancho Vista Historic District is eligible for the NRHP at the local level of significance under Criterion A as an innovative and important example of post-World War II efforts to apply mass-production prefabrication techniques to build affordable housing and under Criterion C as a significant example of a planned postwar residential tract subdivision comprised solely of houses assembled in a factory offsite using whole-house prefabrication techniques and then being shipped to this location in Bakersfield. The character-defining features of the historic property relate primarily to the houses themselves, along with mature trees and streets and gutters. At least 11 different house models are observed in the Rancho Vista Historic District, including ones that are rectangular in form and others in an L-shape. Most of these different models can be found with varying roof forms – either hip, gable, or a combination. The smallest houses are simple rectangles in form, with a picture window on one side of the front entrance and a smaller window on the other side. Based on the pattern of fenestration, there appear to be two different floor plans for the three-bedroom houses, the most common type in the district. Another house type has a shallow L-shaped form, with a slight projection at the front on one side. All houses have garages, either detached or attached. Roofs vary; some are gable, while others are flat. The houses feature a variety of exterior cladding materials, including several different types of wood siding. The different types of siding are applied horizontally and vertically, with both applications seen on some houses. The houses originally had steel casement windows of varying sizes and configurations; most of the houses in the tract retain their original windows.

An elevated roadway located outside the district would not have an adverse effect on any of the aspects outlined above that contribute to the property's significance. The integrity of location, design, materials, and workmanship of the historic property among its contributors and its salient character-defining features would remain the same under Alternative B. The property would continue to convey the qualities that make it eligible for the NRHP. Therefore, the Section 106 analysis found that the project effects associated with implementation of Alternative B would not substantively diminish the character-defining features of the Rancho Vista Historic District and that the property would continue to remain eligible for listing in the NRHP under Criteria A and C for its historical and architectural significance. Alternative B would therefore have no adverse effect on the Rancho Vista Historic District under Section 106.

6. Conditions Proposed

Because the preliminary preferred Alternative B would not result in an adverse effect to historic properties, no conditions are required. As discussed in Section 5, no adverse effect is anticipated to occur as a result of the undertaking to historic properties identified in the APE. Should Alternative B be selected as the preferred alternative, for those project elements visible from some vantage points of the Rancho Vista Historic District, consideration will be given to the incorporation of hardscape features (including soundwalls), landscape, and architectural treatments that are compatible with the historic character of the Rancho Vista Historic District, such as color, texture, and vine treatment, as project compatibility features, as feasible.

7. Conclusions

As described in Section 5, the proposed project would not result in an adverse effect to a historic property as defined in 36 CFR 800.5(a)(2). Therefore, Caltrans, in applying the Criteria of Adverse Effect, proposes that a finding of **No Adverse Effect Without Standard Conditions** is appropriate and is seeking the SHPO's concurrence in the finding, pursuant to 36 CFR 800.5(c) and Section 106 PA Stipulation X.B(2). This Finding of Effect applied the Criteria of Adverse Effect (36 CFR 800.5) relative to the proposed undertaking and its effect on the historic properties in the APE as identified in the HPSR (2013). The proposed undertaking, Alternative B, if implemented, will have the potential to affect one historic property, but those effects are not considered adverse because the impacts will not alter its distinctive character-defining features or significant property attributes, directly or indirectly, that qualify the property for eligibility for listing in the NRHP.

8. Attachments

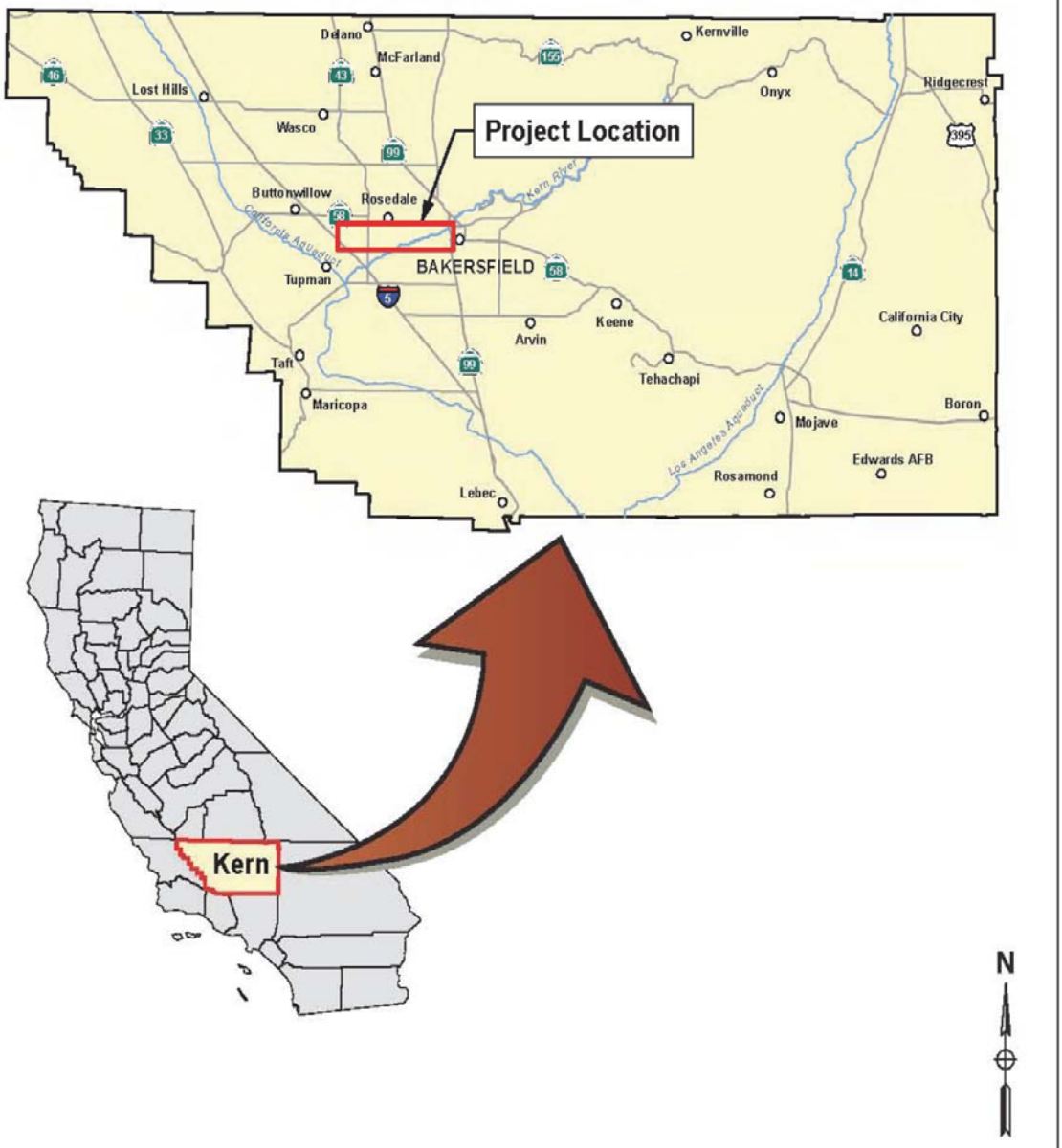
Attachment A: Figures

Attachment B: Correspondence

Attachment C: Photographs

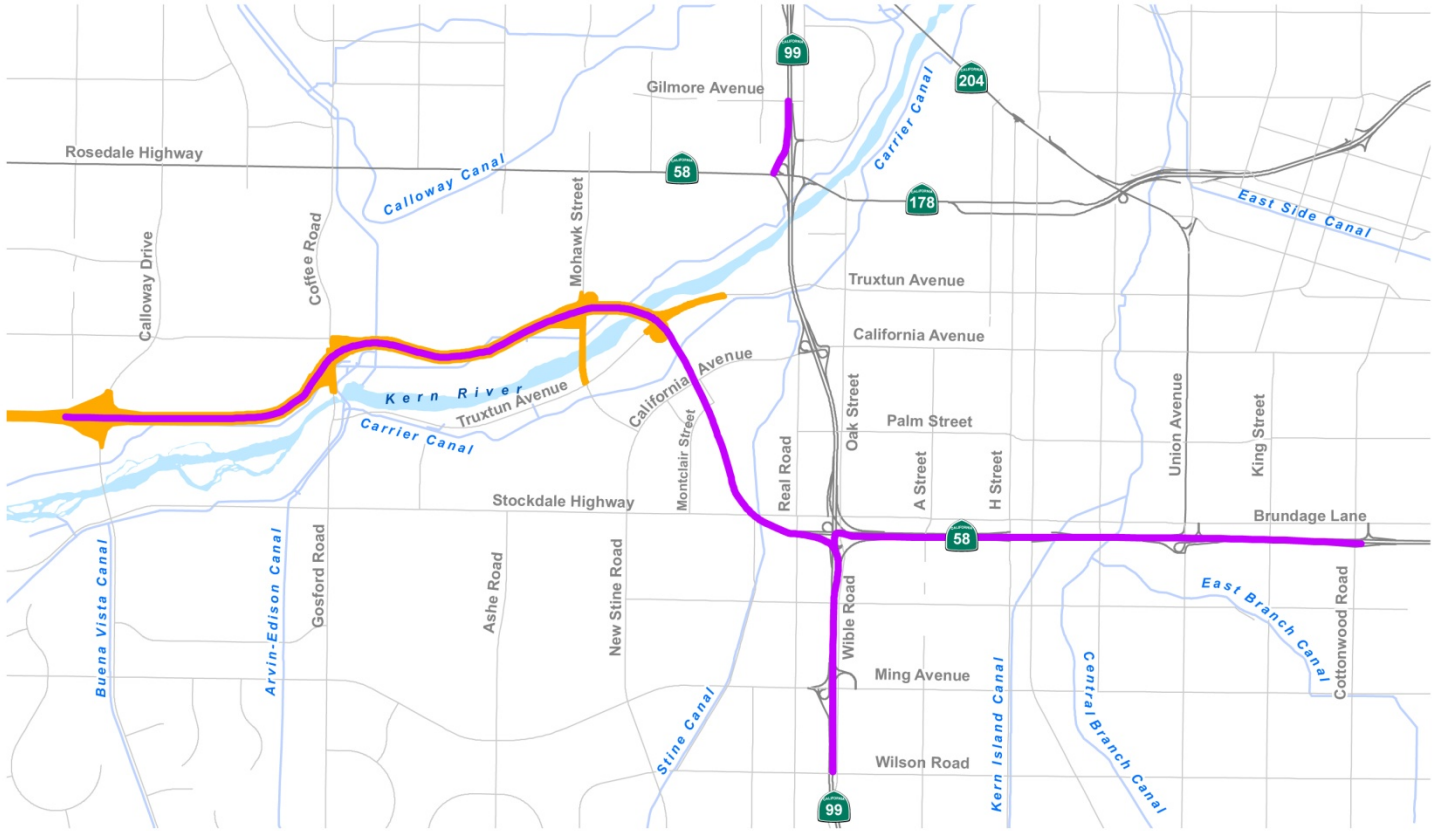
Attachment D: Preparer's Qualifications

Attachment A: Figures



Project Vicinity Map	
Centennial Corridor, Kern County, California	
D6-KERN-58 - PM T31.7 to PM 55.6	Caltrans
D6-KERN-99 - PM 21.2 to PM 26.2	
Project ID# 06-0000-0484	

Figure 1

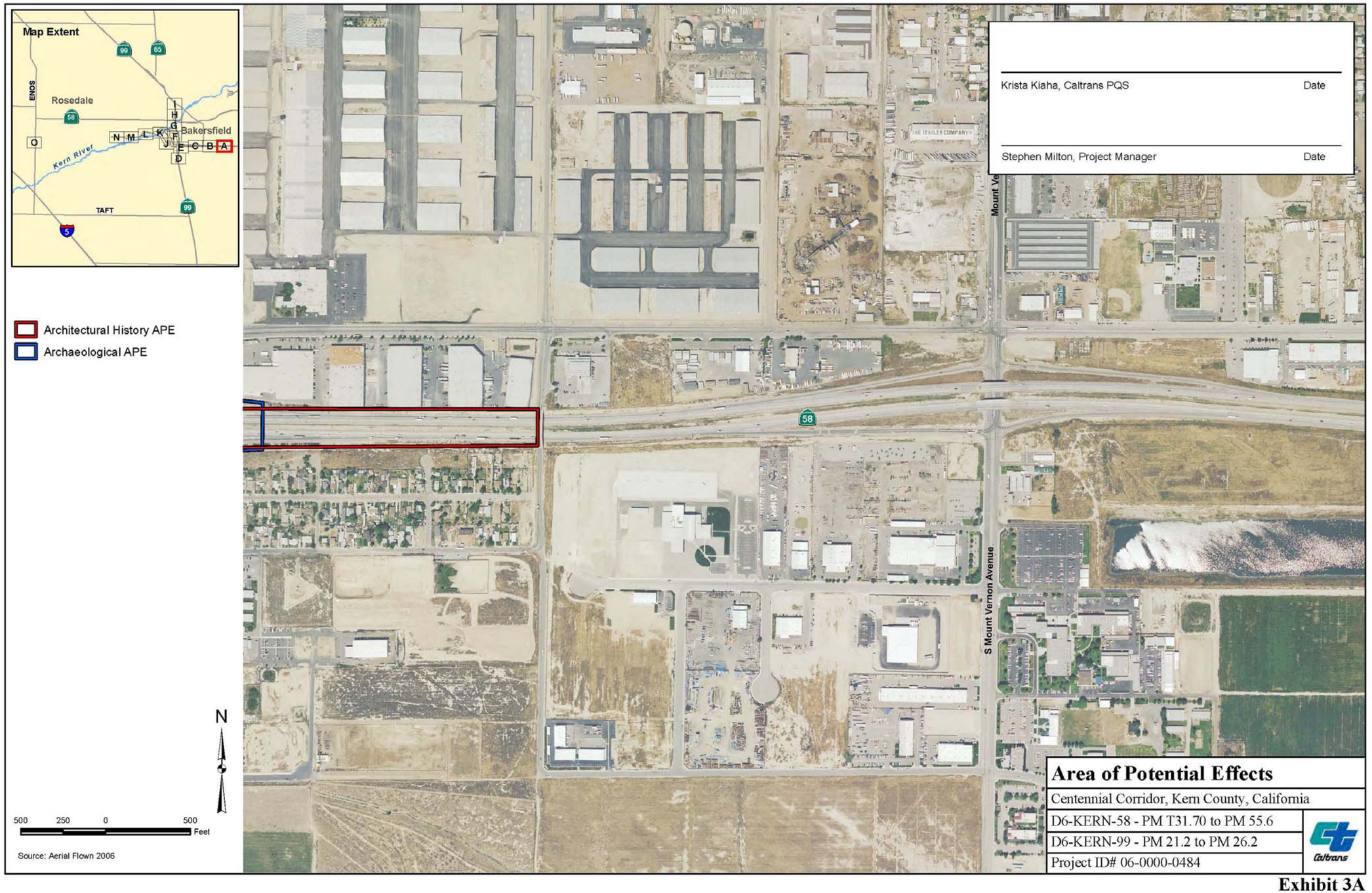


Alternative B for Segment 1 of the Centennial Corridor

Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484

Caltrans

Figure 2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S Mount Vernon Avenue
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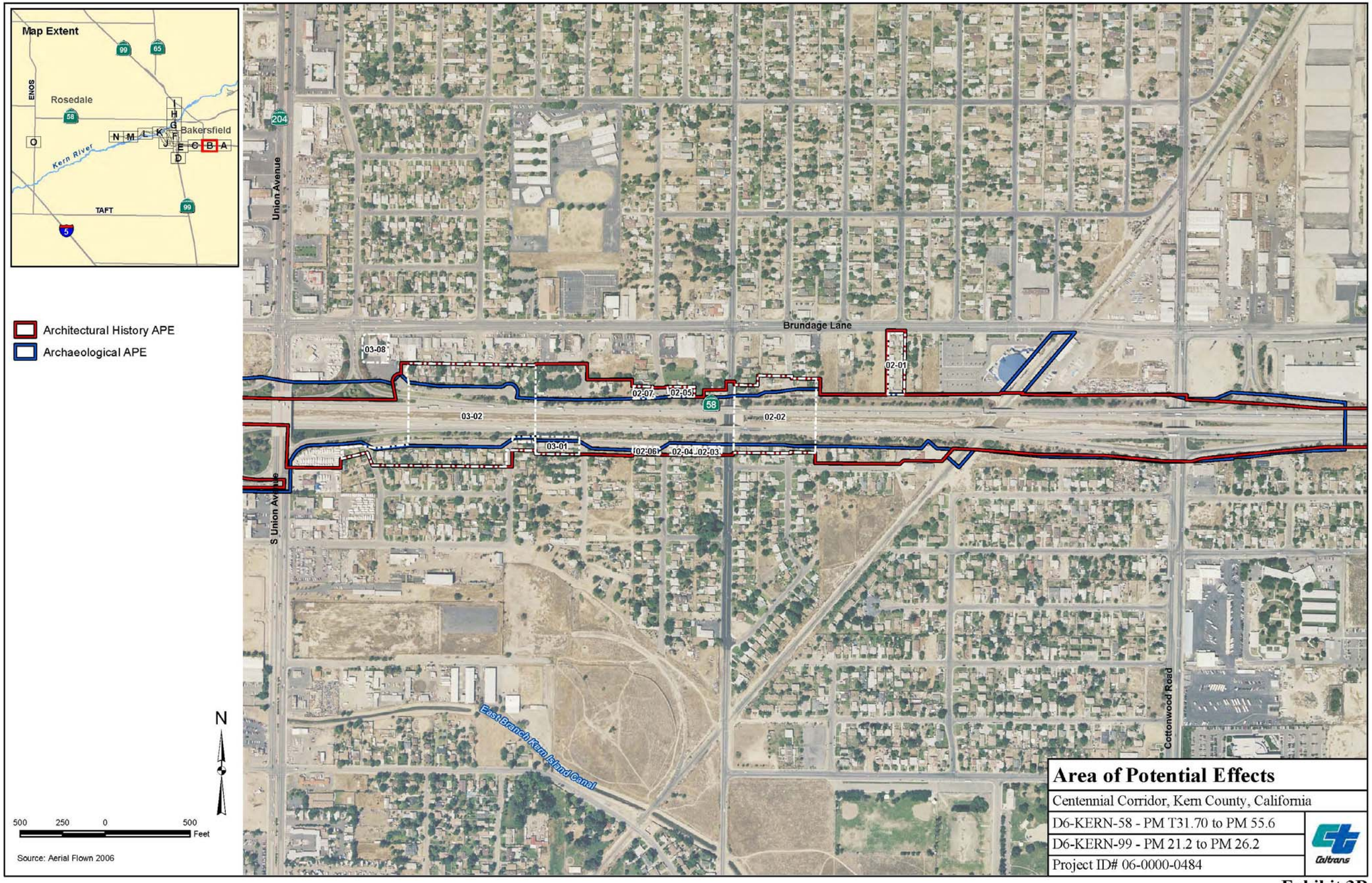
Feet
Source: Aerial Flown 2006
Krista Kiaha, Caltrans PQS Date
Stephen Milton, Project Manager Date
Area of Potential Effects
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM 55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Exhibit 3A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East Branch Kern Island Canal
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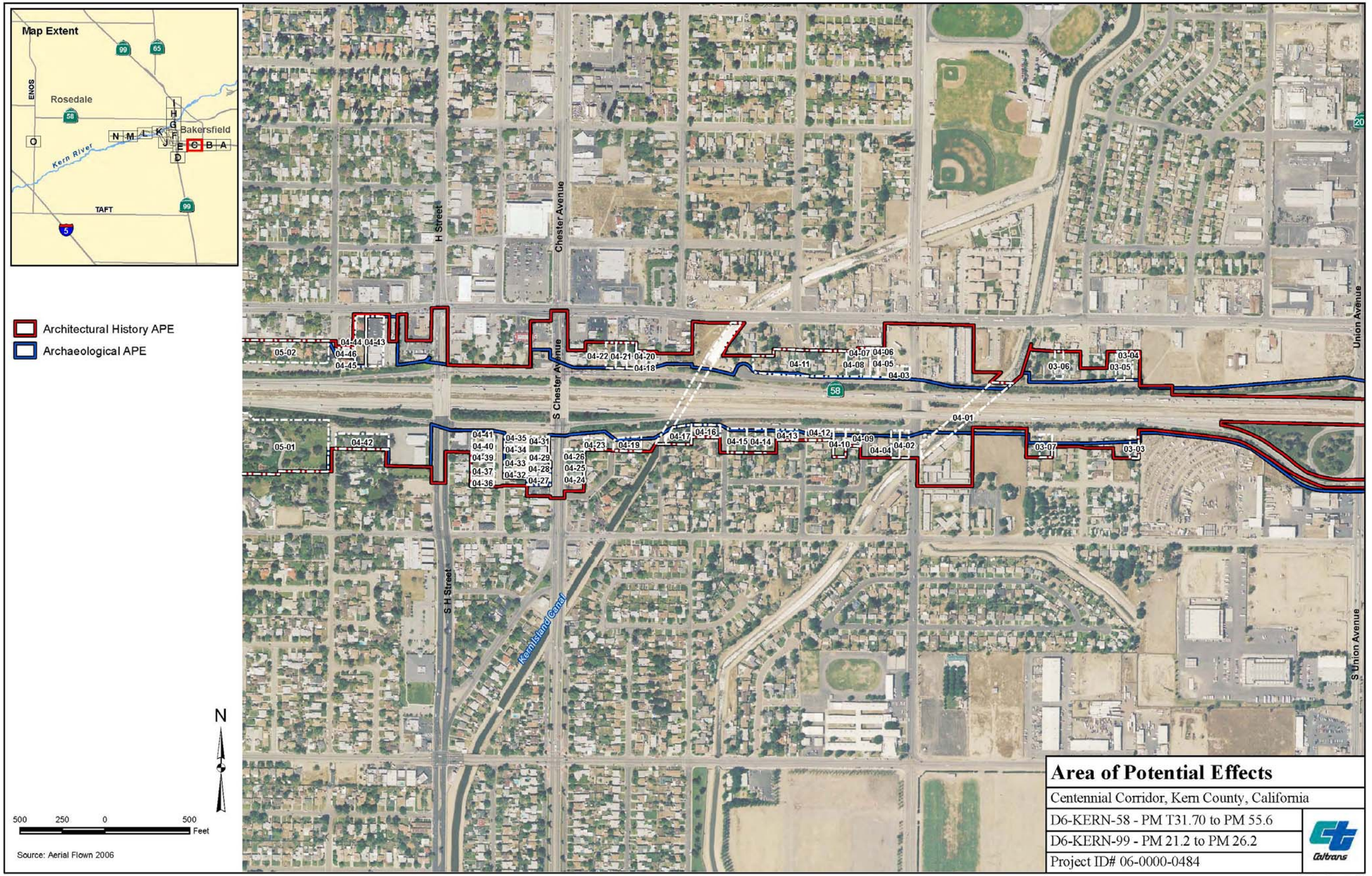
Project ID# 06-0000-0484
Caltrans

Exhibit 3B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Kern Island Canal
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Area of Potential Effects
Centennial Corridor, Kern County, California
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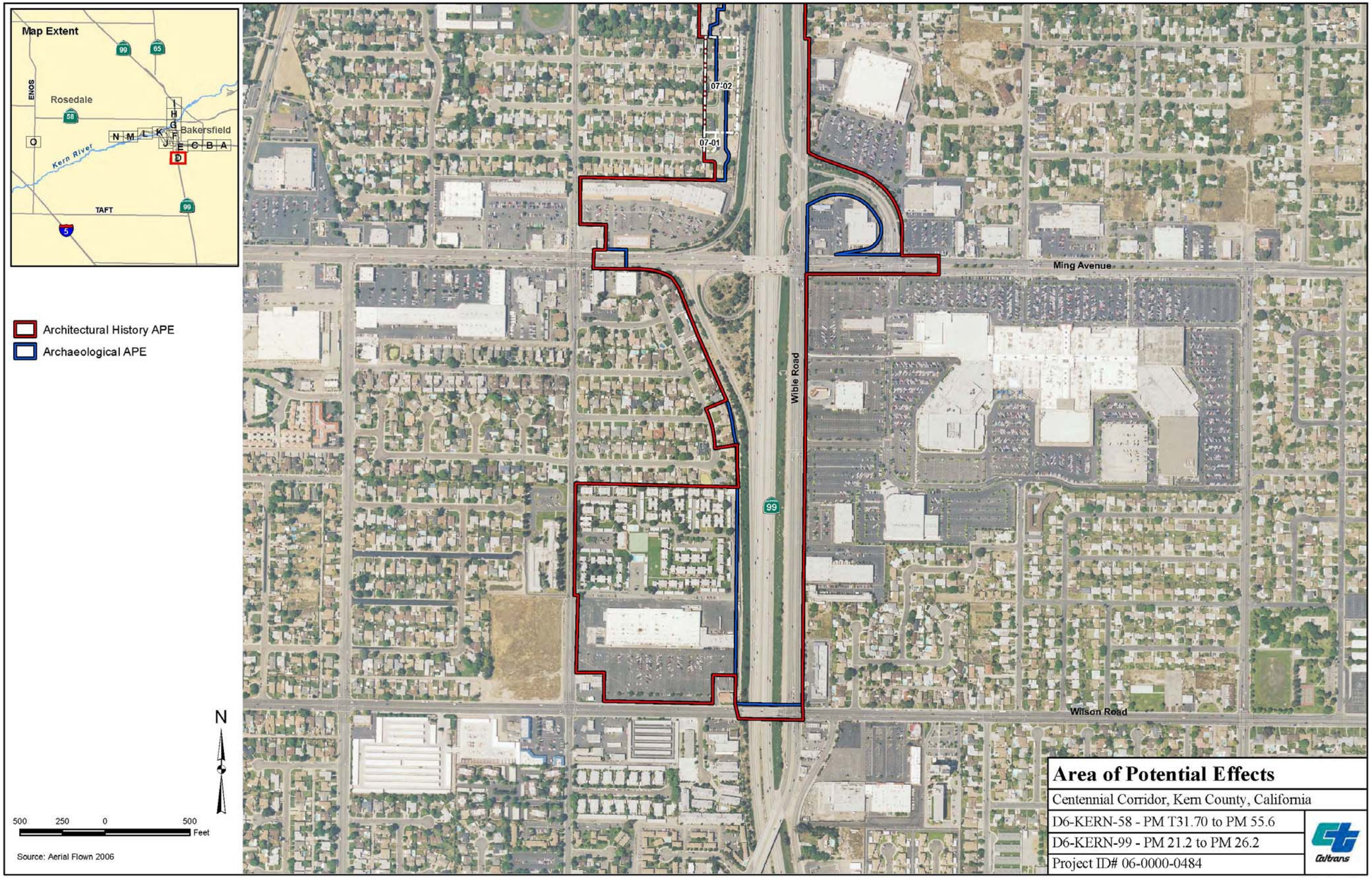
Project ID# 06-0000-0484
Caltrans

Exhibit 3C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Wilson Road
Architectural History APE
Archaeological APE
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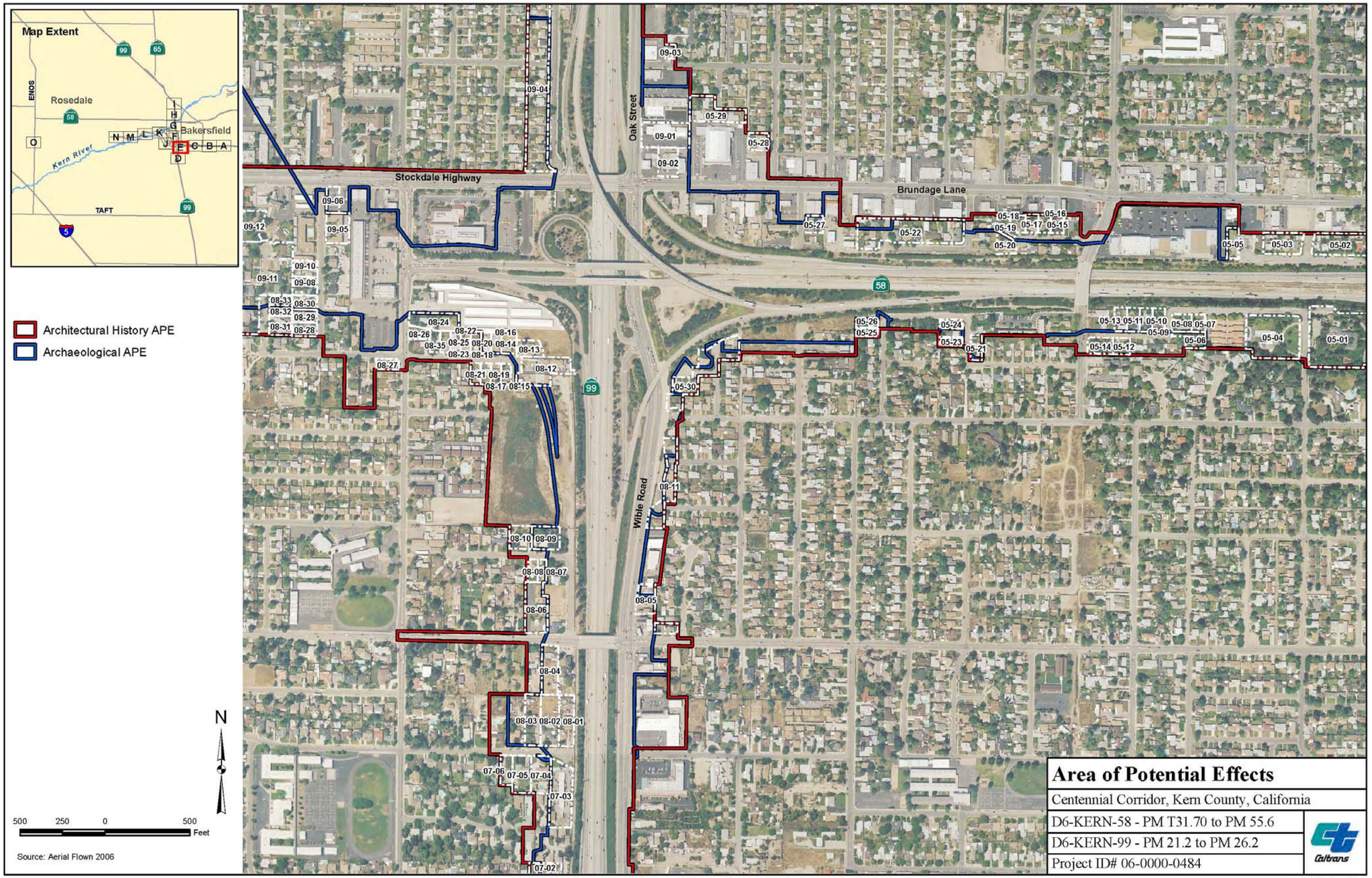
Feet
Source: Aerial Flown 2006
Area of Potential Effects
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM 55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Exhibit 3D



Area of Potential Effects

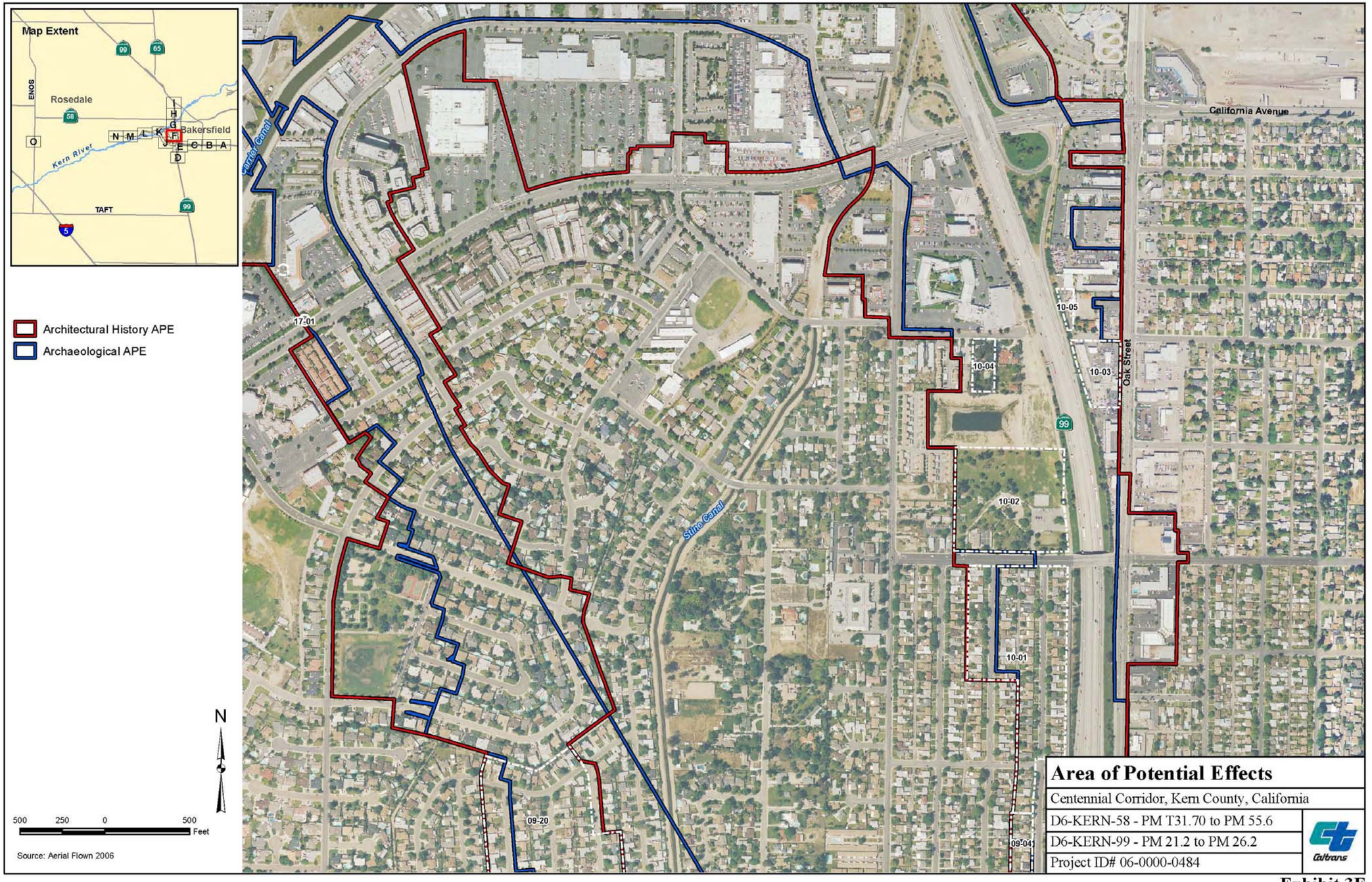
Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.70 to PM 55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Exhibit 3E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California Avenue
10-05
10-04
10-03
Oak Street
99
10-02
Stine Canal
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09-20
09-04
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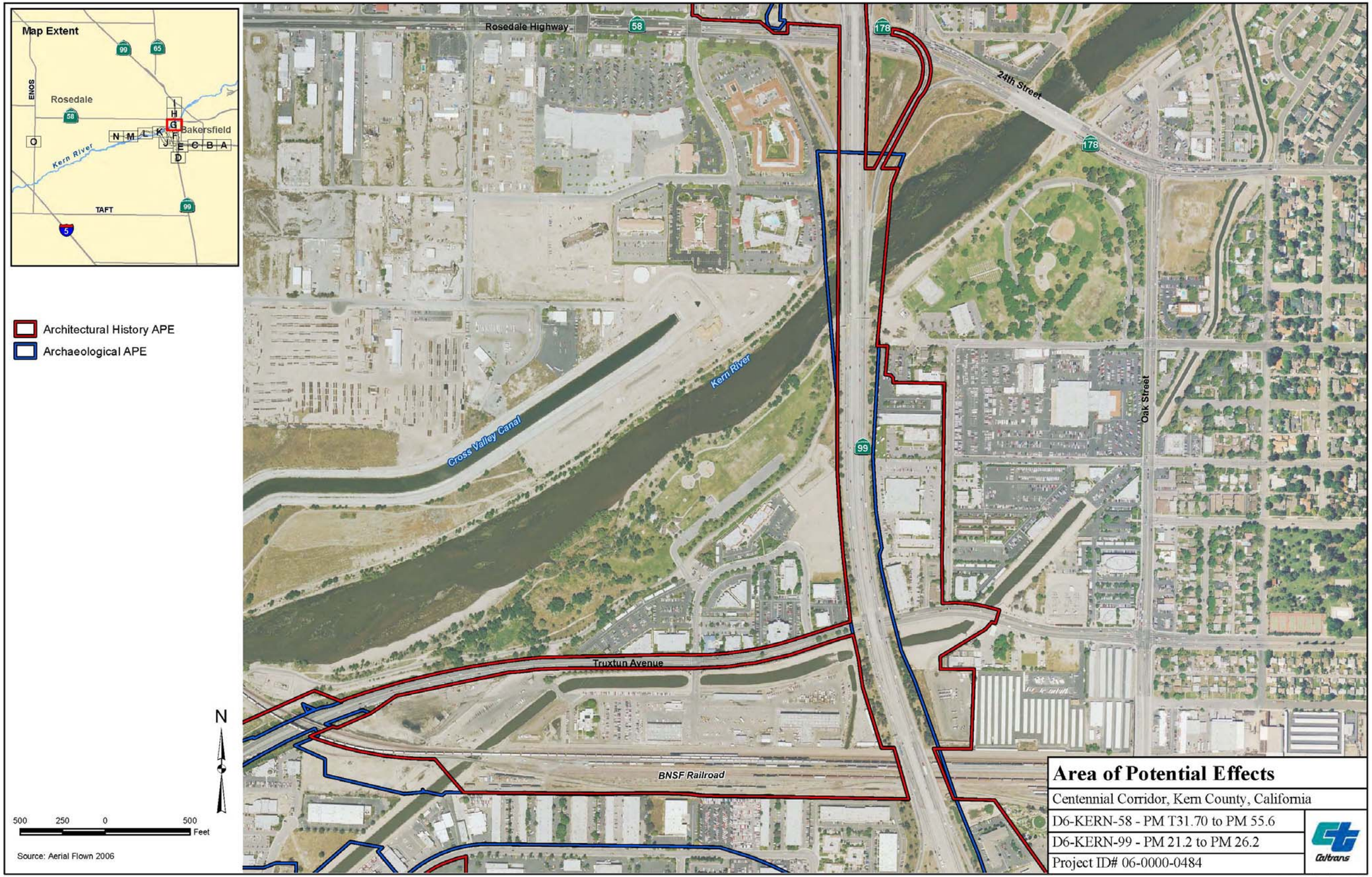
Feet
Source: Aerial Flown 2006
Area of Potential Effects
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM 55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Exhibit 3F



Area of Potential Effects

Centennial Corridor, Kern County, California

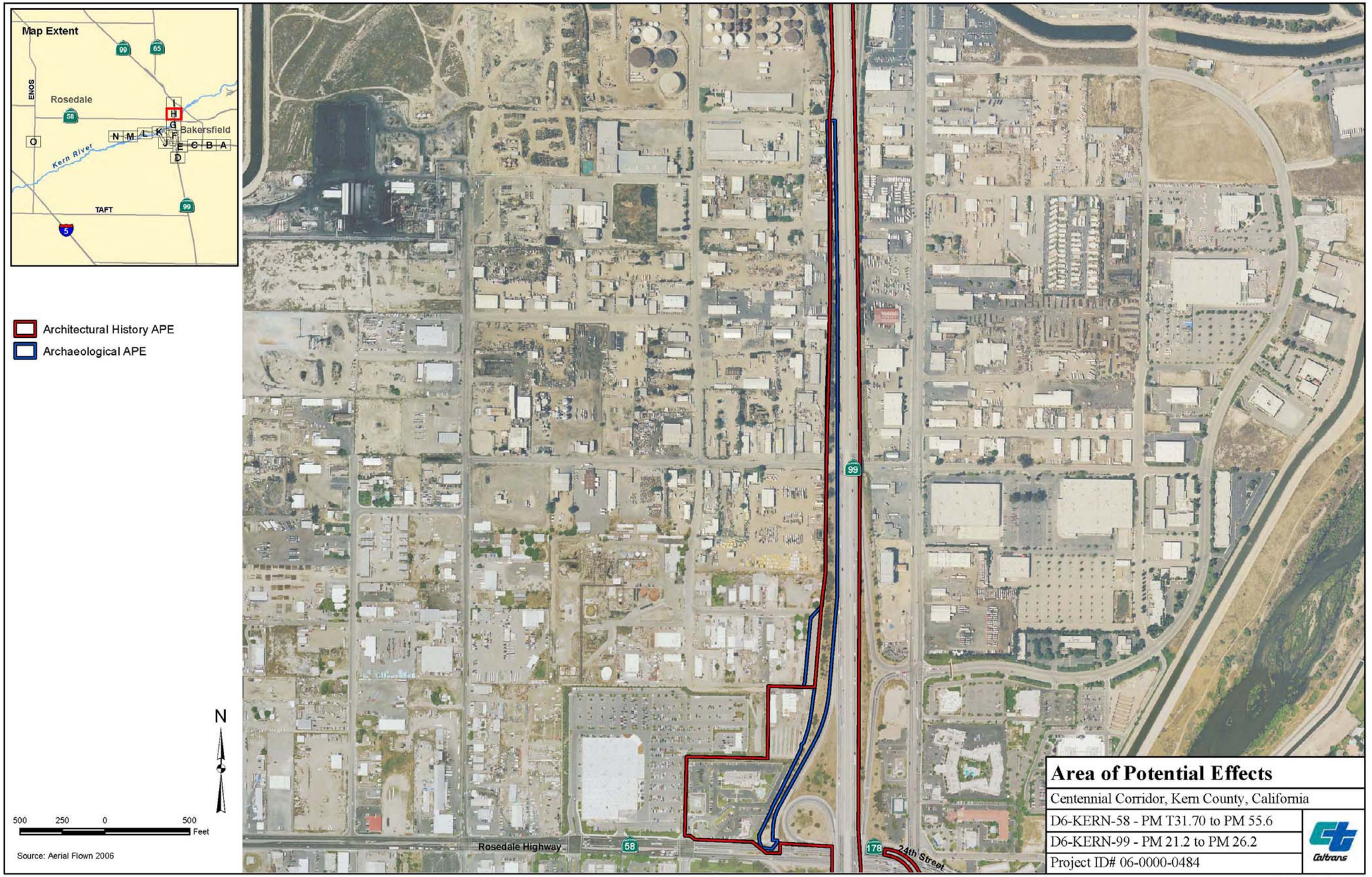
D6-KERN-58 - PM T31.70 to PM 55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Exhibit 3G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Source: Aerial Flown 2006
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24th Street
Area of Potential Effects
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM 55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Exhibit 3H

Map Extent
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Rosedale
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Bakersfield
Kern River
TAFT
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Architectural History APE
Archaeological APE
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Golden State Avenue
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Feet
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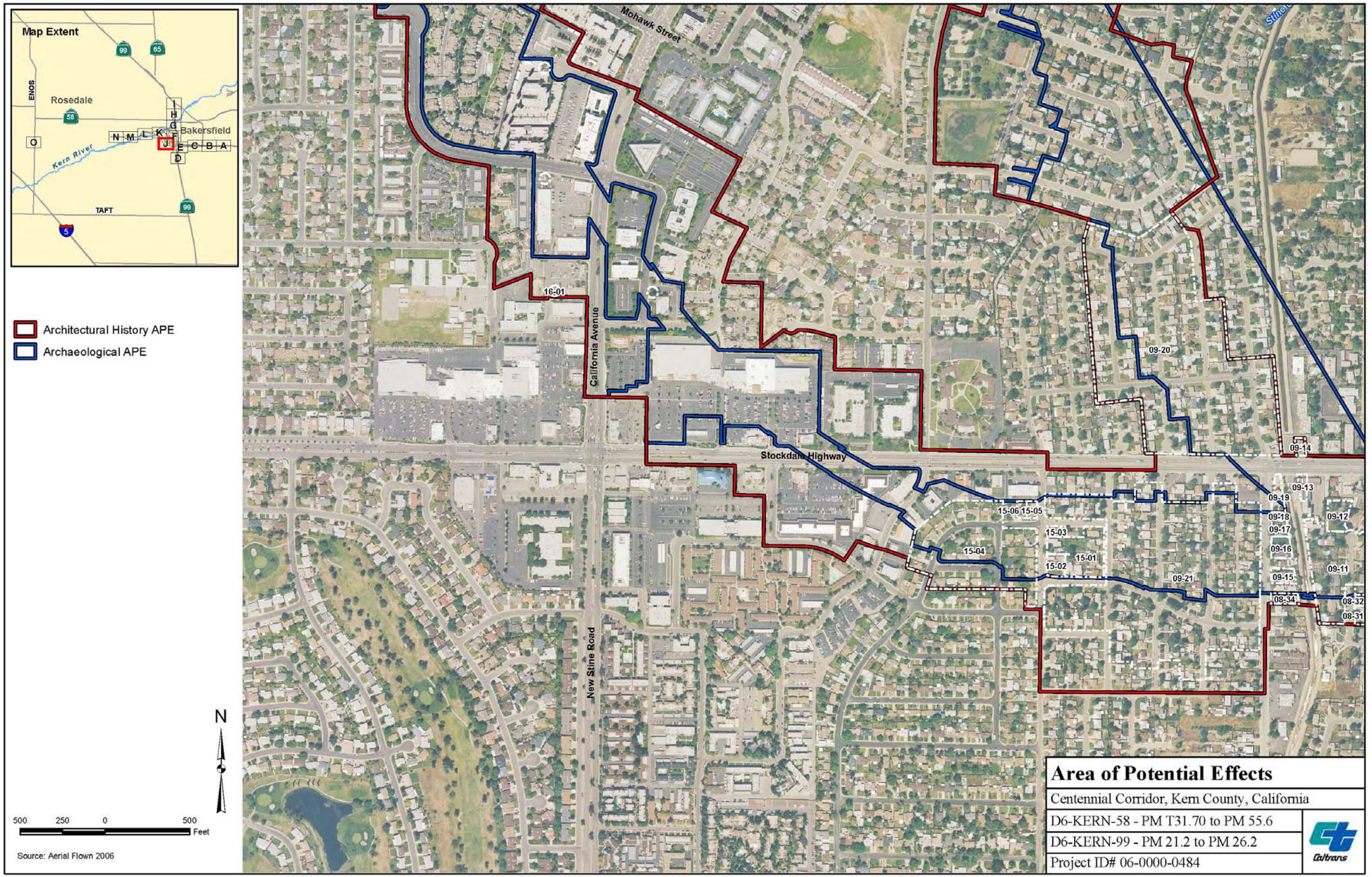
Area of Potential Effects
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM 55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Exhibit 3I



Area of Potential Effects

Centennial Corridor, Kern County, California

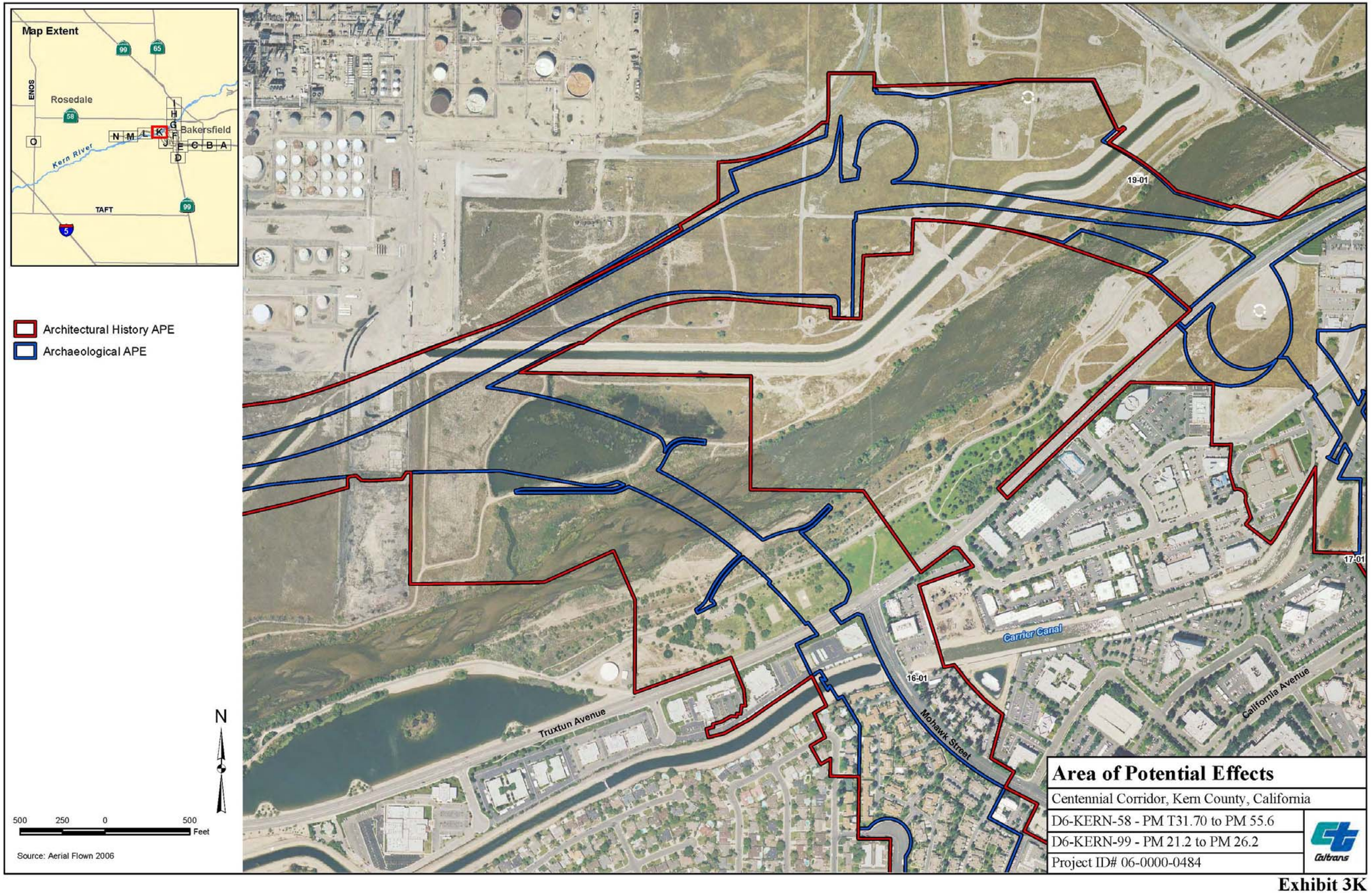
D6-KERN-58 - PM T31.70 to PM 55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Exhibit 3J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Truxtun Avenue
Mohawk Street
California Avenue
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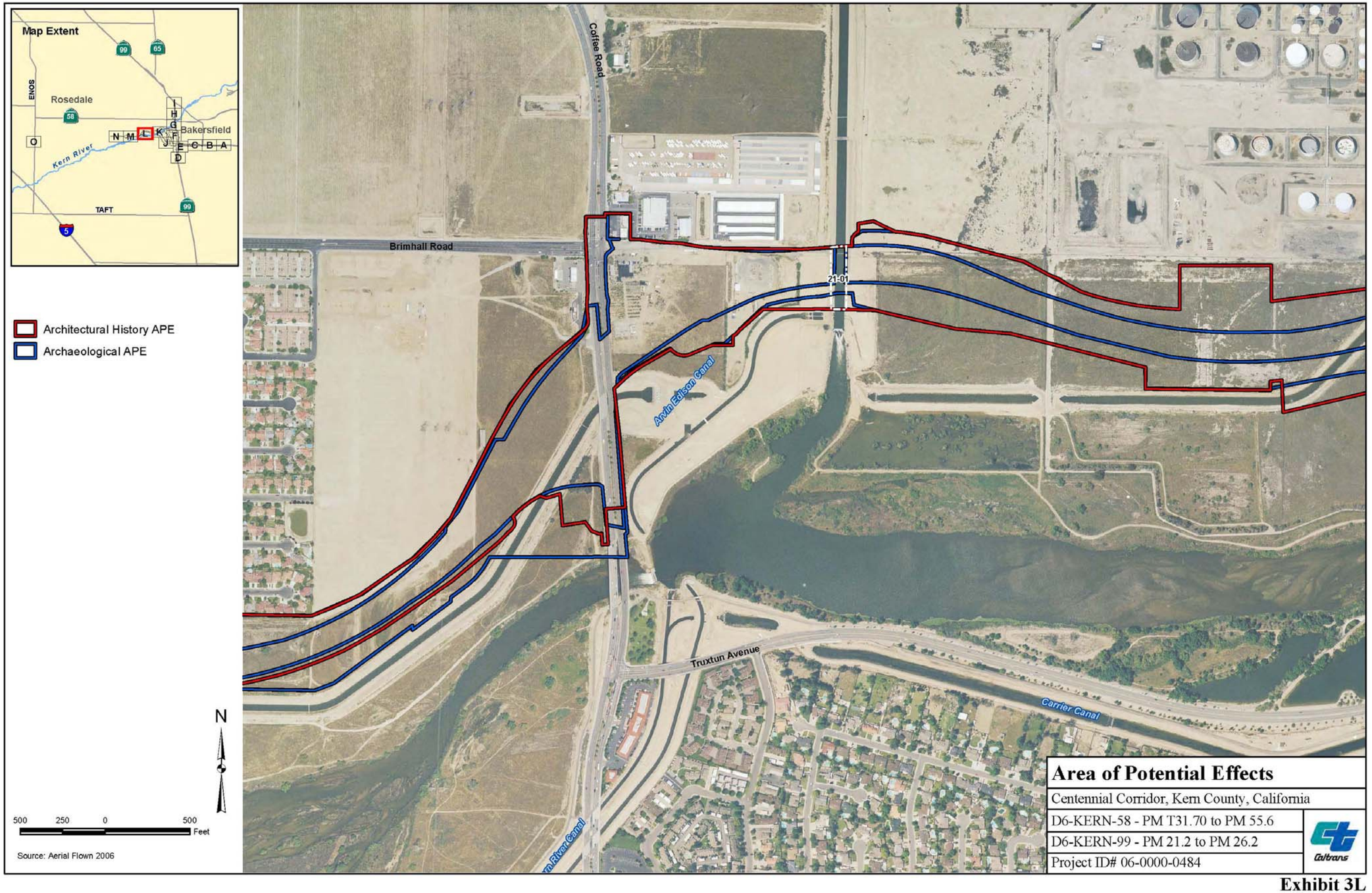
Area of Potential Effects
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM 55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Exhibit 3K



Area of Potential Effects

Centennial Corridor, Kern County, California

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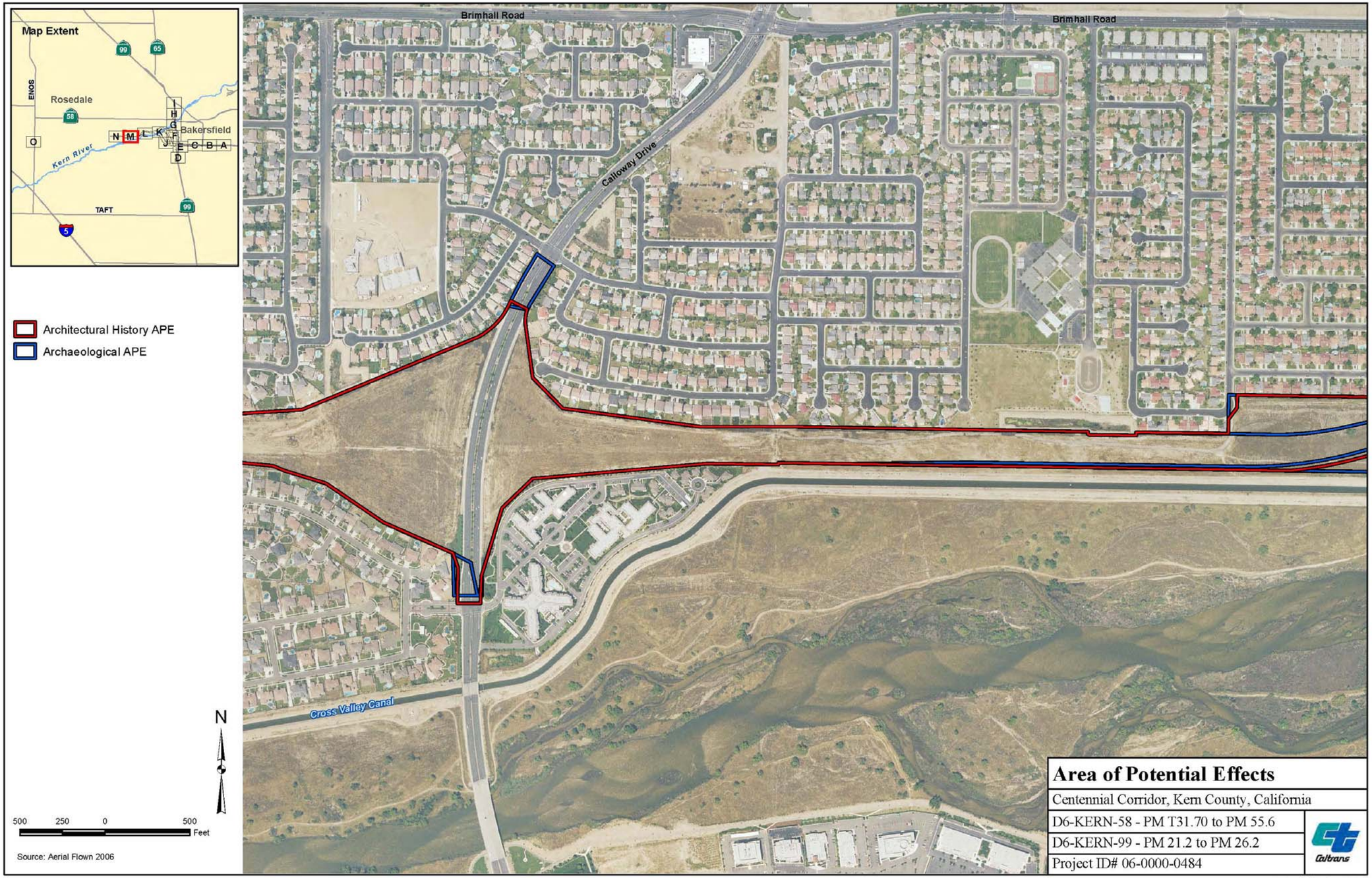
D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Exhibit 3L


Map Extent
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Brimhall Road
Brimhall Road
Calloway Drive
Cross Valley Canal
Architectural History APE
Archaeological APE
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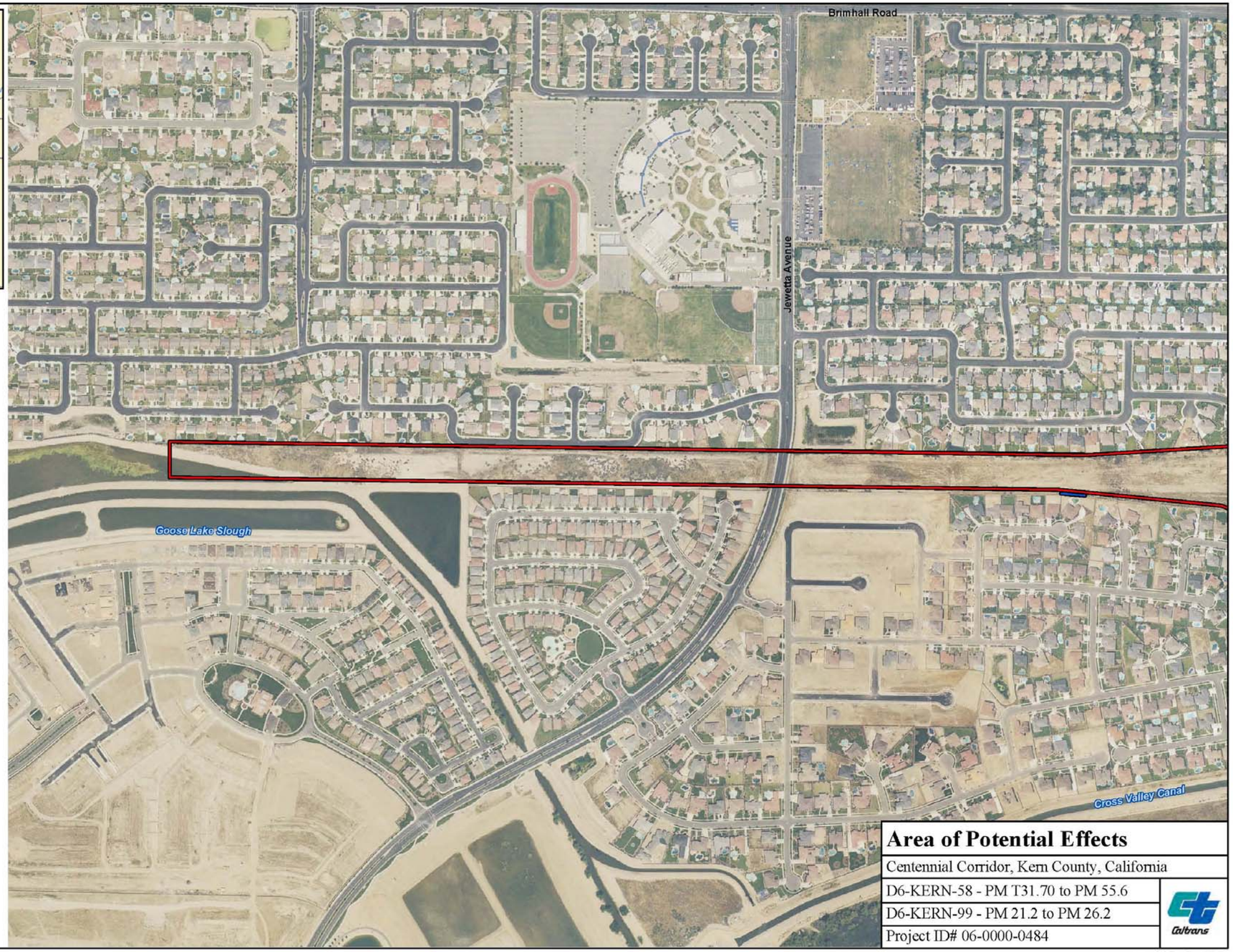
Source: Aerial Flown 2006
Area of Potential Effects
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM 55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Exhibit 3M

Architectural History APE

Archaeological APE



N

500 250 0 500 Feet

Source: Aerial Flown 2006

Area of Potential Effects

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.70 to PM 55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Exhibit 3N

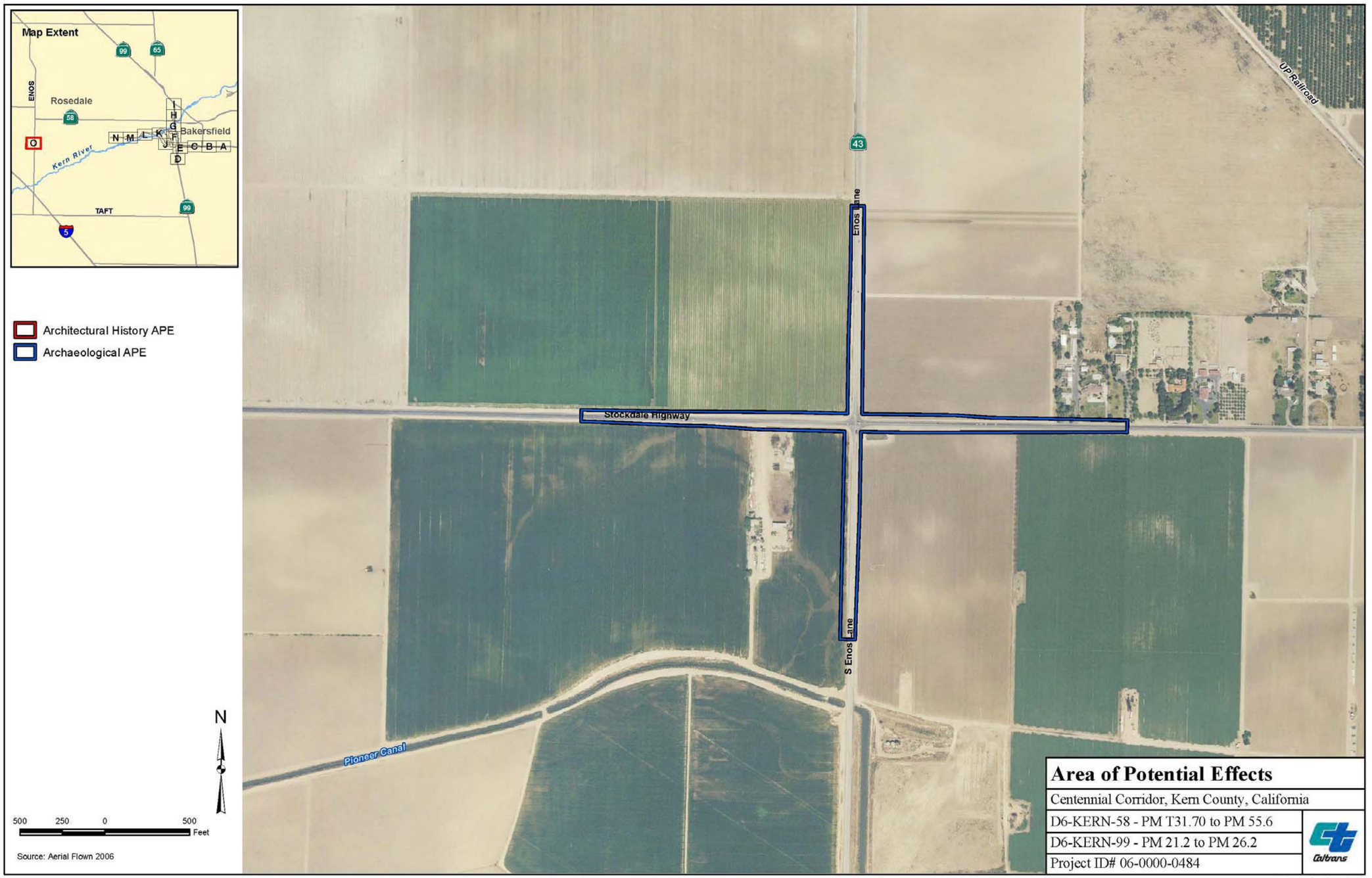

Map Extent
99
65
ENOS
Rosedale
58
Bakersfield
I
H
G
F
E
D
C
B
A
N
M
L
K
J
O
Kern River
TAFT
99
5
Architectural History APE
Archaeological APE
43
Enos Lane
UP Railroad
Stockdale Highway
S Enos Lane
Pioneer Canal
N
500 250 0 500
Feet
Source: Aerial Flown 2006
Area of Potential Effects
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM 55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Exhibit 3O

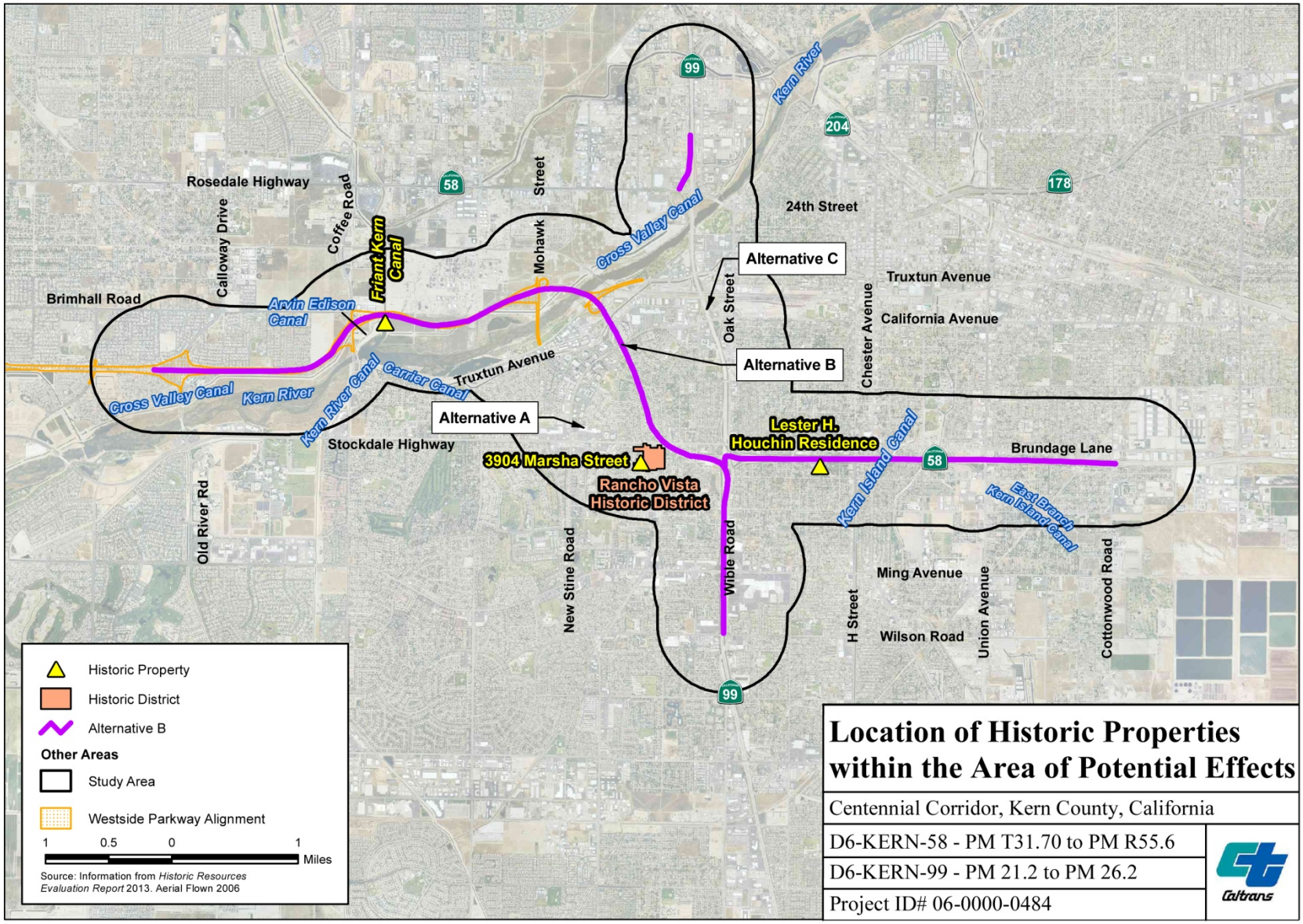

Rosedale Highway
Calloway Drive
Coffee Road
Friant Kern Canal
Mohawk Street
Cross Valley Canal
Kern River
99
204
178
58
24th Street
Alternative C
Truxtun Avenue
California Avenue
Oak Street
Chester Avenue
Brimhall Road
Arvin Edison Canal
Alternative B
Kern River Canal
Carrier Canal
Truxtun Avenue
Cross Valley Canal
Kern River
Alternative A
Stockdale Highway
Lester H. Houchin Residence
Brundage Lane
3904 Marsha Street
Rancho Vista Historic District
Kern Island Canal
East Branch Kern Island Canal
Old River Rd
New Stine Road
Wible Road
Ming Avenue
H Street
Union Avenue
Wilson Road
Cottonwood Road
Historic Property
Historic District
Alternative B
Other Areas
Study Area
Westside Parkway Alignment
1 0.5 0 1
Miles
Source: Information from Historic Resources Evaluation Report 2013. Aerial Flown 2006
Location of Historic Properties within the Area of Potential Effects
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 4

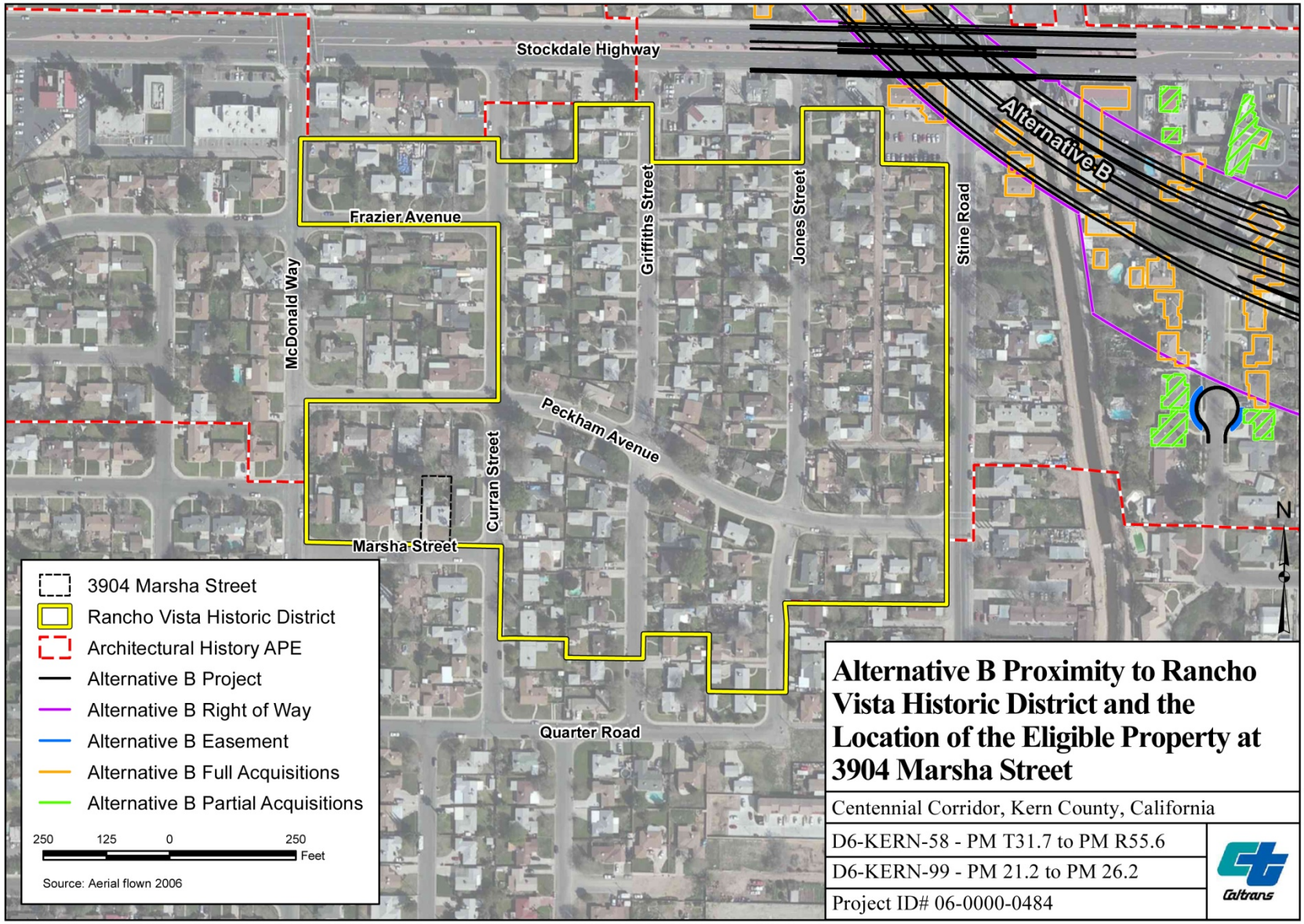

Stockdale Highway
Alternative B
Frazier Avenue
McDonald Way
Griffiths Street
Jones Street
Stine Road
Peckham Avenue
Curran Street
Marsha Street
Quarter Road
N
3904 Marsha Street
Rancho Vista Historic District
Architectural History APE
Alternative B Project
Alternative B Right of Way
Alternative B Easement
Alternative B Full Acquisitions
Alternative B Partial Acquisitions
250 125 0 250
Feet
Source: Aerial flown 2006
Alternative B Proximity to Rancho Vista Historic District and the Location of the Eligible Property at 3904 Marsha Street
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 5

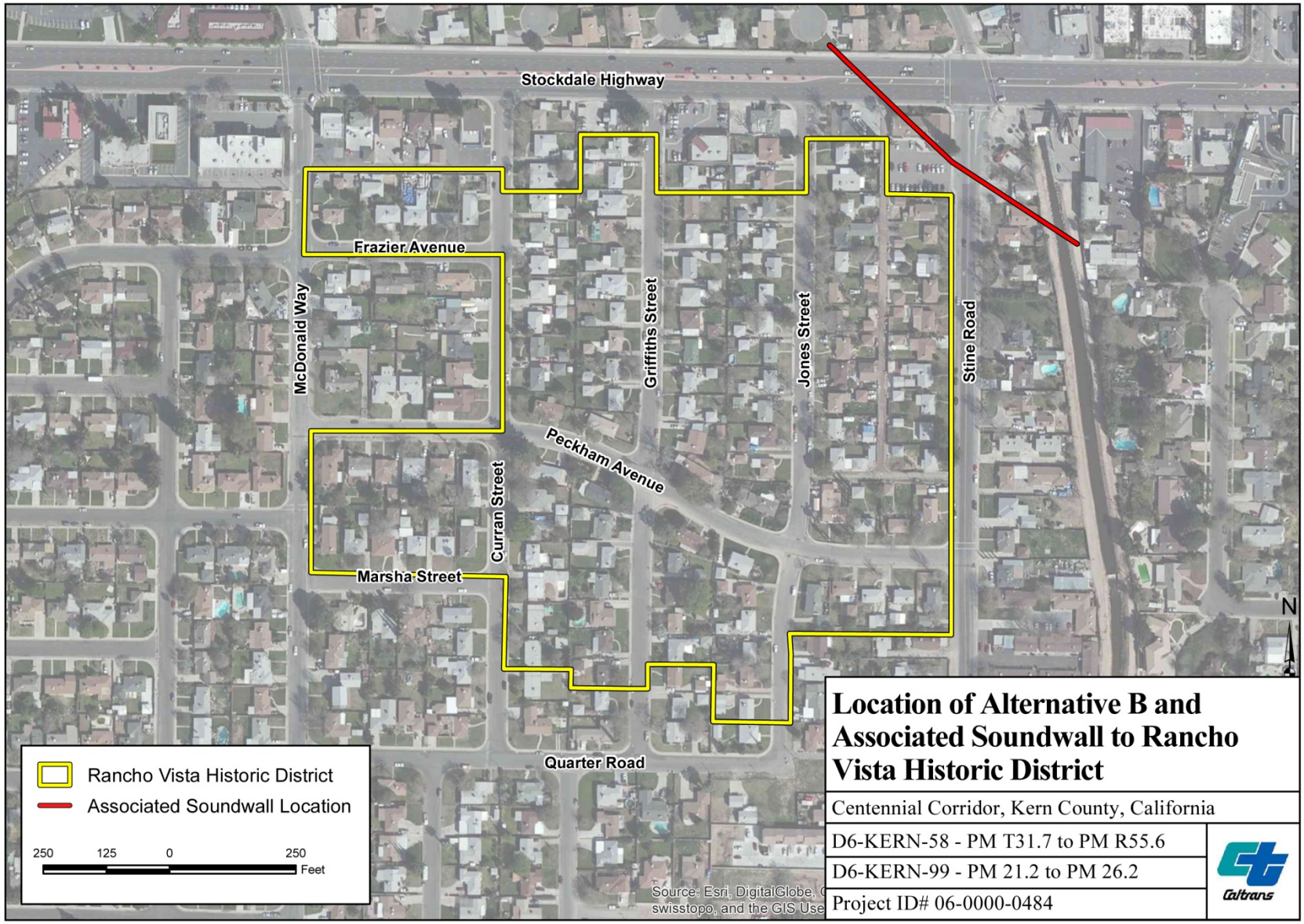
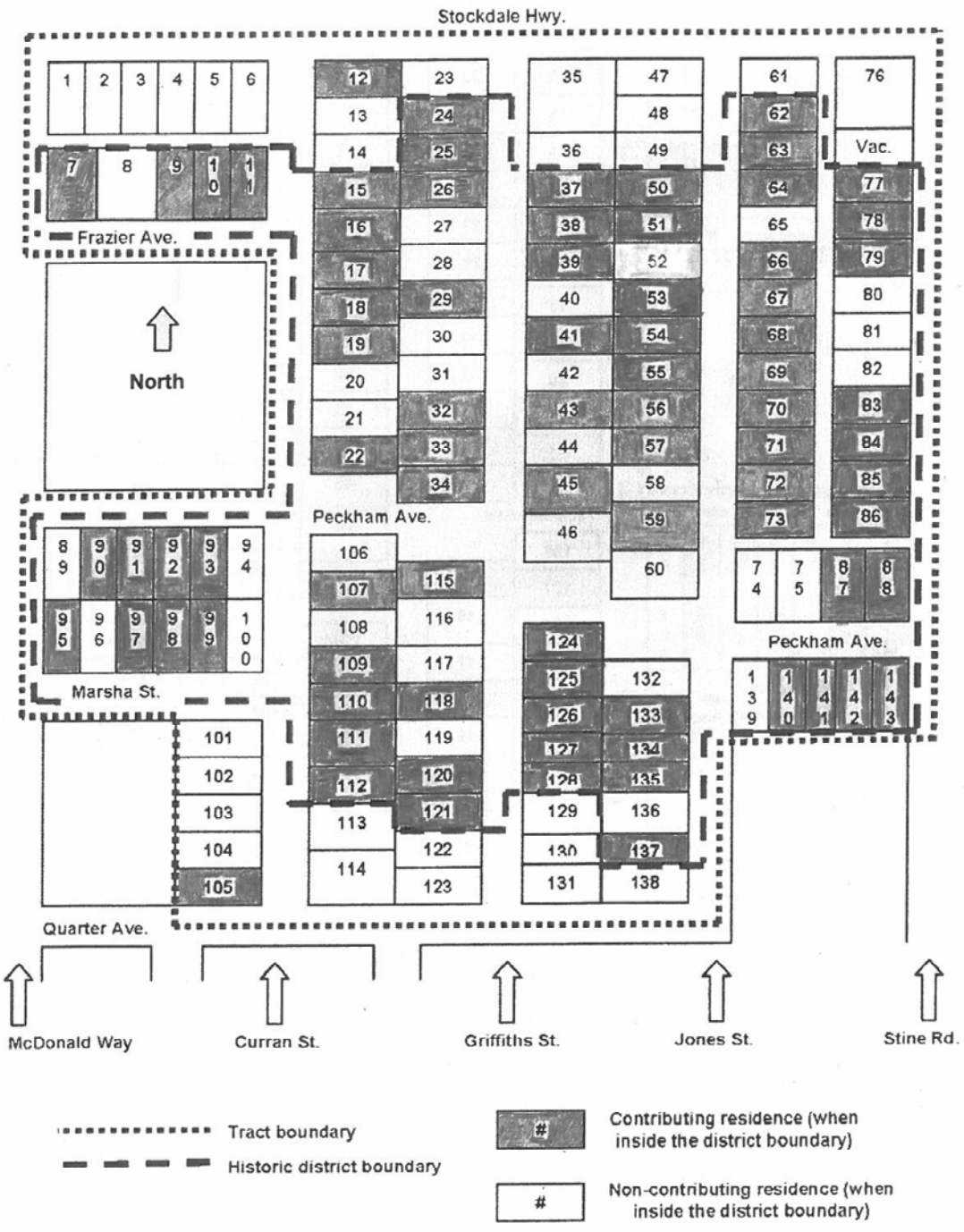

Stockdale Highway
Frazier Avenue
McDonald Way
Griffiths Street
Jones Street
Stine Road
Peckham Avenue
Curran Street
Marsha Street
Quarter Road
N
Rancho Vista Historic District
Associated Soundwall Location
250 125 0 250
Feet
Source: Esri, DigitalGlobe, swisstopo, and the GIS Use
Location of Alternative B and Associated Soundwall to Rancho Vista Historic District
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 6

Rancho Vista Historic District

FIGURE 7



This map is schematic, and is not an exact depiction of the size and shape of every lot within the tract.

Attachment B: Correspondence

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

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
http://www.dot.ca.gov/dist05/

Flex your power!
Be energy efficient!

February 15, 2013

Dr. Carol Roland-Nawi
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

06-KER-58-PM T31.7/R55.6;
06-KER-99-PM 21.2/26.2
EA 05-48460

RE: Determinations of Eligibility for the Centennial Corridor Project, City of Bakersfield and Kern County, California

Dear Dr. Roland-Nawi:

The California Department of Transportation (Caltrans) is initiating consultation with you regarding the Centennial Corridor Project. This consultation is being undertaken in accordance with the January 1, 2004 Section 106 Programmatic Agreement and as part of federal responsibilities delegated to Caltrans by the Federal Highway Administration (FHWA), pursuant to 23 USC 327 and effective October 1, 2012.

Enclosed you will find an Historic Property Survey Report (HPSR) for the proposed undertaking. The HPSR fulfills three responsibilities under Section 106 of the National Historic Preservation Act: (1) determination of the Area of Potential Effects (APE); (2) documentation of the identification efforts for cultural resources located within the APE completed to date; and (3) evaluation of historic-period resources to determine their eligibility to the National Register of Historic Places (NRHP). Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). At this time, under PA Stipulation VIII.C.5, we seek your concurrence on Caltrans' determinations of eligibility for potential historic properties.

Project Description
Caltrans proposes to establish a new alignment for State Route 58, which would provide a continuous route along State Route 58 from Cottonwood Road on existing State Route 58, east of State Route 99, to Interstate 5. Improvements to State Route 99 and Westside Parkway would also be made to accommodate the connection with State Route 58. A complete project description can be found on page 4 of the enclosed HPSR.

Resources Identified
To date, identification efforts for the Centennial Corridor Project have resulted in the identification and documentation of 639 buildings or groups of buildings within the

Geoarchaeological Study

The pedestrian archaeological survey did not identify any archaeological resources within the APE. However, because the vast majority of the surface of the archaeological APE is covered by modern development, it is possible that buried sites are still present. For this reason, a two-staged Extended Phase I was initiated. The first stage was a Geoarchaeological Study (See Attachment 3 of the HPSR). This paper study addressed the vertical APE by conducting a geomorphic evaluation. Specific areas along the planned and alternate routes were evaluated. Stage II will test the sensitivity model and identify resources in any of the sensitive area. This stage of the Extended Phase I will be completed after the selection of the preferred alternative.

Findings

Caltrans is requesting your concurrence on the following determinations of eligibility pursuant to Stipulation VIII.C.5 of the Programmatic Agreement.

1. As assigned by the Federal Highway Administration pursuant to 23 USC 327, Caltrans has determined that the following three built-environment resources are eligible for listing in the NRHP.

Properties Appearing Eligible for the NRHP as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
147-240-14	307 S Oleander Ave	Bakersfield	1939	3S	05-04	3E
Various (See HRER)	Rancho Vista (Tract 1522)	Bakersfield	1950–1957	3S	09-21	3J
149-131-03	3904 Marsha Street	Bakersfield	1956	3B	09-21A	3J

OHP Status Code: Office of Historic Preservation historical resources classification code for resources identified through a regulatory process or local government survey; HRER: Historic Resources Evaluation Report.

2. As assigned by the Federal Highway Administration pursuant to 23 USC 327, Caltrans has determined that the following 165 built-environment resources are not eligible for listing in the NRHP (see table on next five pages).

Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
168-141-06	929- 931 E Brundage Ln	Bakersfield	ca. 1940–1951	6Z	02-01	3B
Various; See HPSR Appendix E	Tract 1492	Bakersfield	1950–1951	6Z	02-02	3B
169-031-06	122 Madison St	Bakersfield	1953	6Z	02-03	3B
169-031-25	121 S Milham Dr	Bakersfield	1946	6Z	02-04	3B

Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
011-111-09	229 S Chester Ave	Bakersfield	1936	6Z	04-31	3C
011-111-24	230 Haybert Ct	Bakersfield	1926	6Z	04-32	3C
011-111-25	228 Haybert Ct	Bakersfield	1926	6Z	04-33	3C
011-111-27	206 Haybert Ct	Bakersfield	1925	6Z	04-34	3C
011-111-28	204 Haybert Ct	Bakersfield	1927	6Z	04-35	3C
011-112-14	301 Haybert Ct	Bakersfield	1947	6Z	04-36	3C
011-112-13	231 Haybert Ct	Bakersfield	1945	6Z	04-37	3C
011-112-12	225 Haybert Ct	Bakersfield	1945	6Z	04-38	3C
011-112-11	219 Haybert Ct	Bakersfield	1927	6Z	04-39	3C
011-112-10	215 Haybert Ct	Bakersfield	1926	6Z	04-40	3C
011-112-09	207 Haybert Ct	Bakersfield	1939	6Z	04-41	3C
147-310-18	310 Houchin Rd	Bakersfield	1937	6Z	04-42	3C
147-290-03	1819 Brundage Ln	Bakersfield	1953	6Z	04-43	3C
147-290-02	1825 Brundage Ln	Bakersfield	1926	6Z	04-44	3C
147-290-11	124 Houchin Rd	Bakersfield	1937	6Z	04-45	3C
147-290-12	120 Houchin Rd	Bakersfield	1938	6Z	04-46	3C and 3E
147-280-01	309 Houchin Rd	Bakersfield	1939	6Z	05-01	3C and 3E
Various; See HPSR Appendix E	Tract 1010	Bakersfield	1936–1952	6Z	05-02	3C and 3E
Various; See HPSR Appendix E	Tract 1235	Bakersfield	1946–1950	6Z	05-03	3E
147-440-05	2200 Roosevelt St	Bakersfield	1956	6Z	05-05	3E
147-240-03	2293 Brite St	Bakersfield	1951	6Z	05-06	3E
147-240-02	2207 Brite St	Bakersfield	1956	6Z	05-07	3E
147-240-01	2291 Brite St	Bakersfield	1953, 1965	6Z	05-08	3E
147-210-06	2300 Brite St	Bakersfield	1951	6Z	05-09	3E
147-210-05	2324 Brite St	Bakersfield	1951	6Z	05-10	3E
147-210-04	2394 Brite St	Bakersfield	1950	6Z	05-11	3E
147-210-11	2331 Brite St	Bakersfield	1949	6Z	05-12	3E
147-210-03	2396 Brite St	Bakersfield	1949	6Z	05-13	3E
147-210-12	300 Hughes Ln	Bakersfield	1945, 1979	6Z	05-14	3E
147-091-03	2402 Robbin Rd	Bakersfield	1951	6Z	05-15	3E
147-091-04	2404 Robbin Rd	Bakersfield	1951	6Z	05-16	3E
147-091-05	2406 Robbin Rd	Bakersfield	1948	6Z	05-17	3E
147-080-03	2408 Robbin Rd	Bakersfield	1951	6Z	05-18	3E
147-080-04	203 Judan St	Bakersfield	1950	6Z	05-19	3E
147-080-14	205 Judan St	Bakersfield	1953	6Z	05-20	3E
147-072-13	2530 Colton St	Bakersfield	1941	6Z	05-21	3E
Various; See HPSR Appendix E	Tract 1402	Bakersfield	1949–1954	6Z	05-22	3E
147-060-04	313 Dixon Ave	Bakersfield	1940	6Z	05-23	3E
147-060-02	305 Dixon Ave	Bakersfield	1957	6Z	05-24	3E
147-053-03	209 Myrtle	Bakersfield	1949	6Z	05-25	3E
147-053-02	205 S Myrtle St	Bakersfield	1949	6Z	05-26	3E
147-031-07	24 Stephens Dr	Bakersfield	1963	6Z	05-27	3E

Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
149-232-14	320 S Garnsey Ave	Bakersfield	1943	6Z	08-31	3E
149-232-08	306 S Garnsey Ave	Bakersfield	1959	6Z	08-32	3E
149-232-01	300 S Garnsey Ave	Bakersfield	1959	6Z	08-33	3E
149-340-10	100 Stine Rd	Bakersfield	1950, 1965	6Z	08-34	3E
149-211-03	3504 Elcia Dr	Bakersfield	1949	6Z	08-35	3E
008-062-17	92 Oak St	Bakersfield	1962–1963	6Z	09-01	3E
008-062-13	3050-3090 Brundage Ln	Bakersfield	1956	6Z	09-02	3E
008-061-22	3116-3118 Verde St	Bakersfield	1954	6Z	09-03	3E
Various; See HPSR Appendix E	Tract 1397	Bakersfield	1948–1950	6Z	09-04	3E
149-222-01	20 Williamson Way	Bakersfield	1964	6Z	09-05	3E
149-222-21	3621 Stockdale Hwy	Bakersfield	1962	6Z	09-06	3E
149-222-14	209 Williamson Way	Bakersfield	1957	6Z	09-07	3E
149-222-15	205 Williamson Way	Bakersfield	1957	6Z	09-08	3E
149-222-16	201 Williamson Way	Bakersfield	1957	6Z	09-09	3E
149-222-17	125 Williamson Way	Bakersfield	1957	6Z	09-10	3E
Various; See HPSR Appendix E	Tract 1938	Bakersfield	1957–1960	6Z	09-11	3J
149-221-21	195 S Garnsey Ave	Bakersfield	ca. 1930, 1950	6Z	09-12	3J
149-221-03	3847-3849 Stockdale Hwy	Bakersfield	1961	6Z	09-13	3J
020-200-12	3808 Stockdale Hwy	Bakersfield	1960	6Z	09-14	3J
149-221-24	30 Stine Rd	Bakersfield	1935	6Z	09-15	3J
149-221-11	22 Stine Rd	Bakersfield	1940	6Z	09-16	3J
149-221-12	16 Stine Rd	Bakersfield	1935	6Z	09-17	3J
149-221-13	20 Stine Rd	Bakersfield	1956	6Z	09-18	3J
149-221-17	3899 Stockdale Hwy	Bakersfield	1932, 1977	6Z	09-19	3J
Various; See HPSR Appendix E	Stockdale Manor (Tracts 1750, 1753)	Bakersfield	1955	6Z	09-20	3J
Various; See HPSR Appendix E	Tract 1530	Bakersfield	1950–1954	6Z	10-01	3F
020-150-09	3300 Palm St	Bakersfield	1956-58c	6Z	10-02	3F
020-140-25 020-140-35 020-140-42	3231 Chester Ln	Bakersfield	1962, 1964, ca. 1968–1975, 1993	6Z	10-03	3F
020-140-06	3311 Chester Ln	Bakersfield	1950	6Z	10-04	3F
020-130-23	3232 Chester Ln	Bakersfield	1963–1964	6Z	10-05	3F
Various; See HPSR Appendix E	Tract 1005	Bakersfield	1957–1959	6Z	15-01	3J

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

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

April 15, 2013 Reply To: FHWA_2013_0319_002

Jeanne Day Binning, Ph.D.
Branch Chief, Central California Cultural Resource Branch
Caltrans
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Determinations of Eligibility for the Proposed Centennial Corridor Project, City of Bakersfield and Kern County, CA

Dear Ms. Binning:

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

Caltrans has determined that the 165 properties listed under Findings number 2 from your letter of February 15, 2013 (attached) are not eligible for the National Register of Historic Places (NRHP).

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

- 307 S Oleander Avenue – Caltrans found this property eligible under Criterion C at the local level of significance as a finely executed local example of Colonial Revival architecture. The period of significance is 1939, the year the house and garage were built.

- Rancho Vista (Tract 22) – Caltrans found this district eligible under Criteria A and C at the local level of significance. Under Criterion A the tract is eligible for its incorporation of innovative mass-production techniques during the postwar period. It is also eligible under Criterion C as a local example of a postwar subdivision comprised entirely of houses that were built using a whole-house prefabrication method. The period of significance for the Rancho Vista tract extends from 1950 through 1957. These reflect the years that the houses were delivered to the tract.

- 3904 Marsha Street – Caltrans found this property eligible as both a contributor to the Rancho Vista tract as well as individually eligible. On an individual basis the property is eligible under Criterion A at the local level of significance for its association with Cold War tension between the United States and the Soviet Union, and the fear of nuclear war between the two countries. The fallout shelter conveys the mindset of the time and the lengths people were willing to go to survive a nuclear holocaust.

Based on review of the submitted documentation, I concur with the foregoing determinations.

Shana Brum <SBrum@tachi-yokut-nsn.gov> 03/06/2013 09:48 AM
To: "philip_vallejo@dot.ca.gov" <philip_vallejo@dot.ca.gov>
CC: "mandy.marine@dot.ca.gov" <mandy.marine@dot.ca.gov>
Subject: Centennial Corridor Project

Dear Philip Vallejo,

I am writing to you on behalf of Santa Rosa Rancheria Tachi Yokut Tribe's Cultural Department to consult on the Centennial Corridor Project. Due to the likelihood of buried archaeological deposits, we are recommending the creation of a Native American Monitoring Program for segment 2 and the river crossing of the preferred route during the construction phase of this project. If alternative C is the preferred route, we recommend monitoring the entire construction phase of this segment. Santa Rosa Rancheria's Cultural Department, is willing to assist you in this process. Also, we would like to request a site visit to survey the project area of Segment 2. We look forward to working with you. Thank you for your time.

Sincerely,

Shana Brum
Santa Rosa Rancheria Tachi Yokut Tribe
Cultural and Historic Preservation Department
Cultural Specialist/Archaeological Technician
Office: (559)924-1278 Ext 4013
Wk. Cell: (559)997-9919
Email: SBrum@tachi-yokut-nsn.gov

Attachment C: Photographs

Photo 1: Friant-Kern Canal, view north to the recently constructed Westside Parkway

Photo 2: Lester H. Houchin Residence, existing view from Oleander Street looking north toward State Route 58 (depressed freeway)

Photo 3: Lester H. Houchin Residence, simulated view with B Alternative

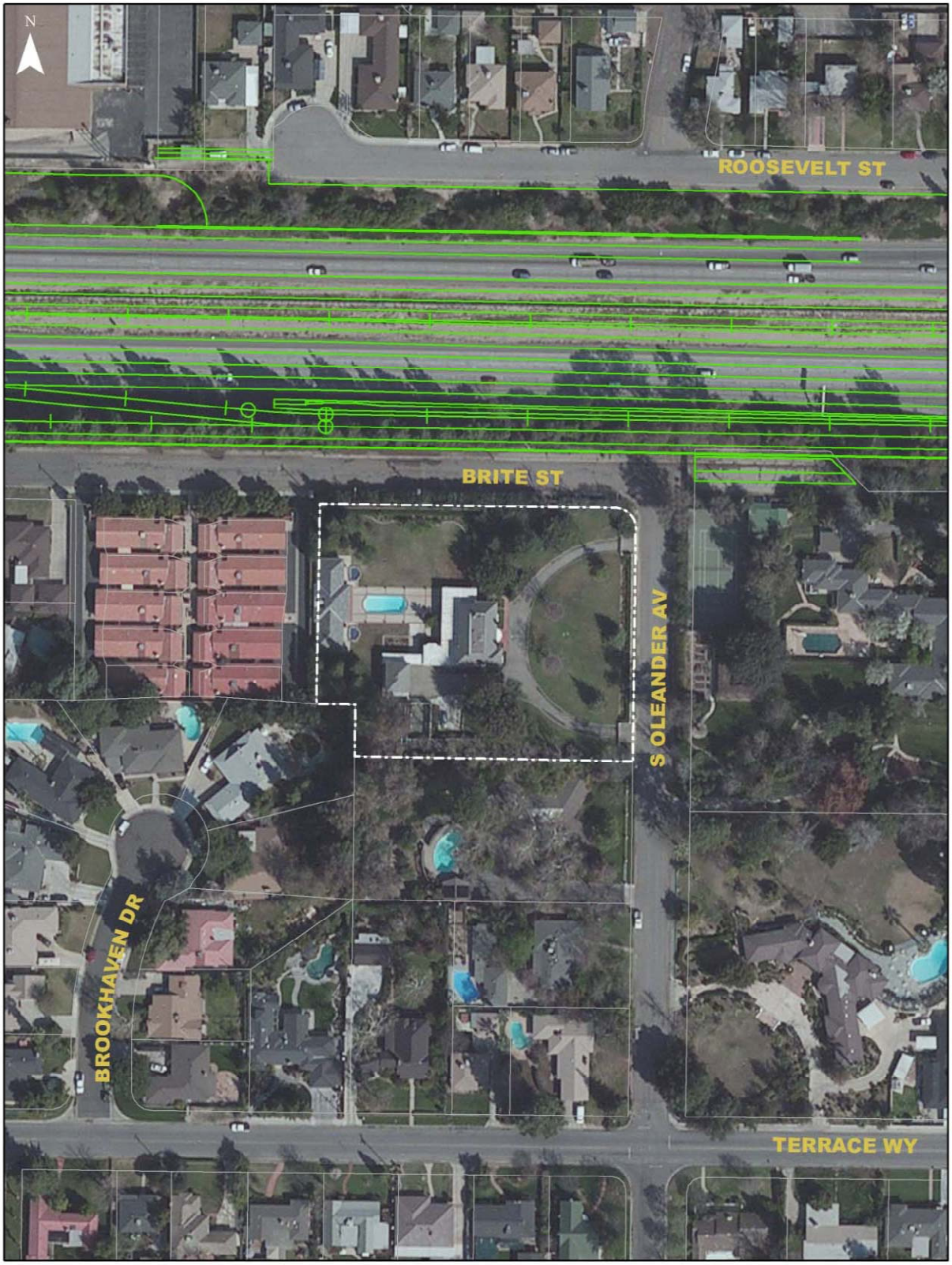


Photo 4: Lester H. Houchin Residence
(historic property boundary as white dotted line) and Alternative B

Photo 5: 3904 Marsha Street residence, view north toward Alternative B alignment

Photo 6: Existing view, Rancho Vista Historic District

Photo 7: Simulated view with Alternative B
Rancho Vista Historic District taken from Stine Road four houses north of Peckham Street looking north toward Alternative B Alignment

Photo 8: Rancho Vista Historic District, existing view from Jones Street

Photo 9: Rancho Vista Historic District from Jones Street south of Stockdale Highway looking northeast toward simulated view of Alternative B Alignment

Attachment D: Preparers' Qualifications

Greg King, M.A., Public Historical Studies, University of California, Santa Barbara. More than 25 years of experience in preparing and reviewing cultural resources studies in California as part of the National Historic Preservation Act Section 106 compliance process as a consultant and as a former member of Caltrans cultural resources staff in District 4 and Headquarters. Mr. King meets the Secretary of Interior's professional qualification standards for historian and architectural historian.

Attachment E: Correspondence with State Historic Preservation Officer

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

April 10, 2014 Reply To: FHWA_2013_0319_002

Anmarie Medin
Chief, Cultural Studies Office
Caltrans Division of Environmental Analysis, MS 27
PO Box 942874
Sacramento, CA 94274-0001

Re: Finding of Effect for the Proposed Centennial Corridor Project, Bakersfield, Kern County, CA

Dear Ms. Medin:

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

Caltrans has found that the proposed project will have no adverse effect to the following properties that have been previously determined eligible for the National Register of Historic Places (NRHP):

- Friant-Kern Canal
- Lester H. Houchin residence
- 3904 Marsha Street
- Rancho Vista Historic District

It is Caltrans' opinion that a finding of No Adverse Effect without Standard Conditions is appropriate because the effects to the Rancho Vista Historic District property will not result in the loss or impairment of character-defining features, essential physical features, or aspects of integrity that make the Tract eligible for inclusion in the NRHP.

Based on my review of the submitted documentation I object to the finding of No Adverse Effect for the following reasons:

1. At this point in time it does not appear that Caltrans has completed their identification effort with regards to archeology. It appears as though Caltrans is planning to defer extended archeological studies until a preferred alternative has been selected.

2. The sound wall proposed for the project results in a visual intrusion to the Rancho Vista Historic District that is out of scale with the neighborhood and greatly affects the residential feel of the neighborhood. While incompatible changes may have

affected the setting of the neighborhood in the past the elevated nature of the sound wall being proposed is very imposing and in my opinion would result in an adverse effect to the historic district.

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

Sincerely,

Carol Roland-Nawi, Ph.D.

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS
P.O. BOX 942873, MS-27
SACRAMENTO, CA 94273-0001
PHONE (916) 653-7136
FAX (916) 653-6126
TTY 711
www.dot.ca.gov

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Help save water!

April 18, 2014

Dr. Carol Roland-Nawi
California State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

OHP File: FHWA 2013 0319 002

Centennial Corridor Project

Subject: Section 106 Consultation on Finding of Effect for the Proposed Centennial Corridor Project, Bakersfield, Kern County, CA.

Attention: Ms. Natalie Lindquist

Dear Dr. Roland-Nawi:

The California Department of Transportation (Caltrans), *in coordination with the City of Bakersfield*, is continuing consultation with the California State Historic Preservation Officer (SHPO) for the undertaking titled Centennial Corridor Project. This consultation is undertaken in accordance with the 2014 *First Amended 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* (Section 106 PA).

Thank you for your letter of April 10, 2014 providing your comments concerning the Finding of Effect documentation submitted to your office by Caltrans. You objected to a finding of No Adverse Effect without Standard Conditions based on the following reasons:

1. At the point in time it does not appear that Caltrans has completed their identification effort with regards to archaeology. It appears as though Caltrans is planning to defer extended archaeological studies until a preferred alternative has been selected.

2. The sound wall proposed for the project results in a visual intrusion to the Rancho Vista Historic District that is out of scale with the neighborhood and greatly affects the residential feel of the neighborhood. While incompatible changes may have affected the setting of the neighborhood in the past the elevated nature of the sound wall being proposed is very imposing and in my opinion would result in an adverse effect to the historic district.

Accordingly, as a result of the preceding SHPO comments, Caltrans has reassessed the undertaking and its anticipated effects on historic properties under Section 106 PA Section X, and 36 CFR 800.5. Caltrans has revised the finding to be a finding of Adverse Effect for the Centennial Corridor Project based on the consideration of your two comments, addressed further below in reverse order.

Regarding the second comment, Caltrans has concluded that the elevated sound wall, though located outside of the Rancho Vista Historic District boundaries, would constitute a visual intrusion and diminish the historic property's setting. Thus, this would create an adverse effect as defined at 36 CFR 800.5. As a result, Caltrans will be working with SHPO and other consulting parties to explore possible measures to resolve adverse effects by minimizing or eliminating the adverse visual effects on the historic property. A separate draft Memorandum of Agreement (MOA) will be submitted to you following circulation of the Draft Environmental Impact Statement and receipt of public comment.

Regarding the first comment, we understand the SHPO could not concur with the Caltrans finding of no adverse effect on archaeological resources until the identification phase of the Section 106 process had been completed.

As Caltrans detailed in the Historic Property Survey Report (HPSR), the records search indicated four archaeological resources were recorded within 0.5-mile of the archaeological APE (CA-KER-167, CA-KER-3072, CA-KER-7232, and CA-KER-7233). None of the sites are within the archaeological Area of Potential Effects (APE) itself; therefore, they would not be impacted by the undertaking. While the pedestrian survey did not identify any archaeological resources to be within the archaeological APE, due to the archaeological sensitivity of the area, the dearth of previous archaeological surveys, and the extent of urban development, Caltrans recognizes that archaeological resources may lie buried within the area of direct impact for the project and further identification efforts would be needed.

Caltrans has proposed that it carry out a two-stage Extended Phase I. The first stage (already completed and submitted to SHPO as part of the HPSR in February 2013) consisted primarily of a background paper study assessing the vertical APE and evaluating the potential for buried archaeological deposits. The focus of the second stage is to test for the presence of archaeological resources in sensitive soils and sediments. As presented to the SHPO, the Stage II portion of the Extended Phase I Geoarchaeological Report would be undertaken for the preferred alternative. A Supplemental HPSR will be prepared by Caltrans and will be submitted to the SHPO and other consulting parties if the geoarchaeology identification efforts identify any archaeological resources for the Centennial Corridor Project.

If archaeological deposits or sites are discovered as a result of the Stage II fieldwork, and such sites or deposits are not otherwise included in the list of archaeological property types and features exempt from evaluation as provided in the Section 106 PA Attachment 4, then a Phase II investigation (Archaeological Evaluation Report) would be prepared to determine site boundaries and the potential National Register of Historic Places (NRHP) eligibility of any newly identified

site(s). Should archaeological resources be determined to be historic properties and they will be adversely affected by the project, mitigation of these properties will be addressed in the MOA to be developed for this undertaking (Phase III excavations, public outreach, etc.). Moreover, the MOA will outline a protocol to address the inadvertent discovery of previously undocumented archaeological resources in accordance with 36 CFR 800. 6(c) (6). It will include the communication protocol between your office and Caltrans. The MOA will also stipulate that destructive mitigation of archaeological historic properties will take place only after design plans are sufficiently developed and it has been determined that the historic property could not be avoided.

Upon reevaluation of your concerns and the project, we have determined that the Centennial Corridor project will have an adverse effect on historic properties, and request your expedited concurrence with this finding by providing your signature on the concurrence line below. Caltrans will continue consulting with you on the two concerns as we develop the MOA. If you have any questions or concerns, please do not hesitate to contact me at (916) 653-6187.

Sincerely,

ANMARIE MEDIN
Chief
Cultural Studies Office

Concur: Carol Roland-Nawi, Ph.D.

Carol Roland-Nawi
State Historic Preservation Officer

April 24, 2014
Date

c: Natalie Lindquist –OHP

cc: Kelly Hobbs, Section 106 Coordinator (via electronic transmission)
Jennifer Taylor, D6 Office Chief (via electronic transmission)

Jeanne Binning, D6 Branch Chief (via electronic transmission)
Phillip Vallejo, D6 Architectural Historian (via electronic transmission)
Bob Pavlik, Central Region Environmental Coordinator (via electronic transmission)