

SUPPLEMENTAL HISTORICAL RESOURCES COMPLIANCE REPORT**1. PROJECT / ACTIVITY DESCRIPTION AND LOCATION**

District	County	Route <i>(Local Agency)</i>	<i>Local Assistance Project Prefix</i>	Post Miles <i>(Project No.)</i>	Charge Unit <i>(Agreement)</i>	Expenditure Authorization <i>(Location)</i>
12	Orange	74		1.0/1.9	171	086920
<i>(For Local Assistance projects off the highway system, use headers in italics)</i>						
Project Description:						

The California Department of Transportation (Caltrans) proposes to widen a 0.9 mile 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 (PM 1.0/1.9). **Figures 1 and 2** show the project vicinity and location. An Historic Property Survey Report (HPSR) prepared previously for this project (Sinopoli 2007), when it was a federal undertaking, documented the project elements as: widening the existing two 3.6 meter lanes to four with a 3.6 meter wide painted median and 1.5 meter paved shoulders, construction of three soundwalls along the residentially developed south side, terracing five retaining walls along the steeper north side, drainage and utility improvements. The soundwalls would be constructed parallel to the existing property garden walls utilizing a method that would aid preservation of the mature trees in that area. Subsequent to completion of the HPSR, various changes to the project have occurred requiring supplemental documentation.

The purpose of this supplemental is to address project changes that have transpired since the completion of the HPSR. As such, the intention of this document is fivefold: 1) to document the project's change from a federal undertaking subject to Section 106 of the National Historic Preservation Act (NHPA), to a state-only project subject to the requirements of the California Environmental Quality Act (CEQA); 2) clarify the CEQA findings of the resources within the project limits; 3) to analyze design changes for potential impacts to cultural resources; 4) to discuss the results of previous consultation with the Office of Historic Preservation (OHP) regarding the findings of the 2007 HPSR; and 5) to re-evaluate the road segment of SR-74 within the project limits and provide notice and summary to, and seek comments from, the State Historic Preservation Officer (SHPO) pursuant to California Public Resources Code (PRC) §5024(b) and PRC §5024.5 regarding the findings.

The proposed project still consists of the primary design features as discussed above. No additional right-of-way is required beyond what was established previously as discussed in the 2007 HPSR. Design changes include an additional alternative (Alternative 2), which would replace the existing meandering sidewalk along a portion of the north side with a straight sidewalk. The original project proposal included the construction of five retaining walls along the steeper north side. The current proposal would construct two additional short retaining walls north of the new reconstructed sidewalk. Whereas the original proposal included three soundwalls along the developed south side, now only two are proposed, one from Via Cordova to Via Cristal, and the other from Via Cristal to Via Errecarte.

2. PROJECT AREA LIMITS

The Project Area limits for the project were established previously in consultation with Cheryl Sinopoli, PQS: Co-PI Prehistoric Archaeology, and Ahmed Abou-Abdou, District 12 Project Manager, on November 27, 2006, as part of the original HPSR. The Project Area limit map is located in this Historical Resources Compliance Report (HRCR) as **Figure 3**. No new area beyond the 2006 Area of Potential Effect (APE) is required. The Project Area limits were 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 Project Area Limit ranges from 1.5 to 6 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.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

Local Government (*Head of local government, Preservation Office / Planning Department*)

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- 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.
 - Current Historic Preservation Manager Teri Delcamp received a copy of the 2007 HPSR to review in January 2007. No comments were received.

X Native American Tribes, Groups and Individuals (ATTACHMENT 1)

Summarized from 2007 HPSR:

- 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 a request 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 Juaneño Band of Mission Indians, Acjachemen Nation was contacted by letter and phone in 2006. No response was received.

Following completion of the HPSR, Caltrans provided the Native American Heritage Commission (NAHC) a Notice of Preparation (NOP) for the Environmental Impact Report (EIR) that was now being prepared for this project. The NAHC response (dated January 24, 2008) included an updated Native American contact list for the project area. Subsequently, the individuals or groups listed below that had not been on the previous contact list, were contacted by letter initially (May 6, 2008) and follow-up calls or e-mail on June 4 and 25, 2008:

- Robert Dorame, Tribal Chair for the Gabrielino Tongva Indians of California Tribal Council did not respond.
- Mercedes Dorame, Tribal Administrator for the Gabrielino Tongva Indians of California Tribal Council did not respond.
- Adolph "Bud" Sepulveda, Chairperson for the Juaneño Band of Mission Indians stated that he was familiar with the project area and had no comments at this time.

X Native American Heritage Commission

- 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. In 2008, the NAHC responded to the NOP for the EIR providing an updated Native American contact list. Those listed were contacted (see above).

X Local Historical Society / Historic Preservation Group (also if applicable, city archives, etc.)

- 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 that is valued by the community. The fruit/vegetable stand property was formally evaluated as 28341 Ortega Highway in the HPSR and determined ineligible for inclusion in the NRHP. SHPO concurred June 13, 2007, on the finding. No additional response was received from the updated project information (dated September 12, 2006). Local historian Ilse Byrnes provided valuable information regarding historical resources within the project vicinity. Ms. Byrnes received a copy of the 2007 HPSR to review in January 2007. Positive comments regarding the cultural and historical studies were subsequently received.
- Orange County Archives, Orange County Assessor's, Orange County Recorder's Office, San Juan

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Capistrano Regional Library, California State Library (Sacramento), California Department of Transportation Cultural and Community Studies Office Library (Sacramento), and the California Department of Transportation Library (Sacramento) was visited for the Historic Resource Evaluation Reports.

X Public Information Meetings (ATTACHMENT 2)

- In July 2007, a Public Meeting for the proposed project was held in San Juan Capistrano. A very small percentage of public comments (approximately 15 general comments) pertaining to the archaeological and historical significance of the San Juan Capistrano area were received.

X Other: SHPO Consultation, 1976 National Register Nomination, and Letter from the Keeper of the National Register (ATTACHMENT 3)

The January 2007 HPSR prepared previously for this project was submitted to the State Historic Preservation Officer (SHPO) on March 1, 2007. The HPSR requested concurrence on the following determinations of eligibility for the National Register of Historic Places (NRHP):

- 30981 Via Cristal (Hankey-Rowse House 1884) – Eligible under Criterion C;
- 28241 Ortega Highway (Residence 1951) – Not Eligible;
- 28281 Ortega Highway (Residence 1932) – Not Eligible;
- 28341 Ortega Highway (Residence/San Juan Farms 1954) – Not Eligible;
- 30882 Via Errecarte (Errecarte House 1910) – Not Eligible; and
- the Manriquez Adobe – portions within the Area of Direct Impact (ADI) considered not eligible but the remainder of the site assumed eligible for this undertaking only with the establishment of an Environmentally Sensitive Area (ESA) Action Plan under Caltrans' Section 106 Programmatic Agreement (PA).

A response from the Office of Historic Preservation (OHP) was received on June 13, 2007. OHP concurred that the following were not eligible for inclusion in the NRHP:

- 28241 Ortega Highway;
- 28281 Ortega Highway;
- 28341 Ortega Highway; and
- 30882 Via Errecarte.

SHPO disagreed with Caltrans' determination that the Hankey-Rowse House at 30981 Via Cristal was eligible under Criterion C stating that the house lacks integrity of design, materials, and location due to many changes to the house and its movement to 75 feet north of its original location. Regarding the Manriquez Adobe, OHP commented that since there was no apparent tangible evidence of the site's presence or absence, they would have no material basis on which to concur with Caltrans' determination that the portion within the undertaking's ADI would not potentially contribute to the site's assumed NRHP eligibility. Caltrans responded to OHP on June 20, 2007, with regard to the Hankey-Rowse House and Manriquez Adobe. Caltrans ultimately agreed with the SHPO's determination regarding the ineligibility of the Hankey-Rowse House. Regarding the Manriquez Adobe, Caltrans provided additional clarification and information with photographs to document the obviously disturbed nature of the ADI and the rationale for Caltrans determination regarding the site. A response from the SHPO within 30 days was requested under the terms of the Section 106 PA.

Subsequent to submittal of the HPSR to OHP, funding changes to the project occurred shifting it from a federal undertaking subject to Section 106, to a state-only project subject to CEQA, for which Caltrans is the lead agency. As such, on July 11, 2007, Caltrans notified OHP that the Section 106 compliance process was being terminated due to the funding change. Consequently, Caltrans reinitiated consultation with the SHPO under PRC §5024 on August 3, 2007. Caltrans requested OHP's concurrence that: the historical archaeological site (Manriquez Adobe) is considered eligible for inclusion in the NRHP for this project; the portion of the site within the state right-of-way is a non-contributing portion of the site; and the project as proposed will result in no adverse effect to the site. Caltrans requested comments from the

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SHPO within 30 days under PRC §5024(f), or concurrence would be assumed and the project would move forward. No response was received.

The HPSR also discussed the 1970s National Register Nomination of "Hot Springs Road" or SR-74 (Ortega Highway) between the San Juan Capistrano Mission west of I-5 and the Hot Springs located near the Orange/Riverside County line. The Keeper of the National Register returned the nomination to the SHPO on September 17, 1979, because the resource did not meet National Register criteria as a historic district. The Keeper indicated that the nomination consisted 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." Furthermore, the Keeper went on to state that "the recent alterations to the appearance and route of the road itself and to its rural and agricultural setting and 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." The Keeper noted that some of these resources could be individually eligible for listing in the National Register as separate nominations in the future, however, no additional nominations were submitted.

In the years since the Keeper returned the nomination to the SHPO, stating that the Hot Springs Road did not meet National Register criteria as a historic district, confusing and conflicting information regarding this nomination has appeared in other resources. The City of San Juan Capistrano, in its March 20, 2007 Inventory of Historic and Cultural Landmarks (IHCL), the most recent edition posted on the City's website, erroneously states that Hot Springs Road, Ortega Highway is listed in the NRHP. Moreover, a website that is not affiliated with the official National Register of Historic Places, "theNationalRegisterofHistoricPlaces.com," also erroneously states the Hot Springs Road (District #77001615) was added to the National Register in 1977.

Since completion of the HPSR, as a result of the contradictory and conflicting reports of the National Register status of Hot Springs Road, also known as Ortega Highway and SR 74, and because almost 30 years have passed since the National Register nomination was originally considered, Caltrans has determined that a re-evaluation of the segment of SR-74 within the proposed project area limits was warranted. Therefore, Caltrans has recently re-evaluated the segment of SR-74 within the City of San Juan Capistrano between Calle Entradero and the City/County limit approximately one mile to the east (ATTACHMENT 4).

4. SUMMARY OF IDENTIFICATION EFFORTS

- | | | |
|-------------------------------------|--|---|
| <input checked="" type="checkbox"/> | National Register of Historic Places | Month & Year: 1979-2002 & supplements |
| <input checked="" type="checkbox"/> | California Register of Historical Resources | Year: 1992 & supplemental information to date |
| <input checked="" type="checkbox"/> | California Inventory of Historic Resources | Year: 1976 |
| <input checked="" type="checkbox"/> | California Historical Landmarks | Year: 1995 & supplemental information to date |
| <input checked="" type="checkbox"/> | California Points of Historical Interest | Year: 1992 & supplemental information to date |
| <input checked="" type="checkbox"/> | State Historic Resources Commission | Year: 1980-present, minutes from quarterly meetings |
| <input checked="" type="checkbox"/> | Caltrans Historic Highway Bridge Inventory | Year: 2006 & supplemental information to date |
| <input checked="" type="checkbox"/> | Archaeological Site Records [<i>List names of Institutions & date below</i>] | |
| | • Record Search/Literature Review conducted at the South Central Coastal Information Center (SCCIC), located at CSUF on August 1, 2001. Subsequent record searches conducted in 2003 and 2005. | |
| <input checked="" type="checkbox"/> | Other sources consulted [<i>e.g., historical societies, city archives, etc. List names and dates below</i>] | |
| | • The San Juan Capistrano Historical Society was contacted in 2001 initially for information regarding historical resources within the project area. 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. | |
| | • City of San Juan Capistrano's Inventory of Historic and Cultural Landmarks (IHCL), dated March 20, | |

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2007 and posted on the City's website

X Results: *(provide a brief summary of records search and research results, as well as inventory findings)*

Results of the record and literature searches identified twenty survey/reports and eleven archaeological sites (prehistoric and historic) within a one-mile radius of the project limits. Additionally, four historic structures are listed in the NRHP (the Forster House, Harrison House, Parra Adobe, and Goodwin-Rosenbaum House) within one-mile. Within the proposed project limits, however, no archaeological sites are recorded and although the Goodwin-Rosenbaum House noted above was located within the project limits, the house was demolished in 1990 and the parcel redeveloped.

Identified within the proposed project area, two residences (Hankey-Rowse House/Cottage and Errecarte House) are locally listed on the San Juan Capistrano's Inventory of Historic and Cultural Landmarks (IHCL). They are located within the Indirect Project Area Limit south of SR-74 and will not be directly impacted by the proposed project. As documented in the 2007 HPSR (Attachment 2: Historic Resource Evaluation Report), Caltrans determined that the Hankey-Rowse House is a historical resource for the purposes of CEQA because it meets the NRHP criteria and was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA guidelines using criteria outlined in PRC §5024.1. Although the SHPO disagreed with the NRHP determination, the Hankey-Rowse House is locally listed on the San Juan Capistrano's IHCL, and as such, is a historical resource for the purposes of CEQA. As summarized in the HPSR, Caltrans determined that the Errecarte House is not eligible for inclusion in the NRHP, but because it is included in San Juan Capistrano's IHCL listing, it is a historical resource for the purposes of CEQA.

Identified through consultation with interested parties, the potential Manriquez Adobe site is located within the proposed Project Area Limit for this project. As discussed within the 2007 HPSR (Attachment 3: Historical Resources Evaluation Report for the Manriquez Adobe), the only evidence placing the adobe in this location is a verbal statement from a previous property owner. While no tangible evidence remains, Caltrans determined that for the purposes of this project only, the Manriquez Adobe Site (P# 30-176750) retains the potential to address research questions pertinent to historic archaeology. Through archival research, it was determined that any information-bearing deposits would be located in what would have been the adobe's backyard, beyond the construction impact area. As such, Caltrans developed an ESA Action Plan for the Manriquez Adobe Site to ensure that the potential information-bearing deposits would not be impacted during construction activities. The Manriquez Adobe Site was also evaluated and documented in the HPSR in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC §5024.1, and Caltrans determined that it is not a historical resources for the purposes of CEQA compliance. However, upon more recent review, Caltrans has determined that, for purposes of this project only, the site is eligible for inclusion in the NRHP and is thereby considered a historical resource for the purposes of CEQA. Enforcement of the proposed ESA Action Plan will prevent significant impacts to the site.

5. EXEMPT FROM EVALUATION / NO CEQA HISTORICAL RESOURCES IDENTIFIED

X The **only/only other cultural resources** present within the Project Area limits are **exempt from evaluation** because they meet the criteria set forth in the Section 106 Programmatic Agreement (Section 106 PA) Attachment 4 (Properties Exempt from Evaluation) and do not meet any criteria outlined in CEQA Guidelines §15064.5(a):

X Janice Calpo, Caltrans staff 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 resources present within the Project Area limits meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).

X The following resources within the Project Area limits **previously were determined not eligible** for National Register inclusion, previously determined not to meet California Register eligibility criteria, and/or **previously determined not to be historical resources for purposes of CEQA** as outlined in CEQA Guidelines §15064.5(a)(1) - (3) *(include date of determination; identified State-owned cultural resources as such)*:

Determined not eligible for inclusion in the NRHP (SHPO concurrence June 13, 2007) and determined not to be historical resources for the purposes of CEQA:

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- 28241 Ortega Highway (Residence 1951)
 - 28281 Ortega Highway (Residence 1932)
 - 28341 Ortega Highway (Residence/San Juan Farms 1954)
- X** Caltrans, pursuant to CEQA Guidelines §15064.5(a)(1) – (4), evaluated the following resources within the Project Area limits and has determined that they are **not historical resources for purposes of CEQA**:
- Segment of State Route 74 (SR-74 Ortega Highway) in San Juan Capistrano between Calle Entradero and the City/County Limits (PM 1.0/1.9).

6. CEQA HISTORICAL RESOURCES IDENTIFIED

- X** Caltrans, pursuant to CEQA Guidelines §15064.5(a), evaluated the following resources within the Project Area limits and determined that they **do not meet National Register criteria but ARE historical resources for purposes of CEQA** because they: are listed in the **California Register** or were determined eligible for the California Register by the State Historical Resources Commission [§15064.5(a)(1)], are included in a **local register** or identified as **significant in a local survey** meeting OHP standards [§15064.5(2)], or Caltrans, as the lead agency, has determined that they meet the criteria for listing in the California Register [§15064.5(a)(3) - (4)]:
- 30981 Via Cristal (Hankey-Rowse House 1884)
 - 30882 Via Errecarte (Errecarte House 1910)
- X** Caltrans has determined that the following **archaeological sites shall be considered eligible for the National Register and/or the California Register** without conducting subsurface testing or surface collection within the Project Area limits, for which the **establishment of an ESA** will protect the sites from any potential effects. See attached documentation.
- Manriquez Adobe Site (Primary # 30-176750)

7. CEQA IMPACT FINDINGS

- X** Caltrans has determined a **finding of no substantial adverse change - ESAs**, because the impacts to the following historical resources within the Project Area limits will be mitigated to below the level of significance by using the *Secretary of the Interior's Standards for the Treatment of Historic Properties With Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings (Standards)* pursuant to CEQA Guidelines §15064.5(b). Establishment of Environmentally Sensitive Areas (ESA), enforcement measures and conditions that utilize the *Standards* are included in the attached documentation. Anmarie Medin who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement (Section 106 PA) Attachment 1 as a Caltrans Principal Investigator for Historical Archaeology, has reviewed the attached documentation and determined that it is adequate.
- Manriquez Adobe Site (Primary # 30-176750) – 2006 ESA Action Plan (**ATTACHMENT 5**)

8. MITIGATION PLAN

- X** Attachment 5: Environmentally Sensitive Area (ESA) Action Plan for the Lower 74 (Ortega Highway) Widening Project (December 2006).

9. STATE-OWNED HISTORICAL RESOURCES FINDINGS

- X** Caltrans has evaluated and determined that the following **State-owned archaeological sites, objects, districts, landscapes** within the project's APE **do NOT meet the National Register and/or California Historical Landmark** eligibility criteria, and is providing notice and summary to, and seeks comments from, SHPO pursuant to PRC §5024(a) and (b):
- Segment of State Route 74 (SR-74 Ortega Highway) in San Juan Capistrano between Calle Entradero and the City/County Limits (PM 1.0/1.9).
- X** Caltrans has determined that this project will have **no adverse effect to state-owned archaeological sites, objects, districts, landscapes** within the project's APE that meet National Register and/or California Historical Landmarks eligibility criteria and **previously** provided notice and summary to SHPO on August 3, 2007, pursuant to PRC §5024(f).
- On August 3, 2007, Caltrans notified SHPO pursuant to PRC §5024(f), that Caltrans had determined

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that: 1) the historical archaeological site Manriquez Adobe is considered eligible for inclusion in the NRHP for purposes of this project only; 2) the portion of the site within the state right-of-way is a non-contributing portion of the site, 3) the project as proposed will result in no adverse effect to the site because an Environmental Sensitive Area (ESA) Action Plan (Attachment 5) will be implemented; and 4) if SHPO did not respond within thirty days, Caltrans will assume concurrence and move forward with the project. Because no response to the August 2007 notification was received, Caltrans assumed that SHPO concurred, and moved forward with the project after the thirty-day time period had passed.

10. LIST OF ATTACHED DOCUMENTATION

- Project Vicinity, Location, and Project Area Limits Maps (Figures 1-3)
California Historic Bridge Inventory sheet
- Historical Resources Evaluation Report (HRER)
• See 2007 HPSR
- Archaeological Survey Report (ASR)
• See 2007 HPSR; An updated field visit to the project area was conducted on June 5, 2008, by Caltrans Archaeologist Cheryl Sinopoli. With the exception of new residential construction on the northeast corner of SR-74/Via Cordova beyond the existing Caltrans right-of-way, the project area remains unchanged until just east of the City/County limits where some grading activities have occurred. Since all recent grading activities are beyond the project limits, a supplemental survey report was deemed unnecessary.
- Archaeological Evaluation Report (CARIDAP, XPI, PII, PIII)
•
- Other (Specify below)
• *Historic Property Survey Report for the 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 (Sinopoli 2007). Document Under Separate Cover; FHWA 070308E.*
• ATTACHMENT 1: Updated Native American Consultation
• ATTACHMENT 2: Public Meeting Notice
• ATTACHMENT 3: SHPO Consultation, 1976 National Register Nomination Form, and Letter from the Keeper of the National Register
• ATTACHMENT 4: Department of Parks and Recreation (DPR) Forms for a Re-evaluation of a segment of State Route 74 (SR-74 Ortega Highway) in San Juan Capistrano between Calle Entradero and the City/County Limits (PM 1.0/1.9).
• ATTACHMENT 5: Environmentally Sensitive Area (ESA) Action Plan for the Manriquez Adobe

11. HRCR PREPARATION AND CALTRANS APPROVAL

Prepared by (sign on line):

District 12 Caltrans PQS:

Cheryl Sinopoli
Cheryl Sinopoli
Co-PI Prehistoric Archaeology

7/28/08
Date

Reviewed for approval by: (sign on line)

Caltrans HQ PQS:

Principal Architectural Historian

Gloria Scott
Gloria Scott

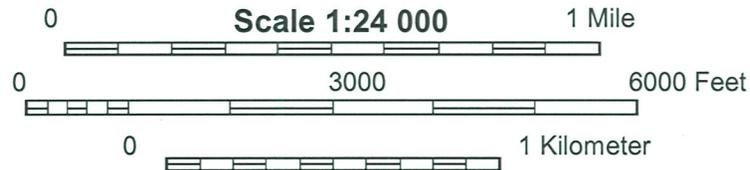
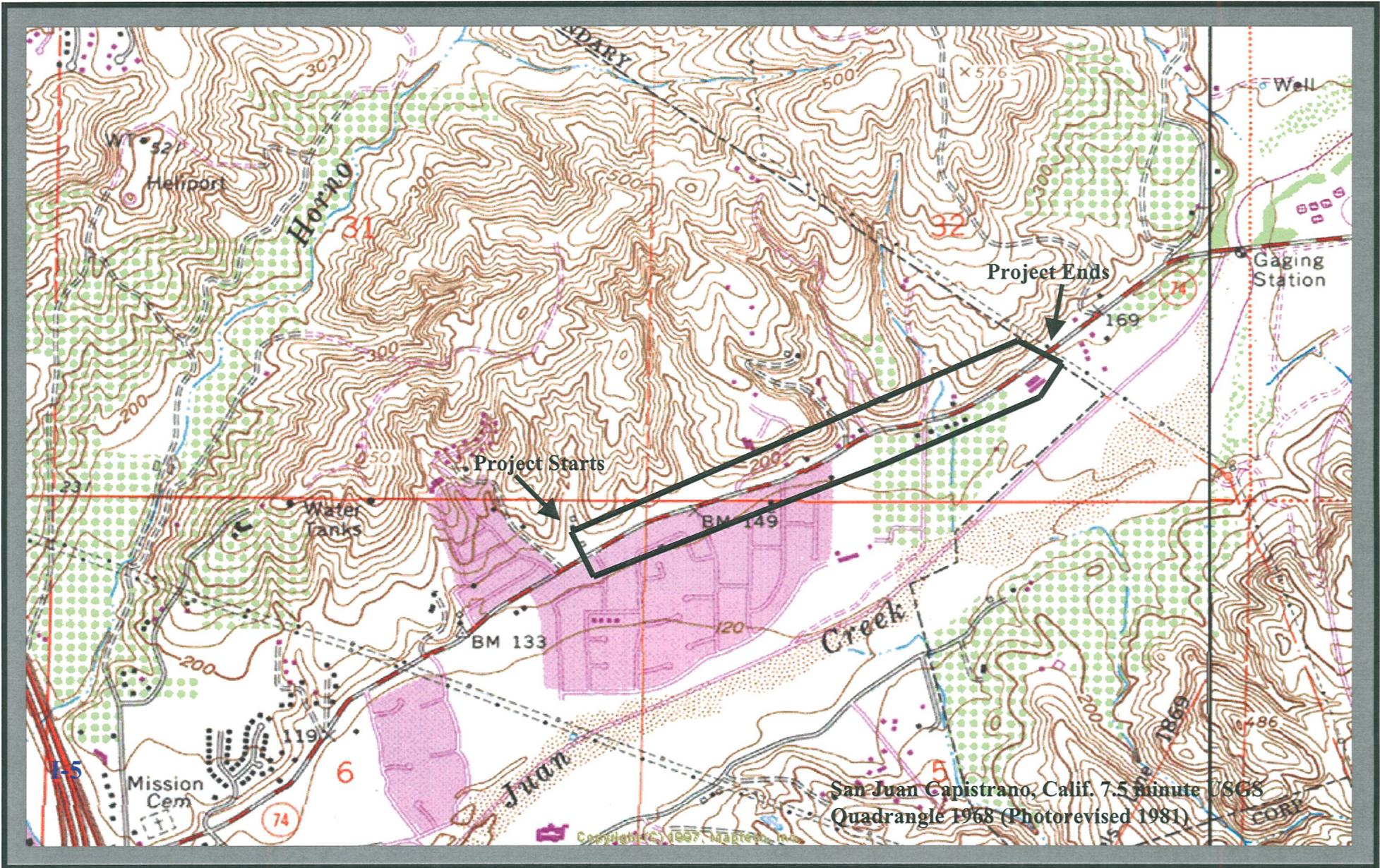
28 July 2008
Date

Approved by: (sign on line)

District 12 EBC:

Charles Baker
Charles Baker
Environmental Planning Branch Chief "C"

7-28-08
Date



Project Location

District 12
 EA 086920
 PM 1.0/1.9 KP 1.6/3.0

ATTACHMENT 1: UPDATED NATIVE AMERICAN CONSULTATION

DEPARTMENT OF TRANSPORTATION

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



May 6, 2008

Adolph "Bud" Sepulveda, Chairperson
Juaneno Band of Mission Indians
P.O. Box 25828
Santa Ana, CA 92799

SUBJECT: EA 086920 - Widening of a portion of State Route 74 (Ortega Hwy) in the City of San Juan Capistrano, Orange County, California.

Dear Mr. Sepulveda:

The California Department of Transportation (Caltrans) is proposing to widen a portion of State Route 74 (Ortega Highway) within the City of San Juan Capistrano. Specifically, the project will widen approximately one mile from Calle Entradero east of I-5, to the City/County Line. Additional project features include: two soundwalls along the south side residential developments on SR-74 and between five to seven retaining walls along the steeper north side of the roadway. The project is state-only funded, and therefore, subject to CEQA.

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. The project area is located on the following map and 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).

We are contacting you at this time for information regarding cultural resources within the proposed project area because you are included on the latest contact list provided by the NAHC. 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 your assistance.

You may send a response to the following address or contact me at 949.724.2855 or via e-mail at cheryl_sinopoli@dot.ca.gov:

**Caltrans District 12
Environmental Planning, Branch C
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
California Department of Transportation – 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



May 6, 2008

Mercedes Dorame, Tribal Administrator
Gabrielino Tongva Indians of Tribal Council
P.O. Box 590t809
San Francisco, CA 94159

SUBJECT: EA 086920 - Widening of a portion of State Route 74 (Ortega Hwy) in the City of San Juan Capistrano, Orange County, California.

Dear Ms. Dorame:

The California Department of Transportation (Caltrans) is proposing to widen a portion of State Route 74 (Ortega Highway) within the City of San Juan Capistrano. Specifically, the project will widen approximately one mile from Calle Entradero east of I-5, to the City/County Line. Additional project features include: two soundwalls along the south side residential developments on SR-74 and between five to seven retaining walls along the steeper north side of the roadway. The proposed project will be state-only funded, and therefore, subject to CEQA.

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Environmental Planning, Branch C
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3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894**

Sincerely,

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Cheryl Sinopoli, Archaeologist
California Department of Transportation – District 12
Environmental Planning Branch C

DEPARTMENT OF TRANSPORTATION

District 12

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May 6, 2008

Robert Dorame, Tribal Chair/Cultural Resources
Gabrielino Tongva Indians of Tribal Council
5450 Slauson Ave., Suite 151 PMB
Culver City, CA 90230

SUBJECT: EA 086920 - Widening of a portion of State Route 74 (Ortega Hwy) in the City of San Juan Capistrano, Orange County, California.

Dear Mr. Dorame:

The California Department of Transportation (Caltrans) is proposing to widen a portion of State Route 74 (Ortega Highway) within the City of San Juan Capistrano. Specifically, the project will widen approximately one mile from Calle Entradero east of I-5, to the City/County Line. Additional project features include: two soundwalls along the south side residential developments on SR-74 and between five to seven retaining walls along the steeper north side of the roadway. The project is state-only funded, and therefore, subject to CEQA.

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. The project area is located on the following map and 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).

We are contacting you at this time for information regarding cultural resources within the proposed project area because you are included on the latest contact list provided by the NAHC. 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 your assistance.

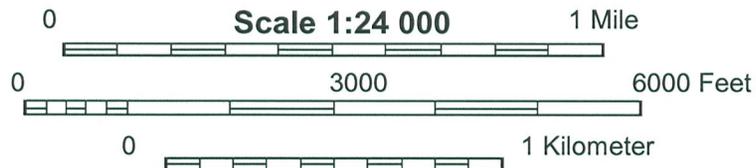
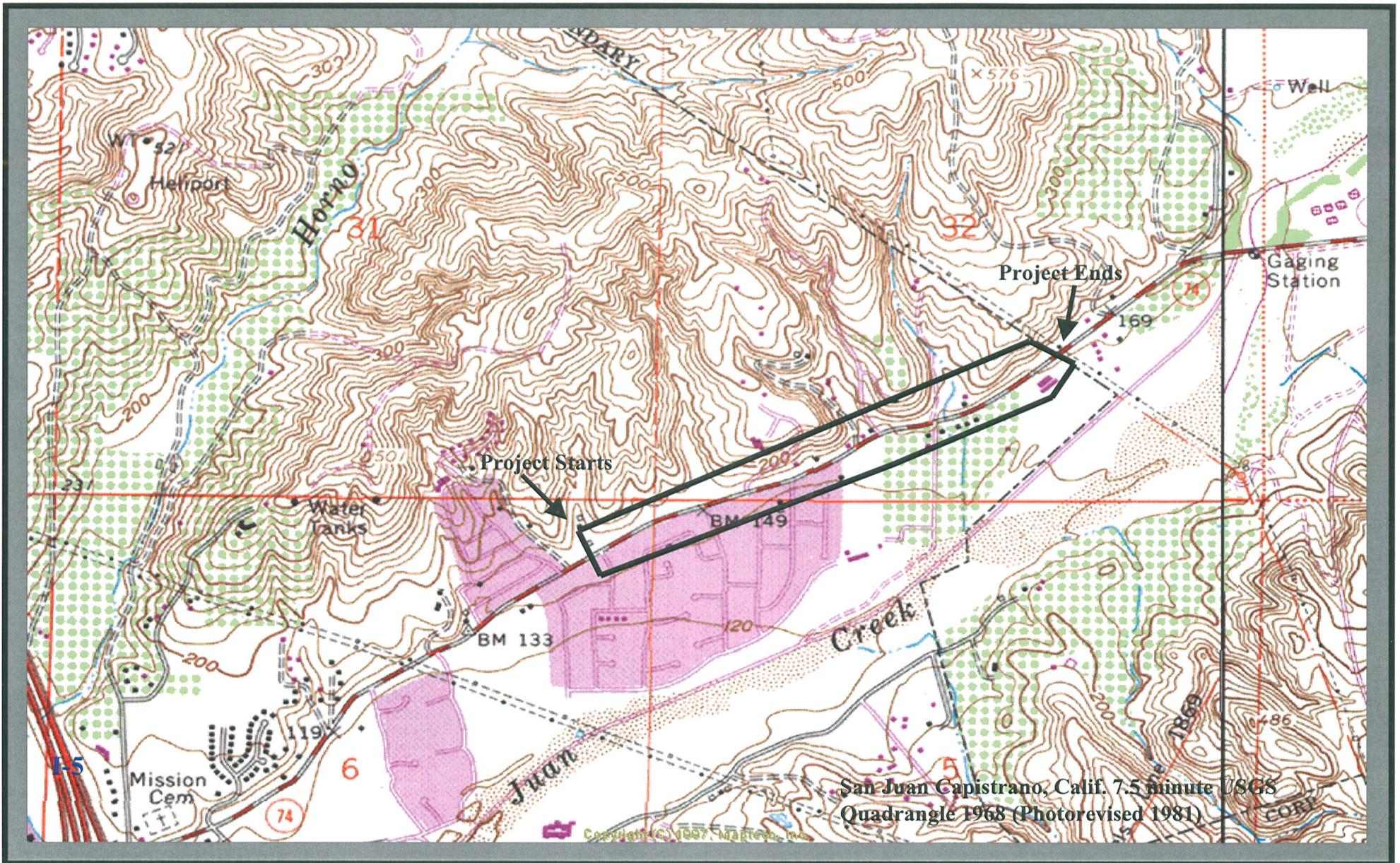
You may send a response to the following address or contact me at 949.724.2855 or via e-mail at cheryl_sinopoli@dot.ca.gov:

**Caltrans District 12
Environmental Planning, Branch C
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
California Department of Transportation – District 12
Environmental Planning Branch C



Project Location

District 12
 EA 086920
 PM 1.0/1.9 KP 1.6/3.0

Native American Conversation Log

Page 1 of 1

Date: 6/4/08

Caller: Cheryl

Time: 1:53 pm

Contact: Adolph "Bud" Sepulveda (714) 833-3270

Subject of Call: L-74 N.A. Follow-Up Call

Conversation: EA 086920

(714) 833-3270 # Disconnected.

Try cell # (714) 914-1812 or
bsepul@yahoo.net

I called him & asked him if he
had any questions about the
project. I reiterated the project
limits & scope of widening,
downwalls, & retaining walls. He
said he was familiar w/ project
area & had no comments at this
time.

Signature: Cheryl Simpson

Native American Conversation Log

Page 1 of 1

Date: 6/25/08

Caller: Cheryl

Time: 1:25pm

Contact: Robert Dorame - Gabriellino

Subject of Call: Follow-up call for Lower 74 Project

Conversation: EA 086970

I left a msg. on Robert's phone (562) 761-6417 saying that I was following up to information I sent him previously in early May regarding the SR-74 widening project in SJC. I reiterated the project limits and asked him to contact me @ office (949) 724-2855 if he had any comments for the Env. doc. or any questions.

Signature: Cheryl Tinopew



Cheryl
Sinopoli/D12/Caltrans/CAGov

06/25/2008 07:36 AM

To Pluto05@hotmail.com

cc

bcc

Subject Follow-up regarding SR-74 (Ortega Hwy) Widening Project -
EA 086920

Dear Mercedes,

Previously on May 6th, the California Department of Transportation (Caltrans) mailed you project information regarding a proposal to widen a segment of SR-74 (Ortega Hwy) within the City of San Juan Capistrano. The total length of the project is approximately one mile beginning at Calle Entradero east of I-5, and ending at the City/County limits to the east. The project proposes to widen the existing two lanes to four, construct two soundwalls along the residentially developed south side of SR-74, and construct between five to seven retaining walls along the steeper north side.

As a result of cultural resource studies conducted, no prehistoric sites are recorded within the project limits and a search of the NAHC Sacred Lands File was negative. There are several historic structures within the project area that will not be directly impacted. This is a follow-up to inquire if you are aware of cultural resources in the project limits that have not been recorded, and to provide any comments you would like to have included in the environmental document being prepared for this project.

Please contact me immediately if you have any comments or questions. I can be contacted via this e-mail address or at the contact information below.

Sincerely,

Cheryl Sinopoli
Department of Transportation
District 12 Environmental Planning
3337 Michelson Drive, Suite 380
Irvine, CA 92612
(949) 724-2855

ATTACHMENT 2: PUBLIC MEETING NOTICE



City of San Juan Capistrano
32400 Paseo Adelanto
San Juan Capistrano, CA 92675

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San Juan Capistrano, CA

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POSTAL CUSTOMER

PUBLIC MEETING NOTICE ORTEGA WIDENING PROJECT (SR-74)

ORTEGA HIGHWAY WIDENING PROJECT State Route 74 (SR-74)

PUBLIC MEETING ANNOUNCEMENT
TUESDAY - JULY 24, 2007 - 6:00 TO 8:00 P.M.
Marco F. Forster Middle School
25601 Camino Del Avion, San Juan Capistrano 92675

PROJECT INITIAL STUDY & PROPOSED MITIGATED NEGATIVE DECLARATION AVAILABLE -- JULY 10, 2007

CALTRANS (California Department of Transportation) is proposing to make improvements to Ortega Highway (SR-74) from Calle Entradero to Antonio Parkway/La Pata, which includes widening -- from two to four lanes -- the section from Via Cordova to Antonio Parkway/La Pata. CALTRANS prepared an Initial Study, which shows the project will **not** significantly affect the quality of the environment. The Initial Study and Proposed Mitigated Negative Declaration documents are available for public review **after** July 10, 2007.

You may review the documents online at: http://www.dot.ca.gov/dist12/pdf_previews/74_widening_project.pdf or during business hours at the **San Juan Capistrano Regional Library** (31495 El Camino Real) & **City Hall** (Planning Services Department, 32400 Paseo Adelanto, San Juan Capistrano).

You are invited to attend the public meeting to comment on the project, the project processing or to disagree with findings. You may also send your comments to CALTRANS, Environmental Planning, Smita Deshpande, Environmental Branch Chief, Attn: Iffat Qamar, 3337 Michelson Drive, Ste 380, Irvine, CA 92612-0661 (or e-mail to: Lower74_D12@dot.ca.gov). For More information call Dana Privitt (714) 444-9199.

CALTRANS MUST RECEIVE COMMENTS BY AUGUST 9, 2007
Esta información esta disponible en Español, por favor de llamar al (949) 443-6309

ATTACHMENT 3:

**SHPO CONSULTATION
1976 NATIONAL REGISTER NOMINATION FORM
LETTER FROM THE KEEPER OF THE NATIONAL REGISTER**

DEPARTMENT OF TRANSPORTATION

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

March 1, 2007

Milford Wayne Donaldson
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

12-ORA-74
P.M. 1.0/1.9
EA 086900
Lower 74 Widening

Re: Determinations of Eligibility and Notification of Finding of No Adverse Effect with Standard Conditions for the Lower 74 (Ortega Highway) Widening Project, Orange County, California; 12-ORA-74; PM 1.0/1.9

Dear Mr. Donaldson:

The California Department of Transportation (Caltrans), under the authority of the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the State Route 74 (Lower Ortega Highway) Widening Project. This consultation is undertaken in accordance with the January 2004 *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (PA)*.

Enclosed you will find an Historic Property Survey Report (HPSR) for the proposed undertaking. The HPSR is intended to fulfill the following Caltrans' responsibilities under Section 106 of the National Historic Preservation Act: determination of the Area of Potential Effects (APE); identification of potential historic properties located within the undertaking's APE; and evaluation of potential historic properties for 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). We are consulting with you at the present time under Stipulation VIII.C.5 of the PA, which requires that we seek your concurrence on Caltrans' determinations of eligibility for potential historic properties.

On behalf of FHWA, Caltrans proposes to improve approximately one mile of State Route 74 (Ortega Highway) within the City of San Juan Capistrano between postmiles 1.0 to 1.9 (City/County line). Proposed improvements include widening the existing two 3.6 m (12 ft) lanes to four lanes with a 3.6 meter wide painted median and 1.5 m (5ft) paved shoulders on each side of the roadway to accommodate Class II bicycle facilities. Additional 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 because their method of construction is less invasive with the use of steel beams and precast paneling. The APE for this undertaking took into consideration direct construction impacts proposed, as well as, the adjacent parcels along the roadway for any potential indirect effects. A full project description and depiction of the APE can be found on page 1 and Figure 3 of the HPSR.

Identification and evaluation efforts for the Lower 74 Widening Project (summarized on pages 2-3 of the attached HPSR) resulted in the identification of six properties within the APE as follows:

Buildings

- 30981 Via Cristal (Hankey-Rowse House 1884)
- 28241 Ortega Highway (Residence 1951)
- 28281 Ortega Highway (Residence 1932)
- 28341 Ortega Highway (Residence/San Juan Farms 1954)
- 30882 Via Errecarte (Errecarte House 1910)

Historical Archaeological Site

- Manriquez Adobe

Caltrans has determined the Hankey-Rowse House at 30981 Via Cristal to be eligible for listing in the NRHP under Criterion C for its architecture as a fine example of 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 and retaining exceptional integrity for a house of that age. The Hankey-Rowse House retains integrity of materials and craftsmanship, and its setting still conveys the feeling and association of its original period. Located within the APE but outside of the area of direct impact (ADI), it will not be affected by the undertaking.

The Manriquez Adobe site was identified through archival research and oral history as a historic-era archaeological site. The 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 to have survived outside the direct APE in the backyard of the former house location. Pursuant to Stipulation VIII.C.3 of the PA, Caltrans is considering the Manriquez Adobe site to be eligible for the NRHP for the purposes of the present undertaking only; however, the portions of the site within the ADI for the undertaking are not expected to contain information-bearing deposits and thus would be non-contributing elements to the larger property. Caltrans will establish and enforce an ESA to ensure that the archaeologically sensitive portions of the site are protected through project construction. The proposed ESA is documented and described in the enclosed ESA Action Plan.

Pursuant to Stipulation VIII.C.5, Caltrans is requesting your concurrence with the following eligibility determinations:

- 1) The Hankey-Rowse House is eligible for the NRHP under Criterion C
- 2) The portions of the Manriquez Adobe site within the ADI would not contribute to the eligibility of the site as a whole. Caltrans considers the remainder of the site to be eligible for the NRHP, for the purposes of the undertaking, pursuant to Stipulation VIII.C.3
- 3) 28241 Ortega Highway (Residence 1951) is not eligible for the NRHP

- 4) 28281 Ortega Highway (Residence 1932) is not eligible for the NRHP
- 5) 28341 Ortega Highway (Residence/San Juan Farms 1954) is not eligible for the NRHP
- 6) 30882 Via Errecarte (Errecarte House 1910) is not eligible for the NRHP

We kindly request a written response within 30 days of your receipt of this submittal, in accordance with Stipulation VIII.C.5.a of the PA. This letter also serves as notification that Caltrans' finding for the undertaking is "No Adverse Effect with Standard Conditions" (pursuant to Stipulation X.B.2). This letter and the attached documentation are concurrently being sent to FHWA and consulting parties as required under Stipulation X.B.2.b.

If you need any additional information, please do not hesitate to contact Caltrans Archaeologist Cheryl Sinopoli (phone: 949.724.2855; fax: 949.724.2256; e-mail: Cheryl.Sinopoli@dot.ca.gov). Finally, thank you for your assistance with this undertaking.

Sincerely,



Chris Flynn, Chief
Environmental Planning, Branch C
California Department of Transportation
District 12, Irvine

Attachment: The State Route 74 (Lower Ortega Highway) Widening Project HPSR

c: Gene K. Fong, FHWA Administrator; Edrie Vinson, FHWA; Gary Sweeten, FHWA; Jill Hupp, HQ

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

June 13, 2007

Reply To: FHWA070308E

Chris Flynn, Chief
Environmental Planning, Branch C
California Department of Transportation, District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894

RE: 12-ORA-74, P.M. 1.0/1.9, EA 086900, LOWER 74 WIDENING [SECTION 106
CONSULTATION (RND.01) ON THE LOWER 74 (ORTEGA HIGHWAY) WIDENING PROJECT,
ORANGE COUNTY]

Dear Mr. Flynn:

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)*.

The California Department of Transportation (Department) is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, that the following properties are not eligible for the National Register of Historic Places (NRHP):

- 28241 Ortega Highway
- 28281 Ortega Highway
- 28341 Ortega Highway
- 30882 Via Errecarte

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

Caltrans has also determined, pursuant to Stipulation VIII.C.5 of the PA, that the Hankey-Rouse House at 30981 Via Cristal is eligible for the NRHP under criterion C as a fine example of one of the last remaining farmstead homes from the early era of agricultural development that followed the introduction of irrigation to the area. I am unable to concur with this determination. The house lacks integrity of design, materials, and location due to the many changes that have been made to the house throughout the years, as well as the movement of the house to 75 feet north of its original location.

Caltrans has also determined that the "portions of the Manriquez Adobe site within the ADI [area of direct impact] would not contribute to the NRHP eligibility of the site as a whole," and states, further, that "Caltrans considers the remainder of the site to be

Mr. Flynn
June 13, 2007
Page 2

eligible for the NRHP, for the purposes of the [present] undertaking, pursuant to Stipulation [sic] VIII.C.3 [of the PA]." I am unable to agree that Caltrans has appropriately applied stipulation VIII.C.3, and I am also unable to concur in Caltrans' foregoing determination. Caltrans does not appear to know the extent of the Manriquez Adobe site. It would, therefore, be impossible, pursuant to stipulation VIII.C.3 of the PA, to establish and enforce an Environmentally Sensitive Area that would protect the subject site from "any potential effects" of the undertaking's implementation. Having no apparent tangible evidence of the site's presence or absence, I would have no material basis on which to concur in Caltrans' determination that the portion of the site presumed to be in the undertaking's ADI would not potentially contribute to the site's assumed NRHP eligibility. Absent some provision for concluding Caltrans' effort to identify historic properties under stipulation VIII.B of the PA prior to the undertaking's approval, I would recommend that Caltrans consider drafting a complex undertaking programmatic agreement under stipulation XII of the PA.

Thank you for considering historic properties during project planning. If you have any questions regarding this project, please contact either Natalie Lindquist of my staff at (916) 654-0631 or e-mail at nlindquist@parks.ca.gov or for questions regarding archeology, please contact Michael McGuirt at (916) 653-8920 or mmcgui@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2243

FAX (949) 724 - 2256



June 20, 2007

Milford Wayne Donaldson
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

12-ORA-74
P.M. 1.0/1.9
EA 086900
Lower 74 Widening

Re: 12-ORA-74, PM 1.0/1.9, EA 086900, Lower Ortega Highway Project, Orange County (OHP Reference FHWA070308E)

Dear Mr. Donaldson,

This letter is in response to your letter dated June 13, 2007, and continues our consultation on the Lower Ortega Highway widening project. We thank you for your thoughtful comments on our March 1, 2007, initial submittal. Your letter states that you do not agree that the Hankey-Rowse House is eligible for the National Register under Criterion C due to its substantial lack of integrity and changed location. We agree with your comments and have determined that the Hankey-Rowse house is not eligible for the National Register.

Your letter states that you are unable to agree in our determination that the portion of the Manriquez Adobe site within the ADI would not contribute to the National Register eligibility of the site as a whole. You state that "Caltrans does not appear to know the extent of the Manriquez Adobe site." While we agree that we do not know the horizontal extent of the site to the north, we are quite confident that intact, information-bearing archaeological deposits are not present within the project's ADI. This confidence is based on two facts: 1) previous disturbance and 2) archaeological sensitivity.

To clarify, the reason we do not know more about the site to the north is that archaeological investigations were deemed unnecessary because there was no potential to affect that portion of the property and also the landowners were opposed to any excavation in their horse pasture. However, given the historical sensitivity of the parcel it was deemed prudent to attempt to protect this possible resource in accordance with previous advice offered by your office as to when to include sites within our APEs.

In regards to previous disturbance, we offer the attached photographs as additional information and to demonstrate the extensive changes that have occurred at this location in the latter 20th century. A drainage ditch exits within the current property next to the palm tree depicted in Photograph 1 (left of the large pepper tree), then joins a concrete drainage ditch that runs parallel to the current highway and alongside the current landowner's fence (Photograph 2). Photograph 3 is a closeup of the drainage ditch among the trees to demonstrate how the previous construction

EA 086900
Reply to SHPO

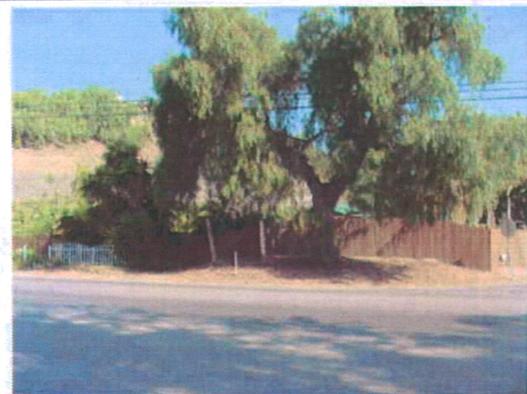
would have destroyed any information-bearing archaeological features at this point. Photograph 4 shows the drainage ditch for scale.

Furthermore, your response has prompted us to go back and review Figure 2 in the initial submittal. That figure may have been unclear in demonstrating that the house was present in 1972 but was demolished soon afterwards. There is no building at this location at the present time, however a fence runs along the current property line that defines the current project's ADI at this location. Examination of the small portion between the highway shoulder and fence resulted in negative findings.

In regards to archaeological sensitivity, the "archaeological research context" section in the report makes the case that the archaeological data required to address important research issues germane to this site consisted of hollow-refuse filled features and horizontal features that might indicate spatial variation. Historical land use patterns and archaeological evidence from similar site types indicate that such features are likely to be present within the backyard of any earlier building, that is, not in the previous front yard which today is a highway shoulder and drainage ditch. Following this logic, it is highly unlikely important information-bearing features are present within the ADI regardless of the physical integrity of that portion of the site.



Photograph 4: Caltrans employee standing in drainage ditch (view west).



Photograph 1: Site overview of pepper tree depicted on Figure 2 in original report. (view north).



Photograph 2: Closeup of tree and drainage ditch emerging from under fence as depicted on Figure 2 (view northwest).



Photograph 3: Closeup of drainage ditch and fence that marks property line and edge of Caltrans ROW.

EA 086900

Reply to SHPO

We hope the additional information and photographs provided herein will clarify the question as to whether the portion of the site in the ADI could contribute to the site's eligibility, should eligibility ever be conclusively demonstrated at some point in the future and again request your concurrence in Caltrans' eligibility determination that the portion of the Manriquez Adobe site within the ADI is a non-contributing element of the larger property. We look forward to receiving your response within 30 days of receipt of this letter. In order to expediently conclude this consultation and following your example, we have provided a signature box on this letter to indicate your concurrence with the eligibility determinations for this undertaking.

Again, thank you for comments on our submittal. If you need any additional information, please do not hesitate to contact Caltrans Archaeologist Cheryl Sinopoli (phone: 949.724.2855; fax: 949.724.2256; e-mail: Cheryl.Sinopoli@dot.ca.gov). Finally, thank you for your assistance with this undertaking.

Sincerely,



Chris Flynn, Chief
Environmental Planning, Branch C
California Department of Transportation
District 12, Irvine

C: Gene Fong-FHWA Administrator, Edrie Vinson-FHWA, Tay Dam-FHWA, Gary Sweeten-FHWA, CSinopoli-D12, AMedin-HQ, JHupp-HQ, JCalpo-HQ.

I hereby concur in the eligibility determinations for the Lower 74 (Ortega Highway) Widening Project, Orange County.

M. Wayne Donaldson, SHPO

Date:

DEPARTMENT OF TRANSPORTATION

District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894
PHONE (949) 724 -2245
FAX (949) 724 - 2256

July 11, 2007

Susan Stratton
Supervisor, Section 106 Review Unit
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

File: 12-ORA-74
EA 086900
PM 1.0/1.9 (KP 1.6/3.0)
Lower Ortega Highway Project
(FHWA 070308E)

Re: FHWA070308E; Notification of Termination of the Section 106 Process for the SR-74 (Lower Ortega Highway) Widening Project, Orange County, California; EA 086900

Dear Ms. Stratton:

The California Department of Transportation (Caltrans), on behalf of the Federal Highway Administration (FHWA), initiated consultation with the State Historic Preservation Officer (SHPO) by submitting a Historic Property Survey Report (HPSR) for the State Route 74 (Lower Ortega Highway) Widening Project on March 1, 2007. The HPSR served as notification of Caltrans' finding of No Adverse Effect with Standard Conditions.

Due to a funding change, this project is no longer a federal undertaking. The Section 106 compliance process is therefore terminated.

Your staff has devoted a great deal of time reviewing the HPSR and consulting with our office. We deeply appreciate your assistance and apologize for any inconvenience.

Sincerely,

A handwritten signature in cursive script that reads "Smita Deshpande".

Smita Deshpande, Environmental Planning Branch A Chief
California Department of Transportation, District 12, Irvine
949.724.2245

Cc: Tay Dam, Senior Project Development Engineer, FHWA- California Division
Ahmed Abou-Abdou, Project Manager, Caltrans District 12
Jill Hupp, Section 106/PA Coordination Branch, Caltrans HQ

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

PHONE (949) 724 -2243

FAX (949) 724 - 2256

August 3, 2007

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

File: 12-ORA-74
EA 086900
PM 1.0/1.9 (KP 1.6/3.0)
Lower Ortega Highway Project

Attn: Susan Stratton

Re: Public Resources Code §5024 Compliance for the SR-74 (Lower Ortega Highway) Widening Project,
Orange County, California; EA 086900

Dear Mr. Donaldson:

The California Department of Transportation (Caltrans), on behalf of the Federal Highway Administration (FHWA), initiated consultation with the State Historic Preservation Officer (SHPO) by submitting a Historic Property Survey Report (HPSR) for the State Route 74 (Lower Ortega Highway) Widening Project on March 1, 2007. The HPSR served as notification of Caltrans' finding of No Adverse Effect with Standard Conditions. Due to a funding change, this project is no longer a federal undertaking. As a result, Caltrans notified you on July 11, 2007, that Section 106 consultation has been terminated.

However, there is a Caltrans-owned cultural resource within the project area limits for this project. Caltrans is hereby requesting SHPO's comments under Public Resources Code §5024(f) regarding our conclusions that for this project only:

- The historical archaeological site (Manriquez Adobe) is considered eligible for inclusion in the National Register of Historic Places;
- The portion of this site within the state right-of-way is a non-contributing portion of a site;
- The project, as proposed, will result in no adverse effect to the site

Caltrans deeply appreciates that you have agreed to use the documentation previously submitted for the Section 106 review of this project; your tracking number is FHWA070308E. Documentation regarding this project consists of the following: HPSR submittal dated March 1, 2007; SHPO's comments dated June 13, 2007; Caltrans' response dated June 20, 2007; and Notification of termination of Section 106 consultation dated July 11, 2007.

Thank you for your efforts to expedite SHPO's comments. Pursuant to PRC §5024(f), if Caltrans does not receive comments from the SHPO within thirty days of receipt of this letter, Caltrans will assume SHPO's concurrence and move forward with the project.

Mr. Milford Wayne Donaldson, FAIA
August 3, 2007
Page 2

If you need any additional information, please do not hesitate to contact Caltrans Archaeologist Cheryl Sinopoli (phone: 949-724-2855; fax: 949-724-2256; e-mail: Cheryl_Sinopoli@dot.ca.gov). Once again, thank you for your assistance with this project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Chris Flynn", followed by a small "for" written in a similar style.

Chris Flynn, Environmental Planning Branch B Chief
California Department of Transportation, District 12, Irvine
949-724-2243

c: Dwight Dutschke, OHP
Susan Stratton, OHP
Gloria Scott, Caltrans HQ
John Chisolm, Caltrans HQ

FOR NPS USE ONLY

RECEIVED 30-176615 =
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

see continuation sheet

CITY, TOWN

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

STATE

VICINITY OF
CODE

COUNTY

CODE

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input checked="" type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES, RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES, UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER recreat.

4 OWNER OF PROPERTY

NAME

see continuation sheet

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

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

STATE

DESCRIPTION

CONDITION

CHECK ONE

30-176615
CHECK ONE

EXCELLENT

DETERIORATED

UNALTERED

ORIGINAL SITE

GOOD

RUINS

ALTERED

MOVED DATE _____

FAIR

UNEXPOSED

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

see Continuation Sheet

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input checked="" type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

see continuation sheet

9 MAJOR BIBLIOGRAPHICAL REFERENCES

see Continuation Sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 124.4 acres

UTM REFERENCES see continuation sheet

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
C	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
D	<input type="text"/>	<input type="text"/>	<input type="text"/>

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

714 772 1222

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

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

DATE

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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Starting at the Mission in San Juan Capistrano, CA., Orange County, going east and terminating at Hot Springs, Orange County, CA.

<u>State</u>	<u>Code</u>	<u>County</u>	<u>Code</u>
CA.	06	Orange	059

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Owner of Properties:

1. Archdiocese of Los Angeles.
(Mission San Juan Capistrano
Old Mission Cemetary).
2. Wm. T. Reid, 27182 Ortega Highway, San Juan
Capistrano, Ca. 92675
Noio Iwata, 32791 Del Obispo, San Juan Capistrano, Ca. 92677
(Forster House)
3. Richard Newcom, 2385 Royal Crest Dr., Escondido, Ca. 92021
Maurer Development Co., 1451 Quail Dr., Newport
Beach, Ca. 92660
(Parra Adobe and Errecarte House)
4. Carl H. Hankey, 28932 Ortega Highway, San Juan
Capistrano, Ca. 92675
(Rowse Cottage).
5. Ed. M. Rosenbaum, 34791 Camino Capistrano,
Capistrano Beach, Ca. 92624
(Rosenbaum House).
6. Gordon Anderson, M.D., 28461 Ortega Highway,
San Juan Capistrano, Ca. 92675
(Adobe Foundation of the Manriquez Adobe).

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Representation in existing surveys

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Inventory of historic sites

City of San Juan Capistrano, 32400 Paseo Adelanto

San Juan Capistrano, Ca. 92675 :

Mission San Juan Capistrano

Old Mission Cemetary

Forster House

Parra Adobe

Hankey House (Rowse Cottage)

California Inventory of Historic Recources

Cal. Dept. of Parks and Recreation

P.C.Box 2390

Sacramento, Ca. 95811 :

Mission San Juan Capistrano

Cld Mission Cemetary

Parra Adobe

San Juan Capistrano Mission Site (First)

San Juan Hot Springs

Trabuco Adobe

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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 lago 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, racoons, 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 not known if he built the wooden farm house next to it. The house, which is called the Errecarte House, may have been built by Francisco Errecarte who occupied it at the turn of the century. 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 a rebuilt house which is interesting because of its adobe foundation; structures in San Juan were built over old ruins. 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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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 Errecarte 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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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.

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A 11/453120/3716780
B 11/450120/3715100
C 11/449120/3712600
D 11/449070/3710620
E 11/447580/3708340
F 11/443180/3708120
G 11/441070/3708300
H 11/439060/3706920

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

Item #10

page 2

Ortega Highway starts at Mission San Juan Capistrano (#1), (listed in National Register of Historic Places, Sept. 9, 1971), crossing over Interstate 5.

Old Mission Cemetery (#2) consists of one acre.

Forster House (#3); 1,75 acres, frontage on Ortega 400 feet.

Parra Adobe and Errecarta House (#4): frontage on Ortega 200 feet and 200 feet deep.

Rowse Cottage (#5): 100 feet frontage on Ortega, 400 deep.

Rosenbaum House (#6): 50 feet frontage, 150 feet deep.

Additional map of San Juan Hot Springs area:

South side of Ortega: 500 feet frontage, 250 deep.

North side of Ortega: 750 frontage, 375 deep.

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

This is the list of the photographs you find on the Contact Sheet. The photographs were taken along on the Ortega Highway, starting at the Mission in San Juan Capistrano and ending at the Hot Springs at Caspers Regional Park.

This is in addition to the 5x7 photographs of historic sites. If you need any additional 5x7 from the Contact Sheet, we will be happy to send them to you.

All pictures are marked by number on the enclosed aerial maps.

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

List of photographs on Contact Sheet:

1. Beginning of the Ortega Highway at the Mission Entrance in San Juan Capistrano.
2. Ortega Highway, looking East, 1 block west of Interstate 5.
3. Ortega Highway, looking east immediately after crossing Interstate 5. On the right is the western view (behind telephone pole) of the Forster House, on the left shrubbery hiding the entrance to the Old Mission Cemetery.
4. Old Mission Cemetery
5. Old Mission Cemetery
6. North side of the Forster House
7. East Side of Forster House as seen from the Ortega
8. South/East side of Forster House as seen from nearby dirt road.
9. Ortega Highway and Windsong (Sun Hollow Tract) $\frac{1}{2}$ Mile east of Interstate 5, looking east
10. Parra Adobe south face # 27832 Ortega Highway
11. Parra Adobe western view
12. Errecarte Victorian Cottage, next to the Parra Adobe North/Eastern Entrance.
13. Errecarte House, looking north as seen from the Ortega
14. El Nido Mobile Estates directly facing the Parra Adobe/ Errecarte House on the Ortega- looking east on Ortega.
15. Looking west on the Ortega, on the left Mission Park Tract on the right the Leck Property- at present pasture.
16. From the same point looking east. Hankey House (Rowse Cottage) can be seen on right hand side. Ortega # 28232
17. Hankey House (Rowse Cottage) viewed from the south
18. Hankey House (Rowse Cottage) viewed from eastern part of garden.
19. Hankey House (Rowse Cottage) north side.
20. Rosenbaum Cottage

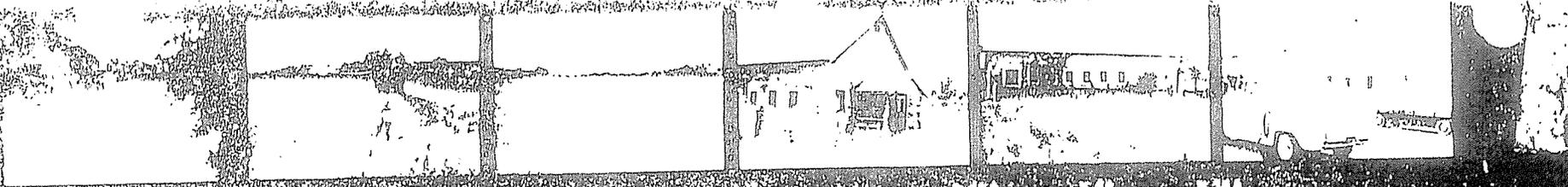
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

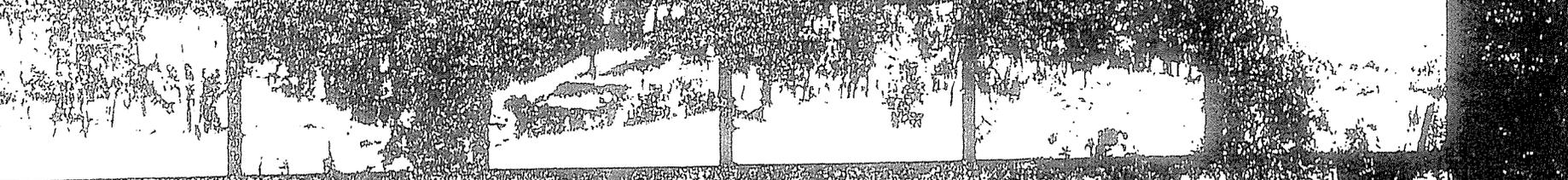
STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

21. Rosenbaum Cottage facing Ortega Highway # 28482
22. Dr. Gordon Andersons House, believed to be the original Manriquez Adobe built in 1884/85, on north side of the Ortega across the street from the Rosenbaum Cottages.
23. Marker on the south side of Ortega
24. Geneal Area around marker # 28650 Ortega at the San Juan Capistrano City limits.
- 25 - 29 Hot Springs Ruins at Caspers Regional Park. Original site of the Dance Hall, now located on Camino Capistrano in San Juan Capistrano.
30. Looking west along Ortega facing the San Juan Creek bed.
32. Looking west along Ortega, Rancho Mission Viejo.
32. Looking west along Ortega, Farming on Rancho Mission Viejo just north of San Juan Cap. City limits.
33. looking west on Ortega
34. Dance Hall facing east on Camino Capistrano ,was moved from the San Juan Hot Springs in 1936
35. Dance Hall north side
36. Dance Hall west side



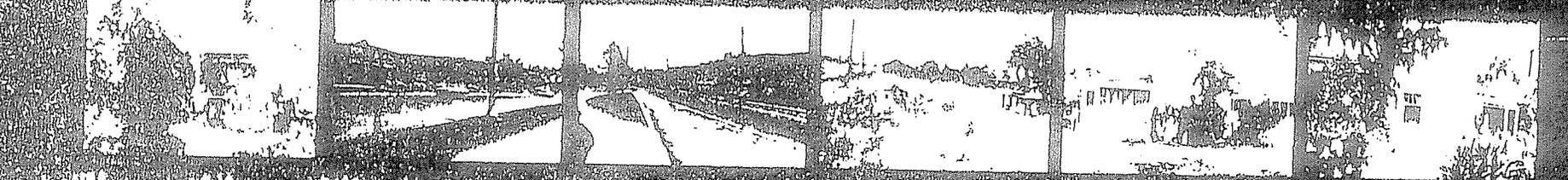
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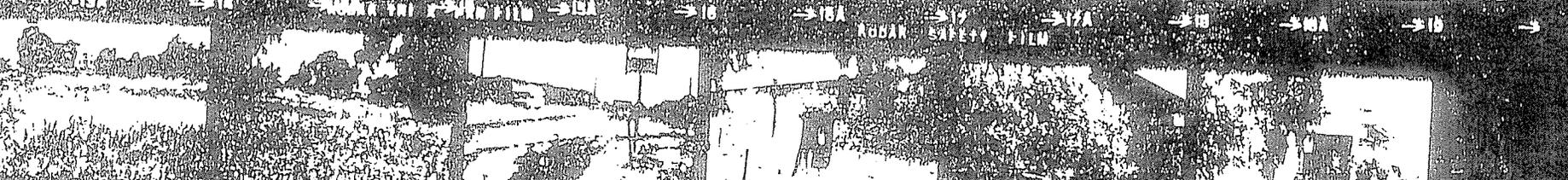
→38A KODAK SAFETY FILM →39 →40 →41 →42 →43 →44 →45 →46 →47



→48A KODAK SAFETY FILM →49 →50 →51 →52 →53 →54 →55 →56



→57A KODAK SAFETY FILM →58 →59 →60 →61 →62 →63 →64 →65



→66A KODAK SAFETY FILM →67 →68 →69 →70 →71 →72 →73 →74

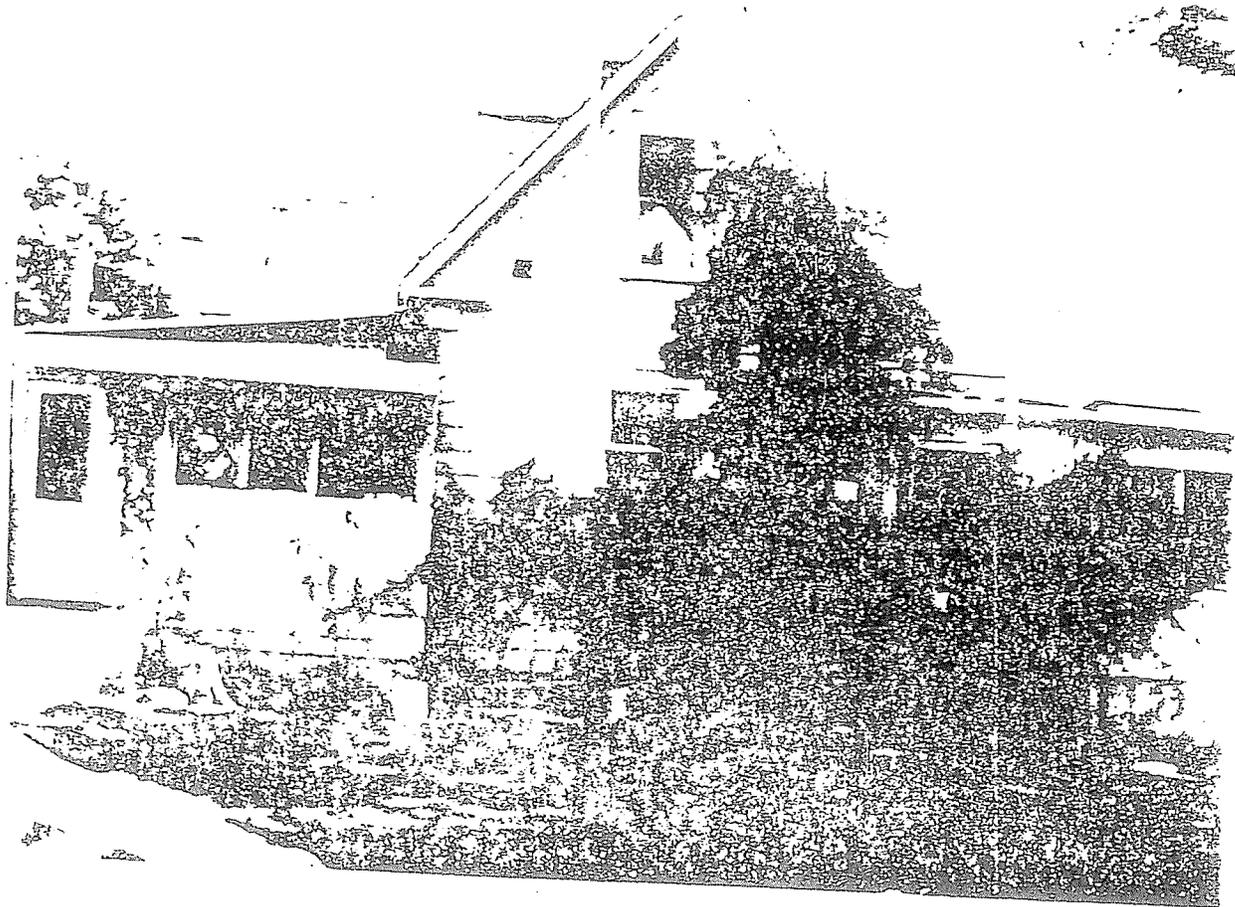
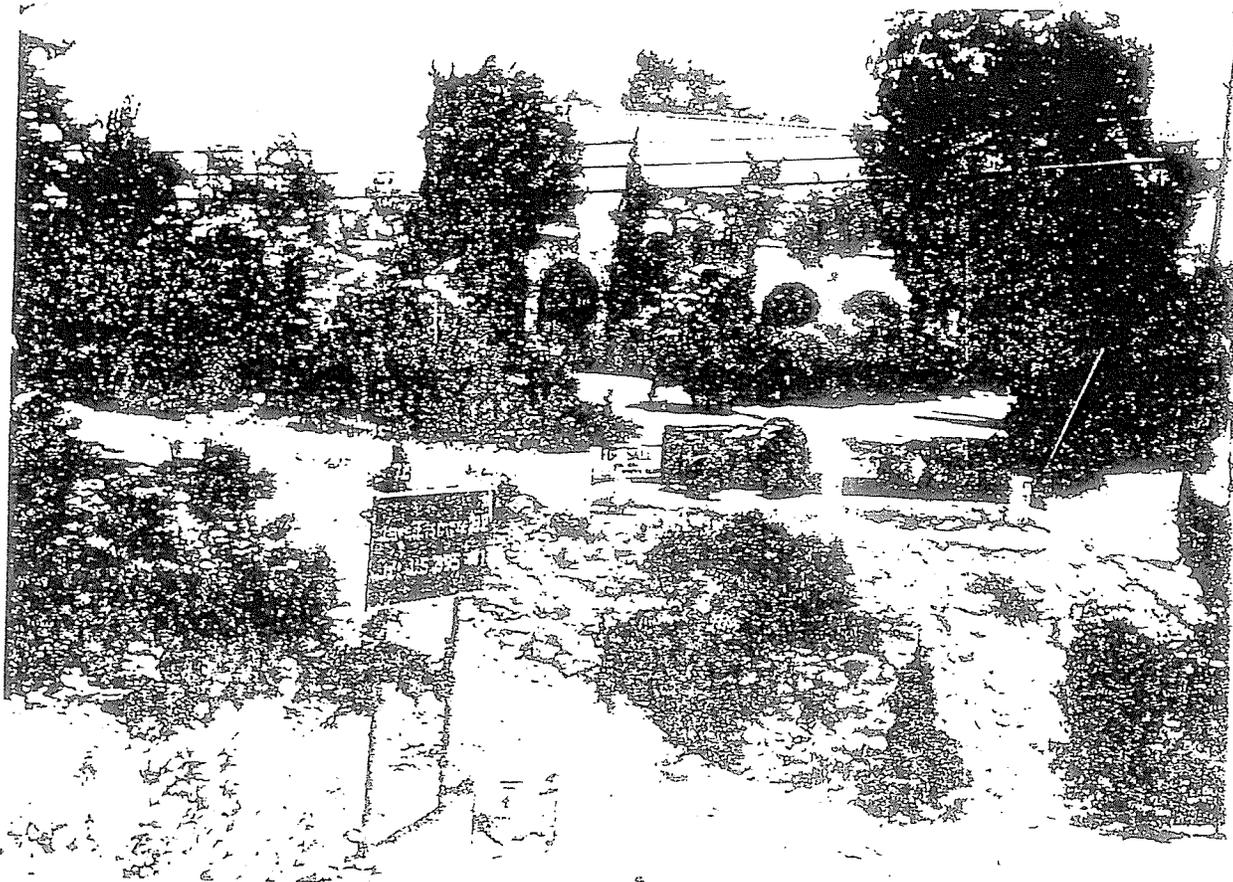


→75A KODAK SAFETY FILM →76 →77 →78 →79 →80 →81 →82 →83

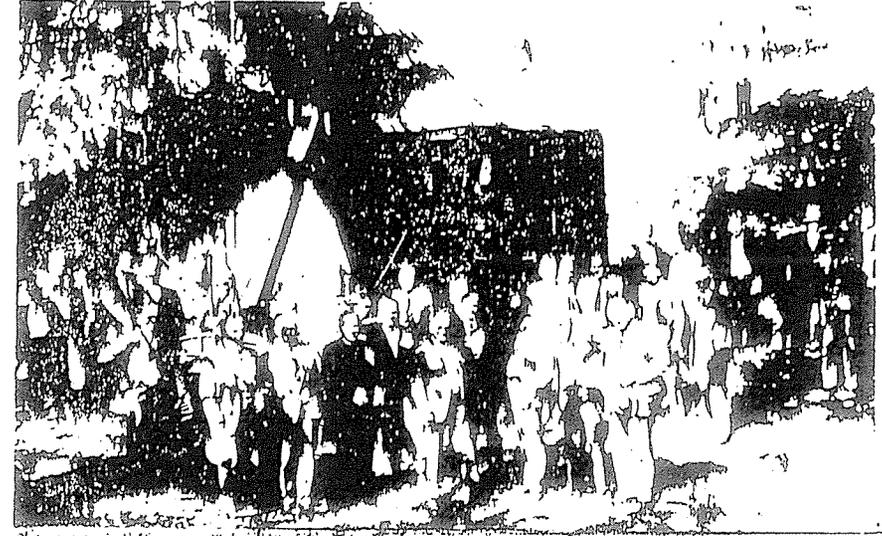


→84A KODAK SAFETY FILM →85 →86 →87 →88 →89 →90 →91 →92









ORTEGA HWY. CEREMONIES
ORTEGA HWY. WAS A JOINT VENTURE OF
ORANGE & OVENUTTE COUNTIES DURING
1914. IT WAS A STATE HWY IN
1915. IN 1916 ORANGE COUNTY
TOOK OVER THE HWY. THE HWY WAS
RELOCATED FROM
CANTONMENT

URRAGA HIGHWAY
Orange County, California

UTM References

A 11/453120/3716780

B 11/450120/3715100

C 11/449120/3712600

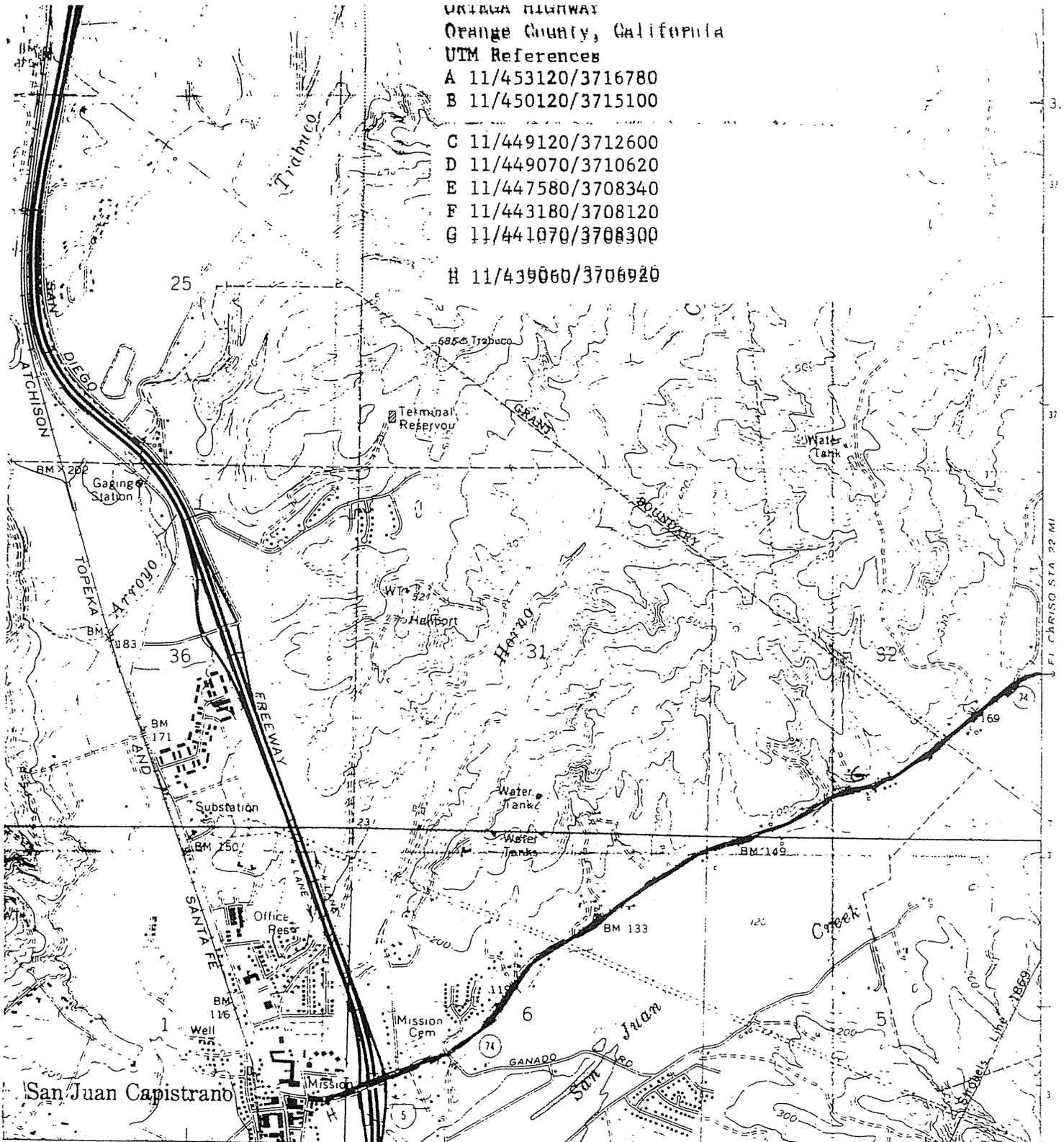
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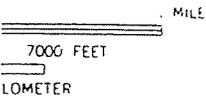
R 8 W 138 40'

SAN CLEMENTE 7 MI.
SAN DIEGO 65 MI

R 7 W 440

● INTERIOR—GEOLOGICAL SURVEY WASHINGTON D C —1969
441000m E

117° 37'



ROAD CLASSIFICATION

Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt - - - - -

□ Interstate Route □ State Route



SAN JUAN CAPISTRANO, CALIF.

BW 4 SANTIAGO PEAK 15 QUADRANGLE
N 3330 W 117 37 5 7 5

Ortega Highway

Comment on Integrity:

The Highway represents the historic evolution of an early trail to a road, with different purposes and uses at different stages in its history.
The road has been paved and topped but it is essentially the route or path that is significant. Research indicates the Highway essentially follows the early Spanish road, as well as various parts of the Indian one.
Records verifying conclusively the Indian trail do not exist.

National Register Criteria of Evaluation: (Opinion)

<u>Events</u> -----	<u>minor - relating to the numerous events, significant to the development of the area, in which the Mission/Hot Springs route played an important role.</u>
<u>Persons</u> -----	<u>minor to moderate - relating to the Indians who first established the trail, the padres who used it next, the Victorian families, and the fluctuating importance of the Springs as a resort.</u>
<u>Type or Period</u>	<u>moderate to strong. The Highway served as a link, connecting different points along the road, significant at a particular time. The present result is an 'overlay' of each of that includes properties representing each of the stages of the road.</u>
<u>Information</u> --	<u>moderate - possible information</u>
<u>Yield</u>	<u>potential regarding Indian and Spanish trails, Hot Springs area.</u>

General Comments:

The Ortega Highway serves as a corridor back through the history of the area, with significant properties designated along the road that represent these various stages. The long use of the road, first as a trail and finally as a highway represents an important historic and cultural evolution.

Due to the unusual nature of the nomination, information regarding it was forwarded to the National Register in Washington for consultation. The information was commented upon favorably and this nomination, according to the National Register, appears to be eligible for listing at this time. It is recommended for placement at the local level of significance.

Correspondence:

none - a Caltrans representative has questioned the impact of the nomination upon future road widening, maintenance



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

ATTACHMENT 4:

**DPR FORMS FOR THE RE-EVALUATION OF A SEGMENT OF SR-74
(ORTEGA HIGHWA) IN SAN JUAN CAPISTRANO BETWEEN CALLE
ENTRADERO AND THE CITY/COUNTY LIMITS (PM 1.0/1.9)**

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 1

*Resource Name or #: State Route 74 (SR-74)

Caltrans ID/County/Route/Postmile/EA: 12-OR-74, PM 1.0-1.9 EA 086920

P1. Other Identifier: Ortega Highway/Hot Springs Road

*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 (7.5') T 8 S; R 7 W; Sec 5

c. Address: N/A

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

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) The portion of SR-74 (Ortega Highway) examined in this record begins just east of Interstate 5 at the intersection of Calle Entradero and continues east for approximately 1 mile to the city limits.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The property consists of a relatively straight, level, northeast-southwest oriented segment of State Route 74 (SR-74), also referred to as the Ortega Highway and Hot Springs Road, since it connects San Juan Capistrano with San Juan Hot Springs, a distance of approximately 11 miles. The existing SR-74 road prism consists of four through lanes from I-5 to a point approximately 330 feet east of road Calle Entradero where it transitions to two through lanes. Between I-5 and Calle Entradero, there are five primary arterial roads that intersect SR-74 – Calle Entradero, Via Cordova, Via Cristal, Via Errecarte, and Avenida Siega. The roadway varies in width from 27 feet (2-lane) to 64 feet (4-lane). Besides the road prism itself, which is overlaid with asphalt, sidewalks have been built along the shoulders terminating at Palm Hill Drive on the north and Avenida Siega on the east. Beyond Avenida Siega (approx. 0.8 PM) the road narrows. From Avenida Siega east the ubiquitous contemporary landscaping, including lawns, non-native shrubs and street trees, and screen walls backing residential homes built during the 1970s through the 1990s, gives way to more more widely scattered modern residential homes, hilly terrain, native grasses, and shrubbery.

*P3b. Resource Attributes: (List attributes and codes) HP37-highway

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

P5b. Description of Photo: (View, date, accession #) Looking west towards San Juan Capistrano from a point about 1,000' east of the intersection of SR-74 and I-5.

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



*P6. Date Constructed/Age and Sources: ca. 1850-present; SR-74 built 1930-32 Historic Prehistoric Both

*P7. Owner and Address: State of California, California Department of Transportation (Caltrans) 1120 N. Street, Sacramento, CA 95814.

*P8. Recorded by: (Name, affiliation, and address) Dana E. Supernowicz, Caltrans Architectural Historian, 1120 N. Street, Sacramento, CA 95814.

*P9. Date Recorded: June 2008

*P10. Survey Type: (Describe) Architectural

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Supplement to the Historic Resource Evaluation Report (HRER), 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, June 2008.

*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

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 *Resource Name or # (Assigned by recorder) State Route 74 (SR-74) *NRHP Status Code: 6Y2

B1. Historic Name: Hot Springs Road/Ortega Highway

B2. Common Name: Ortega Highway/SR-74 B3. Original Use: Trail/Road/Wagon Road/Highway

B4. Present Use: State Highway

*B5. Architectural Style: N/A

*B6. Construction History: (Construction date, alterations, and date of alterations) Based on historic documents the current alignment of SR-74 dates to 1930-32, although the alignment likely existed before that as a marginally improved dirt road. The original alignment of the Hot Springs Road between PM 1.0-1.9 reportedly followed San Juan Creek, which lies about 1/8 mile to the south of the current highway.

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

*B8. Related Features: Residential homes ca. 1970-2000; contemporary landscaping.

B9a. Architect: State of California b. Builder: State of California, Division of Highways

B10. Significance: Theme Transportation Area San Juan Capistrano to San Juan Hot Springs Period of Significance ca. 1796-1940s Property Type Mission Road/Trail/Wagon Road/State Highway Applicable Criteria A & C (Discuss importance in terms of historical or)

Much of the following historic context is extracted from the proposed National Register Nomination prepared in 1976 by Ilse M. Byrnes, representing the San Juan Capistrano Historical Society. SR-74, commonly known as the Ortega Highway, appears to follow the approximate course of the much older "Hot Springs Road." According to Byrnes, "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" (Byrne 1976: 1). Taking into account the fact that San Juan Creek periodically floods, it was unlikely that the early 19th Century road would lie within the flood channel of the creek. On the other hand, it is also plausible that because the creek has changed course over the past 200 years, the 19th Century roadbed may have been damaged or perhaps washed away (refer to Continuation Sheet).

B11. Additional Resource Attributes: (List attributes and codes)

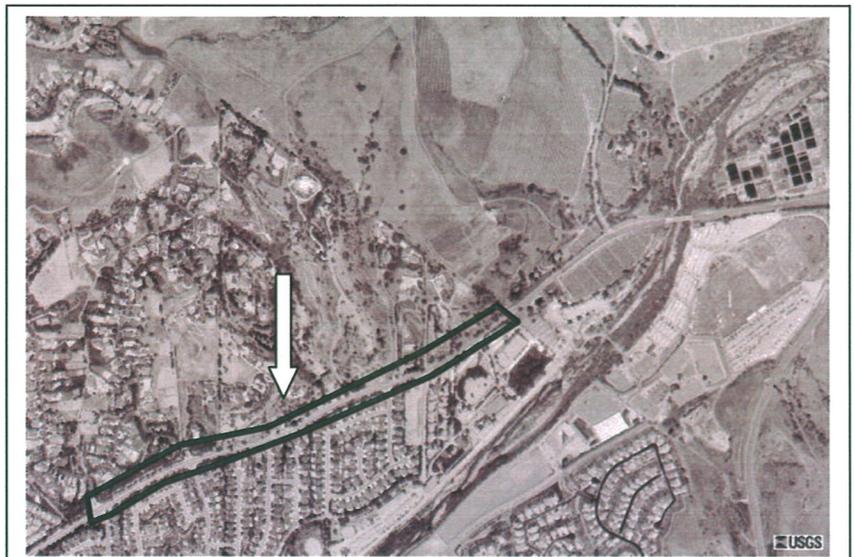
*B12. References: Blow, Ben. California Highways: A Descriptive Record of Road Development by the State and Such Counties as have paved Highways. San Francisco, 1920; Ilse M. Byrnes. San Juan Capistrano Historical Society. National Register of Historic Places, Inventory-Nomination Form, July 30, 1976; California Department of Transportation, Headquarters Library, "SR-74 History File," 1120 N. Street, Sacramento, California; California Department of Transportation to Milford Wayne Donaldson (SHPO) Letter, March 1, 2007; Caltrans History Library, Sacramento, SR-74 historic file; California State Library, History Room, Sacramento, California; Daniel P. Faigin. California Highways, Routes 73-80, www.cahighways.org, 1996-2006; Evaline Morrison, Ortega Highway, www.theortegahighway.com, accessed 2008; Office of Historic Preservation, Department of Parks and Recreation to Mrs. Ilse M. Byrnes, Letter, October 3, 1979; Cheryl Sinopoli. California Department of Transportation. 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, December 2006; United States Department of Interior, Heritage Conservation and Recreation Service, Washington, D.C., to Dr. Knox Mellon, Letter, September 17, 1979; USDI, National Park Service. *National Register Bulletin 16*, "Applying the National Register of Historic Places." 1997.

B13. Remarks:

*B14. Evaluator: Dana E. Supernowicz,
Caltrans, 1120 N. Street, Sacramento, CA 95814
Date of Evaluation: June 2008

1994 Aerial Photograph
Arrow Points to the Project APE
SR-74 Segment PM 1.0-1.9

(This space reserved for official
comments.)



Page 1 of 3 *Resource Name or #: State Route 74 (SR-74)

*Recorded by Dana E. Supernowicz *Date June 2008 Continuation Update

B10. Continued: Byrnes' description of the 19th Century road is somewhat ambiguous. Little detail is provided other than a brief description extracted from an interview with pioneer Orange County resident Miguel Kraszewski around 1856 (Byrnes 1976: 1). Another cursory description suggests that after Mission San Juan Capistrano was established in 1776, the route (trail) to the Mission went inland and followed the "hot springs trail the next three miles to the Mission" (Byrnes 1976: 2). Orange County Historian Jim Sleeper and Geronimo Boscana's *Chinigchinich*, as described by Byrnes, suggest the trail was established by Indians to access the hot springs and the coastal areas to the Santa Ana Mountains (Byrnes 1976: 2).

Historic documents, oral history, and historic maps affirm the importance of San Juan Hot Springs from protohistoric times to the first part of the 20th Century. However, it was not until the 1880s that the springs were improved and the location became a tourist destination, riding on the heels of the expansion of Southern California's tourist industry. The area around the springs achieved more importance as a recreational destination with the creation of the San Jacinto Forest Reserve in 1897, later renamed the Cleveland National Forest (1908) (Byrnes 1976: 3).

It appears that by the 1910s, the Hot Springs Road had undergone considerable improvements, although it remained a narrow dirt road, yet passable for automobiles. The upper reaches of the road between the springs and Lake Elsinore, however, was no more than a trail. Between 1910 and 1920, San Juan Hot Springs expanded its accommodations and an increase in visitation led to additional improvements to the roadway. In 1917, Sid Stephens, Carl Merrifield, Uede Jacobs, and Adam Keck, as well as others, initiated improvements on the upper reaches of the road using slip scrapers, horse teams, wheel barrows, and shovels (Evaline Morrison, Ortega Highway, www.theortegahighway.com, accessed 2008).

During the mid-1920s the desire to connect Orange and Riverside counties with a passable automobile road gained momentum through the efforts of James B. Lehigh, and E.E. East, chief engineer of the Southern California Automobile Club. In June 1929 a ceremony was reportedly held in San Juan Capistrano initiating the ground breaking of the "Elsinore-San Juan Capistrano Highway-To-The-Sea." Construction began soon after the ceremony and continued through 1933, jointly funded between county and state government agencies. In August 1933, the Ortega Highway dedication ceremonies were held at Jameson Point overlooking Lake Elsinore. The name "Ortega" was applied to the route in honor of Don Jose Francisco Ortega, member of the Portola expedition, who with father Lausen made the first attempt to establish the San Juan Mission (Evaline Morrison, Ortega Highway, www.theortegahighway.com, accessed 2008).

Based upon information garnered from Caltrans records and the California Highways website www.cahighways.org, in 1963 SR-74 was defined as lying between Route 5 (present-day Interstate 5) near San Juan Capistrano to Route 71. The route has been signed or designated SR-74 since 1934, originally listed as LRN 64 in 1933 (Caltrans History Library, Sacramento, SR-74 historic file; Daniel P. Faigin, California Highways, Routes 73-80, www.cahighways.org, 1996-2006).

Besides the road itself, Byrnes in her 1976 National Register nomination presents an argument that the Hot Springs Road gained significance for its economic importance and linkage to important ranches along its course between San Juan Capistrano and the Hot Springs. Today, between San Juan Capistrano and the city/county boundary, agriculture has given way to suburbanization. Single-family residential homes flank either side of the four-lane roadway within the city limits, and native vegetation has given way to non-native species, lawns, property walls and fences, and pedestrian sidewalks. Beyond the city limits to the east the landscape becomes more pastoral, although many of the large ranches or farms have been subdivided and plans call for new residential development.

B10. Continued: In regards to the historic built environment properties providing linkage and perhaps association along the corridor of the road, besides the mission itself, Byrnes identified the Parra Adobe, Rowse Cottage, Errecarte House, Goodwin-Rosenbaum Ranch, and Forster House. The Parra Adobe still stands approximately ¼ mile west of Calle Entradero, at 27762 Ortega Highway, was listed on the National Register (NR78000731) on September 11, 1978, and is a City of San Juan Capistrano (City) designated landmark. The Rowse Cottage or Hankey-Rowse Cottage/House lies at 30981 Via Cristal (formerly 28232 Ortega Highway). The property is a City designated landmark, but was determined not to be eligible for the NRHP by the State Historic Preservation Office (June 13, 2007). The Errecarte House is still standing at the corner of Via Errecarte and SR-74 (30882 Via Errecarte-formerly 28432 Ortega Highway), and is a City designated landmark. The Goodwin-Rosenbaum House was demolished in 1990. The site of the house has since been redeveloped. Finally, the Forster House, at 27182 Ortega Highway, was listed on the NRHP (NR86002405) on September 11, 1986, is a City designated landmark, and lies approximately 1/8 mile east of I-5 on the south side of SR-74. In summary, the aforementioned properties identified by Byrnes in 1976, with the exception of the Goodwin-Rosenbaum House, which was demolished in 1990, share only a vague association with the current alignment of SR-74, and any shared association is offset by the area's suburbanization and modern development. Within the limits for the proposed widening of SR-74 (PM 1.0/1.9), only the Hankey-Rowse Cottage/House and Errecarte House are located within the project limits. Neither property will be directly impacted by the proposed widening.

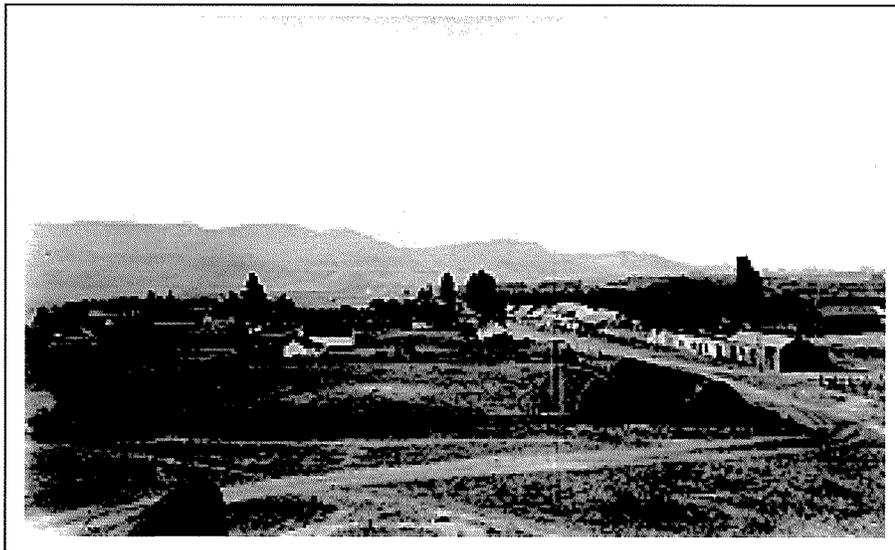
In determining the significance of SR-74/Ortega Highway/Hot Springs Road, Byrnes' NRHP nomination (1976) was given careful consideration, as were historic maps, photographs, and the relationship of the highway to historic and present-day landforms, and well as older properties, such as the NRHP Forster House. A letter from the Keeper of the NRHP to Dr. Knox Mellon (SHPO) dated September 17, 1979, discusses Byrnes' NRHP nomination and dismisses the "historic district" proposed by Byrnes in her report (United States Department of Interior, Heritage Conservation and Recreation Service, Washington, D.C., to Dr. Knox Mellon, Letter, September 17, 1979). More recently, according to Paul Lusignan, reviewer for California's NRHP nomination applications in the NRHP, National Park Service, Washington, D.C., the segment of SR-74 (Ortega Highway) that was discussed in the 1976 nomination application has no NRHP status because it was not officially listed and the nomination was returned to the state. The Keeper of the NRHP did not formally make a determination whether or not the Ortega Highway is eligible for the NRHP (Telephone conversation between Paul Lusignan, NPS, and Gloria Scott, Caltrans, May 12, 2008). In summary, regarding prior evaluations and determinations of eligibility, the Ortega Highway is not a City designated landmark, is not listed in the California Register of Historical Resources, or the NRHP, and was never previously determined either eligible or ineligible for the NRHP.

In regards to the current application of NRHP Criteria, SR-74/Ortega Highway is being evaluated under Criterion A and C; A for its association with Mission San Juan Capistrano and San Juan Hot Springs, and for its role in transportation between the two locations, and C for its physical characteristics and engineering, first as a trail/travelway/wagon road and later as a state highway. The NRHP is explicit in that for properties to be eligible or listed they must retain integrity. The NRHP defines integrity as retaining location, design, setting, feeling, association, workmanship, and materials.

The segment of SR-74 beginning just east of Interstate 5 and continuing east to PM 1.9 at the city/county boundary has been compromised by widening and repaving. Surrounding the highway are contemporary single-family residential homes and commercial businesses with extensive landscaping, including sidewalks, property walls and fences, lawns, and street trees. Between PM 0.8 and PM 1.9 the road narrows, but modern infill, such as residential homes, power lines, etc., still exist. The historic setting was much different than the present-day setting, characterized by a more pastoral, open landscape with widely scattered trees, grasslands, and by the 20th Century farms and ranches intermixed with orchards. Finally, historic evidence is ambiguous regarding the precise alignment of the original late 18th and 19th Century "Hot Springs Road." Even if the roadway followed the present-day alignment of SR-74, it undoubtedly would have been obliterated by subsequent improvements to the existing roadway and suburban development. Consequently, the segment of SR-74 (Ortega Highway) beginning at PM 1.0 and continuing to PM 1.8 lacks integrity. Because the property lacks integrity, Caltrans has determined that the property is not a historic resource for the purposes of the California Environmental Quality Act (CEQA), pursuant to CEQA 15064.5(a), and that pursuant to California Public Resources Code 5024(b), this state-owned segment of the Ortega Highway does not meet the criteria for listing on the NRHP or for registration as a California Historical Landmark.



Looking west ca. 1900 towards Mission San Juan Capistrano from a point just west of present-day SR-74 (Photo courtesy of California Online Archives).



San Juan Capistrano ca. 1888 looking towards the Santa Ana Mts. (Photo courtesy of California Online Archives).

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPH RECORD

Primary # _____
 HRI# _____
 Trinomial _____

Resource Identifier: State Route 74 (Ortega Highway)

Caltrans Map Reference No.: SR-74 road segment

County/Route/Postmile: Orange/SR-74/PM 1.0-1.9

Project Name: State Route 74 (Lower Ortega Highway) Widening Project (EA 086920) Year: 2008

Camera Format: Sony Mavica Digital MVC-FD92

Lens Size: N/A

Film Type and Speed: Digital

Copies Kept at: Caltrans District 12 – Environmental Planning

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
June	5	9:30-11:30 AM	1	View of SR-74 west of I-5 towards San Juan Capistrano Mission (1/4 mile west of I-5)	West	N/A
			2	View of SR-74 east of I-5/SR-74 Interchange	East	
			3	View of SR-74 west of La Novia Ave. towards I-5	West	
			4	View of SR-74 east of Calle Entradero (within Project Limits)	East	
			5	View of SR-74 east of Via Cordova (within Project Limits)	East	
			6	View of SR-74 east of Via Cristal (within Project Limits)	East	
			7	View of SR-74 east of Via Errecarte (within Project Limits)	East	
			8	View of SR-74 west of Shade Tree lane (within Project Limits)	West	
			9	View of SR-74 west of City/County Line (partially within Project Limits)	West	
			10	View of SR-74 west towards City/County Line	West	
			11	View of SR-74 east of City/County Line	East	
			12	View of SR-74 east towards Antonio Pkwy/La Pata Ave.	East	
			13	View of SR-74 just east of Antonio Pkwy/La Pata Ave.	East	
			14	View of SR-74 east of Antonio Pkwy/La Pata Ave. towards Hot Springs	East	
			15	View of SR-74 towards Caspers Regional Park entrance	East	
			16	View of SR-74 east of Nichols Institute Rd.	East	
			17	View of SR-74 east towards Hot Springs	East	
			18	View of SR-74 towards San Juan Fire Station and Hot Springs area	East	
			19	View of SR-74 west from San Juan Fire Station towards San Juan Capistrano	West	
			20	View of SR-74 west between San Juan Fire Station and San Juan Capistrano	West	
			21	View of SR-74 west of San Juan Creek Bridge approximately 1/2 mile east of City/County Line	West	
			22	View of SR-74 west towards I-5 from Via Cristal (within Project Limits)	West	
			23	View of SR-74 west towards I-5 from Calle Entradero	West	
			24	View of SR-74 west towards I-5 from Sundance Dr.	West	

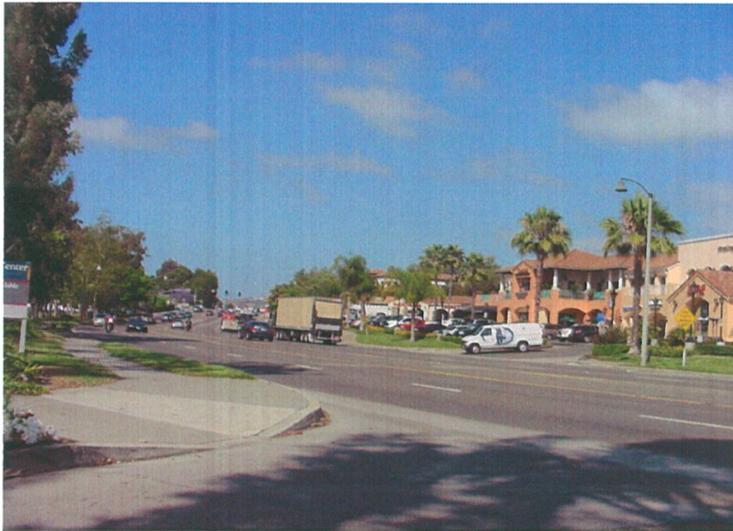
State Route 74 (Ortega Highway) Photographs EA 086920



No. 1: View West of I-5 towards SJC Mission



No. 2: View East of I-5/SR-74 Interchange



No. 3: View West of La Novia Ave. towards I-5



No. 4: View East of Calle Entradero intersection (within Project Limits)



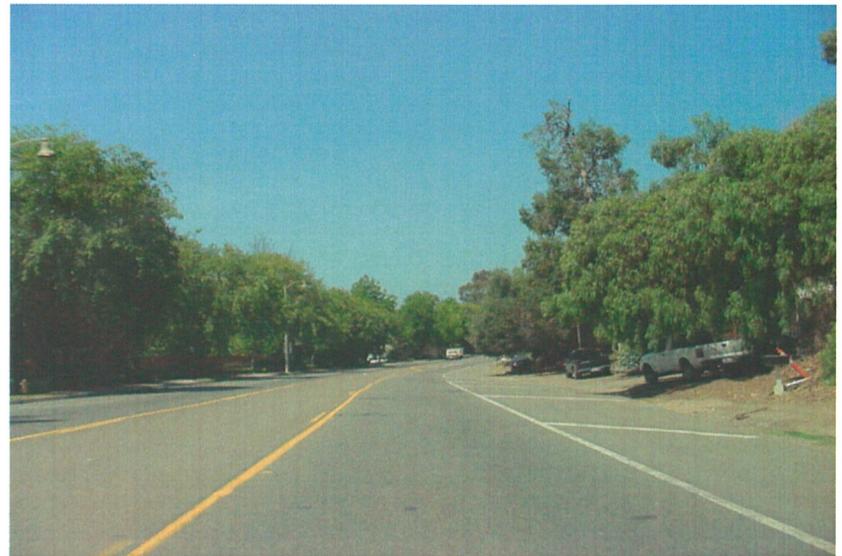
No. 5: View East of Via Cordova intersection (within Project Limits)



No. 6: View East of Via Cristal (within Project Limits)



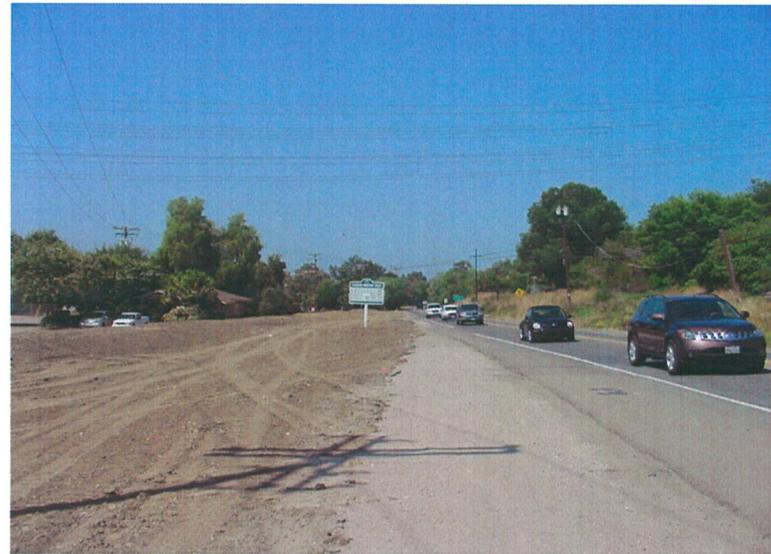
No. 7: View East of Via Errecarte (within Project Limits)



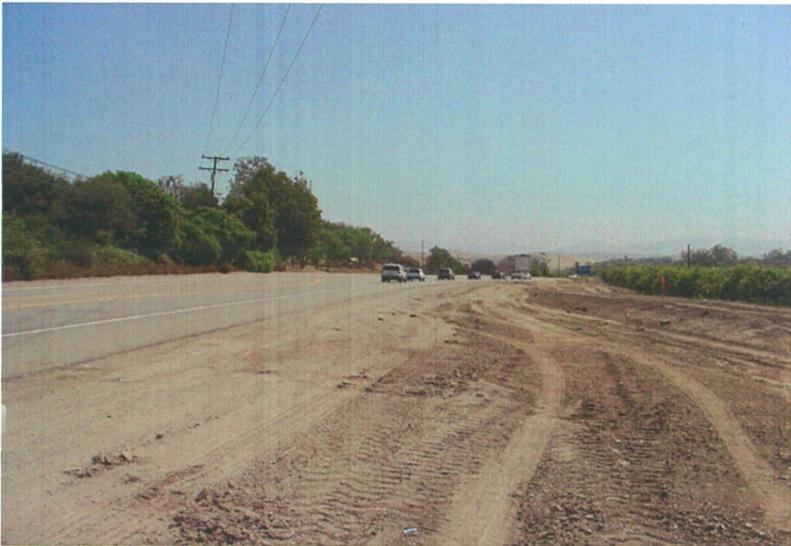
No. 8: View West of Shade Tree Lane (within Project Limits)



No. 9: View West of City County Line (partially within Project Limits)



No. 10: View West towards City/County Line



No. 11: View East just past City/County Line



No. 12: View East towards Antonio Pkwy/La Pata Ave.



No. 13: View East just past Antonio Pkwy/La Pata Ave.



No. 14: View East past Antonio Pkwy/La Pata Ave. towards Hot Springs



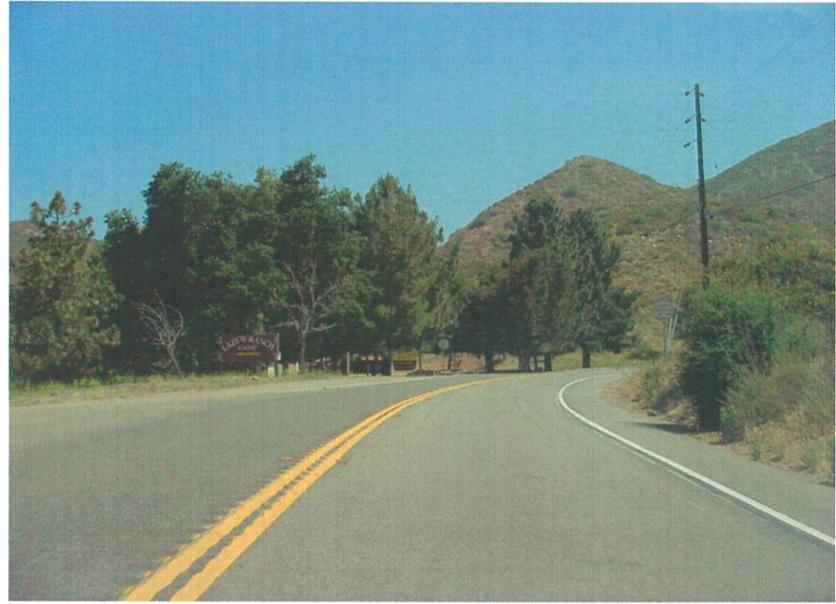
No. 15: View East towards Caspers Regional Park entrance



No. 16: View East of Nichols Institute Rd. heading towards Hot Springs



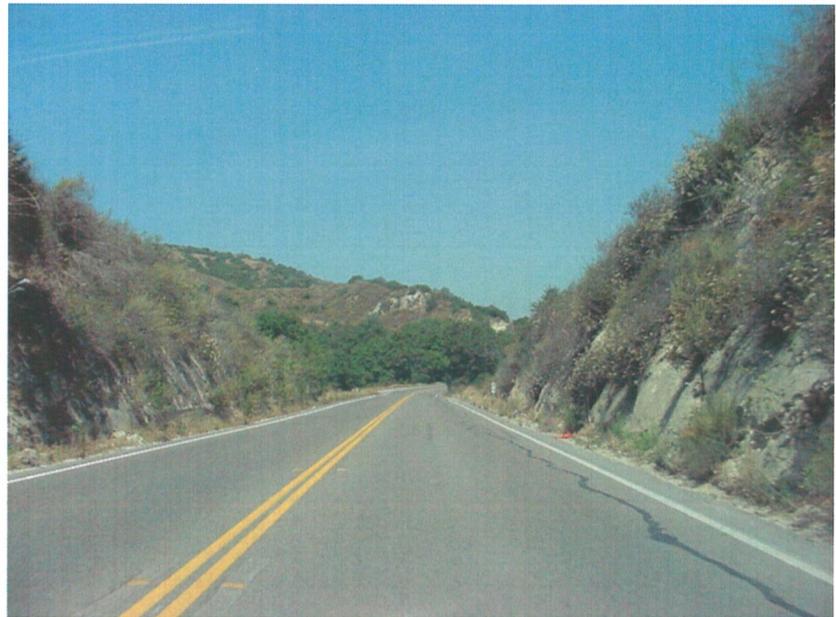
No. 17: View East towards Hot Springs



No. 18: View East towards San Juan Fire Station and Hot Springs area



No. 19: View West from San Juan Fire Station heading towards San Juan Capistrano



No. 20: View West of SR-74 between San Juan Fire Station and San Juan Capistrano



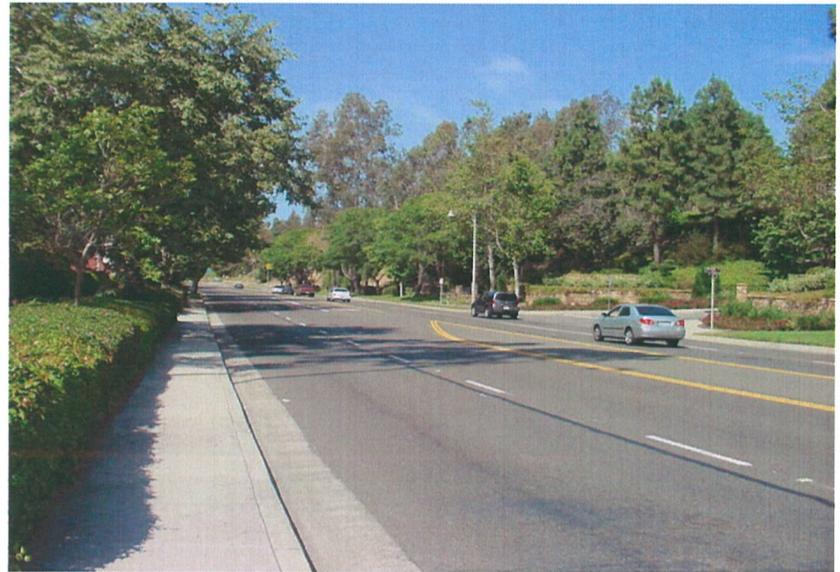
No. 21: View West of San Juan Creek Bridge approximately one-half mile east of City/County Line



No. 22: View West towards I-5 from Via Cristal (within Project Limits)



No. 23: View West towards I-5 from Calle Entradero



No. 24: View West towards I-5 from Sundance Dr.

**ATTACHMENT 5: ENVIRONMENTALLY SENSITIVE AREA (ESA)
ACTION PLAN FOR THE MANRIQUEZ ADOBE**

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, Resident Engineer	
After Construction	The Resident Engineer will inform the Caltrans Archaeologist when construction is finished.	Resident Engineer	

Responsible parties as of December 2006:

Title	Contact	Phone Number
Caltrans Archaeologist	Cheryl Sinopoli	(949)724-2855
Project Manager	Ahmed Abou-Abdou	(949)724-2768
Resident Engineer	To be determined	

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Orca	74	1.0/2.9		

REGISTERED CIVIL ENGINEER

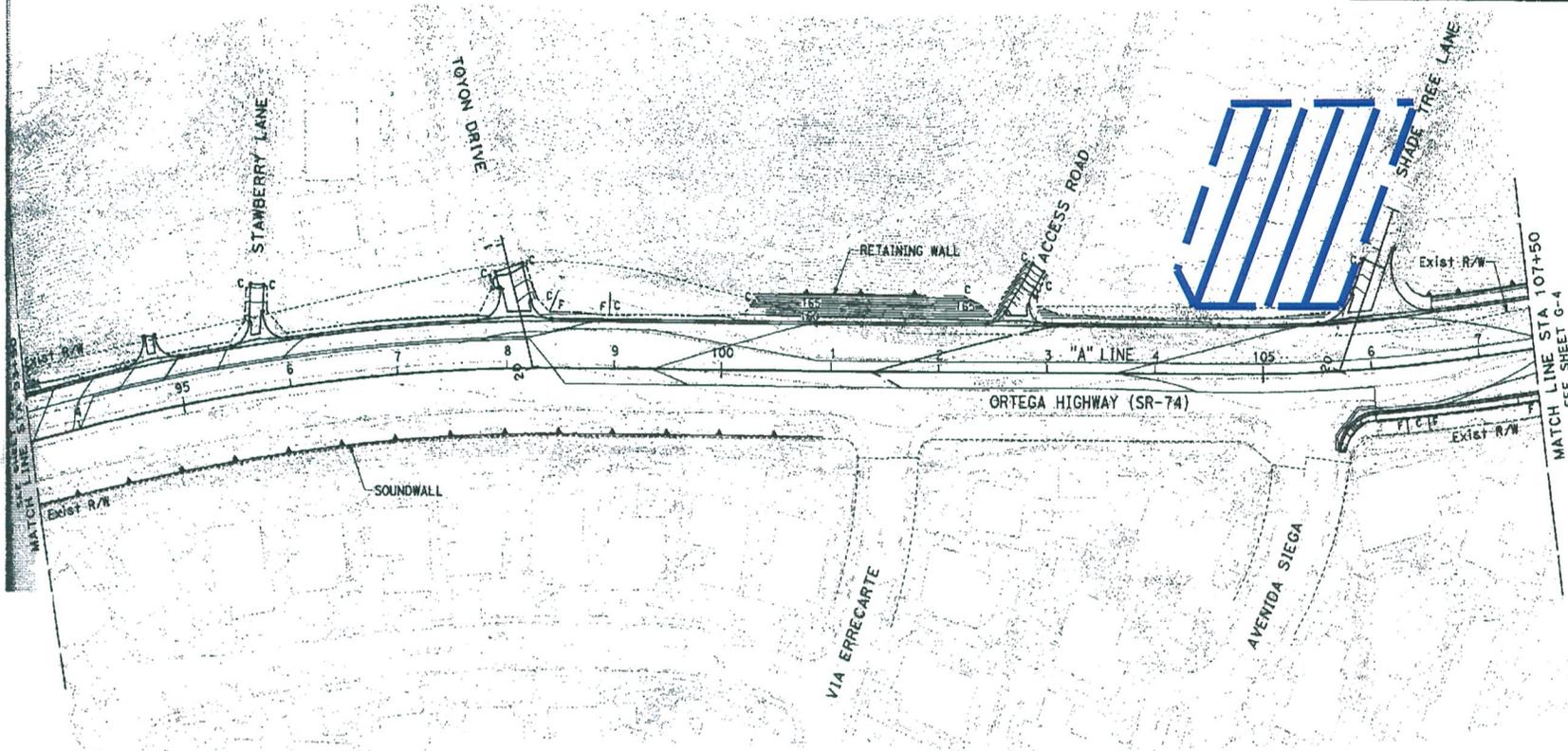
PLANS APPROVAL DATE

To get to the Caltrans web site, go to <http://www.dtd.ca.gov>

HDR HDR Engineering, Inc.
1936 E. Deane Ave., Suite 220
Santa Ana, Ca 92705



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

RELATIVE BORDER SCALE
 15 IN INCHES



USERNAME -> USER
 DDN FILE -> ... \c085904\h003.dgn

CU EA 086904

LAST REVISION DATE PLOTTED -> 3/4/2006