

Appendix D

CULTURAL RESOURCES REPORT

Cultural Resources Survey Report for the San Francisco Bay Trail at Point Molate, Contra Costa County, California



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ADMINISTRATIVE SUMMARY

In 2009, the East Bay Regional Park District (EBRPD) entered into an agreement for the donation of an easement for the San Francisco Bay Trail (Bay Trail) along the shoreline of their southernmost property on the San Pablo Peninsula at Point Molate. In 2013-14, the EBRPD hired NCE to conduct an alignment study for a Class I bike path and as a result, recorded the trail easement. Recently, the Bay Area Toll Authority (BATA) approved the installation of a bike and pedestrian path on the Richmond-San Rafael Bridge to Marine Street, near Point Richmond, which would connect to the EBRPD's easement at Stenmark Drive. The combined projects will connect trail users from both Richmond and Marin County to the San Pablo Peninsula.

The proposed Bay Trail at Point Molate will be approximately 2.5 miles and extend north along the shoreline, through Chevron's property, to the Point Molate Beach Park and Navel Fuel Depot property, owned and managed by the City of Richmond, giving the public access to the shoreline and the ability to connect to the Park via foot or bicycle. The project is divided into two segments, Segment A and Segment B. Segment A will be constructed within a 20 foot wide surface easement through Chevron property which stretches from Stenmark Drive on the north side of the Richmond-San Rafael Bridge (I-580), north to the southern extent of Chevron's boundary at Point Molate Beach Park. Segment A is approximately one mile long, 10 feet wide with two foot shoulders on each side. Segment A will be operated and maintained by EBRPD. Segment B will be constructed on City of Richmond property and continues north from the northern extent of Segment A through Point Molate Beach Park, the Winehaven Historic District, to the northern extent of Chevron's boundary. Segment B is approximately 1.5 miles long, 10 feet wide with two foot shoulders on each side. Segment B will be operated and maintained by the City of Richmond.

The proposed trail alignment was surveyed for the presence of cultural resources. The alignment is situated completely within previously disturbed areas, along paved and unpaved road segments from the southern extent through a corporate maintenance and equipment/material storage yard to Castro Point. From Castro Point to the northern extent of the proposed alignment, the trail is situated atop or alongside the Richmond Belt Rail Line.

As a result of the inventory, a new segment of the previously recorded historic Richmond Belt Line Railroad was identified. In addition, a new architectural resource was identified in the area of the Richmond-San Rafael Ferry Terminal.

In addition, environmental sampling that occurred within Site P-07-000277 (Chinese Shrimp Camp) was monitored, but no additional information pertaining to the site boundary or cultural constituents was identified. The monitoring effort also ensured that sampling did not occur within 100 feet of P-07-000441 where human remains have been previously identified. No isolates were identified.

Site P-07-000277 (Chinese Shrimp Camp) is listed in the Richmond Office of Historic Preservation (OHP) Historic Properties Directory as eligible under category 5S2 (individual property eligible for local listing or designation). The site is considered eligible to the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) under Criterion D/4. As part of the present effort, no new information pertaining to this site was obtained. The monitoring effort limited the depth of sample borings along the proposed trail alignment to four feet at the northern end (two sample locations) of the site and two feet at the southern end (two sample locations). The monitoring effort resulted in no findings of cultural

material. Therefore, it was determined unnecessary to alter or add to the previous evaluation of the site.

An earlier evaluation of site P-07-004593 (Richmond Belt Line Railroad) was unable to tie the resource to an important event or person that has made a significant historical contribution (Haydu and Rodman 2009). Design elements of the rail are not unique or otherwise remarkable and the linear resource is highly unlikely to yield information important to history beyond what is readily available as an article of the historical record. Therefore, the site is recommended not eligible for inclusion to the NRHP/CRHR.

The Richmond-San Rafael Ferry Terminal historically consisted of numerous buildings and structures that operated the former Richmond Terminal of the Richmond-San Rafael Ferry. This terminal was constructed on the east shore of the San Francisco Bay to facilitate travel across the bay from Richmond to San Rafael. The property once featured a full complement of related buildings and structures, including a toll booth, ticket office, several outbuildings, parking area, apron, and three docks on timber-piled piers. Today, one building and a collapsed causeway are all that remain. The ferry was established by the Richmond-San Rafael Ferry Company, a defunct company that provided water transport between 1914 and 1956. While this property may have significance at the local level for its association in the area of Transportation for its role in the development of Richmond and the Bay Area of California, it is unable to convey its historic function and use as a transportation property due to the loss of the original full complement of buildings and structures that operated as a ferry terminal. Therefore, the site is recommended not eligible for inclusion to the NRHP/CRHR.

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1.0 INTRODUCTION

1.1 PROJECT BACKGROUND & DESCRIPTION

In 2009, an easement was donated to the East Bay Regional Park District (EBRPD) for a segment of the San Francisco Bay Trail (Bay Trail) located on the San Pablo Peninsula shoreline at Point Molate. In 2013-14, the EBRPD hired NCE to conduct an alignment study for a Class I bike path within the easement. Recently, the Bay Area Toll Authority (BATA) approved the installation of a bike and pedestrian path on the Richmond-San Rafael Bridge to Marine Street, near Point Richmond, which would connect to the EBRPD's easement at Stenmark Drive. The combined projects will connect trail users from both Richmond and Marin County to the San Pablo Peninsula.

The present project area is situated within the heart of the Bay Area, a colloquialism that commonly refers to the region in Northern California around the San Francisco Bay and includes the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. More specifically, the project area is located at Point Molate on the San Pablo Peninsula, the landmass between San Pablo Bay and San Francisco Bay, adjacent to the Richmond-San Rafael Bridge in the City of Richmond, Contra Costa County, California (**Appendix A, Figure 1**). Point Molate occupies approximately 1.6 miles of shoreline and the topography ranges from flat reclaimed tidal areas near the shore, to steep, dissected slopes of the San Pablo ridge, approximately 500 feet above sea level. The western flank, where the project area is situated, is part of the Angel Island -San Francisco Bay Estuaries watershed (Hydrologic Unit Code 180500021001).

The proposed Bay Trail at Point Molate will be approximately 2.38 miles and extend north along the shoreline, through Chevron's property, to the Point Molate Beach Park and Navel Fuel Depot property, owned and managed by the City of Richmond, giving the public access to the shoreline and the ability to connect to the Park via foot or bicycle. The project is divided into two segments, Segment A and Segment B. Segment A will be constructed within a 20 foot wide surface easement through Chevron property which stretches from Stenmark Drive on the north side of the Richmond-San Rafael Bridge (I-580), north to the southern extent of Chevron's boundary at Point Molate Beach Park. Segment A is approximately one mile long, 10 feet wide with two foot shoulders on each side. Segment A will be operated and maintained by EBRPD (**Appendix A, Figure 2**). Segment B will be constructed on City of Richmond property and continues north from the northern extent of Segment A through Point Molate Beach Park, the Winehaven Historic District, to the northern extent of Chevron's boundary. Segment B is approximately 1.5 miles long, 10 feet wide with two foot shoulders on each side. Segment B will be operated and maintained by the City.

The area surrounding the Segment B trail alignment has been the subject of extensive cultural resource investigation in recent years. This work has included Phase I inventory and Phase II test excavations (see AES 2009 and Taggart and Haydu 2009). In contrast, Segment A has not been the subject of a comprehensive Phase I inventory.

1.2 DEFINITION OF UNDERTAKING

The proposed Bay Trail at Point Molate (as described above) will constitute the proposed undertaking, as that term is commonly used in cultural resources management. The proposed undertaking requires compliance with Public Resource Code (PRC) Section 21083.2 and 21084.1 of the California Environmental Quality Act (CEQA). In addition, since the project may affect Waters of the United States (WOUS), the project proponent must meet requirements of Section

404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act. Therefore, a WOUS delineation was performed by NCE and issuance of the 404 permit by the U.S. Army Corps of Engineers (USACE), San Francisco District is pending. As a result of federal permitting, compliance with Section 106 of the National Historic Preservation Act (NHPA) is also required.

This report describes an archaeological and architectural survey of the proposed trail alignment. The surveys, conducted by NCE (archaeology) and Mead and Hunt (architecture), are intended to demonstrate compliance with CEQA and Section 106 of the NHPA. All work was designed to comply with current state, federal (USACE), and professional standards. Those standards state that the goals of the inventory are to:

- Establish an Area of Potential Effect (APE);
- Identify prehistoric and historic period archaeological resources, and architectural resources in the study area;
- Evaluate identified resources as to their eligibility for listing on the NRHP/CRHR;
- Provide management recommendations for those properties considered eligible to the NRHP/CRHR

1.3 AREA OF POTENTIAL EFFECT

When constructed, the trail will be 14 feet wide. Given the approximate length of the proposed trail (2.38 miles), this equates to a survey area of approximately 4.0 acres. This represents the horizontal Area of Direct Impact (ADI) (see **Appendix A, Figures 1 and 2**). The maximum depth of grading (vertical disturbance) will be approximately two feet along the alignment. When combined, these horizontal and vertical dimensions serve to define the ADI associated with the proposed undertaking. EBRPD has determined the area of indirect impact (AII) for the proposed project is coincident with the ADI.

2.0 ENVIRONMENTAL SETTING

The San Pablo Peninsula extends from Point San Pablo south to Point Potrero. The peninsula is bounded on the north by San Pablo Bay, on the west and south by San Francisco Bay, and on the east by a tidal marsh, an alluvial plain and commercial and industrial development. The shorelines are characterized by low elevation marsh and tide lands that are dominated by marsh flats and meandering creek channels with a few isolated areas of higher elevations.

2.1 GEOLOGY

The project area lies within the Coast Ranges geologic and physiographic province. This province is characterized by northwest-southeast trending valleys and intervening mountain ranges that are structurally controlled by faulting and folding, the result of the collision of the Farallon and North American Plates. The plates are comprised of rocks of the Franciscan Complex, which are Cretaceous and Jurassic in age (100 to 65 million years old). The Franciscan Complex or Formation is composed of chert, basalt, greywacke sandstone, shale, schist, serpentinite, and other high-pressure metamorphic rocks, such as blueschist (Page 1966). The dominant geological structure on the peninsula is the Potrero Hills, which form a northwest-southeast trending headland characterized by steep slopes and narrow drainages. Historically, these hills were drained by a series of seasonal drainages which have, for the most part, been altered and filled as a result of development.

2.2 SOILS

Soils in the project area consist of Millsholm Series, well-drained soils derived from loamy residuum weathered from sandstone and shale (Soil Survey Staff 2016).

2.3 FLORA AND FAUNA

The natural vegetation of the project area consisted of Coastal Saltmarsh and Coastal Prairie-Scrub Mosaic, which is a community of open to dense, broad-leaved evergreen shrubs with a dense lower story of perennial graminoids and succulent forbs (Küchler 1977:31). Today, much of the San Pablo Peninsula is covered with European-derived grasses and thickets of brushland consisting mostly poison oak, coffeeberry, and California sagebrush. There is little overstory vegetation present on the peninsula, except for a few native buckeye, coast live oak, bay laurel, and dense stands of introduced eucalyptus near Winehaven. Other plants identified in the area include Suisun Marsh Aster, Lupin, California Pipevine, Epilobium, Seep-Spring Monkey Flower, Muhlenberg's Centaury, French Broom, and Toyon (Rowan et al. 2014).

Wildlife identified in the Pt. Molate area includes Mule Deer, Osprey, Wild Turkey, Pacific Chorus Frog, Harbor Seals, Dolphin, Striper, and Oysters (Rowan et al. 2014).

3.0 CULTURAL SETTING

Analytical Environmental Services (AES) conducted an extensive archaeological study of lands immediate adjacent to the present project area in 2009. Due to the scale of that proposed undertaking, a thorough context was drafted. Given the high level of relevancy between the 2009 study area and the present project area, the following cultural setting overview is paraphrased from the Taggart and Haydu (2009) report with supplemental prehistoric Bay Area information acquired from Milliken et al. (2007) and additional historic information derived from Booker (2013) and Cole (2014).

3.1 PREHISTORIC OVERVIEW

The Bay Area has been inhabited by prehistoric peoples since the terminal Pleistocene (Moratto 1984). By the time of Spanish settlement in 1776, seven native languages were spoken within the region including Southern Pomo, Wapo, Patwin, Coast Miwok, Bay Miwok, Karkin Costanoan, and San Francisco Costanoan (Milliken et al. 2007).

Early archaeological excavations focused primarily on shell mounds, a fairly ubiquitous prehistoric feature throughout the region. More than 100 shell mounds were recorded in Alameda and Contra Costa County during the early years of the Twentieth Century by University of California, Berkeley archaeologists. These features have provided archaeologists with a wealth of information pertaining to Bay Area prehistoric human land use patterns and subsistence practices (Banks and Orlins 1981). The Bay Area is recognized as a discrete archaeological entity derived from an economy primarily focused on the intensive use of shellfish which has resulted in the accumulation of large shell middens (Moratto 1984).

Culture chronology within the region is a subject of significant debate between researchers (e.g., Beardsley 1948, 1954; Bennyhoff and Hughes 1987; Bennyhoff 1972; Heizer 1949, Heizer and Fenenga 1939, Lillard et al. 1939; and Lillard and Purves 1936). In the last 50-60 years, the archaeological recognition of sub-regional cultural variation, beyond the classic Central California Taxonomic System (CCTS) has led to more refined cultural chronologies based on specific artifact types and/or assemblages (e.g., Bennyhoff and Fredrickson 1994; La Jeunesse and Pryor 1990; Milliken et al. 2007; Moratto 1972; Olsen and Payen 1968; Ragir 1972; Sundahl 1982; and White 2002). For purposes of this report, the Bay Area cultural sequence provided by Milliken et al. (2007) is used with the exception of the Paleoindian Period.

3.1.1 Paleoindian Period (13000 to 10000 BP)

The climate during the Paleoindian Period was cool and moist, supporting extensive pine forests. Archaeological evidence, although sparse, indicates that people lived in small groups, collecting shellfish and harvesting wild seeds. The artifact assemblage includes basketry, seagrass cordage, incipient milling stones (e.g., matates and manos), beads, chert tools, and fish-like effigies (SBMNH 2002).

3.1.2 Early Holocene/Lower Archaic (10000 – 5500 BP)

Within the Bay area, this period within is characterized by a generalized mobile forager subsistence pattern, typified by more widespread use of milling stones and handstones compared with the Paleoindian Period and by a variety of large wide-stemmed and leaf-shaped projectile points made from local Franciscan chert toolstone (Hylkema 2002). Burials have been dated to this period; however, there is an overall lack of associated artifacts.

3.1.3 Early Period/Middle Archaic (5500 – 2500 BP)

Pine forests were extensive during the Early Period, reflecting a cool and wet climate that continued from the earlier Paleoindian Period. Considerably more evidence exists for occupation during this period which is commonly referred to as the “Millingstone Culture” due to the abundance of milling stones. The first mortar and pestle groundstone implements are documented in the Bay Area during this period. In fact, during the latter stages of the Early Period, the mortar and pestle wholly replace milling slabs and handstones (Milliken et al. 2007). As such, seed and plant processing formed a major part of the diet. Shellfish-gathering and fishing appear more important than hunting during this time. A typical Early Period marker is the net sinker (i.e., stone weights to help sink a net).

In addition to the abundance of milling stones, the Early Period is also typified through a strong association of artifacts with buried human remains. The artifact assemblage includes projectile points and blades, charmstones, rectangular *Olivella* and *Haliotis* beads (cut and/or perforated), bone and antler implements, quartz crystals, and red ochre. Many of these artifacts served as funerary objects that were coupled with highly-specific mortuary practices (e.g., interment westerly orientation). Other artifacts associated with the Early Period, but somewhat less consistently, include baked clay objects, human bone, trident harpoon tips, and pipes (Taggart and Haydu 2009; Milliken et al. 2007).

3.1.4 Lower Middle Period/Initial Upper Archaic (2500 – 1520 BP)

This period is marked by the disappearance of the rectangular shell bead, used for 3,000 years prior, within the Bay Area, Central Valley, and Southern California. New decorative and presumed religious object appeared including tiny saucer-shaped, split-beveled, and spire-lopped *Olivella* beads and circular *Haliotis* ornaments (Elsasser 1978; Luby 2004). New tool types made from bone appear such as barbless fish spears, elk femur spatulae, whistles, and basketry awls. Mortars and pestles continue to be the primary groundstone implements. Net sinkers, a typical marker of the Early Period, disappear during the Lower Middle Period (Milliken et al. 2007).

Although shellfish and seed/nut processing remained important, one major shift in subsistence during this period was a focus on big game such as elk, deer, and sea mammals. This is evidenced not only by faunal remains, but by the occurrence of large projectile points hafted to dart shafts and thrown with an atlatl (i.e., throwing board or stick).

3.1.5 Upper Middle Period/Late Upper Archaic (1520 – 900 BP)

Fishing and sea mammal hunting became more important during the Upper Middle Period. New inventions, including shell hooks and single-barbed bone fish spears, enabled coastal peoples to catch a wider variety of fish. Intensified fishing led to population increase and large, permanent coastal settlements. New or distinct artifact types include intricate ceremonial blades, fishtail charmstones, new *Haliotis* ornament forms, mica ornaments, *Olivella* wall beads, ear spools, and large mortars (Elsasser 1978; Tamez 1978).

Other markers of the Upper Middle Period include the sudden collapse of the *Olivella* saucer bead trade, the appearance of *Olivella* saddle beads, and the arrival of the Meganos extended burial mortuary pattern (i.e., dorsal extended interments) (Bennyhoff 1994).

Within the Bay Area during this period, the *Olivella* saddle bead type is replaced with a variety of wide and tall bisymmetrical forms and the appearance of unperforated rectangular and horizontally-perforated half oval *Haliotis* ornaments (Milliken et al. 2007). Although grave accompaniments continue during this period, the quantity and variety of mortuary artifacts is reduced compared to earlier periods.

3.1.6 Initial Late Period/Lower Emergent (900 – Contact)

The Initial Late Period is typified by a resurgence of mortuary artifacts. Typical artifacts include *Haliotis* beads, ornaments and whole shells, *Olivella* beads, charmstones, *Saxidomus nuttalli* (clam) beads, magnesite and steatite beads, ear spools and tubes, mammal bone tubes, incised bird bone whistles, barbed harpoon tips, antler arrow shaft straighteners, baked clay objects, wooden fishhooks, netting and basketry, and mortars and pestles (Heizer 1939).

This period is also referred to as the Emergent Period due to increased levels of sedentism, status ascription, and ceremonial integration evidenced in the archaeological record within Central California (Milliken et al. 2007).

Within the Central Valley, the bow and arrow replaced the atlatl and dart about 1500 BP, reflecting a shift in targeted faunal subsistence resources. However, arrow-sized projectile points (Stockton Serrated series) do not appear in the Bay Area until after 1250 A.D. (Justice 2002). Napa Valley obsidian is a common toolstone from which these projectile points are manufactured, whereas other tools continued to be made from local Franciscan chert (Bieling 1997; Hylkema 2002).

Millingstones and handstones are still present. Marine fishing remained a major part of the diet for coastal peoples. Sardines taken with nets were particularly important. Hunting of land animals and gathering of wild plants, with an emphasis on acorns, helped to supplement the marine diet.

3.2 ETHNOGRAPHIC OVERVIEW

3.2.1 Ohlone Territory & Origins

Ethnographic literature indicates that the region surrounding the current project area was near the northwestern extent of the Ohlone or Costanoan people's pre-contact territory (Levy 1978). Their territory ranged from the San Francisco Peninsula in the north to Big Sur in the south and from the Pacific Ocean in the west to the Diablo Range in the east. Their vast region included the San Francisco Peninsula, Santa Clara Valley, Santa Cruz Mountains, Monterey Bay area, as well as present-day Alameda County, Contra Costa County, and the Salinas Valley.

The Ohlone language belongs to the Costanoan sub-family, a group of eight languages that were spoken by approximately 50 autonomous groups that occupied lands from the Carquinez Strait in Contra Costa County south into Monterey County. Villages were comprised of 50 to 500 members each, with an average of 200; members interacted freely in matters of marriages, trade, religious and other cultural practices (Levy 1978). The vicinity of the current project area is within the area attributed to the Huchiun Costanoan (Milliken 1995).

Linguistic evidence suggests Ohlone people migrated from the San Joaquin-Sacramento River system and arrived in the San Francisco and Monterey Bay Areas around 2400 BP (Levy 1978). This migration is thought to have displaced or assimilated earlier Hokan-speaking populations. In the vicinity of the project area, ancient shell mounds dated from Newark and Emeryville areas suggest villages were established in those areas as early as 5900 BP (Stanger 1968).

3.2.2 Ohlone Settlement and Subsistence

The Ohlone inhabited sedentary villages with targeted seasonal resource procurement. They are in many ways thought of as hunter-gatherers, but can also be considered harvesters because of the common practice to set annual fires to generate new and higher density seed crops (Brown 1973; Levy 1978). Their staple diet consisted of processed acorns, nuts, grass seeds, and berries, supplemented by game including grizzly bear, elk, pronghorn, and deer.

Seafood includes various fish, mussels, and abalone, and riverine resources such as salmon, perch, and stickleback (Levy 1978). Waterfowl, captured with nets and decoys, and other birds are also found within the ethnographic Ohlone diet including ducks, geese, quail, great horned owls, red-shafted flickers, downy woodpeckers, goldfinches, and yellow-billed magpies (Levy 1978; Teixeira 1997).

Ohlone houses consisted of dome-shaped structures ranging from six to 20 feet in diameter and built from woven or bundled mats of tules. At inland settlements located closer to redwood stands, houses were conical shaped and built from redwood bark attached to a wooden frame (Teixeira 1997).

3.2.3 Spanish Mission Era (1769-1833)

The arrival of missionaries and Spanish explorers had a profound impact on the relatively stable Ohlone culture and population. Goals of the Spanish missionaries were to establish a series of missions in strategic and defensible locations, convert Native Americans to Christianity, and expand the Spanish territory. In December of 1602, Spanish explorer Sebastian Vizcaíno may have been the first to make contact with the Ohlone people, known as the Rumsien, at Monterey (Levy 1978). For more than 160 years, nothing is documented in the historical record.

The next Spanish incursion did not take place until 1769, where Gaspar de Portolà, accompanied by Franciscan missionaries, landed at Monterey. Led by Father Junípero Serra, the missionaries introduced Spanish religion and culture to the Ohlone people. The Spanish erected a total of seven missions inside Ohlone territory between 1770 and 1823 (Teixeira 1997). Ohlone were brought into these missions to live and work, disrupting and undermining the traditional Ohlone social structure and way of life. Large numbers of Bay Area Native Americans were moved into three of the missions including Mission Santa Clara, Mission San Jose, and Mission San Francisco between 1794 and 1805. In the spring of 1795, food shortages and an epidemic struck the missions resulting in thousands of deaths and widespread panic. Escaping Ohlone spread disease to outside villages (Milliken 1995). A total of 60,000 deaths were recorded (Bean 1994).

The first recorded contact of the Huchiun (the Ohlone people occupying lands near the current project area) occurred in 1772 at the Richmond Wildcat Creek village during a Spanish expedition led by Lt. Pedro Fages and Father Juan Crespi. The goal of the expedition was to find a land route to the Point Reyes area from the South Bay region. Soon after Mission San Francisco was established in the early 1770s, the Huchiun were moved to the mission between 1788 and 1803 where they intermarried with other Costanoan peoples, as well as non-Costanoan peoples from the Bay Area. By mid-1801, the coastal Huchiun villages were all abandoned in favor of mission life (Milliken 1995).

It is estimated that the Native American population in the Bay Area was reduced by as much as 80 percent of during the Spanish Mission Era (Pritzker 2000).

3.2.4 Ohlone Today

The Ohlone people today belong to one of several geographically distinct groups. The Muwekma Ohlone Tribe has members from around the San Francisco Bay Area, and is composed of descendants of the Ohlones from the San Jose, Santa Clara, and San Francisco missions. The Ohlone Costanoan Esselen Nation, consisting of descendants of intermarried Rumsen Costanoan and Esselen speakers of Mission San Carlos Borromeo, are centered within the Greater Monterey Bay Area. The Amah-Mutsun Tribe, located inland from Monterey Bay, are descendants of Mutsun Costanoan speakers of Mission San Juan Bautista. The Costanoan Rumsien Carmel Tribe of Pomona/Chino are descendants from Mission San Carlos and now reside in southern California.

3.3 HISTORIC OVERVIEW

3.3.1 Mexican/Colonial Period (1821 – 1845)

Following the Spanish Mission Era (see **Section 3.2.3**), Mexico declared its independence from Spain, first as an empire in 1821, then as a republic in 1824. Spanish missions within what was known as Alta California were left to fend for themselves. In 1833, the Mexican government passed the Secularization Act which stripped the missions of their previously established land holdings. These holdings were issued to Mexican colonists as “ranchos”. Indians, whose lives had become entrenched with the missions, were also “secularized.” However, a simple return to aboriginal life was not possible. Disease was responsible for the further decline of native populations and those that remained lived in small pueblos established in secluded pockets of Alta California, or became enlisted essentially as indentured servants to the burgeoning cattle ranch industry within the Central Valley (Cole 2014).

Several years prior to secularization, between 1813 and 1817, an outpost to Mission San Francisco named *San Ysidro de Los Juchinues*, was established in the Richmond-San Pablo area (Milliken 1995). Francisco Maria Castro, a father at Mission San Francisco, held title to San Ysidro de Los Juchinues. He filed a petition to the Mexican authorities in San Jose for the land in 1817 and his application was granted. The land grant was called *El Rancho de Los Cuchinyunes* and was later renamed Rancho San Pablo (otherwise known as the Castro Land Grant). This area, which the project area is located within, covered an area that now includes Richmond, El Sobrante, Pinole, as well as the San Francisco and San Pablo Bays. Castro used the land to raise cattle and planted the area’s first fruit trees and grapes (Hoover et al. 1990). After Castro’s death in 1831, Rancho San Pablo was divided between his wife and 10 children; the land was still used for grazing cattle.

Between the 1830s and late 1840s, word had started to spread of the Bay Area’s fertile and underpopulated land. Yerba Buena was the original name of the Mexican settlement that would later become San Francisco. Located near the northeastern end of the San Francisco Peninsula, it was originally intended as a trading post for ships visiting San Francisco Bay. The first homes in the settlement were built by William Richardson (a whaling captain) and Jacob Lesse (a merchant) in the mid-1830s. By 1845, Yerba Buena was inhabited by a few hundred people including Americans, Indians, Spanish, Dutch, and a few Hawaiians (Cole 2014).

3.3.2 The Rush to San Francisco and the Shrimping Industry (1848 – early 1900s)

When gold was discovered at Coloma in 1848, the Bay Area and the City of San Francisco especially, underwent significant and rapid transformation. Prior to the gold discovery, San Francisco was home to less than 1,000 people, but by the end of 1848, the population grew to nearly 25,000 (Wollenberg 2002). In 1850, the year California was admitted to the United States, the population of San Francisco exploded to more than 149,000 (Gilman et al. 1904).

The social and economic influence of the City affected the periphery of the Bay Area, including Point Molate where the project area is situated. To meet growing resource demands of the City, shrimp camps run primarily by Chinese were established throughout the Bay Area. A shrimp camp was established at Point Molate sometime between 1865 and 1870 at the beach to the south of the point. By 1904, this camp consisted of 30 shacks, five wharves, and 10 boats (Cole 1980).

The Chinese shrimping industry was met with resistance from the local government. During the late 19th and early 20th Centuries, intimidation, taxation based on race, and even legislation were used to force Chinese shrimpers out of business. Legislative measures included forbidding shrimp fishing during the height of the season (1901), banning the exportation of shrimp

(1905), and outlawing bag netting as a means of procurement (1911) (Ellinger 2002; Hill 2001). These legislative measures were quite effective and resulted in wide scale desertion of Chinese shrimp camps throughout the Bay Area. The Point Molate camp was reportedly abandoned by 1912. However, the settlement is still depicted on the 1915 San Francisco USGS 15' quadrangle illustrating 18 structures west of Western Drive and four wharfs (Taggart and Haydu 2009).

3.3.3 Richmond Belt Line Railroad (1902 – 1995)

Due to the rapid increase of California's population, especially within the Bay Area, transportation became a challenge and the need for railroads became apparent. Travel by stagecoach was expensive, slow, and outdated. Roads were often impassable in the winter months due to mud or snow. Travel by rail, in stark contrast, offered comfort, and shorter travel times at a much lower cost (Robertson 1998).

The emphasis of railroad development during this time was focused on building a transcontinental railroad to link the east and west coasts. Two of these lines include the Southern Pacific Railroad (SPRR), now the Union Pacific Railroad, and the Atchison Topeka & Santa Fe Railroad (AT&SF RR), now the Burlington Northern Santa Fe Railway. The SPRR was founded by San Francisco businessmen in 1865 to connect San Francisco to San Diego. In 1868, the line was purchased by the Central Pacific Railroad and by 1870, the two lines merged. In November 1874, the SPRR was built to Bakersfield. The first trains began running in September 1876 through Richmond to Los Angeles via the Tehachapi Loop. The AT&SF RR was chartered in 1863 and opened to traffic in 1864. It became one of the nation's longest rail lines by the 1890s, operating over 9,000 miles of track. As a result of poor management, the AT&SF RR went bankrupt in 1893 but was reorganized in 1895 as the Atchison, Topeka & Santa Fe Railway Company. The line was expanded in 1929 with Richmond becoming the western terminus (AES 2009).

In 1903, the Richmond Belt Line Railroad (Belt Line) was established along Richmond's western waterfront and around Point San Pablo, tying together a multitude of industries along the waterfront. Within a few short years, the northern portion of the western waterfront was home to many commercial enterprises, including the Standard Oil Long Wharf, a whale oil processing plant, an oil can factory (owned by Standard Oil) at Point Orient, a brick factory (Central Brick, just beyond Point San Pablo), two rock quarries (Blake Bros. and Healey & Tibbetts), a large winery complete with worker housing, a hotel, and a school (Winehaven). In addition, a ship terminal at Point San Pablo was built to handle all the cargo being produced at these enterprises (Bastin 2016). In 1915, Charles Van Damme founded the Richmond – San Rafael Ferry and Transportation Company which established a ferry terminal at Point San Quentin and ran to Point Castro (Harland and Fisher 1951).

By the end of the 1920s, the Belt Line ran the length of the coast with spur lines connecting local industry with transcontinental railroad lines (Haydu and Rodman 2009). However, use of the Belt Line slowed during this time due to Prohibition overturning the previously booming business stemming from Winehaven. The Healey & Tibbetts quarry and the Central Brick Company also closed their doors during this time. Business picked up during the 1940s when the Navy acquired Winehaven, and set up a fuel depot, using the old winery housing for naval families. The Belt Line ran until the late 1980s for avocational use and was discontinued in 1995 when the Navy abandoned the property at Point Molate (Bastin 2016).

3.3.4 Naval Fuel Depot (1941 – 1995)

On February 1, 1941 the Pacific Fleet established its headquarters at Pearl Harbor. At this time, Winehaven was acquired by the U.S. Navy and was modified for use as a fuel supply depot serving the Pacific Fleet. That same year, Pearl Harbor was attacked drawing the United States

into World War II. The Point Molate Naval Fuel Depot (NFD) became an invaluable refueling station for the Pacific Fleet (AES 2009).

The Navy built a new pier at Point Molate, which extended a considerable distance into the Bay. The old wharf used by Winehaven last appears on the 1947 San Quentin 7.5' quadrangle, though it was fragmented and no longer connected to the shoreline. The Winehaven Hotel was used as a barracks and mess hall, while the cottages were used as housing for Navy personnel. The NFD commander occupied the spacious Winemaker's house (AES 2009).

The Navy burrowed into the hillsides to hide large storage tanks for bulk fuel and oil, which could be piped to tankers waiting at the end of the new pier. By 1944, the Navy had built 43 underground and 32 above-ground storage tanks. Between 1949 and 1960, the Navy demolished several buildings, including two large-frame industrial buildings and the schoolhouse. The Winehaven hotel and the administration building burned down in 1967 and most of the historical records were lost (AES 2009).

Following the end of World War II, activity at the NFD began to slow. At various times the government discussed closing the facility, but a string of foreign conflicts kept the Pacific Fleet and the NFD busy. The NFD was kept active during both the Korean War in the early 1950s and the Vietnam War in the mid-1960s to mid-1970s. The NFD was formally decommissioned in 1995 (AES 2009).

3.3.5 The Richmond-San Rafael Ferry Terminal

Development at Point Castro occurred as a result of industrial growth, establishment of railroads, and rising personal automobile ownership between 1900 and 1920. By 1900 Richmond was serviced by two major railroads (Southern Pacific and the Atchison, Topeka & Santa Fe Railroads), but their lines were not close enough to service businesses located along the bay northwest of Richmond. In 1902 the Richmond Beltline Railway was established to serve the Standard Oil Refinery (now Chevron), and the Eastshore and Suburban street car was founded in 1904. The Richmond Beltline approached from the north, passing Point San Pablo and extending south to Winehaven. At the time San Francisco was known as a major center of the wine industry in California. In 1906 the California Wine Association (CAWA), which dominated the western wine industry until Prohibition, purchased 46 acres at Molate Point (just north of the resource) and established a wine production, storage, and distribution center. In 1908 the Richmond Beltline added spurs to provide service to Winehaven (AES 2009:22-24).

Water transport companies began in the Bay Area in the 1840s to transport people, product, railcars, and, later, automobiles. The ferries provided an important link between people, business, and industry, and other transportation links such as transcontinental railroads. The first established and longest running of these was the Martinez-Benica Ferry (1847-1962). Many of the early ferries came under control of the railroads, but in the 1910s and 1920s a combination of industry growth and rising car culture led to the creation of several new water transport companies, such as the Richmond-San Rafael Ferry and Transportation Company (1913), Six Minute Ferry Company (1919), and Golden Gate Ferry Company (1922) (Oakland Tribune 1974). The development of highway networks and construction of bridges spanning the bay led to the end of the bay ferries by the 1960s.

The Richmond-San Rafael Ferry and Transportation Company was founded in 1913 by Charles Van Damme, with partners Raymond Clark, Andrew Mahoney, and Oliver Olson, and the first run was on May 1, 1914 (Emanuel 1986: 136). The new ferry service provided the most direct route between Point Castro/Richmond and San Quenton/San Rafael for people and automobiles. Utilizing a wooden-hull boat, Ellen, the new ferry made the crossing in a half an hour, versus the seven-hour round trip motorists would endure prior to the establishment of ferry service.

Once the ferry terminal was established, the Richmond Beltline Railway constructed three miles of new track south from Winehaven to the ferry wharfs. The line, which terminated near the ticket office, connected with those of the Eastshore and Suburban Railway, which provided convenient street car access for further connections in Richmond (AES 2009:24).

In 1916 a side-wheel wooden vehicular ferry, the Charles Van Damme, was commissioned and completed a trial run on July 23 of that year. Other boats were added to the fleet: the City of Richmond (1921), the City of San Rafael (1923), and the Sanoma Valley (1924). The new ferries were larger than the original wood-hulled boats, and featured sit-down meal service in restaurants on the upper deck. In 1928 the Richmond-San Rafael Bridge Company purchased the Richmond-San Rafael Ferry and Transportation Company's interests, on the condition the ferry company would operate until a bridge across the bay was completed (Sausalito News 1928). In 1938, the company shortened its name to the Richmond-San Rafael Ferry Company.

During World War II the Bay Area experienced a population explosion as workers flocked to jobs in factories, shipyards, and the Naval Supply Center (just north of Castro Point at the former Winehaven facility), and ferries across the bay operated almost nonstop (Richmond California League of Women Voters 1966:3). A new ferry slip and apron was constructed in 1946 to accommodate the increase in vehicular traffic. The project included a 1,000-foot causeway on creosoted piles (which is evident in the partially collapsed causeway), hoisting equipment, and two frame buildings to house terminal equipment (Oakland Tribune 1946). In 1947, a fourth ferry, the Sierra Nevada, was added to the Richmond-San Rafael fleet. By 1952, a short wood pier and a causeway were constructed south of the original pier. The timber-pile wharf extended 920 feet and supported two lanes of concrete roadway with curbs, railings, streetlights, and two additional boat slips, which were constructed to meet the increasing transportation demands. A series of ferry strikes in the late 1940s and early 1950s had a severe impact on transportation and commerce in the north bay. The strikes provided impetus for the City of Richmond, Marin County, and the State of California to unite in efforts to construct a bridge crossing. In 1956, the Richmond-San Rafael Bridge carrying Interstate Highway 580 was completed, which effectively replaced the service provided by the Richmond-San Rafael Ferry Company. The last day of ferry service was August 31, 1956 (Whiting n.d.).

The complex was abandoned in 1962, when it was purchased and converted to a yacht harbor called Red Rock Marina. The marina was turned over to the Maritime Academy Foundation, and in 1976, was leased to the California Cruising Club. Historic aerials show that all the buildings except one and the two north piers were removed by 1987. The remaining wharf remained intact through 1993, but steady deterioration has resulted in the loss of design and materials, existing as a remnant today (Collier 1976).

4.0 ARCHIVAL REVIEW

Prior to conducting the field survey, a records search request was submitted to the Northwest Information Center (NWIC) using a quarter (0.25) mile search buffer (archival study area). Along Segment A, emphasis was placed on determining which portions of the archival study area have been inventoried previously and on the location of previously recorded archaeological sites that intersect or are adjacent to the proposed trail alignment. Along Segment B, NCE's request was limited to new information developed subsequent to a records search conducted by Analytical Environmental Services (AES) in 2007. Significance evaluations for sites (i.e., those listed on the NRHP/CRHR) within or adjacent to the trail alignment were requested as part of the NWIC records search. This includes results from the California Inventory of Historical Resources database, the Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility database, and the OHP Historic Properties Directory for Contra Costa County, California. The records search indicates that 29 inventories have been conducted within the archival study area.

Record search results were received on January 28, 2016 (**Appendix C**) and are summarized below.

4.1 PREVIOUS INVENTORIES

Table 1 provides a summary of previous archaeological inventories that have been conducted within or that extend into the archival study area.

Table 1. Previous Inventories within ¼ Mile of the Project Area.

Rpt #	Author	Year	Title	Survey Org.
S-000595	King, Ronald F.	1974	A Report on the Status of Generally Available Data Regarding Archaeological, Ethnographic, and Historical Resources Within a Five Mile Wide Corridor Through Portions of Colusa, Yolo, Solano, and Contra Costa Counties, California	n/a
S-000848	Fredrickson, David A.	1977	A Summary of Knowledge of the Central and Northern California Coastal Zone and Offshore Areas, Vol. III, Socioeconomic Conditions, Chapter 7: Historical & Archaeological Resources	Sonoma State College; Winzler & Kelly Consulting Engineers
S-001978	Aiello, Anthony V.	1960	The Islands of Contra Costa	n/a
S-002431	Roop, William	1981	Archaeological reconnaissance of the Red Rock Marina at Castro Point, Richmond (letter report)	Archaeological Resource Service
S-002458	Ramiller et al.	1981	Overview of Prehistoric Archaeology for the Northwest Region, California Archaeological Sites Survey: Del Norte, Humboldt, Mendocino, Lake, Sonoma, Napa, Marin, Contra Costa, Alameda	California Archaeological Sites Survey; Anthropological Studies Center, Sonoma State University
S-002665	Breece, William	1981	Archaeological Survey for the Richmond Lube Oil Project, Richmond, California.	Environmental Science Associates
S-006880	Chavez, David	1981	Cultural Resources Assessment for Replacement of Water Distribution System, Point Molate, Richmond, California	David Chavez & Associates
S-009462	Miller, Teresa A.	1977	Identification and Recording of Prehistoric Petroglyphs in Marin and Related Bay Area Counties	San Francisco State University
S-009583	Mayfield, David W.	1978	Ecology of the Pre-Spanish San Francisco Bay Area	San Francisco State University
S-007186	Chavez, David and John Holson	1985	Cultural/Archaeological Resources Investigation at the Naval Supply Center Fuel Department, Point Molate, Contra Costa County, California (Contract No. N62474-85-M-1179)	David Chavez & Associates

Table 1. Previous Inventories within ¼ Mile of the Project Area.

Rpt #	Author	Year	Title	Survey Org.
S-009795	Jackson, Thomas L.	1986	Late Prehistoric Obsidian Exchange in Central California	Stanford University
S-012270	Padon et al.	1990	Technical Appendix, Cultural Resources Assessment, Chevron Modernization Project	LSA Associates, Inc.
S-012270	LSA Associates, Inc.	1990	Paleontological Resource Assessment, Chevron Richmond Refinery, Pt. Richmond, CA	LSA Associates, Inc.
S-015529	Gearhart II et al.	1993	California, Oregon, and Washington: Archaeological Resource Study	Espey, Huston & Associates, Inc.; Dames & Moore
S-016660	Fentress, Jeffrey B.	1992	Prehistoric Rock Art of Alameda and Contra Costa Counties, California	California State University, Hayward
S-017835	Suchey, Judy M.	1975	Biological Distance of Prehistoric Central California Populations Derived from Non-Metric Traits of the Cranium	University of California, Riverside
S-018217	Gmoser, Glenn	1996	Cultural Resource Evaluations for the Caltrans District 04 Phase 2 Seismic Retrofit Program, Status Report: April 1996	Caltrans
S-020395	Gillette, Donna L.	1998	PCNs of the Coast Ranges of California: Religious Expression or the Result of Quarrying?	California State University, Hayward
S-022310	Wiberg et al.	1999	Cultural Resources Evaluation and Impact Mitigation Program for the Western Drive Pipeline Replacement Project Near Point Molate, Contra Costa, California	Holman & Associates; Archaeological / Historical Consultants
S-024840	Naval Facilities Engineering; City of Richmond	2002	Final Environmental Impact Statement - Environmental Impact Report for the Disposal and Reuse of Fleet and Industrial Supply Center, Naval Fuel Depot, Point Molate.	Southwest Division, Naval Facilities Engineering Command; City of Richmond
S-025146	Reutter, Stacie	2002	Auger Testing at Ferry Point II Cell Tower Site in Richmond, Contra Costa County, California	Garcia & Associates
S-030430	Allan et al.	2004	Archaeological Survey Report, Richmond - San Rafael Bridge Seismic Retrofit Project, Contra Costa and Marin Counties, CC/MRN 580 PM 6.1-7.8; 0.0/2.6, EA 0438U3	William Self Associates, Inc.
S-030907	McMorris, Christopher	2004	Caltrans Historic Bridge Inventory Update: Metal Truss, Moveable, and Steel Arch Bridges, Contract: 43A0086, Task Order: 01, EA: 43-984433, Volume I: Report and Figures	JRP Historical Consulting
S-032596	Milliken et al.	2006	The Central California Ethnographic Community Distribution Model, Version 2.0, with Special Attention to the San Francisco Bay Area, Cultural Resources Inventory of Caltrans District 4 Rural Conventional Highways	Consulting in the Past; Far Western Anthropological Research Group, Inc.
S-033600	Meyer, Jack and Jeff Rosenthal	2007	Geoarchaeological Overview of the Nine Bay Area Counties in Caltrans District 4	Far Western Anthropological Research Group, Inc.
S-038753	Bright, Douglas	2011	Historical Resources Compliance Report, replacement of the existing Richmond - San Rafael Bridge (RSRB) Maintenance Building (building #1865), 4-CC-580 P.M. 6.0-6.3 E-FIS Project Number 040000002	Caltrans, District 04
S-038874	Sakowicz, Leslie S.	2012	Historic Property Survey Report, Scofield Detour Plan revalidation in the City of Richmond, Contra Costa County, California, 04-CC-580 P.M. 5.8/6.3 E-FIS Project Number: 0400000483 (EA 1A3201)	Caltrans, District 04
S-040390	Analytical Environmental Services	2009	Cultural Resources Study, Point Molate Tribal Destination Resort and Casino Project, Volume I: Historic Built Environment	Analytical Environmental Services
S-040390	Taggart, Mike and Damon Haydu	2009	Cultural Resources Study, Point Molate Tribal Destination Resort and Casino Project, Volume II: Archaeological Resources	Analytical Environmental Services

4.2 PREVIOUSLY RECORDED RESOURCES

Table 2 provides the previously recorded sites that have been identified within the archival study area. Highlighted rows indicate previously recorded resources that are within the immediate project area. Within the Segment A archival study area, one site (P-07-000277) intersects the proposed trail alignment. Within the Segment B archival study area, five additional sites including P-07-000161, 162, 454, and 4593 intersect or are immediately adjacent to the proposed trail alignment. Resources inside or adjacent to the project area are described.

Table 2. Previously Recorded Sites within ¼ Mile of the Project Area.

Primary Site #	Trinomial Site #	Age	Description	Last Recorded	NRHP/CRHR	Project Area
P-07-000277	CA-CCO-000506H	Historic	Chinese Shrimp Camp	2008	Listed; Eligible (D/4)	Inside
P-07-000160	CA-CCO-000281	Prehistoric	Nelson No. 281; Shellmound	1907	Not Listed; considered Not Eligible	Outside
P-07-000161	CA-CCO-000282	Prehistoric	Nelson No. 282; Shellmound; site is destroyed	2008	Not Listed; considered Not Eligible	Inside
P-07-000162	CA-CCO-000283	Prehistoric	Nelson No. 283; Shellmound and human remains	2008	Not Eligible; avoid subsurface disturbance	Inside
P-07-000441	CA-CCO-000284	Prehistoric	Shell midden (habitation); human burials	2012	Not listed; considered Eligible (D/4)	Outside (adjacent)
P-07-002556	n/a	Multi-component	Ashy soil (possibly associated with P-07-000441)	2001	Not listed	Outside
P-07-002645	CA-CCO-000765H	Historic	Ship wreck	2001	Not listed	Outside
P-07-002646	CA-CCO-000766H	Historic	Ship wreck	2001	Not listed	Outside
P-07-004593	n/a	Historic	Richmond Belt Line Railroad	2008	Not listed; considered Not Eligible	Inside
P-07-000454	CA-CCO-000422H	Historic	Winehaven Historic District	2009	Eligible	Inside
P-07-000455	CA-CCO-000423	Prehistoric	Garden Site	2008	Not Eligible	Outside

4.2.1 P-07-000161

As noted in the most recent site record update (Taggart and Haydu 2009b:1), this site “was recorded by Nelson (1907) as a prehistoric shellmound located on a slope adjacent to San Francisco Bay. Artifacts and ecofacts noted at the site include whalebone, human skeletal remains, several types of shell, hammerstones, a pestle fragment, and a 12-inch triangular anvil or pounding stone”. Attempts over the last 20 years to relocate this site have failed. Chavez and Holson (1985) and Taggart and Haydu (2009a) conducted subsurface testing to locate buried prehistoric materials and neither were successful. Taggart and Haydu (2009b) speculate that construction of the Richmond Belt Line and adjacent Burma Road eradicated site remains.

4.2.2 P-07-000162

Site CA-CCO-283 represents the remains of a once extensive shell mound that includes artifacts, faunal remains, and human interments. Nelson (1907) first recorded the site as a prehistoric shellmound that rose more than nine feet above the surrounding surface. Driver and Treganza (1939) excavated the site and removed 20 burials, several with associated artifacts and ecofacts. Work conducted by Chavez and Holson (1985) indicated that most of the midden

had been removed and that remaining deposits had been mixed with imported fill. Recent excavations by Taggart and Haydu (2009a) identified a fair amount of prehistoric artifacts, no features, and several human bone fragments (reburied on-site).

4.2.3 P-07-000277

This site represents the remains of a Chinese shrimp camp occupied by Chinese-Americans from the mid to late 1860s to approximately 1912. The site has been recorded four times, first by Farren (1975) of the Contra Costa Planning Department, then by Chavez and Holson (1985) of Chavez & Associates, followed by Widell (1996) of the OHP, and most recently by Taggart and Haydu (2009a) of AES.

The site was first excavated and formally recorded by Chavez and Holson (1985) who identified several habitation-related artifacts. Two jetty features were identified. A more extensive excavation was conducted by Taggart and Haydu (2009a) which produced hundreds of intact artifacts and 10 features (six associated with the Camp's period of significance). This study resulted in a more in-depth characterization of the horizontal and vertical distribution of the cultural deposit.

According to Taggart and Haydu (2009a), two to 6.5 feet of modern fill caps the site (the more deeply buried portion is located at the north end). The fill appears to derive from mechanical earth moving activities (Taggart and Haydu 2009a:168), but details pertaining to when those activities occurred are unknown. Speculation points toward the Navy's redevelopment of the area during World War II.

The Inventory Results section below provides additional detail concerning this site.

4.2.4 P-07-000441

This site was first recorded by Nelson (1907) and later by Bennyhoff et al. (1952). Archaeological monitoring conducted in 1997 in support of a pipeline replacement project along Western and Stenmark Drives resulted in the identification of a shell midden, two ash lenses, one intact human burial, and two loci of disturbed and disarticulated human remains (Wiberg 1999). According to Wiberg (1999:4-9), the "CCO-284 [P-074-000441] shellmound possesses intact cultural deposit[s] containing important archaeological materials". The site manifests deep (over two meters) shell midden reflecting intensive (and possibly long term) occupation or use, and intact features and human burials demonstrating the integrity of the deposit". The Inventory Results section below provides additional detail concerning this site.

4.2.5 P-07-000454

This site represents the Winehaven National Register Historic District, recently recorded by AES (2009). Seven of California's top wine producers consolidated in 1894 forming the California Wine Association (CAWA), the leading wine industry until Prohibition forced them out of business. In 1906, the CAWA purchased 47 acres at Point Molate and the following year, work began on a complex for wine production, storage, and distribution named Winehaven. Buildings included two structures for wine production and storage, a hotel to house 100 employees, a power house, a firehouse, a bottling plant, a laboratory, cooperage shops, and other utility buildings. A wharf extending 1,800 feet into deep water was used to load and unload ships and riverboats in support of product distribution. The facility had its own local railroad used to move freight cars within the property. In 1908, a spur of the Richmond Belt Line Railroad was extended to the complex and connected Winehaven to the Southern Pacific and Atchison Topeka & Santa Fe Railroad (Riem 2009). The District consists of 36 of the original Winehaven buildings and structures.

Winehaven was quite successful during the initial 10-15 years of business which came to an abrupt halt when the National Prohibition Act of 1919 was enacted. During the early years of the Prohibition, Winehaven survived by producing and distributing grape juice and sacramental wine. All production ceased in the mid-1920s, the property was vacated, and the rights to Winehaven's parent company were traded. In 1937, the CAWA was dissolved and the cooperage and fixtures were removed from the complex (Riem 2009).

The Navy acquired the property in 1941 and converted the site into a fuel depot serving the Pacific Fleet during World War II, the Korean War, the Vietnam War, and the Cold War. By 1944, the Navy had built 43 underground and 32 above-ground storage tanks. Between 1949 and 1960, several buildings were demolished, including two large-frame industrial buildings and the schoolhouse. The Winehaven hotel and the administration building burned down in 1967 (AES 2009).

4.2.6 P-07-004593

This site represents a segment of the Richmond Belt Line Railroad recorded by Haydu and Rodman (2009) as part of the *Point Molate Tribal Destination Resort and Casino Project – Volume I: Historic Built Environment*.

In 1903, the Richmond Belt Line Railroad (Belt Line) was established along Richmond's western waterfront and around Point San Pablo. Within a few short years, the northern portion of the western waterfront was home to many commercial enterprises, including the Standard Oil Long Wharf, a whale oil processing plant, an oil can factory (owned by Standard Oil) at Point Orient, a brick factory (Central Brick, just beyond Point San Pablo), two rock quarries (Blake Bros. and Healey & Tibbetts), and a large winery complete with worker housing, a hotel, and a school (Winehaven). In addition, a ship terminal at Point San Pablo was built to handle cargo produced at these enterprises (Bastin 2016). In 1915, Charles Van Damme founded the Richmond – San Rafael Ferry and Transportation Company which established a ferry terminal at Point San Quentin (Harland and Fisher 1951).

By the end of the 1920s, the Belt Line ran the length of the coast with spur lines connecting local industry with transcontinental railroad lines (Haydu and Rodman 2009). However, use of the Belt Line slowed during this time due to Prohibition overturning the previously booming business stemming from Winehaven. The Healey & Tibbetts quarry and the Central Brick Company also closed their doors during this time. Business picked up during the 1940s when the Navy acquired Winehaven, and set up a fuel depot. The Belt Line ran until the late 1980s for avocational use and was discontinued in 1995 when the Navy abandoned the property at Point Molate (Bastin 2016).

AES (2009: 46) describes the railroad segment as,

“a single track, standard gauge rail line with medium crushed granite ballast. The rails are 2.5 inches wide and 5 inches high. The wooden ties are 8 inches wide, 6 inches tall, 8 feet in length, and soaked in creosote. The ties are set 16 inches apart on a ballast of medium crushed base rock. The ties are sometimes anchored to the ballast by round nails, on which the number “58” is stamped. The rails are anchored to the ties by metal plates which have the text “UNITED 110-130” imprinted on them.”

As a result of the present effort, previously unrecorded portions of the Belt Line were recorded (presented in the Inventory Results section below) and the site record has been updated.

4.3 OTHER HISTORIC REFERENCES CONSULTED

In addition to the NWIC records search, publically available historic maps were also consulted including:

- 1830 Diseno del Rancho de San Pablo
- 1863 Rancho San Pablo Plat Map
- 1867 GLO Plat Map (T.1N., R.5W.)
- 1895 USGS San Francisco 15' Quadrangle Map
- 1899 USGS San Francisco 15' Quadrangle Map
- 1915 USGS San Francisco 15' Quadrangle Map
- 1917 GLO Plat Map (T.1N., R.5W.)
- 1947 USGS San Francisco 1:250,000 Map
- 1947 USGS San Quentin 7.5' Quadrangle Map
- 1948 USGS San Quentin 7.5' Quadrangle Map
- 1957 USGS San Francisco 1:250,000 Map
- 1959 USGS San Quentin 7.5' Quadrangle Map

Stenmark Drive, located outside but adjacent to the southern extent of the proposed trail alignment appears to have been constructed at the turn of the 20th Century according to a comparison of the 1899 USGS San Francisco 15' quadrangle map (Stenmark Drive absent) and the 1915 USGS San Francisco 15' quadrangle map (Stenmark Drive present).

Research pertaining to the Chinese Shrimp camp suggests the camp was abandoned around 1912; however, several structures and piers/docks are depicted on the 1915 USGS San Francisco 15' quadrangle map.

The USGS 1947, 1948, and 1959 San Quentin 7.5' quadrangle maps depict a possible cultural resource worth noting. In addition to Stenmark Drive and the Richmond Belt Line Railroad, each map depicts structures situated at Castro Point, possibly associated with the Richmond-San Rafael Ferry Company terminal constructed in 1915. The structures depicted on the historic USGS maps do not appear on the 1939 Google Earth historic image; therefore, it appears they were constructed after 1939.

5.0 NATIVE AMERICAN CONSULTATION

On January 4, 2016 a letter was sent to the Native American Heritage Commission (NAHC) requesting a search of their Sacred Lands database and a list of contacts that may have knowledge of cultural or tribal resources within or immediately adjacent to the project area. A response was received February 2, 2016 indicating that the Sacred Lands database search did not reveal the presence of Native American cultural resources within or immediately adjacent to the project area. The NAHC requested that five Native American cultural resource representatives be contacted (**Table 3**). Tribal representative inquiry letters were mailed February 2, 2016. Receipt confirmation of the letters was received from every individual except Mr. Cerda whereby a follow-up email was sent February 18, 2016. No response from Mr. Cerda has been received to date.

Table 3. Tribal Representatives Identified by the NAHC.

Representative	Title	Affiliation
Irene Zwielerlein	Chairperson	Amah Mutsun Tribal Band of Mission San Juan Bautista
Tony Cerda	Chairperson	Coastanoan Rumsen Carmel Tribe
Ann Marie Sayers	Chairperson	Indian Canyon Mutsun Band of Costanoan
Rosemary Cambra	Chairperson	Muwekma Ohlone Indian Tribe of the SF Bay Area
Andrew Galvan	n/a	The Ohlone Indian Tribe

On March 4, 2016 Ms. Sayers of the Indian Canyon Mutsun Band of the Costanoan called to inquire about the project. Details of the project were conveyed, especially those concerning known cultural resources in the vicinity, the previous identification of human remains in close proximity to the proposed alignment, as well as, geotechnical and environmental sampling activities required for Section 106/CEQA compliance. Ms. Sayers raised concerns about the subsurface disturbance activities and requested that a Native American monitor be present during the sampling effort.

On March 8, 2016 Marlene Machabo of Indian Canyon met with the NCE archaeologist, geologist, and drilling subconsultant. A field meeting was held prior to beginning the sampling effort. Emphasis was placed on culturally sensitive areas where drilling was either limited in maximum depth or was to be avoided altogether.

As of April 5, 2016, no other tribal representatives have inquired about the project. Pursuant of California Public Resource Code Section 21080.3.1(b)(2) of the CEQA, the 30-day response timeframe for Native American inquiry for a project has expired.

Correspondence related to Native American consultation can be found in **Appendix D**.

6.0 INVENTORY METHODS

6.1 EXPECTATIONS

Archival research conducted on behalf of the current project indicates that historic, ethnographic, and possibly prehistoric period sites are located within or adjacent to the proposed trail alignment. Historic period sites encountered will likely be associated with the Richmond Belt Rail Line or the Richmond-San Rafael Ferry and Transportation Company. Ethnographic/prehistoric period sites will likely be identified from a surface expression or exposed portion of shell midden which appears common in the region.

6.2 INVENTORIED AREAS AND FIELD METHODS

The objective of the field inventory was to locate, describe, and evaluate cultural resources present within the project area. Fieldwork was performed in accordance with State of California standards. The proposed trail alignment was walked using a single pedestrian transect. The alignment is situated completely within previously disturbed areas, along paved and unpaved road segments from the southern extent through a corporate maintenance and equipment/material storage yard to Castro Point. From Castro Point to the northern extent of the proposed alignment, the trail is situated atop or alongside the old Richmond Belt Line Railroad.

When an ethnographic or prehistoric cultural resource was encountered, the NCE archaeologist examined the immediate area to determine the type and extent of cultural material. Archaeological components, including diagnostic artifacts, artifact concentrations, and features, were described in a field notebook, photographed using a high resolution camera, and plotted using a mapping grade Trimble Geo7x GPS receiver. At least two overview photographs were taken per site to capture the general surroundings with attention paid to capturing the horizon (if possible) to aid in future relocation. If applicable, photos of artifacts contain a scale and all photographs were GPS-plotted. Upon completion of the inventory, Trimble field data was differentially corrected using the nearest local base station and then converted to GIS shapefiles projected to NAD83 State Plane California Zone III. Sites, if identified, were recorded on California Department of Parks and Recreation (DPR) site forms and plotted on a USGS 7.5 minute map. Isolates, if identified, were mapped and photographed (if diagnostic). No artifacts were collected during the field survey. Surface visibility was nearly 100% along the majority of the proposed alignment. A dense, nearly impenetrable wetland area, extending approximately 100 feet was encountered in the northern portion of the alignment. This area was not inventoried. A detailed photo log for the project is located in **Appendix E**.

Background and resource-specific research was conducted at the Richmond Museum of History and Richmond Public Library. Research was used to understand the historical themes and to establish a historic context for identifying and evaluating built environment resources within the APE. Field surveys of built environment resources within the APE were conducted on October 25, 2017 and February 15, 2018 by Timothy Smith, who exceeds the Secretary of the Interior's Professional Qualifications Standards for history and architectural history. Preparer qualifications are provided in Section 6.3 below. Descriptive information were recorded to complete DPR 523 inventory forms provided in Appendix F.

6.3 PROJECT PERSONNEL AND DATES OF FIELD EXAMINATION

Jeremy Hall, Project Scientist at NCE, conducted the archaeological inventory of the proposed alignment on March 7, 2016. Mr. Hall is a Registered Professional Archaeologist with 10 years of experience in historic preservation, archaeological investigation, and cultural resource management. He is familiar with State, Federal, and professional standards in compliance with

Section 106 of the NHPA and PRC Section 21083.2 of the CEQA. Mr. Hall meets qualifications as an archaeologist as defined by the Secretary of Interior's Standards for Archaeology and Historic Preservation (36 CFR Part 61).

Timothy Smith, architectural historian at Mead & Hunt, has a Masters in History with emphasis in Historic Preservation. Timothy has 15 years of experience in documenting, evaluating, and researching historic buildings, bridges, and landscapes. He meets and exceeds the educational and professional qualifications of the *Secretary of the Interior's Standards for Professional Qualification* (per 48 FR 44738-44739) in history and architectural history and Caltrans' PQS standards outlined in Attachment 1 of the Section 106 PA as architectural historian.

Chad Moffett is a senior associate at Mead & Hunt and holds a Masters Cultural Resource Preservation. Chad serves as project manager for cultural resource and preservation planning studies and has extensive experience in assisting cities and counties with state and federal historic preservation and environmental compliance requirements on infrastructure projects. With a graduate degree in cultural resource preservation and 19 years of professional cultural resource management experience, Chad meets and exceeds the educational and professional qualifications of the *Secretary of the Interior's Standards for Professional Qualification* (per 48 FR 44738-44739) in history and architectural history and meets Caltrans' PQS standards outlined in Attachment 1 of the Section 106 Programmatic Agreement (PA) as principal architectural historian. Chad has extensive experience researching, documenting, and evaluating a variety of historic resources throughout California and a strong understanding of the Section 106 process and related reports.

6.4 MONITORING EFFORT

Environmental and geotechnical sampling was required in support of project design development and CEQA compliance. Because sensitive cultural resources have been identified along or adjacent to the proposed trail alignment, a sensitivity map was prepared and distributed to all involved with the sampling effort (**Appendix B, Figure 1**). The sensitivity map distinguished between two types of areas: sensitive areas within 100 feet of known cultural resources and avoidance areas within 100 feet of previously recorded locations where human remains have been found.

The sampling effort included the use of a four inch diameter drill bit to penetrate the surface (asphalt, concrete, or compacted surface), followed by a four inch diameter soil sampling canister that was pounded into the ground to the desired depth. The canister, containing three, six inch long sleeves, was then retracted and opened to retrieve the sleeves containing the soil samples. The backdirt produced from each sample is estimated at one quarter of a five gallon bucket. Several photos within **Appendix E** document the drilling process.

On March 4, 2016 Ms. Sayers of the Indian Canyon Mutsun Band of the Costanoan called to inquire about the project. Details of the project were conveyed, especially those concerning known cultural resources in the vicinity, the previous identification of human remains in close proximity to the proposed alignment, and the need for geotechnical and environmental sampling activities. Ms. Sayers raised concerns about the subsurface disturbance activities and requested that a Native American monitor be present during the sampling effort.

On March 8, 2016 Marlene Machabo of Indian Canyon met with the NCE archaeologist, geologist, and drilling subconsultant. A field meeting was held prior to beginning the sampling effort. Emphasis was placed on identifying the location culturally sensitive areas where drilling was either limited in maximum depth or was to be avoided altogether.

At the onset, sampling efforts were monitored both by the NCE archaeologist and Ms. Machabo. It soon became apparent that only limited amounts of soil were being excavated. The relatively non-invasive drilling approach resulted in very little back dirt. As a result, the monitoring effort was re-evaluated. Ms. Sayers was contacted and both she and Ms. Machabo agreed to limit the remainder of the monitoring effort to the culturally sensitive areas (Site P-07-000277 [Chinese Shrimp Camp]) rather than monitor all sample locations along the proposed alignment.

The monitoring effort also ensured that sampling did not occur within 100 feet of P-07-000441 where human remains have been identified previously. Sampling within culturally sensitive areas was completed March 8, 2016 and no further archaeological monitoring was determined necessary.

7.0 INVENTORY RESULTS

This section provides details pertaining to monitoring efforts conducted within two previously recorded sites. Also, information is provided regarding newly recorded cultural resources that intersect with or are adjacent to the proposed trail alignment. Site forms for one update to a previously identified archaeological resource and one newly identified architectural resources are provided in **Appendix F**.

7.1 MONITORING CONDUCTED AT PREVIOUSLY RECORDED RESOURCES

Based on archival research, one previously recorded historic site (P-07-000277) intersects with the proposed alignment and another prehistoric site (P-07-000441) is adjacent, albeit outside the alignment APE.

7.1.1 P-07-000277 (CA-CCO-506H) – Chinese Shrimp Camp

This site has been recorded four times in past decades, first by Farren (1975) of the Contra Costa Planning Department, then by Chavez and Holson (1985) of Chavez & Associates, followed by Widell (1996) of the OHP, and most recently by Taggart and Haydu (2009) of AES.

The site represents the remains of a Chinese shrimp camp occupied by Chinese-Americans from the mid to late 1860s to approximately 1912 (although it is depicted on the 1915 USGS San Francisco 15' quadrangle map). At the peak of its occupation, the camp contained 30 shacks, five wharves, and 10 boats. The site was first excavated and formally recorded by Chavez and Holson (1985) who identified several habitation-related artifacts, but none were recovered from recognizable features. Two jetty features were also identified during the 1985 effort. A more extensive excavation was conducted by Taggart and Haydu (2009) which produced hundreds of intact artifacts and 10 features (six associated with the Camp's period of significance), as well as, a more in-depth characterization of the horizontal and vertical distribution of the cultural deposit. Details regarding excavation methods (trenches, shovel proves, excavation units) and identified cultural constituents can be found in Taggart and Haydu (2009: 113-172).

The southern extent of the site intersects with the northern margin of the proposed trail alignment. Segment B of the proposed trail alignment (discussed under separate cover) continues through the remainder of the site. Prior to geotechnical and environmental sampling, the previously mapped site area was examined, but cultural materials were not identified on the surface. According to Taggart and Haydu (2009), two to 6.5 feet of modern fill caps the site with the more deeply buried portion located at the north end. The source of the modern fill is suggested to be from mechanical earth moving activities (Taggart and Haydu 2009: 168), but details pertaining to what those activities may have been are unknown. Speculation points toward the Navy's redevelopment of the area into a fueling station during World War II as a possible suspect for the deposition of the modern fill.

Four geotechnical drilling locations were located within the portion of the site located along Segment A of the proposed alignment (**Appendix B, Figure 3**). The southern two sampling locations were restricted to a maximum depth of two feet and the northern two were restricted to a maximum depth of four feet. Two archaeological monitors (Mr. Hall from NCE and Ms. Machabo from Indian Canyon) were present during all sampling activities within the site which resulted in no findings.

No new information pertaining to this site was gathered as part of the present effort. In addition, the monitoring effort resulted in no findings of cultural material within the subsurface sampling

conducted along the proposed trail alignment within the mapped boundary of the site. Therefore, a site form update has been determined unnecessary.

7.1.2 P-07-000441 (CA-CCO-284) – Shell Midden with Human Remains (Off-Site Resource)

Site P-07-000441 is located outside the project area, but the western extent of the site comes within 125 feet of the southern extent of the proposed trail alignment. This site was first recorded by Nelson (1907) who documents the site as a 100-foot by 200-foot shell midden approximately four feet deep; however, the site was not plotted. Later recordation of the site by Bennyhoff et al. (1952) adds little information about the site's cultural constituents but provides a location, later determined to be mistakenly plotted about 90 meters to the southwest of its now accurately mapped location. Archaeological monitoring in 1997 conducted in support of a pipeline replacement project along Western and Stenmark Drives resulted in the identification of a shell midden, two ash lenses, one intact human burial, and two loci of disturbed and disarticulated human remains (Wiberg 1999). The location of these discoveries were located under the current road alignment of Stenmark Drive, approximately a quarter mile west of the Pt. Molate exit near the eastern extent of the Richmond-San Rafael Bridge (approximately 90 meter to the northeast of its previously mapped location). The 1997 pipeline activities were determined to not affect the site.

According to Wiberg (1999:4-9), the "CCO-284 [P-074-000441] shellmound possesses intact cultural deposit[s] containing important archaeological materials, making possible a determination of significance under Section 21083.2 of CEQA. The site manifests deep (over two meters shell midden reflecting intensive (and possibly long term) occupation or use, and intact features and human burials demonstrating the integrity of the deposit". Although the site is not listed in any of the California determination of eligibility databases, based on the findings of Wiberg (1999), the site appears to meet NRHP/CRHR under Criterion D/4 and should be managed as eligible.

Prior to geotechnical sampling, the previously mapped site boundary was surveyed. The site has been heavily disturbed as a result of construction-related activities likely associated with the nearby corporate yard used for material and equipment storage. A sample drilling location was placed approximately 125 feet west of the site boundary (**Appendix B, Figure 4**). Two archaeological monitors (Mr. Hall from NCE and Ms. Machabo from Indian Canyon) were present during all sampling activities in close proximity to the site which resulted in no findings.

Given that this site is outside the project area and was not encountered during the monitoring effort, an updated site form and evaluation are not provided as part of this effort.

7.2 PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES

One newly recorded segment of a historic railroad was identified during the present inventory.

7.2.1 P-07-004593 (Richmond Belt Line Railroad)

The previously recorded segment of the Richmond Belt Line Railroad extends from approximately Point Orient south through Winehaven to the northern extent of the Point Molate Beach Park (Haydu and Rodman 2009). It has been proposed that Segment A of the proposed trail alignment be located atop or alongside portions of the Belt Line that have not been recorded previously. The Belt Line is no longer in use on the west-side of San Pablo Peninsula and several segments have been removed, buried, or paved-over.

In 1903, the Richmond Belt Line Railroad (Belt Line) was established along Richmond's western waterfront and around Point San Pablo, tying together a multitude of industries along the

waterfront. Within a few short years, the northern portion of the western waterfront was home to many commercial enterprises, including the Standard Oil Long Wharf, a whale oil processing plant, an oil can factory (owned by Standard Oil) at Point Orient, a brick factory (Central Brick, just beyond Point San Pablo), two rock quarries (Blake Bros. and Healey & Tibbetts), a large winery complete with worker housing, a hotel, and a school (Winehaven). In addition, a ship terminal at Point San Pablo was built to handle all the cargo being produced at these enterprises (Bastin 2016). In 1915, Charles Van Damme founded the Richmond – San Rafael Ferry and Transportation Company which established a ferry terminal at Point San Quentin and ran to Point Castro (Harland and Fisher 1951).

By the end of the 1920s, the Belt Line ran the length of the coast with spur lines connecting local industry with transcontinental railroad lines (Haydu and Rodman 2009). However, use of the Belt Line slowed during this time due to Prohibition overturning the previously booming business stemming from Winehaven. The Healey & Tibbetts quarry and the Central Brick Company also closed their doors during this time. Business picked up during the 1940s when the Navy acquired Winehaven, and set up a fuel depot, using the old winery housing for naval families. The Belt Line ran until the late 1980s for avocational use and was discontinued in 1995 when the Navy abandoned the property at Point Molate (Bastin 2016).

AES (2009:46) describes the railroad segment as,

“a single track, standard gauge rail line with medium crushed granite ballast. The rails are 2.5 inches wide and 5 inches high. The wooden ties are 8 inches wide, 6 inches tall, 8 feet in length, and soaked in creosote. The ties are set 16 inches apart on a ballast of medium crushed base rock. The ties are sometimes anchored to the ballast by round nails, on which the number “58” is stamped. The rails are anchored to the ties by metal plates which have the text “UNITED 110-130” imprinted on them.”

As a result of the present effort, the previously unrecorded portion of the Belt Line has been recorded extending south through Point Molate Beach Park to Castro Point, the location of the purported Richmond-San Rafael Ferry Company terminal (**Appendix B, Figure 5**). Although recorded in 2009, the portion of the grade located along Burma Road is not visible and was likely destroyed during construction of the road. It has therefore been removed from the updated site map.

The only portion of the newly recorded railroad grade that still contains rails and ties is located in the Point Molate Beach Park. This grade segment is similar to that described by AES in 2009. Within the park, a second grade runs parallel and to the west of the portion containing rails and ties. Only ballast is visible along this parallel grade which is now used as an access road by the City of Richmond.

It is unknown if the Belt Line continued south of Castro Point as no remnants of the grade were identified. An unpaved road extends west then north near the intersection of Stenmark Drive, through a corporate yard, and along the coastline to Castro Point. If the Belt Line extended south of Castro Point, that portion was destroyed during construction of this road.

7.3 NEWLY IDENTIFIED ARCHITECTURAL RESOURCES

7.3.1 *The Richmond-San Rafael Ferry Terminal*

The Richmond-San Rafael Ferry Terminal property is located at Castro Point on the east shore of the San Francisco Bay and consists of one building and portions of a causeway. The one-story frame building has a rectangular plan (20 feet by 40 feet) and rests on a concrete foundation. The low-pitched hip roof is covered in red clay tiles and features a pipe vent with a

metal cap. The roof has exposed rafter tails and a metal gutter along the front (southwest) facade and side (southeast) elevation.

The Richmond-San Rafael Ferry Terminal historically consisted of numerous buildings and structures that operated the former Richmond Terminal of the Richmond-San Rafael Ferry. This terminal was constructed on the east shore of the San Francisco Bay to facilitate travel across the bay from Richmond to San Rafael. The property once featured a full complement of related buildings and structures, including a toll booth, ticket office, several outbuildings, parking area, apron, and three docks on timber-piled piers. Today, one building and a collapsed causeway are all that remain. The ferry was established by the Richmond-San Rafael Ferry Company, a defunct company that provided water transport between 1914 and 1956.

The recessed entry features a metal slab replacement door and metal security door. The walls are covered with smooth stucco. All windows retain simple wood surrounds, but are covered over with plywood and metal security bars. The interior contains a large central room and a secondary side room, as well as a restroom located at the northwest corner. Research and field investigations did not reveal the function of the building. Narrow planting beds with concrete curbing surround the building.

A causeway that extended further southwest from Point Castro into the bay is located approximately 175 feet southwest of the southwest corner of the extant building. Though most of the causeway has collapsed, a short segment of curved concrete slab roadway (approximately 37 feet by 32 feet) with an integrated concrete curb is still extant, partially supported on timber piles. Some remnants of wood guard railing remain affixed to the sides of the concrete roadway. Concrete Jersey walls have been placed in a north-south orientation to block the entrance to the former dock.

Adjacent to the building are foundations for three other nonextant terminal buildings that worked together to operate the ferry. Historic photographs and remnant concrete foundations at the property indicate the location of the numerous nonextant buildings and structures used to operate the ferry, which included the following:

- One rectangular building sited facing southeast, perpendicular to the extant building. Remnants of a 20-foot by 30-foot foundation remain. Historic images suggest the building may have been a ticket office (Richmond Museum of History n.d.).
- One automobile toll plaza with two toll booths and a storage shed at the entrance of the property 170 feet south of the building. Concrete pads mark the location of two 10-foot by 20-foot toll booths and a 25-foot by 25-foot storage shed. Historic images show these buildings under a single hip roof.
- One rectangular building measuring 10 feet by 15 feet is located 95 feet southeast of the extant building. Only its rectangular poured-concrete foundation remains; the original materials and use of this building are unknown.
- Two piers serving as original boat slips for the terminal located west/northwest of the building and north of the wharf. The piers are nonextant but remnant paving and parking areas associated with these piers are evident.

8.0 ELIGIBILITY RECOMMENDATIONS

Cultural resources are defined as buildings, sites, districts, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance. Numerous laws, regulations, and statutes at the Federal, State, and local level seek to protect and target the management of cultural resources.

The San Francisco Bay Trail at Point Molate project requires compliance with the California Environmental Quality Act (CEQA) and Section 106 of the National Historic Preservation Act (NHPA). As part of that process, one critical component pertaining to the evaluation of cultural resources within or adjacent to the APE that may be affected by project-related activities is the development of recommendations as to whether or not those resources are eligible for listing on the California Register of Historical Resources (CRHR) and the National Register of Historic Places (NRHP).

8.1 NATIONAL HISTORIC PRESERVATION ACT

Because the proposed project requires Federal involvement (i.e., Bureau of Indian Affairs fee-to-trust application), it must comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations found at 36 CFR Part 800. Section 106 requires federal agencies to identify cultural resources that may be affected by actions involving federal lands, funds, or permitting. The identified resource must be evaluated for significance using criteria established in 36 CFR 60.4, as described the National Register of Historic Places section below.

If a resource is determined to be significant, that is, a *historic property*, Section 106 of the NHPA requires that effects of the proposed project on the resource be determined. A historic property is defined as:

...any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in the National Register of Historic Places, including artifacts, records, and material remains related to such a property...(NHPA Sec. 301[5]).

Section 106 of the NHPA prescribes specific criteria (outlined in 36 CFR 800.5) for determining whether a project would adversely affect a historic property. An impact is considered significant when a historic property is subjected to any of the following:

- physical destruction of or damage to all or part of the property;
- alteration of a property;
- removal of the property from its historic location;
- change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- neglect of a property that causes its deterioration; and,
- transfer, lease, or sale of the property.

If the historic property will be adversely affected by implementation of the project, then prudent and feasible measures to avoid or reduce adverse impacts must be taken. The State Historic Preservation Officer (SHPO) must be provided an opportunity to review and comment on these measures prior to project implementation.

8.1.1 National Register of Historic Places

The eligibility of a resource for listing in the National Register of Historic Places (NRHP) is determined by evaluating the resource using criteria defined in 36 CFR 60.4 as follows: *The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, association, and*

- A (Event):** are associated with events that have made a significant contribution to the broad patterns of our history;
- B (Person):** are associated with the lives of persons significant in our past;
- C (Design/Construction):** embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D (Information Potential):** have yielded, or may be likely to yield, information important to prehistory or history.

To be considered eligible under Criterion A, a property must be associated with events that are important within a defined context. Several distinct cultural periods are described in the cultural overview above. A prehistoric site that exemplifies an adaptive trend associated with a distinctive cultural period might be considered eligible under Criterion 1. An ethnographic period site that is an outstanding example of changing lifeways and Native adaptation might also be considered as significant. Likewise, an historic period site that is considered eligible should represent an important contribution to an event within the associated context.

Criterion B applies to properties associated with individuals whose specific contributions to history can be identified and documented. As such, Criterion 2 usually applies to ethnohistoric and historic period sites because prehistoric sites generally lack associations with known individuals.

Criterion C applies to properties that embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity within a larger "district". Prehistoric site types that meet Criterion 3 are generally distinctive site types that reflect elements of community design, or contribute to larger districts as key elements within a regional land use context.

Criterion D pertains to the information potential a property may contribute toward our understanding of prehistory or history. Research topics or themes presented in a historic context are the mechanism by which properties are evaluated against this Criterion 4.

8.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires that, for projects financed by or requiring the discretionary approval of public agencies in California, the effects of the project on Historical Resources must be considered (PRC Section 21083.2). *Historical Resources* are defined for CEQA purposes as "buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance" (PRC Section 50201).

Under the CEQA *Guidelines*, an effect is considered significant if a project will result in a substantial adverse change to the resource (PRC Section 21084.1). Actions that would cause a substantial adverse change to a historical resource include demolition, replacement, substantial alteration, and relocation. Before the significance of impacts can be determined and mitigation

measures developed, the significance of cultural resources must be determined. The 2000 CEQA *Guidelines* (Section 15064.5) define four cases in which a property may qualify as a significant historical resource for the purposes of CEQA review. The explanation of these criteria follows the NRHP criteria (A, B, C, and D) defined above, but pertain to California significance rather than National significance.

- A. The resource is listed in or determined eligible for the listing in the CRHR. Section 5024.1 defines eligibility requirements and states that a resource may be eligible for inclusion in the CRHR if it:
- 1 **(Event)**: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - 2 **(Person)**: Is associated with the lives of persons important in our past;
 - 3 **(Design/Construction)**: Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
 - 4 **(Information Potential)**: Has yielded, or may be likely to yield, information important in prehistory or history.

Properties that are listed in or eligible for listing in the NRHP are automatically considered eligible for listing in the CRHR, and thus are significant historical resources for the purpose of CEQA (Public Resources Code section 5024.1[d][1]).

- B. The resource is included in a local register of historic resources, as defined in section 5020.1(k) of the Public Resources Code, or is identified as significant in a historical resources survey that meets the requirements of section 5024.1(g) of the Public Resources Code (unless the preponderance of evidence demonstrates that the resource is not historically or culturally significant).
- C. The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record.
- D. The lead agency determines that the resource may be a historical resource as defined in Public Resources Code section 5020.1(j) or 5024.1.

A substantial adverse change to a historical resource is considered a significant effect on the environment under CEQA. When it is determined that a project may cause a substantial adverse change, alternative plans or measures to mitigate the effects to the resource must be considered.

8.3 INTEGRITY CRITERIA

Properties must not only demonstrate its significance under the NRHP or CRHR criteria, it must also retain sufficient integrity to convey such significance. The evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to its significance. Aspects of integrity include the following:

1. **Location**: The place where the historic property was constructed or the place where the historic event occurred.
2. **Design**: The combination of elements that create the form, plan, space, structure, and style of a property.
3. **Setting**: The physical environment of a historic property.
4. **Materials**: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

5. **Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
6. **Feeling:** A property's expression of the aesthetic or historic sense of a particular period of time.
7. **Association:** The direct link between an important historic event or person and a historic property.

8.4 LINEAR RESOURCE EVALUATION CRITERIA

Many historic period resources represent fragments of larger linear resources such as roads and utility lines. There are two issues here. The first is whether the site as a whole is significant under any state criteria. The second issue only relates to sites that are either evaluated as significant or are managed as if they are significant. This issue is whether or not segments recorded within the study area contribute to the eligibility of the larger site. Guidelines have been devised specific to the evaluation of individual segments of linear features. Mikesell (1990), Owen (1991), and Supernowicz (1991), Lindström and Hall (1994) combined historic context with property type requirements to create a framework for the comparative evaluation of "discrete segments of a linear feature." This same framework was subsequently included in a contextual history and evaluation methodology established by the USFS (U.S. Forest Service 1999). Those evaluation guidelines rely on the review of four specific criteria. Each criterion is described below.

- **Length:** Linear features were intended to connect distant points. The ability to understand the connective role of an individual segment is reflected, in part, by that segment's length. The segment should be of sufficient length to convey the functionality of the linear feature at large, and the segment's relationship to that larger feature. The more the segment conveys that sense of function and relation, the more likely it is to contribute to the overall feature's integrity of association with events or patterns important in history.
- **Distinctive Engineering Features and Associated Properties:** Examples of engineering features include bridges, rock retaining walls, and drainage structures. The presence of such features increases the richness of the resource and contributes to the overall feature's significance as a type or method of construction. Examples of associated properties include way stations, fences, and construction related features or sites. The presence of associated properties also enriches the resource and contributes to their integrity of feeling.
- **Structural Integrity:** The ability to understand the original character and purpose of the segment is reflected, in part, by the feature's integrity of design, material and workmanship. This criterion assesses the extent to which the segment retains those types of integrity. Subsequent natural and man-induced factors such as erosion and abandonment may conspire to diminish these types of structural integrity.
- **Setting:** The final criterion attempts to measure the integrity of the immediate context in which the segment exists. The segment should retain sufficient integrity of setting to convey a sense of place specific to the time when the segment and linear feature at large were in use. Integrity of setting is reduced by the presence of non-related sites or linear features, or alterations in the general landscape.

These criteria were used to assign segments of linear features into one of four integrity levels:

- I. Primary feature (grade, flume, ditch, earthwork, etc.) is **substantially intact**, as are the contour and bed; no major impacts, recent alterations, or significant erosion/deterioration.

- II. **Lightly impacted** but morphology is intact, with less than 25% altered or significantly eroded; at least half of structural elements, earthworks, or other elements are present.
- III. **Morphology is compromised**, but route/contour still discernable; 25-50% altered, impacted, or significantly eroded; structural or other elements are missing or rare.
- IV. **Route/segment difficult to discern**; over 50% altered, impacted, or significantly eroded; no remaining structural elements, earthworks, or other elements. Grade may be unrecognizable as historic feature, but convincing archival or contextual evidence exists.

In general, levels I or II have sufficient integrity to warrant considering the segment contributing to the significance of a linear site. Levels III and IV are generally judged to be lacking in such integrity and are not judged as contributing. Exceptions to this general rule are possible due to the possible presence of rare and significant elements within segments that have generally poor preservation. Even if a segment is not part of a significant site, characterization using these integrity levels provides a comparative framework for descriptive purposes.

8.5 CURRENT SITE EVALUATIONS

Archival research and inventory results indicate that six archaeological resources are present, in part or in whole, within the APE. **Table 4** lists the current eligibility status for sites that intersect with the proposed trail alignment.

Table 4. Summary of Site Eligibility Status.

Primary Site #	Trinomial Site #	Age	Status	Description	NRHP/CRHR Status
P-07-000161	CA-CCO-000282	Prehist oric	Previously Recorded; site form not updated	Shellmound; likely destroyed	Not Listed; considered Not Eligible
P-07-000162	CA-CCO-000283	Prehist oric	Previously Recorded; site form not updated	Shellmound	Not Listed; considered Not Eligible
P-07-000277	CA-CCO-000506H	Historic	Previously recorded; site form updated	Chinese Shrimp Camp	Listed; Eligible
P-07-000454	CA-CCO-000422H	Historic	Previously Recorded; site form not updated	Winehaven Historic District	Listed; Eligible
P-07-004593	n/a	Historic	Previously recorded; new segment added in site form update	Richmond Belt Line Railroad	Not listed; considered Not Eligible

8.5.1 P-07-000161 (CA-CCO-000282), Prehistoric Shellmound – Not Eligible

The site was first recorded by Nelson in 1907. Subsequent attempts to relocate the site have failed. Subsurface testing conducted by Chavez and Holson (1985) and Taggart and Haydu (2009a) failed to locate buried prehistoric material. Taggart and Haydu (2009b) speculate that construction of the Richmond Belt Line and adjacent Burma Road eradicated site remains. In the absence of identifiable prehistoric remains, previous investigators have not offered a significance assessment. If traces of the site do remain it would appear that they have been degraded to the point that the site no longer retains integrity. As such, if traces of the site were relocated, they would be recommended not eligible for listing on the NRHP/CRHR.

8.5.2 P-07-000162 (CA-CCO-000283), Prehistoric Shellmound – Not Eligible

Driver and Treganza (1939) excavated the site and removed 20 burials, several with associated artifacts and ecofacts. Work conducted by Chavez and Holson (1985) indicated that most of the

midden had been removed and that remaining deposits were mixed with imported fill. Recent excavations by Taggart and Haydu (2009a) identified prehistoric artifacts and several human bone fragments, all in mixed deposits (reburied on-site). Based on their excavation results, Taggart and Haydu (2009a) concluded that the site does not contain data necessary for addressing important research issues. While the site yielded important information in the past, it has since been degraded to the point that it no longer retains integrity. As such, site CA-CCO-283 is recommended not eligible for listing on the NRHP/CRHR.

8.5.3 P-07-000277 (CA-CCO-000506H), Chinese Shrimp Camp – Eligible

The site represents the remains of a Chinese shrimp camp occupied by Chinese-Americans from the mid to late 1860s to approximately 1912. The site was first formally recorded and excavated by Chavez and Holson (1985) who identified several habitation-related artifacts, none of which were tied to recognizable features. A more extensive excavation was conducted by Taggart and Haydu (2009) producing a more in-depth characterization of the horizontal and vertical distribution of the cultural deposit. Site P-07-000277 is listed in the Richmond OHP Historic Properties Directory as eligible under category 5S2 (individual property eligible for local listing or designation). The site is considered eligible to the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) under Criterion D/4. Site visits and monitoring carried out as a part of the present effort did not result in the development of information that would revise this earlier determination.

8.5.4 P-07-000454 (CA-CCO-000422H), Windhaven Historic District - Eligible

The Winehaven National Register Historic District is listed in the Richmond OHP Historic Properties Directory as eligible under category 1S (individual property listed in the NR by the Keeper; listed in the CR). Listed on the NRHP in 1978, the District contains 35 buildings and structures, built between 1907 and 1919 (period of significance), that collectively comprise a winery and company town. Contributing buildings are significant historically (Criteria A) and architecturally (Criteria C) in the areas of wine production and industrial design. The District is a significant example of early twentieth century wine making and represents an early example of industrial construction in response to the 1906 San Francisco earthquake and ensuing fire. Contributing elements of the District include 29 residences, two large cellars (Buildings #1 and 6), a warehouse (Building #10), a powerhouse (Building #13), a fire station (Building #63), and a workshop and planing mill (Building #17).

8.5.5 P-07-004593, Richmond Belt Line Railroad – Not Eligible

A previously recorded segment of the Richmond Belt Line Railroad extends from approximately Point Orient south through Winehaven to the northern extent of the Point Molate Beach Park (Haydu and Rodman 2009). Based on archival research and archaeological examination, Haydu and Rodman (2009) were unable to tie the resource to an important event or person that has made a significant historical contribution. Design elements of the railroad grade are not unique or otherwise remarkable. Haydu and Rodman (2009) concluded that the segment they recorded was unlikely to yield information important to history beyond what is readily available within the historical record. Therefore, they recommended that the site is not eligible for inclusion to the NRHP/CRHR.

As a result of the present effort, a previously unrecorded portion of the Belt Line has been documented, extending south from the southern extent of the previously recorded segment, through Point Molate Beach Park, to Castro Point. The recorded segment is long enough to understand the connective role of the individual segment along the western shoreline of the San Pablo Peninsula. In some locations, the railroad grade retains sufficient integrity of setting to convey a sense of place specific to the time when the segment and linear feature at large were in use. However, the recorded segment lacks distinctive engineering features and structural integrity. The integrity level for short segments of the recorded grade where vestiges

of the original work are relatively unaltered is high. However, most of the grade has been subjected to alterations, maintenance, repair, and neglect. Large portions of the Belt Line are buried under fill, overgrown with vegetation, or have been completely demolished. Based on field examination, it is recommended that the portion of the Belt Line Railroad located within the proposed project area is best classified at integrity level III and is not eligible for listing on the NRHP/CRHR. This finding is consistent with the earlier recommendation provided by Haydu and Rodman (2009).

8.5.6 The Richmond-San Rafael Ferry Terminal – Not Eligible

The Richmond-San Rafael Ferry Terminal historically included a full complement of buildings and structures that functioned to provide ferry transport and has a direct association in the area of Transportation at the local level for its role in the history of Richmond and ferry transportation in the East Bay. The single remaining building was constructed c.1945, postdating the original ferry terminal buildings, and is the only remaining building at the property. The only remaining structure associated with the terminal is portions of a causeway. The loss of the original buildings and structures on the property results in a loss of integrity of design, setting, materials, workmanship, feeling, and association. This complex does not retain the buildings and features necessary to convey its function and use as a ferry terminal because of the loss of integrity. Individually, and as part of a complex, the remaining building and causeway at the Richmond-San Rafael Ferry Terminal are not eligible under Criterion A of the National Register of Historic Places (National Register) or Criterion 1 of the California Register of Historical Resources (California Register) due to the loss of integrity. Individually, and as part of a complex, the building and causeway do not possess significance under Criterion B of the National Register or Criterion 2 of the California Register. Research did not indicate that the property has a known association with a person of historic significance.

Individually, and as part of a complex, the building and causeway do not possess architectural significance at the local, state, or national level. The building exhibits minor elements of the Mediterranean Revival style of architecture evident in its red clay-tiled roof and stucco-covered walls, but these are modest decorative features and reflect common building practices of the period in which it was constructed. The building is of modest size, lacks artistic value, and research did not reveal this to be the work of a master architect. The causeway consists of common construction methods employing timber crib piers and does not exhibit distinctive design or construction. Other remaining features of the terminal include various remnant foundations of nonextant buildings and structures. Individually, and as a collection, the property no longer clearly conveys the original function and use as a ferry terminal. Therefore, the former Richmond-San Rafael Ferry Terminal building, causeway, and complex is not eligible under Criterion C of the National Register or Criterion 3 of the California Register.

For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. Ferry terminal construction and operation is well understood and documented. As such, this property is unlikely to yield important information that cannot be discerned from other records such as historic photographs and other intact ferry terminals. Therefore, this property does not possess significance under Criterion D of the National Register or Criterion 4 of the California Register.

9.0 MANAGEMENT RECOMMENDATIONS

9.1 SUMMARY

An APE was defined for the proposed San Francisco Bay Trail at Point Molate project that includes a horizontal footprint of 4.0 acres and a maximum vertical disturbance of two feet. The proposed Bay Trail at Point Molate will extend north along the shoreline, through Chevron's property, to the Point Molate Beach Park and Navel Fuel Depot property, owned and managed by the City of Richmond, giving the public access to the shoreline and the ability to connect to the Park via foot or bicycle. The project is divided into two segments, Segment A and Segment B. Segment A will be constructed within a 20 foot wide surface easement through Chevron property which stretches from Stenmark Drive on the north side of the Richmond-San Rafael Bridge (I-580), north to the southern extent of Chevron's boundary at Point Molate Beach Park. Segment A will be operated and maintained by EBRPD. Segment B will be constructed on City of Richmond property. From south to north, it extends from the northern extent of Segment A through Point Molate Beach Park, the Winehaven Historic District, to the northern extent of Chevron's boundary. Segment B will be operated and maintained by the City.

Native American consultation was initiated on January 4, 2016. The NAHC response letter requested that additional Native American cultural resource representatives be contacted regarding the project. After tribal representative inquiry letters were mailed out, Ms. Sayers of the Indian Canyon Mutsun Band of the Costanoan called to inquire about the project and raised concerns about the subsurface disturbance activities. A Native American monitor was requested to be present. On March 8, 2016 Marlene Machabo of Indian Canyon met with the NCE archaeologist, geologist, and drilling subconsultant and monitored the sampling effort. As of April 5, 2016, no other tribal representatives have inquired about the project. Pursuant of California Public Resource Code Section 21080.3.1(b)(2) of the CEQA, the 30-day response timeframe for Native American inquiry for a project has expired.

The proposed trail alignment APE was surveyed for the presence of archaeological and architectural resources. The alignment is situated completely within previously disturbed areas, along paved and unpaved road segments from the southern extent through a corporate maintenance and equipment/material storage yard to Castro Point. From Castro Point to the northern extent of the proposed alignment, the trail is situated atop or alongside the old Richmond Belt Rail Line grade.

Site P-07-000277 (Chinese Shrimp Camp) is listed in the Richmond OHP Historic Properties Directory as eligible under category 5S2 (individual property eligible for local listing or designation). The site is considered eligible to the NRHP/CRHR under Criterion D/4. The site is currently covered by two to four feet of fill. Geotechnical borings in the site area were limited to depths that would not extend into cultural deposits. The monitoring effort resulted in no findings of cultural material. Therefore, it was determined unnecessary to alter or add to the previous evaluation of the site.

An additional segment of site P-07-004593 (Richmond Belt Line Railroad) was recorded and evaluated as a part of the present study. Consistent with an earlier evaluation (Haydu and Rodman 2009), it is recommended that the site cannot be tied to an important event or person that has made a significant historical contribution. Design elements of the railroad grade are not unique or otherwise remarkable, and the integrity of the site has largely been compromised. Finally, the linear resource is highly unlikely to yield information important to history beyond what is readily available as an article of the historical record. Therefore, the newly recorded segment of the site is recommended not eligible for inclusion on the NRHP/CRHR.

The Richmond-San Rafael Ferry Terminal historically consisted of numerous buildings and structures that operated the former Richmond Terminal of the Richmond-San Rafael Ferry. This terminal was constructed on the east shore of the San Francisco Bay to facilitate travel across the bay from Richmond to San Rafael. The property once featured a full complement of related buildings and structures, including a toll booth, ticket office, several outbuildings, parking area, apron, and three docks on timber-piled piers. Today, one building and a collapsed causeway are all that remain. The ferry was established by the Richmond-San Rafael Ferry Company, a defunct company that provided water transport between 1914 and 1956. While this property may have significance at the local level for its association in the area of Transportation for its role in the development of Richmond and the Bay Area of California, it is unable to convey its historic function and use as a transportation property due to the loss of the original full complement of buildings and structures that operated as a ferry terminal. Therefore, the site is recommended not eligible for inclusion to the NRHP/CRHR.

9.2 DETERMINATION OF EFFECT

Two resources present along the proposed trail alignment require detailed consideration. Site P-07-000277, a Chinese shrimp camp occupied by Chinese-Americans from the mid to late 1860s to approximately 1912 has been recommended eligible for listing on the NRHP/CRHR. Site P-07-000454 is the Windhaven National Historic District. In addition to the NRHP, the district is also listed in the Richmond OHP Historic Properties Directory as eligible under criterion 1S (individual property listed in the NR by the Keeper; listed in the CR).

9.2.1 P-07-000277 (*Chinese Shrimp Camp*)

According to the findings of Taggart and Haydu (2009a), this site is buried under modern fill ranging from 6.5 feet at the north end of the site to two feet at the south end. Monitoring of environmental and geotechnical sample borings, restricted to maximum depths of four feet at the north end and two feet at the south end, resulted in no findings. These negative findings substantiate claims that the site is deeply buried under modern fill.

Construction of the proposed trail calls for a maximum vertical disturbance of two feet. Where it crosses site P-07-000277, the trail alignment will be located atop a portion of site P-07-0004593, the Richmond Belt Line Railroad grade (recommended not eligible). As noted during monitoring, ballast from the Belt Line extends to a depth of two feet in the site area. It is recommended that if ground disturbance associated with construction of Segment B of the Bay Trail is limited to the depth of the Belt Line ballast, the project will not have the potential to impact buried cultural deposits associated with the shrimp camp. If it is determined that the depth of trail construction will exceed the depth of the Belt Line ballast, then impacts to the site are possible and therefore, it is recommended that an archaeological monitor be present during subsurface activities through Site P-07-000277 (**Appendix B, Figure 3**).

9.2.2 P-07-000454 (*Windhaven Historic District*)

The proposed trail will be constructed within the boundary of the Windhaven Historic District. Construction of the paved trail will result in the introduction of a new visual element and will increase pedestrian traffic in the area. Therefore, the project will have an effect (direct) on the historic district. Criteria for assessing an adverse effect (36 CFR 800.5(a) and (a)(1)) were applied. Specifically,

- No physical destruction, alteration, or removal of properties listed on or eligible for listing on the NRHP will occur as a result of the undertaking. As a result, Rehabilitation Standards 1-7 of the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68) do not appear to apply.

- New visual elements will be introduced into the streetscape associated with the undertaking. However, the proposed trail is located along the western periphery of the district and outside the interior concentration of buildings. Given that the proposed trail would be located outside this concentration of buildings and would not be visible from most contributing buildings, the potential for project-related effects is reduced. Further, the proposed trail does not impact characteristic features from which the district derives its significance. Also, the proposed trail alignment generally follows along an existing road through the historic district. Thus, introduction of the trail will be consistent with existing visual landscape elements related to transportation. As a result, the Undertaking is in compliance with Rehabilitation Standards 9 and 10 of the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68).
- No historic properties will be transferred, leased, or sold out of federal ownership as a result of the undertaking.
- Implementation of a monitoring program, discovery procedures, and burial procedures will greatly diminish, if not eliminate the potential for effects to archaeological resources during implementation of the undertaking. As a result, the Undertaking is in compliance with Rehabilitation Standard 8 of the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68).

Based on these considerations, it is recommended that the San Francisco Bay Trail at Point Molate Project will have **no adverse effect** on historic properties.

9.3 MANAGEMENT RECOMMENDATIONS

It is recommended that the proposed San Francisco Bay Trail at Point Molate Project will have no adverse effect on historic properties present in the project area. That recommendation is based on specific understandings. They are as follows:

- Grading and subsurface excavation along that portion of the proposed trail within P-07-000277 must be limited to the depth of the Belt Line ballast (approximately two feet). Excavation beyond the depth of the railroad ballast increases the potential to disturb buried cultural constituents associated with the site. If it is determined that the depth of excavation will exceed the depth of the Belt Line ballast, then it is recommended that an archaeological monitor be present during subsurface activities through Site P-07-000277.
- Site P-07-000162 does not retain sufficient integrity to support its inclusion as an eligible resource to the NRHP/CRHR. However, given that human remains have been discovered at this site, special consideration is warranted. It is recommended that subsurface disturbance related to the construction of the proposed trail be limited to the depth of asphalt and fill associated with Burma Road. If it is determined that the depth of excavation will exceed the depth of asphalt and fill of Burma Road, then it is recommended that an archaeological monitor be present during subsurface activities through Site P-07-000162.
- Although improbable, it is possible that previously unidentified cultural material, prehistoric burials, or paleontological resources might be discovered within the APE. Should human remains, paleontological, or previously unidentified cultural resources be encountered during construction activities, work must cease in the immediate area and the contractor must immediately report the finding to the County Coroner and California OHP (for human remains), and other designated officials as appropriate. The OHP will contact the appropriate tribal representatives and consult on disposition of the remains and any associated artifacts.

NCE prepared this report for use by the EBRPD as the intended beneficiary of this work. Interpretations, conclusions, and recommendations contained within the report are based in

part on information presented in other reports that are cited in the text and listed in the references. This report is subject to limitations and qualifications inherent to the referenced documents.

Every reasonable effort has been made to identify cultural resources in the study area. If, however, prehistoric or historic period resources are subsequently discovered that could be adversely affected by project-related activities, all such activities should cease immediately and OHP and EBRPD representatives should be contacted immediately.

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Appendix A
REPORT FIGURES



Document Path: C:\Users\jhall\Documents\ArcGIS\Projects\Working - Bay Trail.aprx

- Legend**
- Trail Segment
 - Segment A
 - Segment B



San Francisco Bay Trail at Point Molate
Project Vicinity Map



Scale 1:100,000

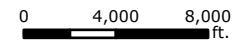


FIGURE
A-1

SOURCE
ESRI USA Topo and World Street Basemaps

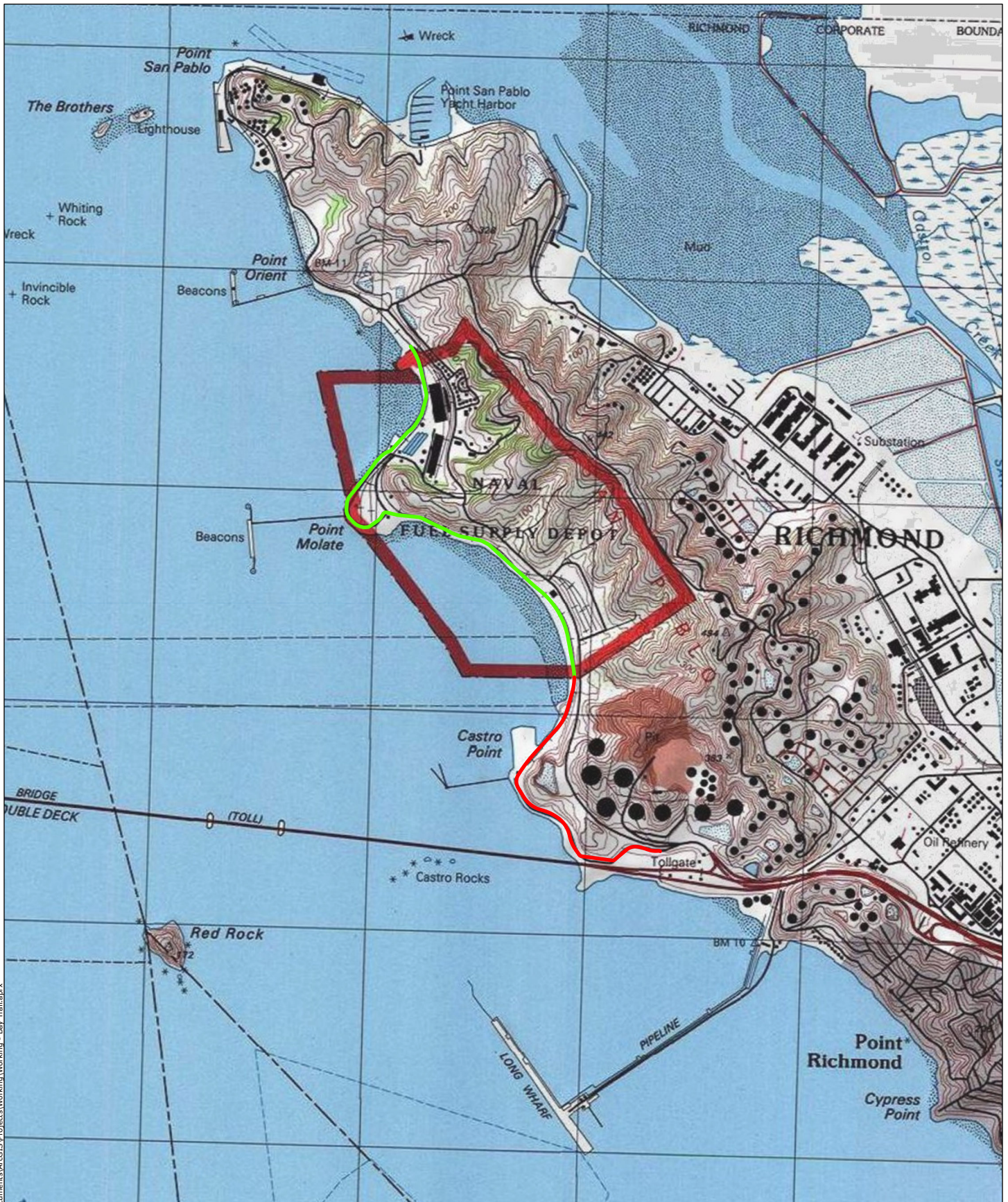
JOB NUMBER
567.04.55

DRAWN
jhall

DATE
4/6/2016

REVISED
2/27/2018

APPROVED
gtaylor



Document Path: C:\Users\jhall\Documents\ArcGIS\Projects\Working\Working - Bay Trail\aprx

Legend

- Trail Segment
- Segment A
- Segment B



San Francisco Bay Trail at Point Molate
Project Location Map

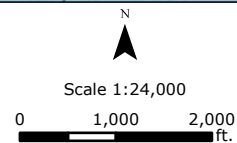


FIGURE
A-2

SOURCE
ESRI USA Topo Basemap

JOB NUMBER
567.04.55

DRAWN
jhall

DATE
4/6/2016

REVISED
2/28/2018

APPROVED
gtaylor

Appendix B

SENSITIVE FIGURES

Redacted for Public
Notice



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Appendix C

RECORDS SEARCH RESULTS

Redacted for Public Notice



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Appendix D

NATIVE AMERICAN CORRESPONDENCE

On January 4, 2016 a letter was sent to the Native American Heritage Commission (NAHC) requesting a search of their Sacred Lands database and a list of contacts that may have knowledge of cultural or tribal resources within or immediately adjacent to the project area. A response was received February 2, 2016 indicating that the Sacred Lands database search did not reveal the presence of Native American cultural resources within or immediately adjacent to the project area. The NAHC requested that additional Native American cultural resource representatives be contacted (see Table below). Contact information for five individuals was provided. Subsequent tribal representative inquiry letters were mailed February 2, 2016. Receipt confirmation of the letters was received from every individual except Mr. Cerda whereby a follow-up email was sent February 18, 2016. No response from Mr. Cerda has been received to date.

Tribal Representatives Identified by the NAHC.

Representative	Title	Affiliation
Irenne Zwierlein	Chairperson	Amah Mutsun Tribal Band of Mission San Juan Bautista
Tony Cerda	Chairperson	Coastanoan Rumsen Carmel Tribe
Ann Marie Sayers	Chairperson	Indian Canyon Mutsun Band of Costanoan
Rosemary Cambra	Chairperson	Muwekma Ohlone Indian Tribe of the SF Bay Area
Andrew Galvan	n/a	The Ohlone Indian Tribe

On March 4, 2016 Ms. Sayers of the Indian Canyon Mutsun Band of the Costanoan called to inquire about the project. Details of the project were conveyed, especially those concerning known cultural resources in the vicinity, the previous identification of human remains in close proximity to the proposed alignment, as well as, geotechnical and environmental sampling activities required for CEQA compliance. Ms. Sayers raised concerns about the subsurface disturbance activities and requested that a Native American monitor be present during the sampling effort.

On March 8, 2016 Marlene Machabo of Indian Canyon met with the NCE archaeologist, geologist, and drilling subconsultant. A field meeting was held prior to beginning the sampling effort. Emphasis was placed on culturally sensitive areas where drilling was either limited in maximum depth or was to be avoided altogether.

As of April 5, 2016, no other tribal representatives have inquired about the project. Pursuant of California Public Resource Code Section 21080.3.1(b)(2) of the CEQA, the 30-day response timeframe for Native American inquiry for a project has expired.

Date: January 4, 2016
To: California Native American Heritage Commission
From: NCE
Subject: Request for Native American Contact List and Sacred File Search for the Bay Trail at Point Molate Project

Ms. Cynthia Gomez, Executive Secretary
California Native American Heritage Commission
1550 Harbor Boulevard, Suite 100
West Sacramento, California 95691

Dear Ms. Gomez:

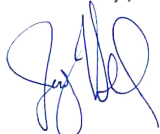
In 2009, the East Bay Regional Park District (EBRPD) entered into an agreement for the donation of an easement for the San Francisco Bay Trail (Bay Trail) along the shoreline of their southernmost property on the San Pablo Peninsula. The EBRPD hired NCE to conduct an alignment study for a Class I bike path in 2013-14 and as a result, recorded the trail easement. Recently, the Bay Area Toll Authority (BATA) approved the installation of a bike and pedestrian path on the Richmond - San Rafael Bridge to Marine St, near Point Richmond, which would connect to the District's easement at Stenmark Drive. The combined projects will connect trail users from both Richmond and Marin to the San Pablo Peninsula. The Bay Trail at Point Molate will extend north along the shoreline, through Chevron's property, to the Point Molate Beach Park and Navel Depot property, owned and managed by the City of Richmond, giving the public access to the shoreline and the ability to connect to the Park via foot or bicycle.

The legal description of the project area is T.01N., R.05W., Sections 9 and 16. T.1S., R.2W.; Section 17. Two maps are enclosed for your use. Figure 1 is an overview map of the project area at a 1:24,000 scale with a USGS 7.5' quadrangle background. Figure 2 provides more detail of the project area depicting the proposed trail alignment on an aerial basemap.

NCE is assisting the EBRPD in its project planning activities. NCE personnel will be conducting a cultural resources investigation on behalf of the proposed project. We request that you provide us a contact list for that portion of Contra Costa County in the vicinity of the project area. We also request that you conduct a search of your Sacred Lands database for any places of concern that may be located within or adjacent to the proposed project area.

If you have any questions, please feel free to contact me via email at jhall@ncenet.com or by telephone (775-588-2505). I appreciate your assistance and look forward to hearing from you soon. If possible, please provide a response by Monday, January 18, 2016.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeremy Hall", is written over a light blue circular watermark.

Jeremy Hall
Project Scientist



NCE
PO Box 1760
Zephyr Cove, NV 89448
(775) 588-2505
jhall@ncenet.com

Enclosed: Figure 1, Overview Map; Figure 2, Trail Alignment Detail Map



Copyright: © 2013 National Geographic Society, i-cubed

San Francisco Bay Trail at Point Molate

Proposed Alignment Overview Map

Legend

— Proposed Trail Alignment

1 in. = 2,000 ft.

0 1,000 2,000 ft.

N



Credits: ESRI USA Topo basemap

Date: 12/31/2015

Author: jhall

Figure

1





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Legend Proposed Trail Alignment Alternate Alignment	San Francisco Bay Trail at Point Molate Proposed Alignment Detail Map		
	1 in. = 1,000 ft. 	Credits: ESRI World Imagery basemap Date: 12/31/2015 Author: jhall	

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
Fax (916) 373-5471



February 2, 2016

Jeremy Hall
NCE

Sent by Email: jhall@ncenet.com
Number of Pages: 2

RE: Bay Trail at Point Molate Project, San Francisco County

Dear Mr. Hall:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: sharaya.souza@nahc.ca.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sharaya Souza".

Sharaya Souza
Staff Services Analyst

**Native American Contact
San Francisco County
February 1, 2016**

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irenne Zwierlein, Chairperson
789 Canada Road Ohlone/Costanoan
Woodside, CA 94062
amahmutsuntribal@gmail.com
(650) 400-4806 Cell

(650) 332-1526 Fax

Coastanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
240 E. 1st Street Ohlone/Costanoan
Pomona, CA 91766
rumsen@aol.com
(909) 524-8041 Cell
(909) 629-6081

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28 Ohlone/Costanoan
Hollister, CA 95024
ams@indiancanyon.org
(831) 637-4238

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
P.O. Box 360791 Ohlone / Costanoan
Milpitas, CA 95036
muwekma@muwekma.org
(408) 314-1898
(510) 581-5194

The Ohlone Indian Tribe
Andrew Galvan
P.O. Box 3152 Ohlone/Costanoan
Fremont, CA 94539 Bay Miwok
chochenyo@AOL.com Plains Miwok
(510) 882-0527 Cell Patwin

(510) 687-9393 Fax

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Bay Trail at Point Molate Project, San Francisco County.

February 2, 2016

Irenne Zwierlein
Chairperson
Amah Mutsun Tribal Band of Mission San Juan Bautista
Ohlone/Costanoan
789 Canada Road
Woodside, CA 94062

Re: Request for Native American consultation for the Bay Trail at Point Molate Project

Dear Ms. Zwierlein:

In 2009, the East Bay Regional Park District (EBRPD) entered into an agreement for the donation of an easement for the San Francisco Bay Trail (Bay Trail) along the shoreline of their southernmost property on the San Pablo Peninsula. The EBRPD hired NCE to conduct an alignment study for a Class I bike path in 2013-14 and as a result, recorded the trail easement. Recently, the Bay Area Toll Authority (BATA) approved the installation of a bike and pedestrian path on the Richmond - San Rafael Bridge to Marine St, near Point Richmond, which would connect to the District's easement at Stenmark Drive. The combined projects will connect trail users from both Richmond and Marin to the San Pablo Peninsula. The Bay Trail at Point Molate will extend north along the shoreline, through Chevron's property, to the Point Molate Beach Park and Navel Depot property, owned and managed by the City of Richmond, giving the public access to the shoreline and the ability to connect to the Park via foot or bicycle.

The legal description of the project area is T.01N., R.05W., Sections 9 and 16. T.1S., R.2W.; Section 17. Two maps are enclosed for your use. Figure 1 is an overview map of the project area at a 1:24,000 scale with a USGS 7.5' quadrangle background. Figure 2 provides more detail of the project area depicting the proposed trail alignment on an aerial basemap.

NCE is assisting the EBRPD in its project planning activities. NCE personnel will be conducting a cultural resources investigation on behalf of the proposed project. As part of the archaeological review for this project, I respectfully request any information that you wish to share about cultural resources that may exist within the project area. This notification provides you the opportunity to disclose the existence of Native American archaeological or cultural sites that could potentially be affected by the project and the opportunity to submit other comments regarding the project.

If you have any questions, please feel free to contact me via email at jhall@ncenet.com or by telephone (775-588-2505). I appreciate your assistance and look forward to hearing from you soon. If possible, please provide a response by Friday, March 4, 2016.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeremy Hall", is written over a large, faint, light-blue watermark of a globe or grid pattern in the background.

Jeremy Hall
Project Scientist
NCE
P.O. Box 1760



Zephyr Cove, NV 89448
(775) 588-2505 x22
jhall@ncenet.com

Enclosed: Figure 1, Project Area Overview Map; Figure 2, Project Area Detail Map

Jeremy Hall

From: Jeremy Hall <JHall@ncenet.com>
Sent: Thursday, February 18, 2016 12:25 PM
To: rumsen@aol.com
Subject: Pt. Molate trail project
Attachments: image001.jpg

Tony,

A couple weeks ago, I sent you a letter describing a project at Pt. Molate in Contra Costa County. The USPS tracking of that letter indicates that you have not received the letter. This is a follow up to that letter providing you the opportunity to consult on the project if you choose to do so. If you have not received the letter, I can email it to you.

Thanks,

Jeremy Hall
Project Scientist



p (775) 588-2505 **c** (775) 354-9860
f (775) 588-2607 **e** jhall@ncenet.com

NCE
P.O. Box 1760, Zephyr Cove, NV 89448
www.ncenet.com

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