

**PHASE 1 ARCHAEOLOGICAL RESOURCE SURVEY**

**125 S. Calle Cesar Chavez  
A.P.Nos. 017-113-29, 30, 34, and 35  
Santa Barbara, California**

*Prepared for:*

*City of Santa Barbara  
(Case No. MST2007-00274)*

*630 Garden Street  
Santa Barbara, California*

*Prepared by:*

*Heather Macfarlane  
Principal Investigator  
and*

*Michael H. Imwalle  
Archaeologist*

*April 10, 2007*

**MACFARLANE ARCHAEOLOGICAL CONSULTANTS  
7290 Marmota Street  
Ventura, California 93003-6845  
805-659-2657 (Office/Fax); 805-216-7597 (Cell)**

**Email: [h.macfarlane@adelphia.net](mailto:h.macfarlane@adelphia.net)**

## CONTENTS

INTRODUCTION.....	4
CULTURAL RESOURCES .....	9
Document Review and Identification of Previously Recorded Resources .....	9
Site History.....	12
ARCHAEOLOGICAL FIELD SURVEY.....	24
Methods.....	24
Results.....	24
ASSESSMENT OF POTENTIAL UNRECORDED ARCHAEOLOGICAL RESOURCES .....	25
BACKHOE EXCAVATION .....	26
Methods.....	26
Results.....	27
Trench 1.....	27
Trench 2.....	30
Trench 3.....	30
ASSESSMENT OF ARCHAEOLOGICAL RESOURCES .....	43
Santa Barbara Fairgrounds .....	43
Prehistoric Resources.....	43
Southern Pacific Railroad Alignment (C. 1887-1905) (Santa Barbara County Primary No. P-42-040923) .....	44
EVALUATION OF POTENTIAL PROJECT EFFECTS AND MITIGATION PROCEDURES .....	48
REFERENCES .....	51
APPENDIX A Central Coast Archaeological Information Center Letter	
APPENDIX B Archaeological Survey Reports	
APPENDIX C Historical Survey Reports	
APPENDIX D Department of Parks and Recreation Primary Record P-42-003626	
APPENDIX E California Historical Landmarks Nomination Application and Department of Parks and Recreation Primary Record P-42-040923	

## FIGURES

### Figure

- 1 Location Map
- 2 Enlargement of Topographic Map Showing Project Parcel(s)
- 3 Assessor's Parcel Map
- 4 1888 Sanborn Fire Insurance Map Index
- 5 Portion of the 1888 Lithograph of the City of Santa Barbara (Showing 1887 SPRR Alignment)
- 6 Portion of the 1889 Map of the City of Santa Barbara California (Compiled by Charles Mensch, Published by C. G. Sanborn)
- 7 1892 Sanborn Fire Insurance Map Index (Showing 1887, 1905, and Stearns Wharf SPRR Alignments)
- 8 1896 Drawing Showing SPRR Alignment. (Southern Pacific Branch Railway, 1897. Petition Before City of Santa Barbara)
- 9 1907 Sanborn Fire Insurance Map (Detail Upper Right)
- 10 1916 SPRR Co. Main Line (Santa Barbara to Burbank)
- 11 1928 Aerial Photograph
- 12 1930 Sanborn Fire Insurance Map (Detail)
- 13 Archaeological Site Plan Showing Trench Locations

## PHOTOGRAPHS

### Photograph

- 1 Aerial Photograph
- 2 125 South Calle Cesar Chavez Entrance Drive
- 3 125 South Calle Cesar Chavez Overview
- 4 Trench 1A Looking toward Calle Cesar Chavez
- 5 Trench 1B Looking toward Calle Cesar Chavez
- 6 Trench 1A West Sidewall Showing Stratigraphic Profile
- 7 Trench 1B West Sidewall Showing Stratigraphic Profile
- 8 Railroad Debris
- 9 Concrete Pad Exposure Showing Rail Alignment
- 10 Planking Exposure and Definition Trench
- 11 Definition Trenching Second Concrete Pad and Planking
- 12 Second Concrete Pad Exposure
- 13 Trench 2 Looking toward Quarantina Street
- 14 Trench 2 Southeast Side Wall
- 15 Close-up Detail of Rail Embedded in Concrete Slab
- 16 Trench 3 Cross Trench (Looking Northwest)
- 17 Artifact No. 1, Rail Base Plate
- 18 Example of Rail Base Plate with Spike
- 19 Artifact No. 2, Fishplate Track Joint Fragment
- 20 Example of Fishplate Joint
- 21 SPRR Vehicle Crossing, Artifacts Nos. 3-7
- 22 Artifacts 8-9 Bottles

## INTRODUCTION

Macfarlane Archaeological Consultants [MAC] conducted a Phase I Archaeological Resource Survey for 125 South Calle Cesar Chavez at the request of the Redevelopment Agency of the City of Santa Barbara, California. The project area consists of four commercial parcels located within the Waterfront/East Beach General Plan Neighborhood, Santa Barbara, California and include Assessor's Parcel Nos. (A.P.Nos.) 017-113-29 (125 South Calle Cesar Chavez), 017-113-030 (145 S. Calle Cesar Chavez), 017-113-34 (110 S. Quarantina Street), and 017-113-035 (114 S. Quarantina Street). The sum of the four parcels is approximately 2.404-acres (Figures 1-3, Photographs 1-3)<sup>1</sup>. For simplicity and the limited purposes of this report, the project parcels will be referenced as the 'project parcel' and subsumed under the one address of 125 South Calle Cesar Chavez.

This report has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines, County of Santa Barbara Prehistoric Archaeological Project Requirements, and the 2002 City of Santa Barbara Master Environmental Assessment (MEA) guidelines. These guidelines and requirements are consistent with current professional standards and procedures as outlined in The Airlie House Report (1978).

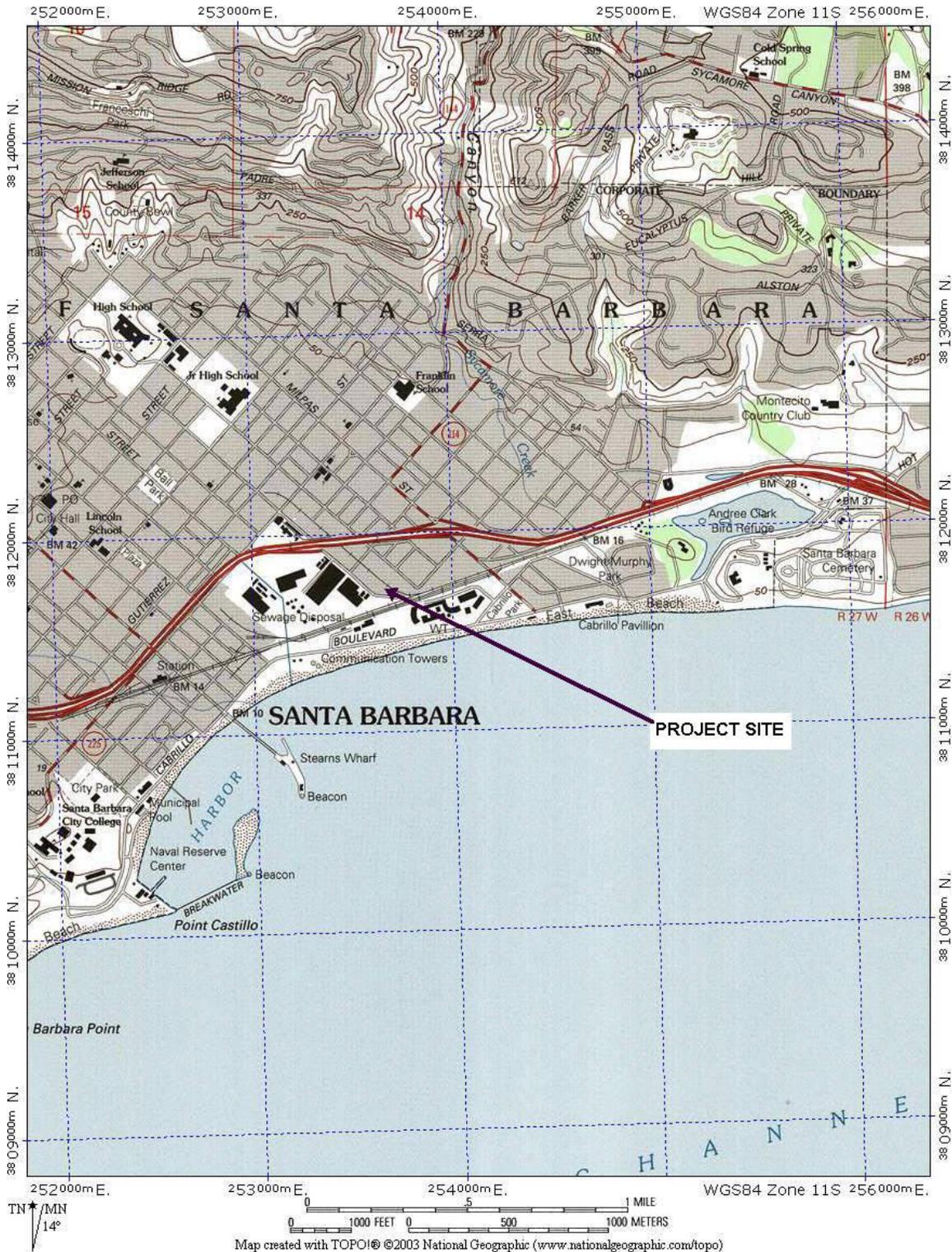
This report documents the result of a Phase 1 archaeological resource survey conducted in support of the Redevelopment Agency development of the 2.404-acre property (R. Brooke, City of Santa Barbara: Personal communication).

The objective of the Phase 1 survey is to identify and document the presence of archaeological cultural resources in the project area, evaluate the potential for additional surface or subsurface resources to be present, and when possible assess the importance of the identified resources in terms of scientific and cultural values, and assess the potential impact of the proposed project on those resources. Cultural resources include prehistoric and historic archaeological sites, Native American ethnographic sites, and structures of historic or architectural importance in Santa Barbara's history. Importance is a quality defined in the California Environmental Quality Act Guidelines.

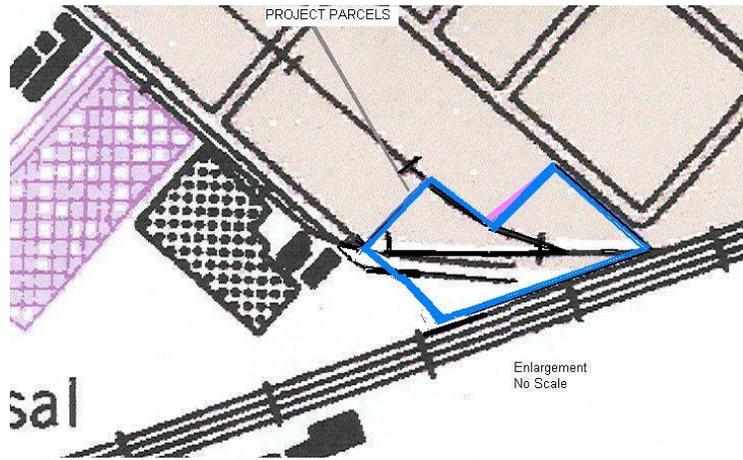
Heather Macfarlane, Archaeologist, is responsible for archaeological fieldwork, background literature review, and cultural resource evaluation of the project parcel. Ms. Macfarlane was assisted in this project by archaeologist Michael H. Imwalle.

---

<sup>1</sup> For the purposes of clarity for the reader, the location map, parcel map and site specific photographs are placed within the Project Description and Location section rather than later within the report. Also for clarity for the reader and understanding of site survey and testing procedures the Site History section is placed within the Documents Review section.



**Figure 1. Location Map**

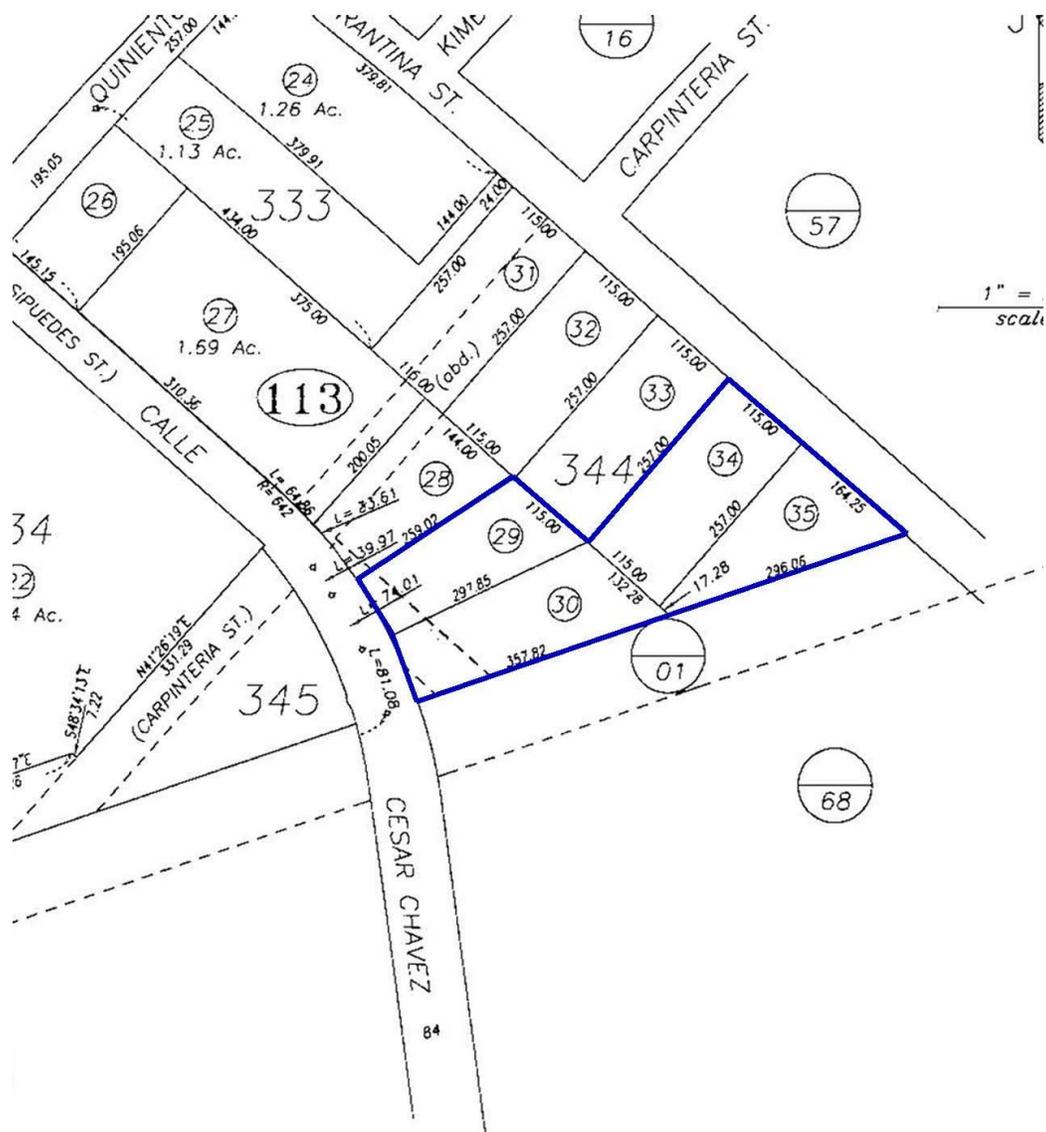


**Figure 2. Enlargement of Topographic Map Showing Project Parcel(s)**



Calle Cesar Chavez/Cacique Street Properties

**Photograph 1. Aerial Photograph (Showing Project Parcel(s), Existing Cement Pads, and Other Paved and Gravel Areas)**



**NOTICE**  
These parcels are for tax assessment purposes only and do not indicate either legality or a valid building site.

City of Santa Barbara  
Assessor's Map Bk, 017 -Pg, 11  
County of Santa Barbara, Calif.

**Figure 3. Assessor's Parcel Map**  
**A.P.N. 017-113-29 (125 South Calle Cesar Chavez),**  
**A.P.N. 017-113-30 (145 S. Calle Cesar Chavez), A.P.N. 017-113-34 (110 S. Quarantina Street), A.P.N. 017-113-035 (114 S. Quarantina Street)**



**Photograph 2. 125 South Calle Cesar Chavez (Entrance Drive)**



**Photograph 3. 125 South Calle Cesar Chavez (Overview)**

The property is currently vacant except for a paved area used for vehicle parking. The City of Santa Barbara has not identified a specific project for the property at this time. A written project description and site plan as required by the 2002 MEA Guidelines for Archaeological Resources and Historic Structures are, therefore, not included with this document. The City indicates that any proposed structure will require a maximum 5-ft. (the depth of documented fill) of excavation cut and fill since the architect indicates the property may be subject to liquefaction (R. Brooke, City of Santa Barbara, 2007. Personal communication). Additionally grading for a driveway and excavation for a perimeter wall may also be required (R. Brooke, City of Santa Barbara, Personal communication, 2007). Native soil underlying historic fill in the area is alluvial in origin. Extensive gravel fill is present on the surface of the parcel. The parcel is situated below the 50-ft. topographic contour (U.S.G.S. 7.5' Santa Barbara Quadrangle).

The project area includes Assessor's Parcel Nos. 017-113-29 (125 South Calle Cesar Chavez), 017-113-030 (145 S. Calle Cesar Chavez), 017-113-34 (110 S. Quarantina Street), and 017-113-035 (114 S. Quarantina Street) (Figures 1-3 and Photographs 1-2). No structures are currently located within the project parcel although a cement pad, pavements, and graveled areas are present.

Land use in the vicinity of the project parcel is predominantly commercial.

## **CULTURAL RESOURCES**

### ***Document Review and Identification of Previously Recorded Resources***

All pertinent prehistoric, ethnohistoric and historic information was reviewed for the project. This review included the following:

#### Archaeological Resources Sensitivity Map (1997 in MEA 2002).

The project site falls within the American Period (1870-1900) and the Early Twentieth Century (1900-1920) sensitivity zones (Archaeological Sensitivity Zone Map, 1997; 2002 MEA Archaeological Sensitivity Zone Map). The northeastern end of the project parcel is adjacent to and immediately southwest of the former estuary (*El Estero*) and Prehistoric Sites and Watercourses sensitivity areas. It appears to border the native soil and sand spit which enclosed the southernmost extension of the estuary some time during the late Holocene Period (Circa [c.] 3500-2500 years before present [BP]). Native soil is comprised of recent alluvium (QAL, Holocene, c.11,000 years old) (Dibblee, 1966).

California Archaeological Site Inventory, Central Coast Information Center (CCIC), Department of Anthropology, University of California, Santa Barbara (Letter 4/16/2007 and update 5/8/2007). Archive records, published reports and unpublished manuscript materials and maps were evaluated. This institution maintains files for the Santa Barbara County area and current information pertaining to extant prehistoric and historic archaeological sites is available there for review.

Archaeological Resources. The record search conducted for property revealed that the parcel has been included in a previous archaeological survey for a Level (3) Communications coastal development permit application for the City of Santa Barbara (Chambers, 2000). This survey included a records search at the CCIC but no systematic intensive pedestrian survey was included for the project parcel or for the numerous other parcels within the records search area. As such, this former Phase 1 archaeological survey was site specific only within the Southern Pacific Railroad (SPRR) right-of-way (ROW) and does not meet current MEA 2002 standard archaeological guidelines for the numerous parcels included in the ½-mile records search radius. In addition, the Central Coast Archaeological Information Center indicates that forty-three (43) previous cultural resources surveys (Attachment B) have been conducted within a ¼-mile radius of the subject parcel.

One archaeological site (SBa-3626) is documented on the opposite side of South Calle Cesar Chavez and represents a previously undocumented prehistoric site found subsurface during trenching. Examination of the Department of Parks and Recreation Primary Record (P-42-003626), Archaeological Site Record (SBa-003626), and Archaeological Site Plan, however, shows that this site is located east of South Calle Cesar Chavez within the SPRR ROW just south of and adjacent to the project parcel. The site was discovered during monitoring of the Fiber Optic Cable trenching for the permit cited above. The site was located buried under Circa 1880s and historic fill in a dune matrix (beach sand) at and below the present water table and about 81-cm (32-inches) below the present ground surface. No record of a Phase 2 evaluation of this potentially significant prehistoric site was filed with the Central Coast Information Center at the Department of Anthropology, University of California, Santa Barbara and none could be found within City Files.

The site is described as consisting of a buried deposit of prehistoric cultural materials. Cultural remains documented included 4 primary flakes (2 chert, 2 quartzite), 1 secondary flake (quartzite), 1 fire-affected cobble, and marine shell (mostly *Chione spp.*) (Bruno Texlier, Chambers Group, 2001). Shell appeared to have been burned and therefore of cultural rather than natural beach or estuarine deposit. The site is located within a dune matrix underlying Circa 1880s historic fill. It should be noted that the site is located adjacent to or within the historic *Estero* that formed during the Holocene geological period. Estuary formation is estimated to have occurred between 11,000 and 2,500 years B.P. during which time the water levels increased both due to rainfall and rising sea levels.

About 3500 to 2500 years B.P. the estuary was partially closed to tidal scouring by development of a sand dune extending from native land across the mouth of the estuary, which resulted in slowing water movement downstream during periods of flooding. Since that time sea level has continued to rise incrementally worldwide. Therefore, the documented site that now lies buried at and below water level under historic fill in fact lies within native sand dune deposits that were above sea level during the time of prehistoric occupation. Such sites may exist and be preserved under native estuarine deposits and/or historic fill anywhere along the borders of the estuary and original watercourse. Additionally isolated artifacts or remains of Native American water craft such as a tule plank canoe may also theoretically occur within and along the borders of the estuary.

Historic Resources. A search of the inventories for the State Historic Property Data Files, National Register of Historic Places, National Register of Determined Eligible Properties, California Historical Landmarks, California Points of Interest, California OHP Archaeological Determinations of Eligibility, and the Caltrans State and Local Bridge Surveys yielded nine (9) property evaluations within the search radius (Attachment C).

Other sources of information included the following:

- University of California, Map and Imagery Laboratory
- University of California, Library and Special Collections
- Trust for Historic Preservation Research Library

The City of Santa Barbara, Planning Department was also consulted.

- Archaeological Resources Reports Location Map and Archaeological Resources Reports. Map generally duplicates the information on-file at the CCIC, except for very recent information not yet filed with the CCIC and may include investigations currently under review. This map was unavailable during the time of the survey.

- Designated Historic Resources Lists and Potential Historic Resources Designation List maintained by the City Urban Historian. Generally duplicates the information presently on-file at the CCIC, except for recent information not yet filed with the CCIC or California Register of Historic Resources. No additional information was documented.
- Historic Structures/Site reports on file with the City of Santa Barbara. Many of these reports are also duplicated at Gledhill Library cited above. No previous historic structures/site reports are filed for the project site. None are required as a result of the present survey.
- No information on the project site or the site identified as SBa-3626 is contained in Applegate (1975:19-46), Harrington (1928), Rogers (1929) or Holmes and Johnson (1998).
- No information pertinent to the project site was found in Williams (1977) although the train route northwest of the survey area is mentioned.
- Santa Barbara Public Library  
City Directories (c. 1900-1925) contained no information pertinent to the project site.
- Santa Barbara Historical Society Gledhill Library  
City Directories (c. 1889-1925) contained no information pertinent to the project site.

Further results of this research are presented below.

### **Site History**

1788 Goicoechea/Fages Plan (September 1788): The project area lies outside the area of map coverage.

1820 Edward Vischer Map (Circa 1820): The project area lies outside of detailed map coverage.

1852 U. S. Coast Survey Map of the Port of Santa Barbara: The project area appears to be undeveloped land on the periphery of the *Estero*.

1853 U. S. Coast Survey Preliminary Sketch of the City of Santa Barbara: There is no change to the project area or its environs since the 1852 Coast Survey described above.

1853 Wackenreueder Map No. 2 (February 1853): The project area lies outside the area of map coverage.

1853 Wackenreuder Map #1 (April 1853): The map depicts the project area located within Block No. 344. According to this map Block No. 344 is bounded by Salsipuedes Street on the southwest, Carpinteria Street on the northwest, Quarantina Street to the northeast, and Cacique Street to the southeast. No property ownership is indicated.

1870 U. S. Coast Survey. (Benjamin Pierce Superintendent. Section X. Map of the Town of Santa Barbara and Vicinity. Surveyed by W. E. Greenwell, Asst. and S. Forney Aid, U.S.C.S. Register No. 1229): This map depicts the project area as cultivated in cereal crops or some other variety of dry farming on the margin of the estuary.

1877 Bird's Eye View of the City of Santa Barbara, California: The project area is depicted as undeveloped land. It is probably cultivated in grain. The block to the east (Block No. 343) appears to be developed with a large ranch house with orchards and landscaping.

1878 Sketch of the City of Santa Barbara, California: (Showing part of the Survey of 1870 and changes and improvements to date, January 1878. U. S. Coast Survey. Register No. 11229c. M. Section X. 43a): This map indicates that the project parcel is cultivated in two different types of crops.

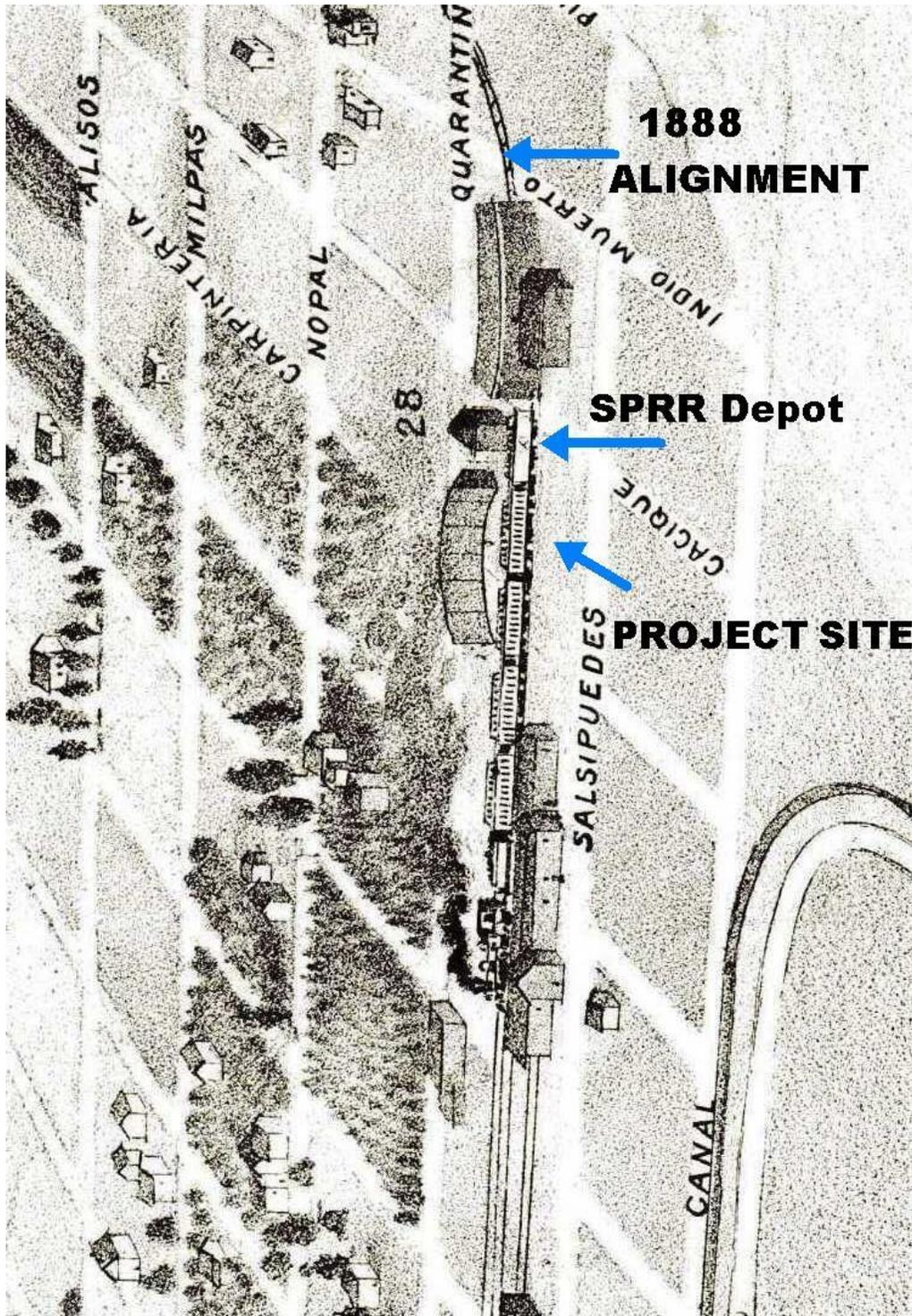
1886 Sanborn Fire Insurance Map: The 1886 Sanborn Fire Insurance map index indicates that the project parcel is located in proximity to the southeast corner of the oval "Race Track" at the Santa Barbara "Agricultural Park." The Agricultural Park also contains a "Pavilion" building in the northwest corner of the property and a "Grandstand" in the southwest corner of the property. The park is bounded by East Montecito Street to the northwest, Quarantina Street to the northeast, "Marshland" to the southeast, and Santa Barbara Street to the southwest.

1888 Sanborn Fire Insurance Map: There is no change from the 1886 Sanborn Map. The Pavilion building is listed as a "Special" in the Map Index. The Pavilion is labeled No. 14. "Santa Barbara County Fair Grounds" (Figure 4). The block in which the project site is located is shown (Block 344).

1888 Lithograph of the City of Santa Barbara, California: This sketch indicates the project area bisected by the Southern Pacific Railroad. The Depot is labeled No. 28 on the map legend. According to this sketch the depot is located in the vicinity of the project parcel northeast of the race track and west of the S.P.R.R Freight Depot (Figure 5).

1888 US Coast Survey Map of Santa Barbara and Approaches: The scale of this map makes it difficult to determine the exact nature of development within the project area. It appears to show the project area under cultivation.





**Figure 5. Portion of 1888 Lithograph of the City of Santa Barbara (Showing SPRR Alignment through Site Area and Depot Number 28)**

1889 Map of the City of Santa Barbara California (Compiled by Charles Mensch, Published by C. G. Sanborn): Shows SPRR Alignment, SP Milling Company and Freight Depot in relation to the project site (Block 344) (Figure 6)

1892 Sanborn Fire Insurance Map: The Santa Barbara County Fair Grounds depicted in the 1888 Sanborn map has been reduced in size. The northeast boundary of the park that was formerly located at Quarantina Street has been moved southwest to the approximate location of Canal Street (Figure 7). The project parcel is located outside detailed map coverage southeast of the Southern Pacific Mill & Warehouse Company's General Warehouse for the storage of "Grain, Hardware, Furniture, etc." (Photograph 5) There does not appear to be any other development in the area of the project parcel.

1896 Drawing Showing SPRR Alignment (Southern Pacific Branch Railway, 1887 Petition Before City of Santa Barbara. Unpublished Files of City of Santa Barbara, City Hall). This drawing (Figure 8), also cited by Fuller (1979), shows the planned Southern Pacific Railroad ROW entering Block 344 through Block 353 from the southeast.

1898 Puebla de las Rosas Sketch of the City of Santa Barbara, California: This map indicates that the project parcel is located in proximity to commercial buildings along the SPRR ROW.

1903 Sanborn Fire Insurance Map (1892 corrected to 1903): There is no change from 1892 version of the map.

1907 Sanborn Fire Insurance Map: The project parcel is located within Block No. 344 which is located within an area owned and operated by Southern Pacific Railroad (Figure 9). Since the publication of the 1892 Sanborn, the railroad has been realigned to bisect the southern portion of the block. The project parcel lies outside the area of detailed map coverage<sup>2</sup>.

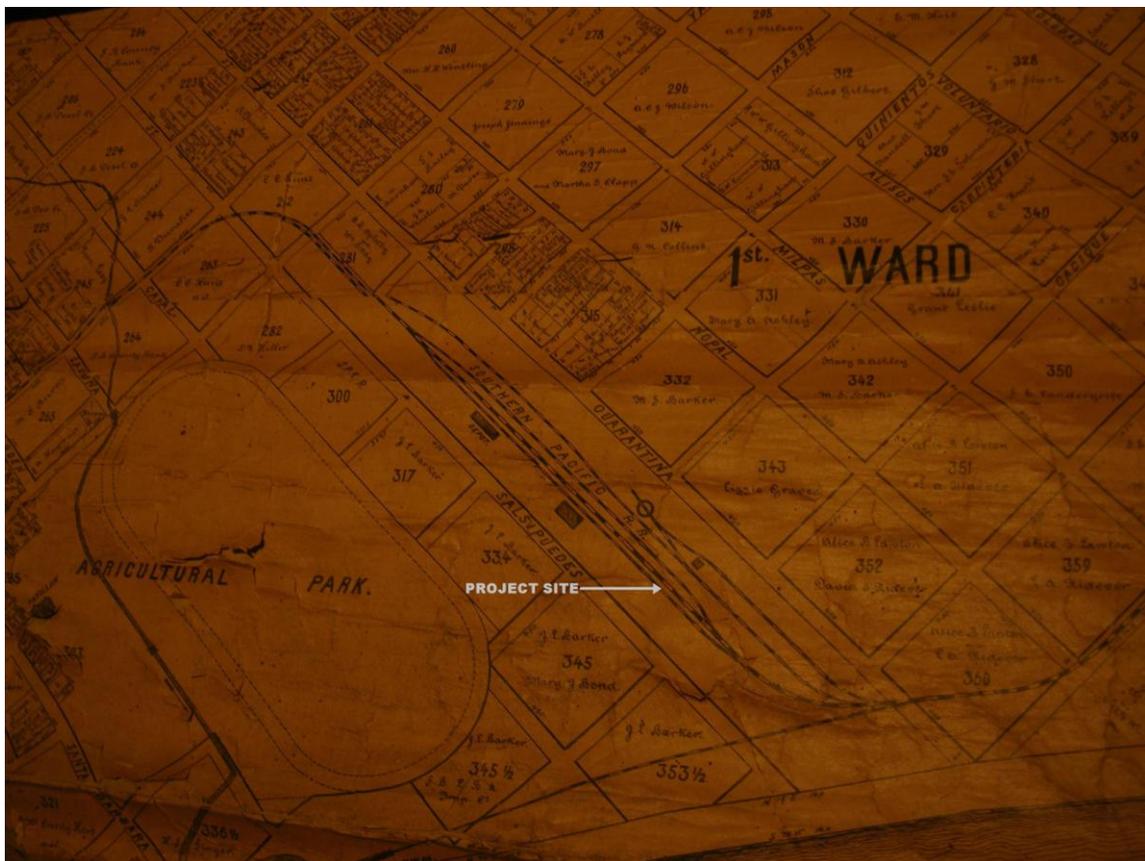
1912 Map of the City of Santa Barbara (Compiled by Walter E. Barry, Licensed Surveyor): This map depicts property ownership. According to the map, Block No. 344 was owned by the Southern Pacific Railroad Company.

1916 SPRR Co. Main Line (Santa Barbara to Burbank): This map clearly depicts the alignment crossing the Coast Highway (to Los Angeles) at Block 344 (Figure 10). This road crossing is at the exact location of the road crossings identified in the sections below.

---

<sup>2</sup> Maps appended to the 1905-1906 City Directories show the original SPRR ROW and later realignment of the SPRR ROW.

1928 Aerial Photograph (1928, C-311, Frame B-12): This photo shows recent development/grading within the project area (Figure 11). It clearly shows an alignment of the SPRR between Salsipuedes and Quarantina Streets as well as the two residences and the garage belonging to H.P. Robertson as referenced above. The SPRR alignment appears to enter the project parcel at a different angle to that shown in the 1888 Lithograph (Figure 5), 1889 Sanborn Map (Figure 6), overlay of the route on the 1892 Sanborn Map Index (Figure 7), 1896 Drawing (Figure 8), or 1916 SPRR Co. Mainline Map (Figure 10). It also shows a roadway branching off from Salsipuedes into the project parcel and angling east across the parcel and turning southeast along or parallel to the original alignment.



**Figure 6. Portion of 1889 Map of Santa Barbara  
(Showing SPRR Railroad Alignment, SP Milling Co., and Freight  
Depot. Compiled by Charles Mensch, Sanborn Company)**

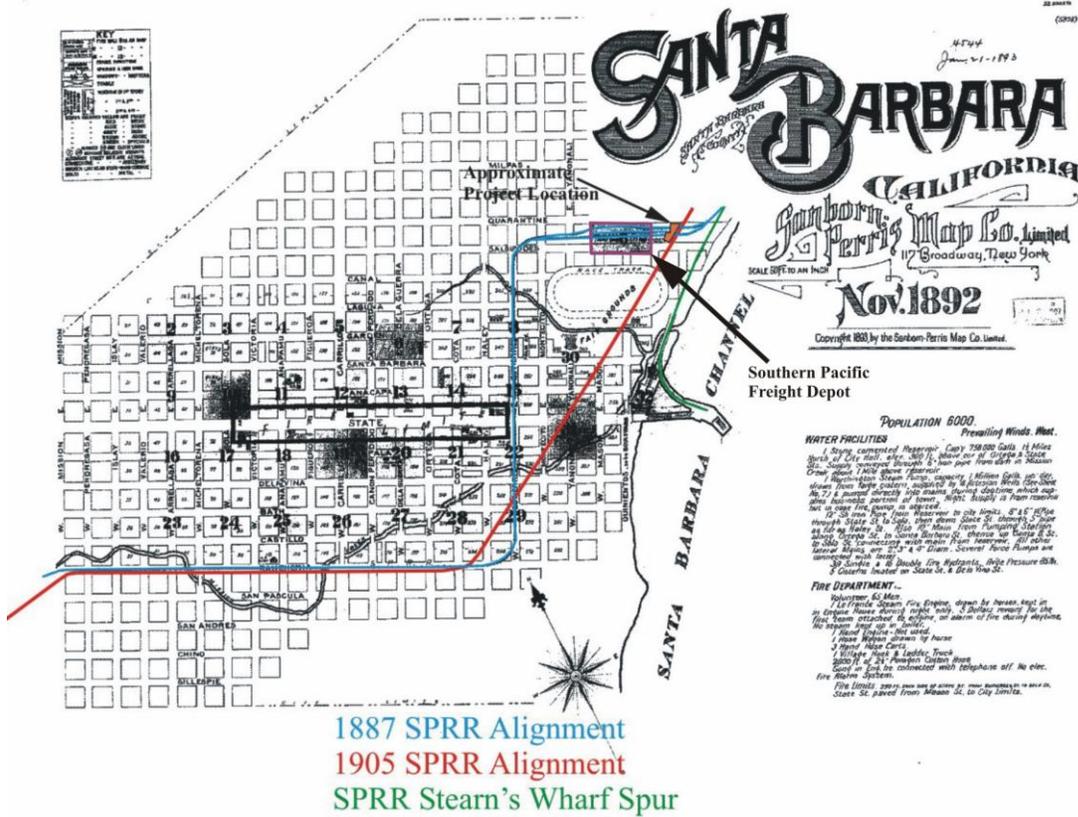
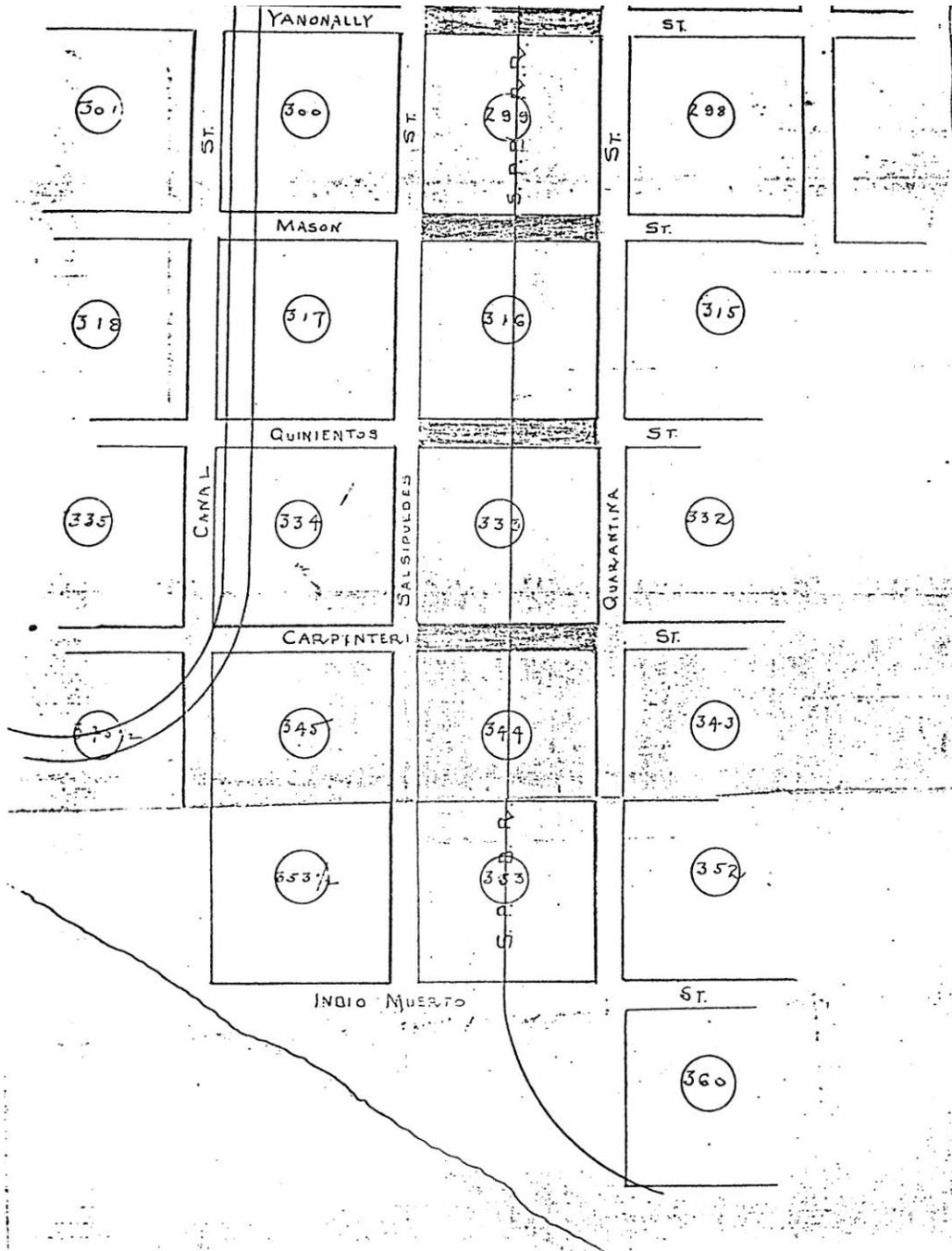
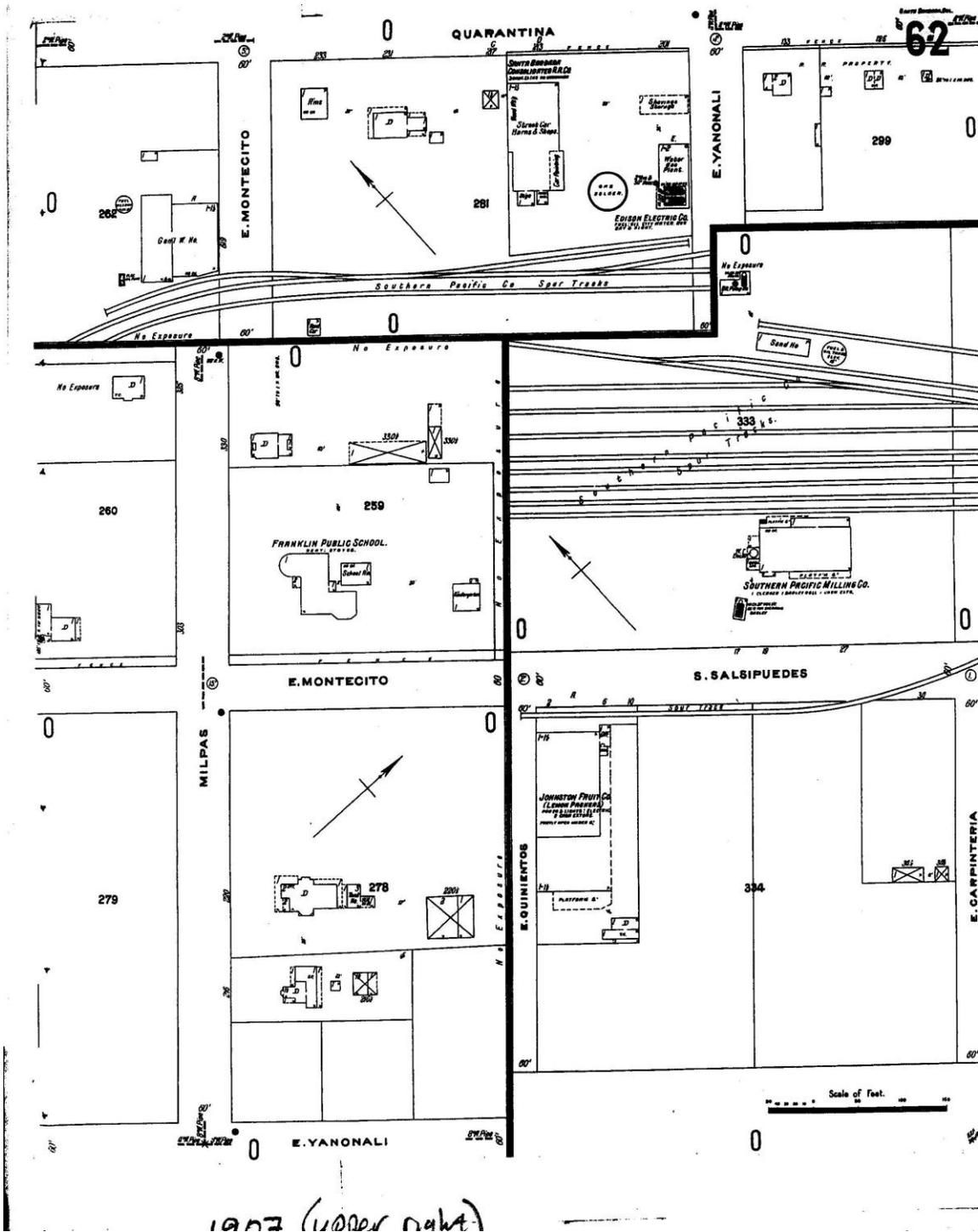


Figure 7. 1892 Sanborn Insurance Map of Santa Barbara (Index)  
(Showing detail of 1887, 1905, and Stearns Wharf SPRR alignments  
superimposed)



(Source: Southern Pacific Branch Railway, 1887. Petition Before City of Santa Barbara.

**Figure 8. 1896 Drawing Showing SPRR Alignment and Road Closures**



**Figure 9. 1907 Sanborn Fire Insurance Map Detail (Upper Right)**

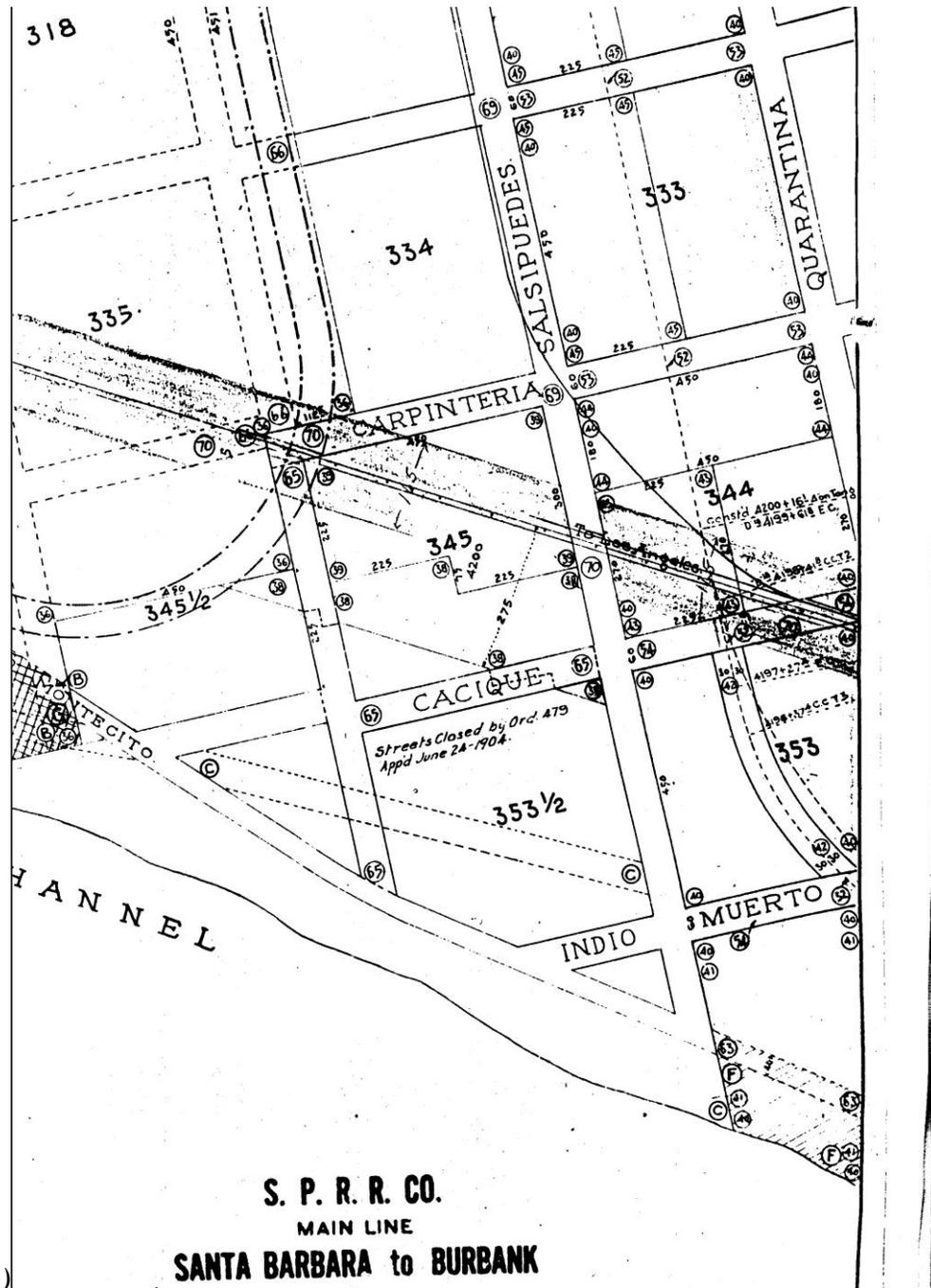


Figure 10. 1916 SPRR Company Map of Mainline (Showing Abandoned Alignment)



**Figure 11. 1928 Aerial Photograph Showing Parcel Location**

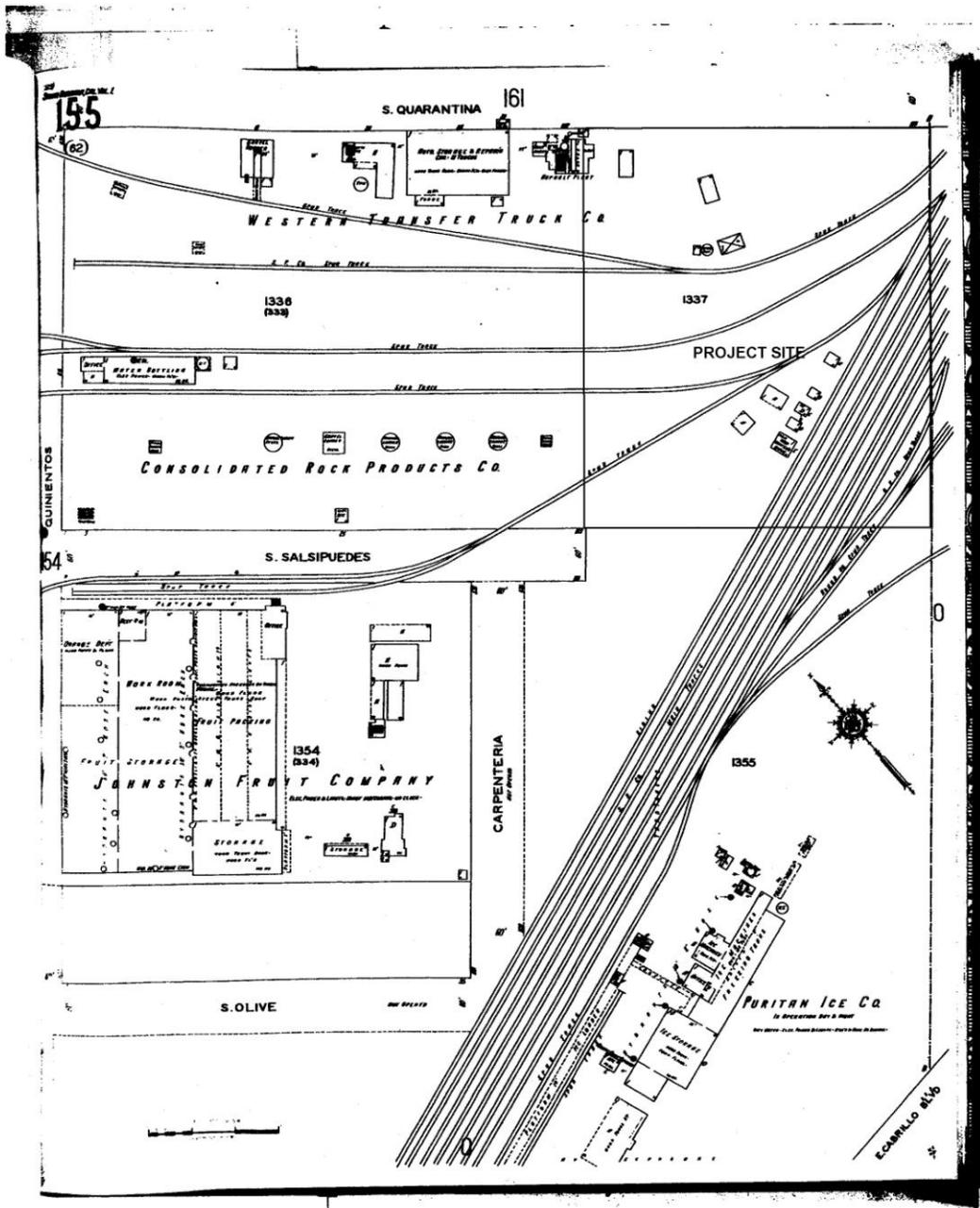


Figure 12. 1930 Sanborn Fire Insurance Map Detail

1930 Sanborn Fire Insurance Map: The Block formerly labeled Block 344 is now identified as Block No. 1337. There are seven buildings located within the vicinity of the project parcel including the “Yard Master’s Office”, four dwellings (A, B, C, & D), and two garages (Figure 12). It is unknown if Yard Master refers to the SPRR or later industrial use of the parcel.

1930 Corrected to 1950 Sanborn Fire Insurance Map: There does not appear to be any change to the project area since the publication of the 1930 version of the map.

1930 Corrected to 1958 Sanborn Fire Insurance Map: There is no significant change from the 1950 Sanborn.

1975 Aerial Photograph (HB-XQ, Frame 19): There do not appear to be any structures within the project area in this photograph. City of Santa Barbara Building Department Permit No. BLD2001-00067 was issued for the demolition of a 784 square foot structure in 2001. City directories list no businesses or residents at 125 S. Calle Cesar Chavez (formerly Salsipuedes), 145 S. Salsipuedes, 110 Quarantina, or 114 S. Quarantina between the years 1943 to 1975.

## **ARCHAEOLOGICAL FIELD SURVEY**

### ***Methods***

Heather Macfarlane and Michael H. Imwalle conducted a systematic intensive pedestrian survey of the subject parcel February 28 and April 1, 2007. The archaeologists walked the parcel in parallel linear transects 3-5 meters apart in directions parallel to the SPRR. The archaeologist carefully examined all exposed ground surfaces and exposed soil profiles for evidence of historic (older than 50 years) and prehistoric cultural remains.

### ***Results***

Surface visibility at the time of the survey was inadequate. Soil in the parcel consisted of a light to medium brown sandy silt. The entire surface soil consisted of fill documented to be about 5-ft. in depth within the SPRR ROW at SBa-3626 (Carbone, 2004). A small portion of the parcel was covered by a remaining structural foundation as well as cement pads and other pavements (Photograph 1). A large amount of widely dispersed gravel fill is located within the parcel. There appears to be insufficient exposed soil within the parcel for a reliably accurate archaeological survey. No artifacts older than 50-years were noted during the survey.

## **ASSESSMENT OF POTENTIAL UNRECORDED ARCHAEOLOGICAL RESOURCES**

There was insufficient exposed ground surface on which to base an accurate evaluation of prehistoric archaeological resources. The presence of native alluvial soil and imported soil fill relating to the *Estero* suggests that the property may be sensitive for the occurrence of a buried prehistoric site or artifacts. One such site SBa-3626 is documented within the SPRR ROW directly adjacent to the project parcel to the south and may extend into the project area.

The historic map research indicates that the project property (Wachenreuder Block 344) is sensitive for the occurrence of historic structural remains and/or artifacts relating to the Santa Barbara Fairgrounds (Circa 1886). By 1892 the Fairgrounds were reduced in size with Canal Street forming its northeast boundary from Quarantina Street. No historic artifacts older than 50-years were noted during the survey.

Visible historic remains observed within the property (Photograph 1) consist of a cement foundation, cement pads and other pavements. Gravel fill is present throughout the parcel and presumably may date to 1888 (Figure 5) when the former alignment of the SPRR bisected the property or later industrial uses of the property. The 1888 sketch also depicts a Depot (labeled No. 28) located in the vicinity of the project property northeast of the race track and west of the SPRR Freight Depot. This small structure depicted in the 1888 sketch (Figure 5) may be represented in the 1889 Sanborn Map (Figure 6) as the square feature located east of the alignment. The SPRR ROW is described in 'Railroad Routes and Depots', an unpublished manuscript on file at the Santa Barbara Historical Museum Gledhill Library.

“The track entered Santa Barbara at Salinas Street, turning northwest between Quarantina and Salsipuedes, which corridor contained the Southern Pacific freight depot and S.P. Milling Company grain warehouse, then turned southwest on Gutierrez to Rancheria.

“Around 1907, the Salsipuedes-Gutierrez detour was eliminated and the track straightened to parallel Cabrillo Boulevard. It turned north onto Rancheria after passing through the northeast corner of the Potter Hotel grounds (see maps appended to 1905 and 1906 City Directories which show the two routes).”

The 1898 Puebla de las Rosas shows the project property located in proximity to commercial buildings along the SPRR ROW. The SPRR was realigned to bisect the southern portion of the block. Ownership of the property between 1888 and 1912 is shown as the SPRR. The 1928 aerial photograph (C-311, Frame B-12) (Figure 11) shows development within the project parcel including two residences and a garage belonging to H.P. Robertson. It also shows an alignment of the SPRR between Salsipuedes and

Quarantina Streets. The 1930 Sanborn Fire Insurance Map shows seven buildings within the vicinity of the project parcel including a “Yard Master’s Office”, four dwellings and two garages. The 1930 Sanborn Map also shows realignment of the SPRR ROW. All structures had been removed by 1975 (Aerial Photograph HB-XQ, Frame 19). It remains unknown if “Yard Master’s Office” pertains to the SPRR or later industrial use of the property.

No historic building permit data was available for the four parcels in the City of Santa Barbara Street Files with the exception of Building Permit No. BLD2001-00067 issued for demolition of a 784-square foot structure in 2001. City Directories list no businesses or residences for 125 S. Calle Cesar Chavez (formerly Salsipuedes), 145 S. Salsipuedes, 110 S. Quarantina or 114 S. Quarantina between the years of 1943 and 1975.

Under CEQA and City Guidelines, prehistoric and historic archaeological resources, should they occur within the A.P.E. may be regarded as having a potential to contain information that may be determined significant (California Register of Historic Resources [Pub.Res. Code 5024.1, Title 14 CCR, Section 4852, Criterion D]; City of Santa Barbara Guidelines 2002 [#8]).

The accuracy of any archaeological field survey rests on the visibility of the ground surface, the relative disturbance of the area being investigated, and the amount of material (structures, imported soil, paving, vegetation, etc.) covering the original ground surface. The potential for the proposed project to affect archaeological resources at this location is considered moderate to high based on documented and projected location of prehistoric and historic archaeological features.

A backhoe excavation was conducted in August 2007 to determine whether or not such resources are present in the survey area.

## **BACKHOE EXCAVATION**

Based on the information above, the project is evaluated as sensitive both for the occurrence of a prehistoric site and artifacts (SBa-3626) as well as historic features and debris associated with the history of the SPRR, specifically changes in alignment of its tracks and outbuildings. Based on this information, backhoe testing was initiated. It should be noted that while the backhoe is an effective testing instrument for locating anticipated resources it may not be effective in locating all resources present subsurface in any given area.

### ***Methods***

Areas for backhoe trenching were selected based on the approximate location and depth of SBa-3626 recorded adjacent to the project area, the location of the Fair Grounds Race

Track, and the SPRR former alignments that were mapped within the project area parcel(s).

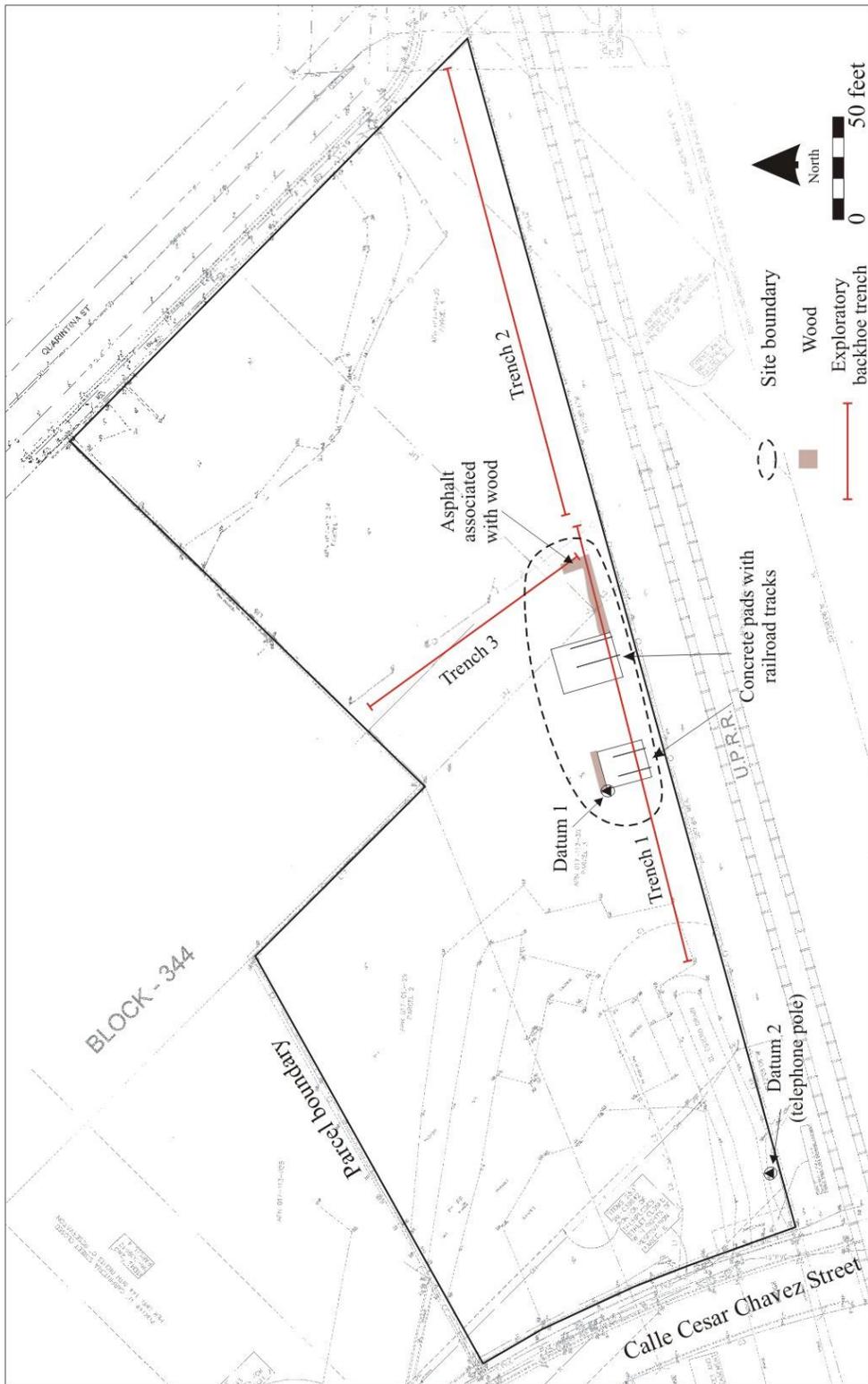
Bob's Backhoe provided the backhoe and operator for the excavations. Heather Macfarlane served as Co-Principal Investigator with Michael H. Imwalle. Gabriel Unzueta and Beverly Salazar Folkes served as Native American consultants for the project with Ms. Folkes serving as monitor and Gabriel Unzueta's representative onsite. Archaeological field staff included archaeologists Robert Sheets, Arturo Ruelas, Catherine Girod, and LeeAnn Haslouer.

The backhoe operator was instructed to remove fill soil with a 2-foot flat-edged bucket working through the documented fill in 20-cm. (8-inch) lifts. Archaeologists and the Native American consultant monitored removal of the historic fill and documented any artifacts or other remains older than 50-years. The long trenches were excavated in sections and back-filled before beginning the next section in order to insure the integrity of the surrounding soil (Figure 13). Individual sections were continuous and as such individual locations for those sections were not mapped. Following standard OSHA procedures, archaeologists did not enter the deep (5-7 ft.) excavation pits to detail the soil profile of the sidewalls of the trench, due to the generally loose unconsolidated nature of the soil and rubble fill, levels of ground water intrusion into the excavation, and possibly hazardous nature of the materials present. The stratigraphic nature of the soil is detailed in the photographs of the sidewall of the trenches. The transition from historic fill to sand and slough deposit was abrupt. The deeper than 5-ft. excavation was necessary to expose previously documented sandy matrix (sand dune) to locate potentially buried prehistoric resources, which prior to the rise in sea level during the Holocene geological period were formerly located on dry land or sand dune deposits. Clay underlying dune deposits were massive and indicative of slough deposition.

## ***Results***

### **Trench 1**

Trench 1 was excavated in three sections. The first section of Trench 1 was first excavated adjacent to the SPRR ROW fence at the exact location mapped for SBa-3626 with negative results. One recent shell was found within the top 25-cm. (10-inches). A meter of disturbed fill was found to overlay a darker layer of soils just above the waterline. The darkness of the soil was attributed both to its moist state as well as the masses of slag debris located within it. About 20-cm. below the slag laden fill humus rich wet sand was found to occur. Interladen with the sandy layer were pieces of old sodden garden hose, and other recent historic debris. No indication of a prehistoric site or artifacts was identified within Trench 1 (Figure 13, Photograph 4). Photograph 5 shows the stratigraphic profile of soil in the west sidewall of Trench 1. No indications of a prehistoric site locality were found during trenching.



**Figure 13. Site Map**

It is possible that the lithic artifacts and shell documented at SBa-3626 occurred as a small discrete locality not extending westward into the project site or consists of redeposit placed at this location during construction of the SPRR ROW. The location of the site remains in question as it was mismapped at the CCIC and in the Department of Parks and Recreation Primary Record (P-42-003526) Location Map as occurring on the opposite side of Calle Cesar Chavez to the project parcel. The Archaeological Site Record (SBa-003626) and Archaeological Site Plan show the site as occurring adjacent to the project parcel (Appendix D). The Archaeological Site Plan was judged to be the correct record in terms of actual location of the site. At the southeastern end of the Trench 1 wood planking and a concrete pad was located. Railroad spike and railroad debris was found in association with the feature and the pad tentatively identified as an unmapped former SPRR road crossing or spur.

The second section of Trench 1 was excavated between Calle Cesar Chavez and the original section of the trench. Trench sections are shown in Photographs 4 and 5. Sidewalls of the two trenches are shown in Photographs 6 and 7. This section of trench was excavated on the assumption that the original location of SBa-3626 may have been inaccurate, especially as it had been originally incorrectly mapped on the opposite side of Calle Cesar Chavez. Findings for this second section of Trench 1 were identical to those for the first section. No prehistoric site or artifacts was identified in the excavation. Humus rich sand underlying slag-laden fill were present. Slag deposits may represent railroad clinkers<sup>3</sup> left along the sides of tracks during haul out of steam boilers. Other materials identified may represent the magnetite rich garnetiferous sand and gravel noted by Wilcoxon (1987) in the Fiesta Park Project parcel to the southwest.

The final section of Trench 1 was excavated as a continuous extension from the first excavation section of the trench eastward along the property line to a fence bisecting the property in an approximately north-south line. The final section of Trench 1 was excavated to further locate if possible the original track alignment of the three tracks or spurs once located perpendicular to the present track alignment. Excavation of this section of trench 1 revealed the presence of a concrete second road crossing with adjacent planking.

---

<sup>3</sup> A clinker is composed of unburnable minerals in coal that have been heated to the melting point. Depending on the minerals present, clinkers can be hard or soft. A hard clinker is a substance that forms in the firebed and often litter steam engine railroad train yards. They can be a mineral like iron from melted hematite in the coal or a glasslike substance (Locomotive & Railway Preservation Magazine (September-October, 1996).

Several railroad spikes were recovered as were two bottles and one Pismo clam shell.

Bottle No. 1 is a clear glass 6-inch patent medicine panel bottle (Patent 181898) made by W.T. & Co., U.S.A (Whitall-Tatum, Millville, N.J.). W.T.& Co. was operated between 1848 and 1935). The bottle is labeled "M.M. Maybury" "Druggist" "Denver, Colo." The paneled bottle is blown-in-mold and exhibits hand-finishing below the lip.

Bottle No. 2 is an amber glass 4 ½-inch chemical bottle labeled "The Oakland Chemical Comp'y". The round chemical bottle is blown-in-mold and exhibits hand-finishing below the lip.

Other historic debris were associated with Trench 1 which were not collected. Metal slag was prevalent in soil just above the waterline as were old fabric hoses and other unidentified metal fragments. It is likely that slag deposits represent railroad clinkers.

Once the road crossings were located the backhoe cleared off both the concrete slab and surrounding wood planks. These areas were then further exposed by hand and mapped by G.P.S. and photographed *in-situ*. Photograph 15 shows a portion of a steel rail in cross-section. Additional cross-trenches were dug to fully display and outline the two road crossings. The third road crossing was not located.

## **Trench 2**

Trench 2 was excavated as an extension of but continuous with Trench 1C. The trench begins just southeast of the chain link fence line separating the southeastern half of the parcel from the northwestern half. Excavation revealed concrete rubble near the fence line. Rubble may represent the location of the former third road crossing. Its location roughly corresponds to the alignment seen in Figures 5-8 and 10. The rest of the trench from the fence line to Quarantina Street was negative for cultural remains older than 50 years. Trench 2 was excavated within the project site running parallel to the SPRR alignment.

## **Trench 3**

Trench 3 was excavated in an approximately north-south direction perpendicular to the SPRR ROW along an existing fence line separating the current parking areas from the rest of the parcel. The depth of fill present is shown in Photograph 15. No cultural remains older than 50-years associated with the railroad or fairgrounds were identified in Trench 3.

### **SPRR Road Crossing**

The site consists of two in-situ concrete pads with rails embedded and a concentration of railroad ties and other railroad-related artifacts (rail base plate, fishplate track joint fragment, spikes) (Photographs 17-21) located immediately north of the existing SPRR ROW. The concrete pads appear to be related to two of the three 1887-1892 railway alignments of the SPRR. The pads measure approximately 10-ft x 12 ft and 12-ft x 16-ft. Each pad has a pair of steel rails that run perpendicular to the existing alignment of the SPRR. Associated artifacts include railroad ties, spikes, and base plate (Photographs 17-21). One unidentified piece of railroad debris was also found that may be a portion of a switch plate.

The 1887 alignments are documented in Figures 5-8 and 10. Fuller (1979) also cites the 1896 Drawing (Southern Pacific Branch Railway Petition before the City of Santa Barbara dated 1887 (Figure 8). The drawing show the location of the main alignment in relation to Wachenreuder Blocks 344 and 353. The drawing is not a map and may lack accuracy. The 1916 SPRR Company Mainline (Burbank to Santa Barbara) map (Figure 10), however, shows the track crossing Cacique at its juncture with the former alignment in Block 344 and thus provides further evidence for the road crossings to be associated with the abandoned alignment at this location.

The earliest aerial photograph (1928 Fairchild Survey) (Figure 10) accurately shows a railroad track alignment between Salsipuedes and Quarantina Streets crossing the project area. This railroad ROW is also shown in the U.S.G.S. Santa Barbara 7.5 Minute Quadrangle (1952, Photorevised 1967) (Figure 2). This track enters the project area at a slightly different angle than is depicted in the 1888 Lithograph (Figure 5), 1889 Sanborn (Figure 6), 1892 Sanborn map overlay (Figure 7), 1896 Drawing (Figure 8) and 1916 SPRR Co. Main Line Map (Figure 10). It appears the alignment shown in the 1952 map represents a later realignment. The location of the railroad crossings currently extant at the project site are shown in Figures 10 and Figure 13, and in the Primary Record Form P-42-040923 and Site Map (Appendix E). The alignment of the road crossings appear to have shifted slightly due to both natural ground changes or other physical (mechanical) disturbances associated with later industrial use of the parcels..

**PHOTOGRAPHS**



**Photograph 4. Trench 1  
(Sections 1 and 2 Looking toward Calle Cesar Chavez)**



**Photograph 5. Trench 1  
(Westward Extension Looking toward Calle Cesar Chavez)**



**Photograph 6. Trench 1 West Sidewall Showing Stratigraphic Profile**



**Photograph 7. Trench 1  
(Western Extension Showing West Sidewall Stratigraphic Profile)**



**Photograph 8. Unidentified Railroad Debris (From Eastern End of Trench 1)**



**Photograph 9. Concrete Pad Exposure Showing Rail Alignment**



**Photograph 10. Planking Exposure and Definition Trench**



**Photograph 11. Definition Trenching Second Concrete Pad and Planking**



**Photograph 12. Second Concrete Pad Exposure**



**Photograph 13. Trench 2 Looking toward Quarantina Street**



**Photograph 14. Trench 2 Southeast Sidewall Looking Northwest**



**Photograph 15. Close-up Detail of Rail Embedded in Concrete Slab  
Road Crossing**



**Photograph 16. Trench 3 Cross-Trench (Looking Northwest)**



**Photograph 17: Artifact No.1, Rail Base Plate**



**Photograph 18: Example of Rail Base Plate with Spike**



**Photograph 19: Artifact No.2, Fishplate Track Joint Frag.**



**Photograph 20: Artifact No.1, Example of Fishplate Joint**



Photograph 21: SPRR Vehicle Crossing, Artifacts Nos. 3-7



***Southern Pacific Railroad Alignment (C. 1887-1905) (Santa Barbara County Primary No. P-42-040923)***

The backhoe testing revealed the presence of two of the three original SPRR alignments (Figures 5, 6 and 10). The two alignments consist of road crossings. Whether or not the railroad track shown in Figures 2 and 8 represents one of the three original mainlines or a more modern alignment remains unknown. It was, however, demolished sometime after 1967 (see Trench 2). Historic artifacts found in-situ included railroad debris (rail base plate, fishplate track joint fragment, rails, spikes, wooden ties and/or planking), two bottles and one large clam shell (*Pismo sp.*).

The historic railroad road crossings appear to represent the location of two of the three main SPRR right-of-way (c. 1892-1907) and spurs shown in historic maps. The historic SPRR alignment was largely demolished and filled over by 1928 (Fairchild Aerial Survey, 1928; Sanborn Fire Insurance Map, 1930). It is the conclusion of the backhoe testing that further historic remains relating to both the original alignment and later SPRR alignments may occur *in-situ* at this location although later alignments through the parcels are not evaluated as sharing the same historical significance as the original 1887 alignments.

The features designated Primary No. P-42-040923 appear to be directly associated with the original alignment of the Southern Pacific Railroad Right-of-way (Figures 5-8, and 10). The original SPRR ROW that connected Santa Barbara to the northern and southern California hubs of San Francisco and Los Angeles, respectively, crossed through A.P.Nos. 017-113-29 (125 South Calle Cesar Chavez), 017-113-030 (145 S. Calle Cesar Chavez) and 017-113-34 (110 S. Quarantina Street). The road crossings are located in A.P.N. 017-113-030 (145 S. Calle Cesar Chavez). The road crossings and associated remains encompass portions of A.P.Nos. 017-113-030 (145 S. Calle Cesar Chavez), 017-113-34 (110 S. Quarantina Street), and 017-113-035 (114 S. Quarantina Street) and are designated Primary No. P-42-040923.

The original SPRR alignment operated within the City of Santa Barbara from the time of its first arrival in 1887 until it was realigned to the current route circa 1905. Evidence also suggests that a small depot structure labeled 28 in the 1888 Lithograph (Figure 5) may have been located within the project area east of the original alignment although no remains were found during the pedestrian survey or backhoe testing.

According to the City of Santa Barbara's Master Environmental Assessment, the American Period Sensitivity Zone was the focus of the intensive development and urbanization from 1870 to 1900 (City of Santa Barbara Master Environmental Assessment 2002, Appendix A-8).

During that period the City saw a number of technical advances in its infrastructure including the following:

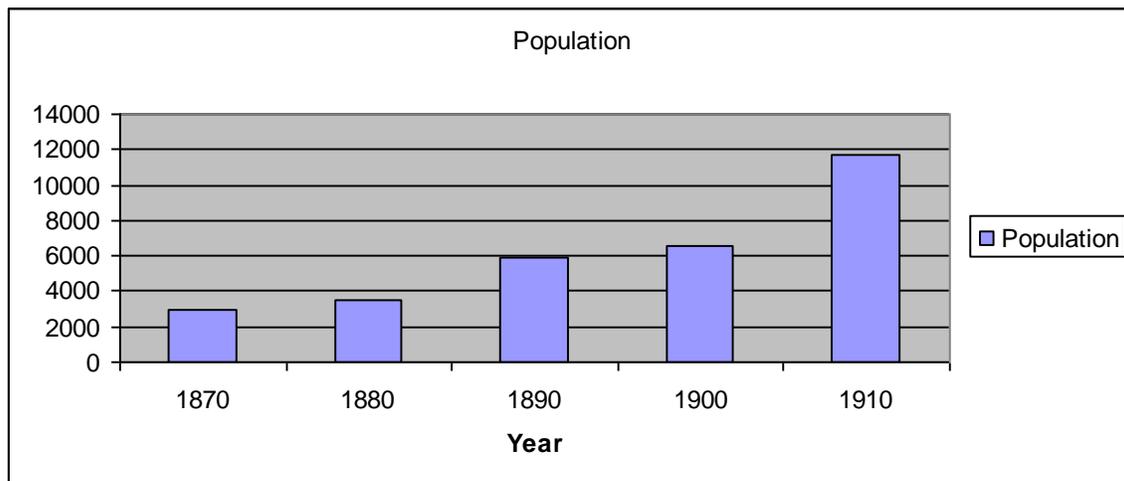
- The introduction of the Overland Telegraph in 1870 (Tompkins, 1898:89). The first message received from San Francisco on September 26 (Writers' Project 1941:190).
- The completion of Stearns Wharf in 1872 at the foot of State Street and the first volunteer fire fighting company (Writers' Project 1941:190).
- Santa Barbara's street lamps were lit with gas for the first time on February 21, 1872 (Writers' Project 1941:190).
- Santa Barbara Electric Company founded in 1886 by Charles Fernald and Walter H. Nixon, lit State Street with electric arc lamps for the first time on March 19, 1887 (Tompkins, 1898:91; Writers' Project 1941:191).
- In 1887, the first Southern Pacific train arrived in Santa Barbara on a branch line from Saugus. Over 5,000 visitors came for the Transportation Pageant and Jubilee held in Santa Barbara to celebrate the train's arrival in Santa Barbara (Writers' Project 1941:191).
- In 1890 the City's first sewer system was installed requiring trenching for placement of sewer pipes (Tompkins, 1898:91).
- In 1901 the Southern Pacific Railroad completed its track link from Santa Barbara to Los Angeles and San Francisco on March 31 (Writers' Project 1941:191).
- In 1905, the Southern Pacific Railroad built a Mission Revival style passenger depot for \$20,000 (Writers' Project 1941:191).

Of these conventions, none more profoundly effected the economic development of Santa Barbara and the greater southern California region than the introduction, development, and relentless promotion of the Southern Pacific Railroad. Until 1870, most of southern California was controlled by a handful of large landholders who devoted their economic efforts to raising cattle, horses, and sheep. During the 1870's these ranchos were slowly subdivided into smaller tracts on which grain, wool, grapes, and some citrus fruits were grown. But the fact that the region was inaccessible except by water or a hazardous stage journey restricted its progress (Parker 1937:105-106).

Such was the picture of Santa Barbara when the Southern Pacific appeared – an area full of potentialities, but just beginning to awaken to them. It was evident to the owners that if SPRR Company's lands were to be sold, people would have to be induced to buy southern California land and cultivate it. The resultant traffic from the newly arriving passengers and the subsequent freight traffic necessary to develop their dreams would make the railroad a profitable project. Through newspaper articles, books, and pamphlets, the district's agricultural possibilities, climate, transportation facilities, and available lands were described (Parker 1937:106). It is unknown how many people came to California as a result of the SPRR's propaganda, but the success of the program is evident

in the more than two hundred and fifty percent increase in population in southern California region between 1880 and 1890 (Parker 1937:103).

The effect of the railroad on population was not quite so profound in Santa Barbara during the decade of the 1870's due to the fact that Santa Barbara was not connected to San Francisco via the Coast Route until 1901. Table 1 details that between 1870 and 1880 the population of Santa Barbara increased approximately 86%. The decade that Southern Pacific arrived in 1887 the population almost doubled. The excitement about the arrival of the railroad to Santa Barbara was documented by the fact that more than 5000 spectators were on hand to celebrate the arrival of the first train from Los Angeles on August 19, 1887 (Nelson 1980:65). The population between 1900 and 1910 after the Coast route was completed almost doubled again (Writers' Project 1941:191-192).



**Table 1. Population**

The SPRR freight depot formerly located north of the project area was the site where materials for the extension of the Coast line were stored and transported through for the completion of the “Closing of the Gap” between Los Angeles and San Francisco. As early as 1888 John H. Williams, owner of the Dos Pueblos Ranch was promised that construction was underway from the north and the south to complete the project (Tompkins 1960:222). But for some reason’ at Elwood Cooper’s Ranch in Goleta

“...the graders, tie layers, rail toters, and spikers laid down their tools and folded up their construction camps. Contracts with local people for labor and livestock were cancelled without explanation” (Tompkins 1960:229).

The connection of the Coast route to San Francisco would not be completed until 1901. When it was completed, the Railroad continued to draw new residents, developers, and capitalists that continued to contribute to the development of Santa Barbara for the next 50 years. The railroad's passenger service from the south and eventually from the north laid the groundwork for Santa Barbara becoming a major tourist destination. The introduction of the railroad in 1887 and eventual completion of the Coast route in 1901 eventually helped to draw the Vanderbilts, Goulds, Rockefellers, Carnegies, Cudahys, Swifts, Armours, Murphys, Fleischmanns, McCormicks and a host of America's wealthiest families to dub Santa Barbara as their new wintering spot.

The arrival of the railroad had a profound effect on the economy of Santa Barbara County. Small ranchers in the Goleta Valley began planting more citrus and walnuts and forming large cooperatives to supply their expanded markets that now included Los Angeles and the San Francisco Bay Area. The formation of the Walnut Growers Association (1896), Johnston Fruit Company (1897) Goleta Farmers Incorporated, and the Goleta Lima Bean Growers Association (1916) are examples of the County's agricultural industry expanding beyond local consumption to become major regional suppliers in the State.

By tradition the Goleta's Lemon growers picked, packed, and marketed their crops through the pioneer Johnston fruit Company founded in 1897. In 1935 an independent, non-profit, cooperative marketing organization was founded by sixty local growers under the corporate name the Goleta Lemon Association. In the spring of 1936 a major landmark appeared, the million-dollar lemon packing plant on La Patera Lane flanking the Southern Pacific railroad. The storage facility at the plant could house 150 train carloads of fruit. Within a few years it was expanded to store 450 carloads. Before long, markets all over the globe were ordering the Goleta Valley's various brands of lemons including *Goleta*, *San Marcos*, *La Patera*, *Schooner*, *Channel*, *Arboleda*, and *Estero* (Tompkins 1966:285-286).

The railroad also propelled the development of the oil and asphalt industries in Santa Barbara County. During the 1890's asphaltum from the Alcatraz Asphalt Mine formerly operated on the site of the UCSB campus was hauled by wagons to the La Patera siding in Goleta. Asphalt was shipped from Goleta to the Newhall Junction on the Southern Pacific Valley Line, from which it was shipped all over the country. Some of the historic streets of the *Vieux Carré* in Old New Orleans, 2000 miles away were paved with tar excavated from deep-shaft mine under the UCSB campus (Tompkins 1966:222). Similarly the *Las Conchas* Mine and the Sattler Mine and Refinery in Carpinteria shipped asphalt via rail all over the United States. The use of the railroad in those communities alleviated the need to transport asphalt to the cities of Los Angeles and San Francisco by steamship and eliminated the need for a deep-water ports.

In 1897 Steve Rutherford and Frank Kellogg financed the drilling of a test hole on the Bell Ranch where local geologist A. C. Cooper predicted they would strike oil. After drilling to a depth of 1000 feet, the well was abandoned as a “duster.” Thirty-one years later a deeper well was excavated to a depth of 2500 feet. The discovery well Luton-Bell No. 1 led to the development of the 100,000,000-barrel Ellwood Oil Field (Tompkins 1966:233). The railroad accelerated the arrival of supplies for the development of oil extraction infrastructure. Trainloads of well casing, pump jacks, pipe, wooden timbers, and steel girders for rigging arrived on a regular basis to stock the burgeoning oil fields throughout the County. By the end of the first quarter of the 20<sup>th</sup> century major oil deposits had been tapped in Carpinteria, Goleta, Lompoc, Casmalia, Santa Maria, and Cuyama.

The proximity of the project area to the SPRR Freight Depot (Figure 1) and the fact that features identified within the project area are aligned with the circa 1887-1905 alignment add a special significance to the resource identified as Primary No. P-42-040923. Although there are numerous reminders of the original Southern Pacific Right-of-way within Santa Barbara County such as the Gaviota, Arroyo Hondo, and Dos Pueblos viaducts and the massive stone culverts of Eagle and Tecolote Canyons, there are little if any remnants or reminders of the system within the City of Santa Barbara.

Given its association with the original alignment of the Southern Pacific Railroad, and the contribution to the economic, agricultural, industrial and urban development to the City of and County of Santa Barbara, the SPRR-related features located within the project area (Primary No. P-42-040923) warrant commemoration<sup>4</sup> of the original railway system that ultimately connected Santa Barbara to the northern and southern California hubs of San Francisco and Los Angeles respectively. It is recommended that the site be nominated as a California Historical Landmark.

## **EVALUATION OF POTENTIAL PROJECT EFFECTS AND MITIGATION PROCEDURES**

Under CEQA and City Guidelines, prehistoric and historic archaeological resources, should they occur within the A.P.E. may be regarded as having a potential to contain information that may be determined significant (California Register of Historic Resources [Pub.Res. Code 5024.1, Title 14 CCR, Section 4852, Criterion D]; City of Santa Barbara Guidelines 2002 [8]):

---

<sup>4</sup> Commemoration of locally significant demolished structures in display, text or photographs designed by a city-approved historical consultant within the interior of, on the exterior of, or on the perimeter of the property at the primary entrance (MEA, 2002:67, Nos. 8-10)

“Any archaeological artifact, object, or site able to yield information important to the community or is relevant to historic, historic archaeological, ethnographic, folkloric, or geographical research.”

The City of Santa Barbara uses criteria provided in the State CEQA Guidelines, as well as other criteria found in City, State and Federal regulations in determining whether a structure or site is historically significant. CEQA guidelines (15064.5 (a)) defines historic resources to include a resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources (Pub. Res. Code 5024.1, Title 14CCR, Section 4850 et seq. (Criterion D));

The SPRR road crossing site was issued a Primary Resource Number of 42-049023. The site therefore meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code 5024.1, Title 14 CCR. Section 4852 under criterion:

(D) has yielded or may be likely to yield information important in prehistory or history;

Although no specific site plan has been proposed for the project parcel, it has been assumed that at least 5-ft. of historic fill will need to be excavated for remediation and recompaction. If the project requires demolition of this important historic feature then impacts to this resource will be potentially significant. In this case, adverse impacts to this important historic features may be mitigated partially through the documentation of the resource provided by the site map prepared for the present survey, completion of an additional scale drawing, and by commemoration of the locality on-site. The present map provides a scale drawings showing the location. A request has been made to the SPRR historian for any additional maps or photographs in the SPRR archives that show the locations of all the tracks and alignments within the project site. To date only a 1916 and 1927 map has been located. Additional plat maps for the original alignment at a scale of 1-inch equals 40 feet are located at the California State Railroad Museum Library in Sacramento.

Given the documented sensitivity of the project property for the presence of potentially significant historic archaeological resources and possible buried prehistoric archaeological resources, it is the recommendation of this report that the following mitigation procedures be implemented. These procedures are consistent with City of Santa Barbara MEA (2002:25-30, 41-42) guidelines and have been deemed appropriate and acceptable by the City’s Archaeological Advisor for similar projects.

1. The original SPRR ROW that connected Santa Barbara to the northern and southern California hubs of San Francisco and Los Angeles, respectively, crossed through A.P.Nos. 017-113-29 (125 South Calle Cesar Chavez), 017-113-030 (145 S. Calle

Cesar Chavez) and 017-113-34 (110 S. Quarantina Street). The road crossings are located in A.P.N. 017-113-030 (145 S. Calle Cesar Chavez). The road crossings and associated remains encompass portions of A.P.Nos. 017-113-030 (145 S. Calle Cesar Chavez), 017-113-34 (110 S. Quarantina Street), and 017-113-035 (114 S. Quarantina Street) and are designated Primary No. P-42-040923 . Should the City's plan require removal of this site, commemoration of the site by a sign or other device is warranted by the fact that this is the only remaining evidence of the original SPRR alignment around which much of Santa Barbara developed and as such should be incorporated into any site plans for the project site.

2. Given the location of the project property and its historic usage, the City (applicant) shall contract a qualified archaeologist from the most current City List for monitoring during ground disturbing activities including vegetation grubbing and removal of cement foundation, cement pads, and surface gravel, grading, excavation, and trenching. The contract shall include the standard provisions for monitoring provided paragraphs 3-5 of the MEA (2002:42) guidelines (below).
3. If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the City Environmental Analyst shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareno Chumash representative from the most current City Qualified Barbareno Chumash Site Monitors List, etc.
4. If a discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareno Chumash representative from the most current City of Santa Barbara Qualified Barbareno Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.
5. If a discovery consists of possible prehistoric or Native American materials or artifacts, a Barbareno Chumash representative from the most current City Qualified Barbareno Chumash Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.
6. Should monitoring during grading operations indicate that the project area is devoid of archaeological resources, no further monitoring work in the parcel shall be required.

7. The results of all archaeological investigations shall be reported to the City of Santa Barbara Environmental Analyst as an addendum to the Phase 1 Archaeological Survey Report and as a formal technical report. This report shall be submitted within 180-days of completion of the monitoring and prior to issuance of the Certificate of Occupancy (Final Inspection).

## REFERENCES

- Anonymous, n.d. Railroad Routes and Depots. On file at the Santa Barbara Historical Society Gledhill Library.
- Applegate, Richard B., 1975. *An Index of Chumash Placenames*. San Luis Obispo Archaeological Society Occasional Papers, No. 9:21-46.
- Applegate, Richard B., 1975. An Index of Chumash Placenames. In Papers on the Chumash. *San Luis Obispo County Archaeological Society Occasional Papers 9*, pp. 21-46.
- Barry, Walter E., 1912. *Map of the City of Santa Barbara* (Compiled by Walter E. Barry, Licensed Surveyor).
- Blackburn, OV, 1935. *Official Map of Santa Barbara, California*. Compiled and published by OV Blackburn, 633 S.W. Blvd., Los Angeles.
- Burton, W.W., Real Estate Agent, (Oct.), 1903. *Index to the City Map of Santa Barbara, California and Additions*. The Press Publishing Company, Santa Barbara.
- California, Department of Parks and Recreation, 1979. *California State Historical Landmarks*, revised 1983.
- City of Santa Barbara, 2002. *Master Environmental Assessment Guidelines for Archaeological Resources and Historic Structures and Sites* (January 2002), Appendices B and C.
- City of Santa Barbara, Directories 1888-1950. Santa Barbara Public Library and Santa Barbara Historical Society – Gledhill Library.
- Conkey, Edith Bond (Editor), 1977. *The Huse Journal: Santa Barbara in the 1850s by Charles Enoch Huse*. Translated by Francis Price. Santa Barbara Historical Society, Santa Barbara, California.

- Dibblee, T.W., Jr., 1966. Geology of the Central Santa Ynez Mountains, Santa Barbara County, *California, Division of Mines and Geology Bulletin*, p. 99, 186.
- Fuller, Thomas (with Contributions by Jeffery B. Serena and Rachel Mozesson), 1979. (August) *Cultural Resources Technical Report for the Park Plaza Development Area*. Submitted by Pandora E. Snethkamp, Social Process Research Institute, University of California, Santa Barbara.
- Glover, E.S., 1877. *Bird's Eye View of Santa Barbara*.
- Glover, E.S., 1898. *Bird's Eye View of Santa Barbara*.
- Haley, Salisbury and Vitus Wackenreuder, 1853. Plat Map, City of Santa Barbara, "Santa Barbara, laid out by Salisbury Haley and V. Wackenreuder, (April 1853)."
- Harrington, John B., 1928. *Exploration of Burton Mound at Santa Barbara, California*. Government Printing Office, Washington, D.C.
- Heizer, Robert F., 1955. California Indian Linguistic Records, the Mission Indian Vocabularies of H.W. Henshaw. *Anthropological Records*, Vol. 15 No. 2. Berkeley.
- Holmes, Marie S. and John R. Johnson, 1998. *The Chumash and Their Predecessors: An Annotated Bibliography*. Santa Barbara Museum of Natural History, Santa Barbara.
- Holmes, Marie S. and John R. Johnson, 1998. *The Chumash and Their Predecessors: An annotated Bibliography*. Santa Barbara Museum of Natural History, Santa Barbara.
- Mason, Jesse D., 1961. *Facsimile Reproduction of Thompson and West's History of Santa Barbara and Ventura Counties (Reprint 1883)*. Howell-North, Berkeley.
- Miller, Karen, 1979. *Transportation in Santa Barbara*. Unpublished Seminar Paper, Public Historical Studies.
- Nicholson, Loren. *Rails Across the Ranchos*. Valley Publishers, Fresno, California, 1980.
- O'Neill, Owen Hugh, 1939. *History in Santa Barbara County*. Harold Mclean Meir, Santa Barbara.
- Parker, Edna Monch. *The Southern Pacific Railroad and Settlement in Southern California*. Pacific Historical Review, Volume 6, Number 2, 1937.

Rogers, David Banks, 1929. *Prehistoric Man of the Santa Barbara Coast*. Santa Barbara Museum of Natural History.

Sanborn Fire Insurance Maps, City of Santa Barbara. 1886, 1888, 1892, 1892 (Revised 1895), 1892 (Revised 1903), 1907 (Revised 1917, 1927), 1931 (Revised 1940, 1952), 1963

Santa Barbara, 1887. *Santa Barbara*. J.J. Perkins, and W.W. Elliot, Lithograph, San Francisco.

Santa Barbara, 1888. *Official Map of Santa Barbara*. (November).

Santa Barbara, 1888. *Bird's Eye View of Santa Barbara*. W.W. Elliott, San Francisco.

Santa Barbara, 1889. *Santa Barbara*. Charles Mensch, Compiler, Sanborn Company.

Santa Barbara, City of, n.d. File on Southern Pacific Railroad Property. Public Works Department.

Santa Barbara, County of, 1886-1920s. Deed Books. County Court House Records.

Santoro, L., 1994. *Phase 1 Archaeological Survey 201 Castillo Street, Santa Barbara, California*.

Silver, David, 1977. *The History of the Southern Pacific Roundhouse in Santa Barbara*. Unpublished Seminar Paper, University Library, Special Collections.

Southern California Writers' Project of the Work Projects Administration. Santa Barbara: *A Guide to the Channel City and its Environs*. New York: Hastings House, 1941.

Southern Pacific Branch Railway, 1887. Petition Before City of Santa Barbara. Unpublished Files of City of Santa Barbara, City Hall.

Southern Pacific Railroad Company, 1916. Map of Mainline, Burbank to Santa Barbara. Map on file at the Santa Barbara Historical Society Gledhill Library.

Tompkins, Walker A., 1983. *Santa Barbara History Makers*. McNally & Loftin, Publishers, Santa Barbara.

Tompkins, Walker A. *Santa Barbara Neighborhoods*. Schauer Printing Studios, Santa Barbara, 1989.

- Tompkins, Walker A. *Goleta: The Good Land*. Goleta Amvets Post o. 55, Goleta, California, 1966.
- Tompkins, Walker A. *Santa Barbara's Royal Rancho: The Fabulous History of Los Dos Pueblos*. Powell-North, Berkeley, California, 1960.
- Tompkins, Walker A., 1975. *Santa Barbara, Past & Present*. Tecolote Books, Santa Barbara.
- Thompson, Thomas H. and Albert A. West, 1883. *History of Santa Barbara and Ventura Counties, California*. 1961 Reprint, Howell Northbooks, Berkeley.
- U.S. Coast Survey, 1852. (AD Bache, Sup.) *Map of the Port of Santa Barbara California*, Register No.373.
- U.S. Coast Survey, 1853. *Preliminary Sketch of Santa Barbara*.
- U.S. Coast Survey, 1870. Benjamin Pierce, Sup., *Section X. Map of a part of the coast of California, Santa Barbara Channel from Santa Barbara to Pelican Point*, surveyed by W.E. Greenwall and S. Forney, Register No. 1230.
- U.S. Coast Survey, 1878. *Sketch of the City of Santa Barbara, California, showing part of survey of 1870 and changes and improvements to date*. Register No. T1229C.
- U.S. Coast Survey, 1878. *Sketch of the City of Santa Barbara, California showing alterations and improvements since survey of 1870*. Register No. 1229B.
- Wackenreuder, Vitus, 1853. Plat Map, City of Santa Barbara "*Map of the City of Santa Barbara comprising the space between Anapanne and Gutierrez, Vineyard and Garden Streets as surveyed by V. Wackenreuder (February 1853)*" No. 2.
- Wackenreuder, Vitus, 1853. Report accompanying maps filed April 22, 1853. County Surveyor to the Common Council, Santa Barbara.
- Wilcoxon, Larry R., 1987. *Results of an Archaeological Backhoe Testing Program for the Proposed Fiesta Park Project, Santa Barbara, California*. Interface Planning and Counseling Corporation, Santa Barbara, California.
- Williams, James C., 1977. *Old Town, Santa Barbara, a Narrative History of State Street from Gutierrez to Ortega, 1850-1975*. Public History Monograph #1, The Graduate Program in Public Historical Studies, Department of History, University of California, Santa Barbara.