

**HISTORIC PROPERTY SURVEY REPORT****1. UNDERTAKING DESCRIPTION AND LOCATION**

<i>District</i>	<i>County</i>	<i>Federal Project Number. (Prefix, Agency Code, Project No.)</i>	<i>Location</i>
3	BUT	ATPCML-5037(037)	Esplanade and vicinity, Chico, California

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA), as well as under Public Resources Code 5024 and pursuant to the January 2015 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92* (5024 MOU) as applicable.

**Project Description:**

The City of Chico, in cooperation with the California Department of Transportation (Caltrans), proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown; California State University, Chico; Chico Junior and Senior High Schools; a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1st Avenue and West Sacramento Avenue/Esplanade.

**2. AREA OF POTENTIAL EFFECTS**

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Lisa Machado (Caltrans PQS-PI-Historical Archaeology and Co-PI-Prehistoric Archaeology), Gail St. John (Caltrans PQS: Principal Architectural Historian), and Angel Araiza (Project Local Assistance Engineer), on February 20, 2020. The approved APE maps are in **Attachment A** of this HPSR.

The *archaeological* APE consists of both the horizontal and vertical maximum potential extent of direct impacts resulting from the project. The APE map, depicting the horizontal footprint of the project is included in Appendix A. The horizontal APE encompasses the project footprint and includes those areas of new construction, easements, utilities, and operations-related activities associated with the project. The vertical APE is the maximum extent of ground disturbance within the horizontal APE (i.e., ground surface to maximum depth of soil disturbance) and varies by project component. For the vast majority of the project, the vertical APE does not exceed 3 inches deep with an anticipated maximum depth of 4 feet below the surface for construction of the roundabout at Oleander and Memorial Way.

The *architectural* APE follows the same delineation as the archaeological APE. Caltrans has determined that the project does not have the potential to indirectly affect any adjacent buildings or structures.

**HISTORIC PROPERTY SURVEY REPORT****3. CONSULTING PARTIES / PUBLIC PARTICIPATION****X Native American Heritage Commission**

On behalf of Caltrans and the City of Chico, ICF submitted a written request on July 29, 2019 to the NAHC for a Sacred Lands File search of the project area. On August 8, 2019, the NAHC replied in an email that the search did not identify any sacred sites or tribal cultural resources in the project area. The NAHC also provided a list of Native American Tribes and individuals who may be interested in the project.

**X Native American Tribes, Groups and Individuals**

The following Native American Tribes, groups and individuals were contacted:

- Francis Steele, Chairperson, Berry Creek Rancheria of Maidu Indians
- Glenda Nelson, Chairperson, Estom Yumeka Maidu Tribe of the Enterprise Rancheria
- Kyle Self, Chairperson, Greenville Rancheria of Maidu Indians
- Jessica Lopez, Chairperson, KonKow Valley Band of Maidu Indians
- Dennis Rameriez, Chairperson, Mechoopda Indian Tribe
- Benjamin Clark, Chairperson, Mooretown Rancheria of Maidu Indians
- Guy Taylor, Mooretown Rancheria of Maidu Indians
- Grayson Coney, Cultural Director, Tsi Akim Maidu

One Tribe, the Mechoopda Indian Tribe, requested consultation. Through E-mail correspondence between ICF archaeologist Stephen Pappas and Tribal Historic Preservation Officer Kyle McHenry, areas of the project were identified as highly sensitive, including areas around Bidwell Mansion, Big Chico Creek, and the vicinity of the Esplanade and the Lindo Channel. On November 21, 2019, the Tribe E-mailed a consultation letter stating that the project is located in a highly sensitive area based on recordings and Tribal Knowledge. The Tribe requested a Mechoopda Indian monitor be present during all ground-disturbing activities, including and grading. Consistent with the MOU between the City and the Mechoopda, the City agreed to provide the tribe with the opportunity to monitor, without compensation, at their discretion.

The Mooretown Rancheria of Maidu Indians and the Estom Yumeka Maidu Tribe of the Enterprise Rancheria responded indicating that the project is outside of their Tribal territory and that they have no further comment. The Greenville Rancheria also responded indicating that they had no comments or objections to the project, and the KonKow Valley Band of Maidu Indians responded that they would defer consultation to the Mechoopda Tribe.

Detailed record of Native American consultation is in the ASR, **Attachment B** of this HPSR.

**X Local Historical Society / Historic Preservation Group**

On behalf of the City of Chico, ICF sent letters to local historical societies on September 17, 2019 describing the project and requesting information on any potential cultural resources in the APE. The letters were sent to the following groups:

- Association for Northern California Records and Research,
- Bidwell Mansion State Historic Park,

**HISTORIC PROPERTY SURVEY REPORT**

- Butte County Historical Society,
- Chico Heritage Association, Chico Museum,
- Museum of Northern California Art, and
- Valene L. Smith Museum of Anthropology at CSU Chico

As of December 18, 2019, no responses had been received from this outreach. ICF conducted follow-up telephone calls with each of these entities the week of December 9, but the follow-up outreach attempt resulted in no additional information about potential historic properties in the APE. Further information about the outreach, including copies of letters sent, are provided in the ASR, **Attachment B** of this HPSR.

Amy Huberland, Assistant Coordinator of the CHRIS Northeast Information Center at Chico, included a comment letter when she transmitted the records search results for this project in January 2019. Ms. Huberland originally sent the letter to the City of Chico on April 16, 2016. Ms. Huberland's letter provides background information on the Esplanade, its presumed historical significance, and her recommendation that the City conduct a historic resource evaluation of the resource. Ms. Huberland's letter is provided in the ASR, **Attachment B** of this HPSR.

**4. SUMMARY OF IDENTIFICATION EFFORTS**

- ☒ National Register of Historic Places (NRHP)
- ☒ California Register of Historical Resources (CRHR)
- ☒ California Historical Resources Information System (CHRIS)
- ☒ Caltrans Local and state Historic Bridge Inventory
- ☒ California Historical Landmarks
- ☒ California Points of Historical Interest
- ☒ Other Sources consulted:

Historic aerial photographs (historicaerials.com), historical GLO and topographic maps (USGS, National Geologic Map Database); OHP Archaeological Determinations of Eligibility for Butte County; OHP Historic Property Data File for Butte County.

☒ **Results:**

A cultural resources records search was conducted at the CHRIS Northeast Information Center (NEIC) at California State University, Chico on January 16, 2019 (Record Search No. D-18-189). The records search covered the APE and all areas within a 0.25-mile radius of the APE.

The records search results found 13 previous cultural resources studies have been conducted within 0.25-mile of the APE. Six of the 13 previous studies include a portion of the APE.

The records search results also found that 83 cultural resources were previously recorded within 0.25-mile of the APE. Of those 83 cultural resources, none were previously recorded within the APE. As a result of the archaeological survey conducted on August 8, 2019, two isolated archaeological finds were recorded in the APE: ESP-ISO-001 (ceramic fragment), and ESP-ISO-002 (railroad spike). Built environment survey resulted in identification of one historic property, a 1.25 miles segment of Chico's Esplanade.

For a detailed description of the records search and survey results, refer to the ASR, **Attachment B** of this HPSR.

**HISTORIC PROPERTY SURVEY REPORT****5. PROPERTIES IDENTIFIED**

- ☒ David Lemon, who meets the Professionally Qualified Staff (PQS) Standards in Section 106 PA Attachment 1 and as applicable PRC 5024 MOU Attachment 1 as a(n) Architectural Historian, and Lisa Machado, Caltrans PQS: PI-Historical Archaeology and Co-PI-Prehistoric Archaeology, have determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**) and as applicable PRC 5024 MOU Stipulation VIII.C.1 and Attachment 4.
- ☒ The following properties within the APE are assumed eligible for inclusion in the National Register of Historic Places for the purposes of this project only because evaluation was not possible, in accordance with Section 106 Programmatic Agreement Stipulation VIII.C.4.

- The Esplanade.

For the CSO letter approving the assumption of eligibility of the Esplanade, and further description of the Esplanade property, see **Attachment C** of this HPSR.

**6. FINDING FOR THE UNDERTAKING**

- ☒ Caltrans, pursuant to Section 106 PA Stipulation X.B.2 and if applicable PRC 5024 MOU Stipulation X.B.2, has determined a **Finding of No Adverse Effect (without Standard Conditions)** is appropriate for this undertaking, and requests SHPO's concurrence in this determination. See **Attachment D**.

**7. CEQA CONSIDERATIONS**

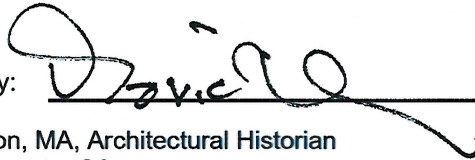
- ☒ Not applicable; **Caltrans is not the lead agency under CEQA**.

**8. LIST OF ATTACHED DOCUMENTATION**

- ☒ Project Vicinity, Location, and APE Maps (Attachment A), ICF, February 2020.
- ☒ Archaeological Survey Report (ASR; Attachment B), ICF, December 2019.
- ☒ CSO Letter (Attachment C), Caltrans, October 2019.
- ☒ Finding of No Adverse Effect (FNAE; Attachment D), ICF, March 2020.

**HISTORIC PROPERTY SURVEY REPORT****9. HPSR PREPARATION AND CALTRANS APPROVAL**

Prepared by:



3/16/2020

David Lemon, MA, Architectural Historian  
ICF, Sacramento, CA

Date

Reviewed for  
Approval by:

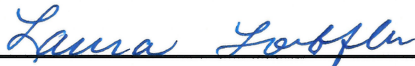
3/18/20

District 3 Caltrans PQS

Date

Lisa Machado, PQS: PI-Historical Archaeology and Co-PI-Prehistoric Archaeology

Approved by:



3/18/20

District 3 EBC Laura Loeffler, Branch Chief  
North Region Environmental Planning M-1

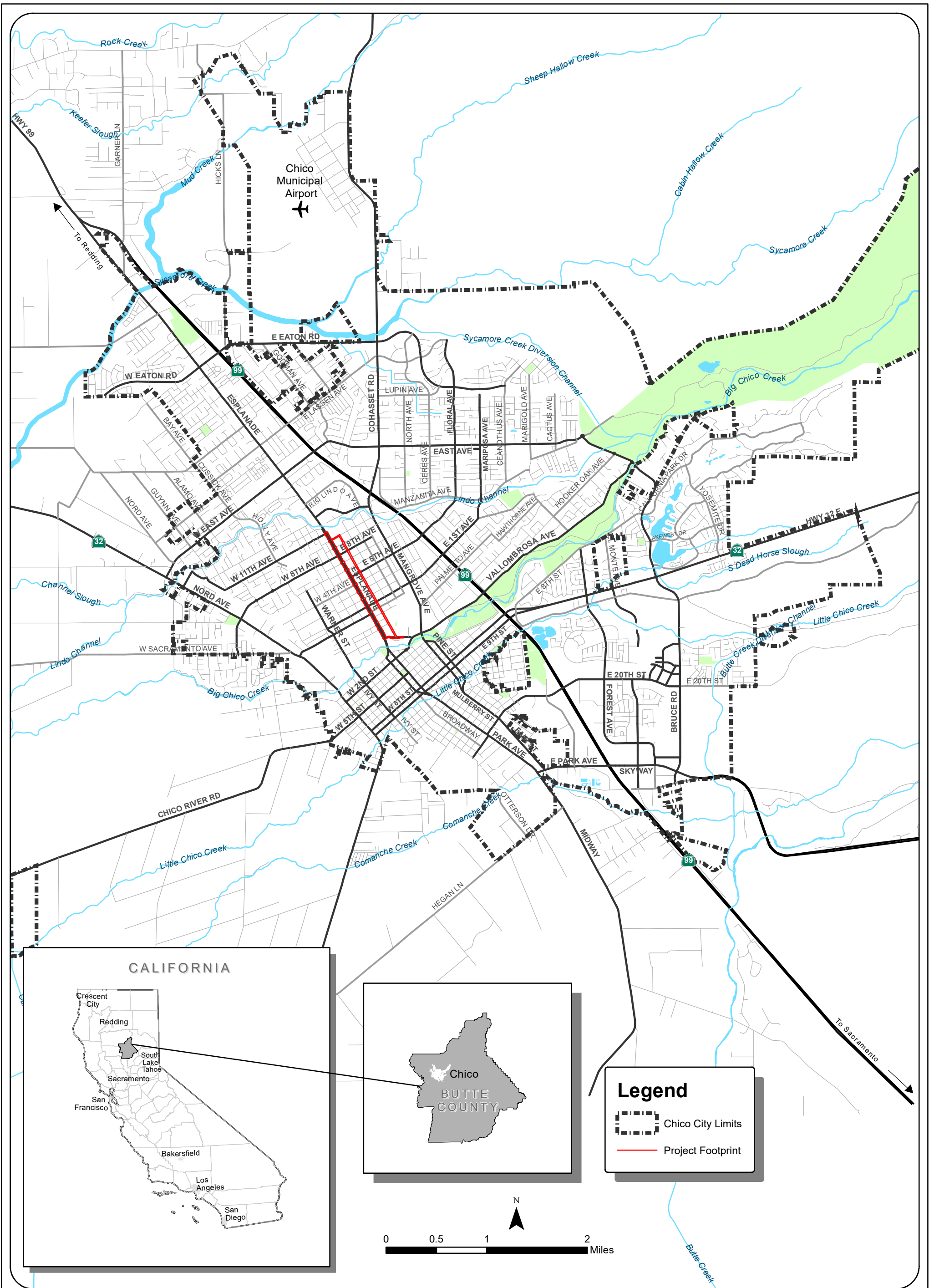
Date



Attachment A      Project Vicinity, Location and  
Area of Potential Effects Maps

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**CITY OF CHICO**  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION  
411 Main Street  
Chico, California 95926

ESPLANADE CORRIDOR SAFETY AND  
ACCESSIBILITY IMPROVEMENT PROJECT  
CIP NO. 50355

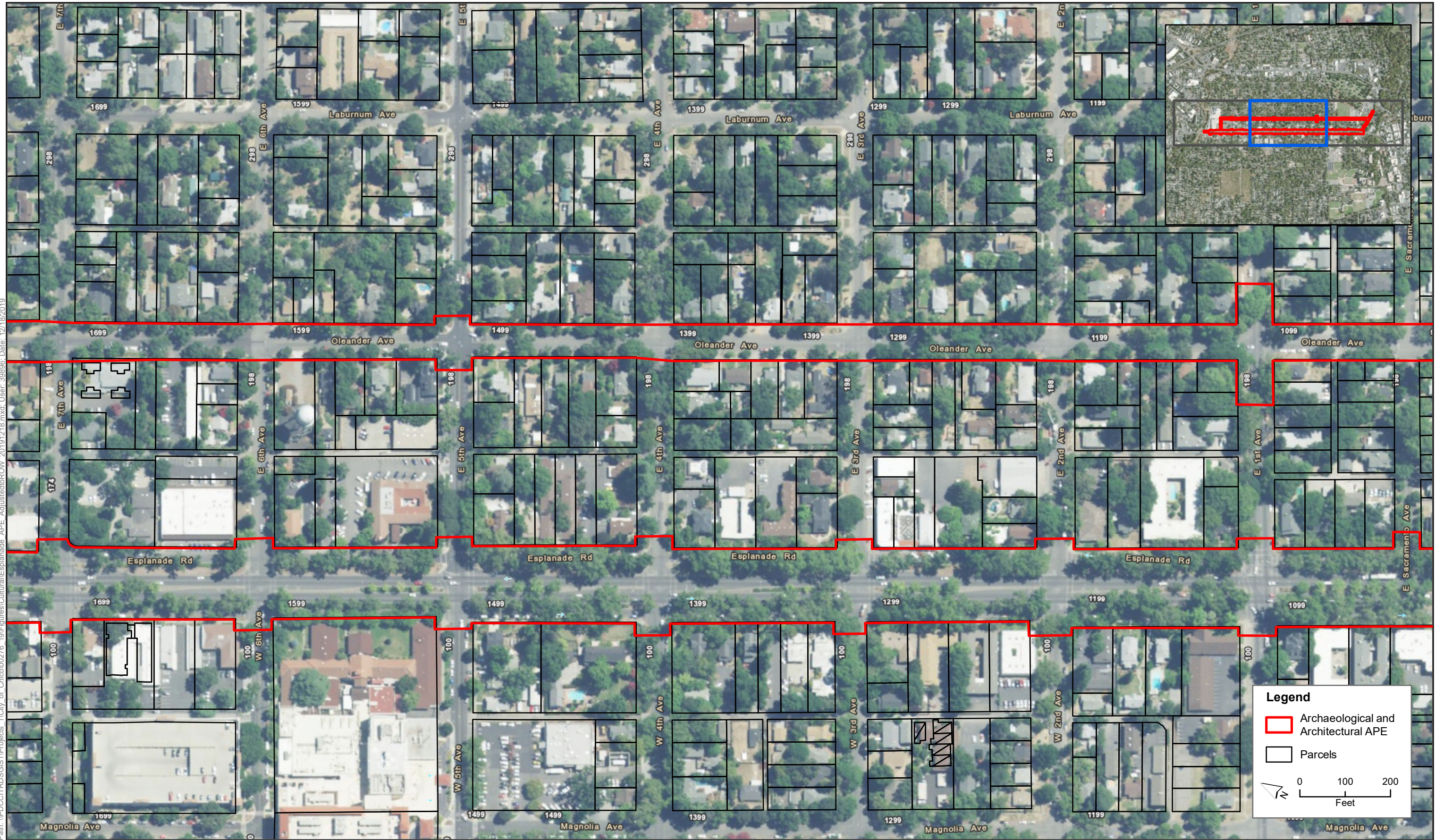
**PROJECT VICINITY  
MAP**

J ERDAHL  
AUGUST 2019



Angel Araiza, District 3 Project Local Assistance Engineer (date)

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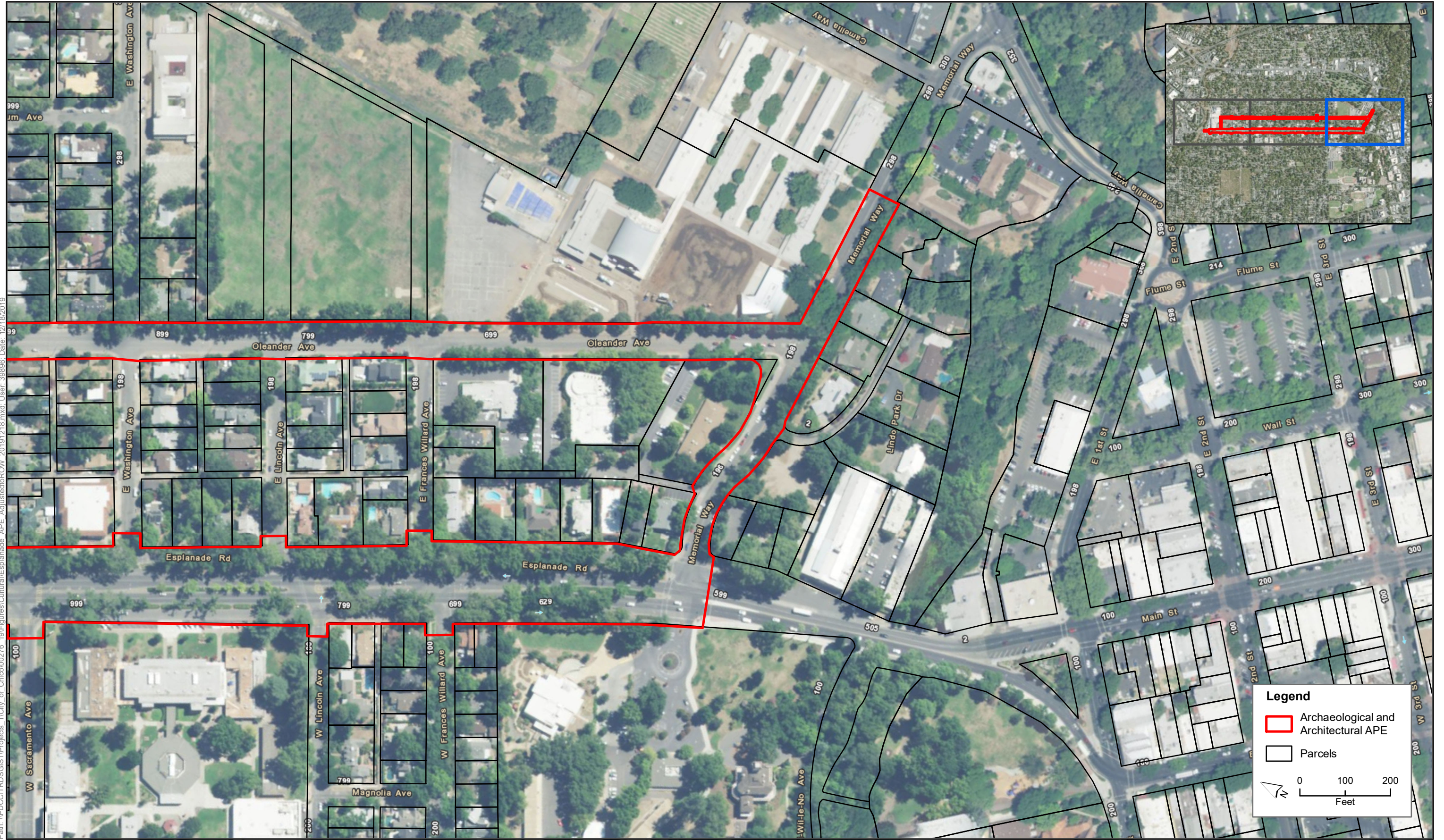


**Legend**

- Archaeological and Architectural APE
- Parcels

0 100 200  
Feet

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## Attachment B Archaeological Survey Report

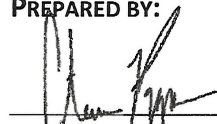
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**ARCHAEOLOGICAL SURVEY REPORT  
FOR THE ESPLANADE CORRIDOR SAFETY AND  
ACCESSIBILITY IMPROVEMENT PROJECT,  
CITY OF CHICO, CALIFORNIA**

**Caltrans District 3, Butte County, Federal-Aid# ATPCML-5037(037)**

**PREPARED BY:**



Date: March 16, 2020

Stephen Pappas, Archaeologist, MS, RPA  
Co-PI-Prehistoric Archaeology  
ICF, Sacramento, CA

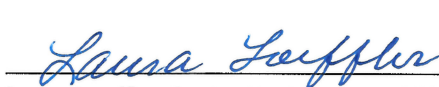
**REVIEWED FOR APPROVAL BY:**



Date: 3/18/20

Lisa Machado  
PQS: PI-Historical Archaeology and Co-PI-Prehistoric  
Archaeology  
Cultural Resources Branch, Caltrans District 3

**APPROVED BY:**



Date: 3/18/20

Laura Loeffler, Senior Environmental Planner  
North Region Environmental Planning M-1  
Caltrans District 3

USGS 7.5' Topo(s): Chico, California

**March 2020**

ICF. 2020. *Archaeological Survey Report for the Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California*. March. (ICF 00276.19.)  
Sacramento, California. Prepared for Caltrans and the City of Chico.

## Summary of Findings

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This report documents a Phase I archaeological survey and inventory completed by ICF in 2019, on behalf of the City of Chico for the Esplanade Corridor Safety and Accessibility Improvement Project (project), in the City of Chico, Butte County, California (see figures in Appendix A). The project would create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown; California State University, Chico; Chico Junior and Senior High Schools; a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1st Avenue and West Sacramento Avenue/Esplanade.

The study included an archival records search, coordination with the California Native American Heritage Commission (NAHC), consultation with local Native American tribes and historical societies, and an intensive archaeological pedestrian survey. The purpose of this study was to identify and record cultural resources in the area of potential effects (APE).

A records search at the Northeast Information Center (NEIC) indicated that no sites were located within the APE; however, the Bidwell Mansion State Historic Park ([BMSHP] P-04-3820; CA-BUT-3820/H) is located directly adjacent to the APE.

The results of a search of the NAHC's Sacred Lands File (SLF) for the APE indicated that no sacred sites or tribal cultural resources were identified in the project area. Section 106 consultation letters were sent by the City of Chico on behalf of Caltrans (Federal Lead Agency) to all representatives identified by the NAHC. As of submission of this report, the Mooretown Rancheria of Maidu Indians and the Estom Yumeka Maidu Tribe of the Enterprise Rancheria responded indicating that the project is outside of their Tribal territory and that they have no further comment. The Greenville Rancheria also responded indicating that they had no comments or objections to the project, and the KonKow Valley Band of Maidu Indians indicated that they would defer consultation to the Mechoopda Tribe. The Mechoopda Tribe were the only tribe who requested consultation. The tribe requested a monitor be present during ground disturbance in portions of the project and did mention that the area around the Bidwell Mansion is considered very sensitive to the tribe. Consistent with the memorandum of understanding between the City and the tribe, the City agreed to provide the Mechoopda the opportunity to monitor, without compensation, at their discretion. No other responses have been received from any of the Native American tribes and consultation is ongoing with the Mechoopda Tribe (Appendix C).

In August 2019, an ICF archaeologist conducted an archaeological survey of the APE. The survey consisted of walking and observing all areas of the APE where soils were exposed. The portion of the BMSHP adjacent to the APE was visited. Upon inspection, it was found that all adjacent portions of the BMSHP were either paved, recently landscaped, or covered by concrete sidewalk.

The vast majority of the APE experienced intense ground disturbance from historic-period and modern development activities, and much of the ground surface of the APE is covered up by roads, sidewalks, and landscaping. The corridor of the proposed bike path did have ground surface exposed for most of the 1.25-mile length along Esplanade. Analysis of the soils and geology of the

APE suggests that the APE has an increased potential to contain buried archaeological material with little or no surface manifestation. In the context of the project, however, archaeological sensitivity for prehistoric and historic-period resources is low for the APE because the anticipated ground disturbance would occur in previously disturbed areas. In addition, the majority of ground disturbance for the APE would not exceed a few inches below surface, except for the location of the proposed roundabout where excavated depths of up to 4 feet below surface are anticipated. At those shallow depths, archaeological materials are unlikely to be encountered given the depth of prior disturbance. In the overall context of ground disturbance related to the project, the likelihood of affecting either prehistoric or historical resources is low, since most work would occur in previously disturbed areas.

As a result of the inventory, it was confirmed that no archaeological features or artifacts associated with the Bidwell Mansion State Historic Park were identified within the APE. The portions of the APE adjacent to the BMSHP consisted of sidewalks, pavement, and a heavily landscaped area devoid of any archaeological material. Two isolated historic artifacts were identified during the survey consisting of a ceramic fragment (ESP-ISO-001) and a railroad spike (ESP-ISO-002). According to Attachment 4 of Caltrans' 2014 PA, isolates of this nature are exempt from evaluation and therefore are not eligible for listing on the National Register of Historic Places (NRHP). No other archeological sites or isolates were identified in any of the surveyed portions of the APE.

It is Caltrans' policy to avoid cultural resources whenever possible. Additional survey will be required if the project changes to include areas not previously surveyed. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional surveys will be required if the proposed project changes to include areas not previously surveyed.

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Appendix C – CONFIDENTIAL

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## Acronyms and Abbreviations

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5024 MOU	<i>Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92</i>
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
APE	area of potential effects
BMSHP	Bidwell Mansion State Historic Park
Caltrans	California Department of Transportation
CCTS	Central California Taxonomic System
Central Valley	California Central Valley
CFR	Code of Federal Regulations
FHWA	Federal Highway Administration
GLO	General Land Office
HRER	Historical Resources Evaluation Report
MOU	Memorandum of Understanding
NAHC	Native American Heritage Commission
NEIC	Northeast Information Center
NHPA	National Historic Preservation Act of 1966
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
PRC	Public Resources Code
project	Esplanade Corridor Safety and Accessibility Improvement Project
RPA	Registered Professional Archaeologist
Section 106 PA	<i>First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid-Highway Program in California</i>
SLF	Sacred Lands File
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey



## Introduction

The City of Chico, in cooperation with the California Department of Transportation (Caltrans), proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown; California State University, Chico; Chico Junior and Senior High Schools; a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1st Avenue and West Sacramento Avenue/Esplanade.

The Esplanade Corridor Safety and Accessibility Improvement Project (project) is subject to federal environmental review requirements because of use of federal Active Transportation Program funds from the Federal Highway Administration (FHWA). Accordingly, the environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans as part of its National Environmental Policy Act assignment of federal responsibilities by the FHWA, effective April 18, 2019, and pursuant to 23 U.S. Code 326. Given that the undertaking is subject to federal involvement, cultural resource studies are mandated by the Advisory Council on Historic Preservation (ACHP) 36 Code of Federal Regulations (CFR) § 800 for implementation of Section 106 of the National Historic Preservation Act of 1966 (NHPA). Compliance with Section 106 is being carried out in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid-Highway Program in California* (Section 106 PA) as well as Public Resources Code (PRC) § 5024 and pursuant to the January 2015 *Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92* (5024 MOU). In addition, the project is subject to state historic preservation laws set forth in the California Environmental Quality Act (PRC § 210000 et seq.).

The study included an archival records search, coordination with the California Native American Heritage Commission (NAHC), consultation with local Native American tribes and historical societies, and an intensive archaeological pedestrian survey. The pedestrian survey was conducted in August 2019 to identify and record archaeological resources in the area of potential effects (APE). The survey was carried out by ICF archaeologist Stephen Pappas, M.A., who has more than 14 years of cultural resources experience throughout the western United States. During the survey, two isolated artifacts consisting of a ceramic fragment (ESP-ISO-001) and a railroad spike (ESP-ISO-002) were identified in the APE.

# Project Location and Description

## Location

The proposed project is located along an approximate 1.25-mile segment of the Esplanade within the City of Chico between Memorial Way and East 11th Avenue, along Oleander Avenue between Memorial Way and East 10th Avenue, along East 10th Avenue between Esplanade and Oleander Avenue, and along Memorial Way between Esplanade and approximately 0.06 miles (335 feet ) east of the Memorial Way and Oleander Avenue intersection. The project is in the “Chico, CA” USGS Quadrangle, Sections 22 and 27, of Township 22 North, Range 1 East (see figures in Appendix A).

## Purpose and Need

The purpose of the project is to enhance mobility, connectivity, safety, and accessibility for roadway users of all ages and abilities, including automobiles, trucks, buses, and other large vehicles, bicyclists, and pedestrians, on the Esplanade from Memorial Way to 11th Avenue in Chico. The City’s primary goal is to incorporate “complete streets” features and provide safer connectivity for all users between the downtown and destinations along the corridor.

The project is needed due to multi-modal operational deficiencies and lack of sufficient facilities for pedestrian and bicycle travel modes on the Esplanade, and the parallel roadway, Oleander Avenue. Currently, no facilities, signage, or pavement markings are provided for bicycle riders on the complex Esplanade boulevard or frontage roads. Car/bicycle collision rates are extremely high. Pedestrians have no pedestrian signal crossings indicators, compounded by a signal system which does not provide the minimum crossing time needed. Curb ramps are installed at marked crosswalk locations with sidewalks, but the ramp designs do not meet current Americans with Disabilities Act (ADA) design requirements. There are substantial gaps in the sidewalk on the east side frontage road of the Esplanade between 8th and 11th Avenues, and in various locations on Oleander Avenue, as well as East 10th Avenue.

## Project Description

The City of Chico proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown; California State University, Chico; Chico Junior and Senior High Schools; a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1st Avenue and West Sacramento Avenue/Esplanade.

Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added.

The proposed non-motorized “complete streets” improvements along the Esplanade corridor and on Oleander Avenue are listed in more detail in the sections below.

## **Pedestrian Improvements**

- Install new pedestrian countdown crossing signal heads and pedestrian push button activation at all existing traffic signals on the Esplanade with sufficient crossing timing that meets Federal guidelines.
- Add vehicle detection as necessary replacing timed signalization with an on-demand detection system.
- Provide adequate pedestrian crossing refuge islands at unsignalized intersections on the Esplanade.
- Consistently mark pedestrian crosswalks at all crossing locations.
- Prepare enhanced signal timing plan to respond to vehicles, bikes and pedestrian needs.
- Maintain signal progression on the Esplanade during off-peak hours

## **ADA Improvements**

- Improve connection to the 11th Avenue Airport Class I multi-use path with adequate walkway and ramps, on the southwest, southeast and northeast corner of the intersection.
- Install ADA accessible curb ramps at all crosswalk locations.
- Install missing sidewalks at identified gap closure locations (see project footprint map in Appendix A).

## **Bicycle Facility Improvements**

- Install paved Class I multi-use bicycle/pedestrian path on old rail right-of-way (east side) with appropriate safety crossing measures.
- Discourage wrong-way riders on the west side frontage road by adding a shared space pavement design to slow vehicle and bicycle traffic through conflict zones.
- Add marked bicycle route on Oleander Avenue which favors minimal stopping except at 1st Avenue and 5th Avenue.
- Install traffic signals at West Sacramento Avenue/Esplanade and Oleander Avenue/1st Avenue with bike crossing emphasis.

## **Junior High School Area Improvements**

- Change intersection design at Memorial Way/Oleander Avenue (near Chico Junior High School) to a single-lane roundabout.

## **General Vehicle Guidance Improvements**

- Provide clear and consistent pavement markings at frontage road intersection areas.
- Create the shared space area at crossings of the east-west streets and frontage roads.
- Install traffic signal indications guiding cross traffic to stop “outside” of the frontage road where appropriate.

## 11th Avenue Connection Improvements

- Enhance connections between the 11th Avenue and the Airport Class I Multi-use path.

## Other Amenities

- Install pedestrian-scale lighting in the form of full cutoff, energy-efficient LED fixtures restricted to illuminate pathways in order to minimize light “spill over” to adjacent properties.
- Install replacement landscaping within the project footprint.

## Typical Signalized Intersection

- Provide a Class I multi-use path in the eastern median.
- Provide textured “mixing zone” at the intersection of southbound frontage and east-west cross streets.
- Eliminate northbound right-turn pocket, where applicable.
- Provide pedestrian refuge islands on medians.
- Update signal timing with adequate crossing time in the east-west directions.
- Refresh striping and add crosswalks, where applicable.

## Typical Unsignalized Intersection

- Provide a Class I multi-use path in the eastern median.
- Provide textured “mixing zone” at the intersection of southbound frontage and east-west cross streets.
- Provide pedestrian refuge islands on medians.
- Refresh striping and add crosswalks, where applicable.

## ROW Acquisition and Temporary Construction Easements

To construct the roundabout at the intersection of Memorial Way and Oleander Avenue, both temporary (1,200 square feet) and permanent (1,400 square feet) acquisition is needed from undeveloped land on a parcel containing several Butte County department offices (APN 003-180-022). Temporary and permanent acquisitions would be from a small portion of undeveloped land at the northwest corner of the intersection, away from structures, trees, and other parcel features.

## Construction and Schedule

The project would be constructed in one phase. It is currently anticipated that the proposed improvements would be constructed over an approximate 9-month period starting in early Spring of 2022.

Typical construction equipment would include pneumatic jack hammers, excavators, grading equipment, paving equipment, concrete equipment, striping equipment, generators, or other similar devices. The maximum grading and excavation depth needed for most of the project is approximately 3 inches. However, for the roundabout excavation depths of 3 to 4 feet may be necessary. All construction noise would be temporary and subject to the noise limits in the Chico

Municipal Code, Chapter 9.38 Noise Ordinance, which regulates noise generation within the City of Chico. Construction activity noise is typically restricted to the hours of 7:00 a.m. to 9:00 p.m. on weekdays (10:00 a.m. to 6:00 p.m. on weekends and holidays), unless otherwise approved by the City Engineer. No night or weekend work is anticipated for the proposed project.

## **Traffic Management**

A traffic management plan would be developed and implemented during construction in accordance with Caltrans' 2018 Standard Specifications and in compliance with the California Manual on Uniform Traffic Control Devices, Part 6, "Temporary Traffic Control." The Esplanade and Oleander Avenue would remain open during construction; however, the project would temporarily impact traffic patterns with on-site traffic controls (e.g., flagging, pilot car) and episodic, temporary single-lane traffic closures. The proposed project would not permanently close roadways or block access to private or commercial properties.

## **Area of Potential Effects**

The APE considers the maximum extent of potential direct and indirect effects on cultural resources that could result from the project. In accordance with the Section 106 PA Stipulations VI.B.8 and VIII.A, the APE for the project was established in consultation with Lisa Machado (Caltrans PQS-PI-Historical Archaeology and Co-PI-Prehistoric Archaeology), Gail St. John (Caltrans PQS: Principal Architectural Historian), and Angel Araiza (Project Local Assistance Engineer).

The APE consists of both the horizontal and vertical maximum potential extent of direct impacts resulting from the project. The APE map, depicting the horizontal footprint of the project is included in Appendix A. The horizontal APE encompasses the project footprint and includes those areas of new construction, easements, utilities, and operations-related activities associated with the project. The vertical APE is the maximum extent of ground disturbance within the horizontal APE (i.e., ground surface to maximum depth of soil disturbance) and varies by project component. For the vast majority of the project, the vertical APE does not exceed 3 inches deep with an anticipated maximum depth of 4 feet below the surface for construction of the roundabout at Oleander and Memorial Way.

## **Sources Consulted**

### **Summary of Methods and Results**

#### **Records Search**

At the request of ICF, NEIC staff conducted a records search at the NEIC, California State University, Chico on November January 16, 2019 (NEIC record search #D-18-189; Appendix B). The records search consulted the CHRIS base maps of previously recorded cultural resources and previously conducted cultural resources studies within a 0.25-mile radius of the APE. Additional sources of information, including previously conducted cultural resources surveys and historic maps (U.S. Geological Survey [USGS] and General Land Office [GLO]), were selectively reviewed to determine areas with a high potential for the presence of historic-period and prehistoric archaeological materials. The following resources were reviewed.

- California Historical Resources Information System:
  - Directory of properties in the Historic Property Data File for Butte County (OHP 2012a)
  - Archeological Determinations of Eligibility for Butte County (OHP 2012b)
- Historical Maps and Aerial photographs:
  - 1866 GLO Plat map for Township 22 North, Range 1 East
  - 1867 GLO Plat map for Township 22 North, Range 1 East
  - 1891 USGS California Chico Sheet (1:250,000)
  - 1912 USGS California Durham Quadrangle (1:31,680)
  - Aerial photographs taken in 1941 and 1947
  - 1948 USGS Chico, California (1:24,000)
  - 1949 Sanborn Fire Insurance maps for Chico, Cal.
  - Aerial photographs taken in 1962
  - Aerial photographs taken in 1969

The results were collected in the following forms.

- Mapped locations of:
  - Previously recorded archaeological resources;
  - Previously recorded architectural resources; and
  - Previous cultural resources studies.
- Copies of:
  - Resource records for previously recorded archaeological resources;
  - Resource records for previously recorded architectural resources; and
  - Reports from previous studies.

Tables 1 and 2 provide summaries of the previous cultural resource studies and previously recorded cultural resources in the APE as identified during the records search. Due to the large number of previously recorded cultural resources identified within 0.25 mile of the APE, only those resources in the APE are summarized. Documentation on the records search is presented in Appendix B.

## **Previous Cultural Resources Studies**

A total of 13 previous cultural resources studies have been conducted within 0.25 mile of the APE (Table 1). Of those 13 studies, 6 included a portion of the APE and two were directly adjacent to the APE. The studies conducted within the APE had a wide range of fields of study such as building evaluations, historical overviews, subsurface testing, and pedestrian surveys. Overall, the previous studies encompass approximately 40 percent of the land within 0.25 mile of the APE and approximately 10 percent of the land within the APE.

**Table 1. Previous Cultural Resources Studies Conducted within 0.25 mile of the APE**

NEIC Report #	Date	Author	Affiliation	In APE?	Report Title
0839	1988	Kowta, Makoto	CSU Chico	<b>YES</b> (no survey)	<i>The Archaeology and Prehistory of Plumas and Butte Counties, California: An Introduction and Interpretive Model</i>
0874	1987	Johnson, Keith	ARP CSU Chico	No	<i>In Search of John Bidwell's Carriage House: Archaeological Investigations at Bidwell Mansion State Historic Park, Chico, California</i>
1188	1994	Hamusek, Blossom and Steve Jenevein	ARP CSU Chico	No	<i>Archaeological Reconnaissance of Lower and Upper Bidwell Park Vegetation Management Plan Project, Butte County, California</i>
3441	2001	Billat, Loma	EarthTouch	No	<i>Historical Reconnaissance of the Twin Water Towers Area for the Proposed Nextel Cellular Antenna, Near Downtown Chico, Butte County, California</i>
3446	2001	Jensen, Peter and Sean Jensen	Jensen & Associates	No	<i>Archaeological Inventory Survey: City of Chico's Lindo Channel Existing Conditions Study, Cultural Resources Component, Butte County, California</i>
4905	2002	White, Gregory, Katherine Hillman, Elin Pynchon, Michael Magliari, and William Silva	ARP CSU Chico	<b>YES</b>	<i>Bidwell Mansion State Historic Park: Results of 2002 Mansion Grounds Historical and Archaeological Research</i>
6685	2004	Peak & Associates	Peak & Associates	No	<i>Cultural Resource Assessment of the California State University, Chico Master Plan 2004 Area, Butte County, California</i>
6810	2005	Leach-Palm, Laura and Kimberly Carpenter	Far Western	Adjacent	<i>Archaeological Survey and Test Augering of the Proposed Natural History Museum Parcel at California State University, Chico, Butte County</i>
7491	2000	Westwood, Lisa and Russell Bevill	URS Corporation	<b>YES</b>	<i>Archaeological Survey Report for the Chico Urban Area Nitrate Compliance Plan Environmental Impact Report Project, Chico, California</i>
8161	1995	Jensen, Peter M.	Jensen & Associates	No	<i>Archaeological Inventory Survey, c. 0.826-acre McCaig Parcel, Chico, Butte County, California.</i>
8164	1996	Vaughan, Trudy	Coyote & Fox Enterprises	No	<i>Archaeological Services at Camellia Way Bridge</i>

NEIC Report #	Date	Author	Affiliation	In APE?	Report Title
8873	2007	Harrington, Lori	Cultural Research Associates	No	<i>An Archaeological Evaluation of Annie's Glen Project Butte County, Chico, California</i>
9800	2008	Reid, Jeff	URS Corporation	No	<i>Cultural Resources Survey for the CSU, Chico Alumni Glenn Rehabilitation Project, Chico, California</i>
10284	2008	EDAW	EDAW	No	<i>Bidwell Park Final Master Management Plan Update</i>
10397	2006	Harrington, Lori	Cultural Research Associates	<b>YES</b>	<i>An Archaeological Evaluation of the 5th Avenue Reconstruction Project Chico, Butte County, California.</i>
10865	2009	Harrington, Lori	Cultural Research Associates	No	<i>An Archaeological Evaluation of the Children's Playground and Labyrinth Project Chico, Butte County, California.</i>
10893	2010	Harrington, Lori	Cultural Research Associates	<b>YES</b>	<i>An Archaeological Evaluation of 1st and 2nd Street Couplet Project Chico, Butte County, California.</i>
12475	2013	Willis, Carrie and Kathleen Crawford	Environmental Assessment Specialists, Inc.	No	<i>Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SC06890A (Hooker Oak), 1575 Oleander Avenue, Chico, Butte County, California.</i>
12839	2004	JRP Historical Consulting	JRP Historical Consulting	<b>YES</b>	<i>Historical Resources Inventory and Evaluation Report: Enloe Medical Center Master Plan and Expansion of Facilities, City of Chico, Butte County, California</i>
12845	2016	Losee, Carolyn	Archaeological Resources Technology	No	<i>Cultural Resources Investigation for AT&amp;T Mobility CNU20706 "Enloe Hospital Macro" 1531 Esplanade DUP1, Chico, Butte County, California</i>
12970	2014	Baxter, R. and Katherine Anderson	ESA		<i>CSU Chico - Bridge Replacement/Restoration Project, Cultural Resources Survey Report</i>
13254	2015	White, Gregory	Sub Terra Consulting	Adjacent	<i>Lovliest of Places: A Study of the Pre-Mansion Historical Resources of Bidwell Mansion State Historic Park</i>
13900	2017	Nayyar, Margo and Nichole Davis	Michael Baker International	No	<i>Chico Water Towers Project City of Chico, Butte County, California Cultural Resources Identification and Evaluation Study</i>

## Previously Recorded Cultural Resources

The records search identified 83 previously recorded cultural resources within 0.25 mile of the APE according to shapefiles and site records provided by the NEIC. The majority of these (80) are built environment resources. Upon detailed inspection, it was found that none of the resources are within the APE. A complete list of resources within 0.25 mile of the APE is provided in Appendix B.

It should be noted that one resource within 0.25 of the APE is the Bidwell Mansion State Historic Park which contains a built environment component as well as a prehistoric and historical archaeological component. Due to the close proximity of the resource to the APE, the archaeological component is described below.

**CA-BUT-3820/H (P-04-3820; Bidwell Mansion State Historic Park)** This multicomponent site consists of the Bidwell Mansion and associated buildings as well as an archaeological component of prehistoric and historical artifacts. Most of the research and information regarding the previous identifications (built environment and archaeological components) is addressed in Gregory White's 2015 report and associated site record for the mansion from which the following descriptions are incorporated (White 2015).

The archaeological component of this site has been identified since the mid-1970s through excavations on three previous occasions. The initial excavations took place in 1976 by Makoto Kowta, and later in 1987 and 1990 by Keith Johnson. All three excavations were conducted by CSU Chico's Department of Anthropology under agreement with the California Department of Parks and Recreation.

Kowta's excavations were carried for identification of the location and remains of Bidwell's "Old Adobe", occupied from 1852 to 1876. Johnson's 1987 excavations took place at the location of the Carriage House and the 1990 excavations were at the site of the Visitor's Center. As a result of all three excavations, an assemblage of prehistoric artifacts consisting of projectile points, flakes, cobble-core tools, and a pestle were uncovered in addition to several post-contact Native-American artifacts including chipped glass, glass beads, and oblate-spheroids. The majority of the artifacts uncovered during all three excavations consisted of historical domestic refuse and building material associated with the previous occupation during the Rancho Chico Expansion (1852–1868).

As a result of research and analysis of the previous archaeological and historical investigations, White identified six distinct cultural components and timeframes associated with the site, and detailed descriptions of each are provided in the 2015 study (White 2015) and associated site record:

- Component 1–Prehistoric Native American Occupation
- Component 2–Early Historical Native American Occupation (1849–1852)
- Component 3–Early Rancho Chico (1849–1852)
- Component 4–Rancho Expansion and Development (1852–1868)
- Component 5–Gentrification (1868–1918)
- Component 6–Chico State College (1918–1963)

## Aerial Photograph and Historical Map Review

Maps were reviewed to gain a better understanding of prior development which could have impacted prehistoric or historic-period archaeological resources, as well as result in the deposition of historic-period sites.

Early GLO maps from the late 19th Century indicate that the APE is located in part of the Rancho Arroyo Chico Land Grant. The maps also indicate a road heading northwest-southeast labeled “Road from Shasta to Marysville” in a similar alignment to the present-day Esplanade. USGS topographic maps from 1912 show the town grid of Chico laid out and Esplanade as a main thoroughfare between Sandy Gulch to the north and Chico Creek to the south. Aerial photographs taken in the 1940s are difficult to identify any specific features, but the APE appears to be the same as the current alignment. In conclusion, Esplanade appears to have been part or near one of the early travel routes between Shasta and Marysville. Once Chico was established, that route may have been improved and identified as Esplanade.

## Summary of Section 106 Native American Consultation

On behalf of Caltrans, ICF archaeologist Stephen Pappas contacted the NAHC by email on July 29, 2019 (with an attached request and project map) requesting the NAHC to identify any areas of concern that may be listed in the NAHC’s Sacred Lands File (SLF) and to provide a list of Native American representatives who may have interest in the project. On August 8, 2019, the NAHC replied in an email stating that the SLF failed to identify any sacred sites or tribal cultural resources in the project area. The NAHC also provided a list of eight Native American representatives who may be interested in the project.

On September 5, 2019, the City of Chico sent letters (on behalf of Caltrans) to all eight Native American contacts provided by the NAHC, as part of Native American consultation obligations under the NHPA. The following Native American representatives were contacted by the City of Chico.

- Francis Steele, Chairperson, Berry Creek Rancheria of Maidu Indians
- Glenda Nelson, Chairperson, Estom Yumeka Maidu Tribe of the Enterprise Rancheria
- Kyle Self, Chairperson, Greenville Rancheria of Maidu Indians
- Jessica Lopez, Chairperson, KonKow Valley Band of Maidu Indians
- Dennis Rameriez, Chairperson, Mechoopda Indian Tribe
- Benjamin Clark, Chairperson, Mooretown Rancheria of Maidu Indians
- Guy Taylor, Mooretown Rancheria of Maidu Indians
- Grayson Coney, Cultural Director, Tsi Akim Maidu

As of submission of this report ICF received responses as a result of outreach efforts to the tribes. The Mooretown Rancheria of Maidu Indians and the Estom Yumeka Maidu Tribe of the Enterprise Rancheria responded indicating that the project is outside of their Tribal territory and that they have no further comment. The Greenville Rancheria also responded indicating that they had no comments or objections to the project, and the KonKow Valley Band of Maidu Indians indicated that they would defer consultation to the Mechoopda Tribe.

The Mechoopda Tribe was the only tribe requesting consultation. Through E-mail correspondence between ICF archaeologist Stephen Pappas and Tribal Historic Preservation Officer Kyle McHenry, several areas of the project were identified as highly sensitive including areas around Bidwell Mansion, Big Chico Creek, and the vicinity of Esplanade and the Lindo Channel. On November 21, 2019, the tribe E-mailed a consultation letter stating that the project is located in a highly sensitive area based on recordings and Tribal Knowledge. The tribe requested a Mechoopda Indian monitor be present during all earth moving and grading activities. Consistent with the MOU between the City and the Mechoopda, the City agreed to provide the tribe with the opportunity to monitor, without compensation, at their discretion. Consultation is ongoing with the Mechoopda Tribe. No responses were received from either the Berry Creek Rancheria of Maidu Indians or the Tsi Akim Maidu. The two tribes did not respond to the initial letters, the two follow-up phone calls, or follow-up E-mails. Detailed accounts of Native American consultation efforts to-date can be found in Appendix C.

## Historical Society Consultation

In addition to research and information gathered from the NEIC records search, and other research material ICF, on behalf of the City of Chico, sent letters to local historical societies on September 17, 2019 describing the project and requesting information on any potential cultural resources in the APE. The letters were sent to the Association for Northern California Records and Research, the Bidwell Mansion State Historic Park, Butte County Historical Society, Chico Heritage Association, Chico Museum, the Museum of Northern California Art and the Valene L. Smith Museum of Anthropology at CSU Chico. The Chico Heritage Association offered to open their archival collections to additional research but otherwise had no comments or questions regarding the project. As of submission of this report, no additional responses have been received from the letters. Amy Huberland, assistant coordinator of the California Historical Resources Information System Northeast Center, included a copy of a comment letter she wrote in 2016 when she transmitted the records search results for this project in January 2019. Ms. Huberland originally sent the letter to the City of Chico on April 16, 2016. The letter provides background information on the Esplanade, its presumed historical significance to the development and residents of Chico and her recommendation that the City conduct a historic resource evaluation of the corridor. The City followed up with Ms. Huberland in 2016 and again in 2019 to discuss her comments and explain the environmental process that would take place. Copies of the letters are included in Appendix C.

## Background

This section describes the natural environment and cultural settings for the APE to provide a basis against which resources were evaluated for potential inclusion in the NRHP. The description of the environment of the region—including its physiographic setting, geology and soils, and climate—provides a background on the APE, addresses the nature of environmental change, and discusses the effects of landscape evolution on the formation and preservation of the archaeological record. The prehistoric context describes the prehistoric archaeology of the Sacramento area and the APE. The ethnohistoric context describes the lifeways, settlement, and subsistence of prehistoric- and contact-period Native Americans who inhabited the APE. The historic context provides the background for the region, early history, and history specific to the APE.

## Environment

### Regional Physiographic Setting

The project is located in the northern portion of the Sacramento Valley in the California Central Valley (Central Valley), which is a nearly flat alluvial plain that lies between the Sierra Nevada to the east and the Coast Ranges to the west. Its south end is defined by the Tehachapi Mountains north of Los Angeles, and its north end is defined by the Klamath Mountains. Subdivided into the Sacramento Valley to the north and the San Joaquin Valley to the south, the Central Valley has an average width of about 50 miles and is about 400 miles long overall (Bartow 1991:1).

The Sacramento River is the main drainage of the northern Sacramento Valley, flowing generally south from the Klamath Mountains, to its discharge point into the Suisun Bay in the San Francisco Bay area. In the Chico area, the Sacramento River has been confined by human-made levees since the mid-nineteenth century.

### Geology and Soils

The surface and subsurface distributions of loam deposits are a function of the several creek drainages (Big [and Little] Chico Creeks, Comanche Creek, and Butte Creek) on the landscape and present-day geomorphic processes adjacent to the creek channels (i.e., flooding and deposition). Specifically, the area in which the APE is located is classified as Quaternary fan deposits (Burnett and Jennings 1962) associated with the Late Holocene.

Soil map units of the APE, as described by the U.S. Department of Agriculture Natural Resources Conservation Service Web Soil Survey (USDA 2019), are presented in Table 2. The characteristics of these soils can be summarized as sandy loams and coarse sands. Much of the area, however, is developed and has been disturbed by road and sidewalk construction and various other development and landscaping. Because most of the APE has been developed with little surface exposure, it is unknown if intact soils described below remain in the APE and how deep they may be below the current ground surface.

**Table 2. Soils in the APE**

Soil Series Name	Map Unit Symbol	Depth (inches)	USDA Texture
Almendra loam	418	0–52	Loam
		52–86	Fine sandy loam
Vina fine sandy loam, sandy substratum	425	0–11	Fine sandy loam
		11–50	Sandy loam
		50–54	Loamy coarse sand
		54–80	Coarse sand

Source: USDA 2019.

## Archaeological Setting

### Prehistoric Context

As a result of continuing research and interpretation, the archaeological record of the Central Valley has been approached in two fundamentally different ways; the first is chronological, and the second involves the elucidation of contemporaneous cultural patterns. The discussion below is a succinct description of both approaches to Central Valley prehistory, beginning with the nascent, salvage-oriented archaeology of the late nineteenth century, followed by the development of cultural historical frameworks for the Central Valley under the aegis of Sacramento Junior College and the University of California. The discussion moves from this chronologically oriented approach to the functional and systems approaches favored in California archaeology from the 1960s through the present. Early explanations for cultural change usually were linked to the movements of people. In 1939, a synthesis of this research was published and later expanded into the Central California Taxonomic System (CCTS) (Lillard et al. 1939). Later refined by Heizer (1949) and Beardsley (1948, 1954a, 1954b), the CCTS was characterized by specific artifact types, mortuary practices, and other cultural features.

Subsequent archaeological research was aimed at refining the CCTS and incorporating the study of paleoenvironmental change, settlement patterns, population movement, subsistence strategies, and development of exchange networks. These studies led to the development of a second approach. As absolute dates became available for sites with early, middle, and late assemblages, it was discovered that sites with different assemblages were contemporaneous. This discovery, along with a change in archaeological paradigms to a more economic and functional orientation in the 1960s, led to a reorganization of the CCTS. This new scheme used the same archaeological manifestations to differentiate sites as did the CCTS but ordered sites into functional groups rather than temporal ones, which led to the establishment of different cultural models for many localities of central California. This approach was advanced by Fredrickson (1973), who used the term *pattern* to describe an “adaptive mode extending across one or more regions, characterized by particular technological skills and devices, and particular economic modes.” These patterns, while generally corresponding to the Early, Middle, and Late horizons within the Central Valley, were conceptually different and free of spatial and temporal constraints. By changing the paradigm from a cultural/historical orientation to a more processual/adaptive one and introducing the concept of pattern, Fredrickson addressed problems with the chronological and regional sequences that had been nagging archaeologists for several decades.

The taxonomic framework of the Sacramento Valley is described in the following sections in terms of archaeological patterns, following Fredrickson’s (1973) system. Following the discussion of the patterns, brief summary is provided of four local complexes representative of the archaeology of the Augustine Pattern that were identified as a result of excavations at Lake Oroville.

### Terminal Pleistocene and Early Holocene: 13,500–7000 BP

At the end of the Pleistocene (roughly the beginning of the Paleoindian Period), circa 13,500 to 10,500 BP, parts of the Sierra Nevada adjacent to the Central Valley were covered with large glaciers (West et al. 2007:27), and the valley provided a major transportation route for animals and people. This transportation corridor, perhaps rivaled only by maritime coastal travel (Erlandson et al. 2007), was undoubtedly used heavily by early Californians. Evidence for human occupation during this period, however, is scarce, the hypothesized result of being buried by deep alluvial sediments

that accumulated rapidly during the late Holocene (Westwood 2005:17). Although rare, archaeological remains of this early period were reported in and around the Central Valley. Johnson (1967:283–284) presents evidence for some use of the Mokelumne River area, under what is now Camanche Reservoir, during the late Pleistocene. Archaeologists working at Camanche Reservoir found a number of lithic cores and a flake that are associated with Pleistocene gravels. These archaeological remains were grouped into what is called the Farmington Complex, which is characterized by core tools and large, reworked percussion flakes (Rosenthal et al. 2007:151).

### **Middle to Late Holocene: 7000–1200 BP**

During the Lower Archaic Period, beginning approximately 6000 BP, a shift to a more specialized subsistence strategy began to take place. The more specialized strategy focused on ways of increasing the amount of food that could be produced from smaller portions of land. This change can be at least partially explained by the increasing numbers of people living in the Central Valley. An increased population is indicated by a much more abundant archaeological record and by dietary stress, as indicated by dental pathologies (Moratto 1984:203–204). As the population slowly increased, it became more difficult for people to obtain seasonally available resources across large areas of land. The beginnings of this intensification can be seen in the Middle-Archaic Windmill Pattern (4500–2800 BP) and is based on the assemblage at the Windmill site (CA-SAC-107). Windmill Pattern origins are believed to be linked to the arrival of Utian peoples from outside California who were adapted to riverine and wetland environments. Settlement strategies during the Windmill period reflect seasonal adaptations; habitation sites in the valley were occupied during winter, but populations moved into the foothills during summer (Moratto 1984).

Material culture from the Windmill Pattern include mortars and millstones, quartz crystals, charmstones, projectile points, shell beads and ornaments, and bone tools. New elements include steatite beads, tubes and ear ornaments, slate pendants, and burial of the dead in flexed positions with variable orientation or cremations accompanied by fewer grave goods. During this period, flexed burials are found alongside extended burials at CA-COL-247, contrary to the pattern elsewhere in the valley, which saw near exclusive use of flexed burials for interment of the deceased (Moratto 1984; Rosenthal et al. 2007:155; White 2003:175). The use of grave goods generally declined (Moratto 1984), and trade continued to be important (Beardsley 1948; Fredrickson 1973; Heizer and Fenenga 1939; Lillard et al. 1939; Moratto 1984).

### **Late Horizon: 1200 BP to Historic Period**

The predominant generalized subsistence pattern during this period is called the Augustine Pattern (1200 BP) and shows a high degree of technological specialization (Fredrickson 1973). Development of the Augustine Pattern was apparently stimulated by the southward expansion of Wintuan populations into the Sacramento Valley (Moratto 1984). The Augustine Pattern reflects a change in subsistence and land use patterns to those of the ethnographically known people of the historic era. This pattern exhibits a great elaboration of ceremonial and social organization, including the development of social stratification. Exchange became well developed, and an even more intensive emphasis was placed on the use of the acorn, as evidenced by the presence of shaped mortars and pestles and numerous hopper mortars in the archaeological record.

Other notable elements of the artifact assemblage associated with the Augustine Pattern include flanged tubular smoking pipes, harpoons, clam shell disc beads, bone awls for basketry, bone whistles, stone pipes, and an especially elaborate baked clay industry, which includes figurines and

pottery vessels (Cosumnes Brownware). The presence of small projectile point types, referred to as the Gunther Barbed series, suggests the use of bow and arrow. Other traits associated with the Augustine Pattern include the introduction of preinterment burning of offerings in a grave pit during a mortuary ritual, increased village sedentism, maintenance of extensive exchange networks, population growth, and an incipient monetary economy in which beads were used as a standard of exchange. Burials were flexed with variable orientation and generally lacked grave goods (Beardsley 1948; Fredrickson 1973; Moratto 1984; Ragir 1972).

### Lake Oroville Complexes

Moratto (1984) summarizes the archaeological work done at Lake Oroville by Jewell in 1964, Olsen and Riddell in 1963, and Ritter in 1968. These studies resulted in the identification of four Lake Oroville complexes: Mesilla, Bidwell, Sweetwater, and Oroville.

The Mesilla Complex (1000 BCE to 1 CE) may exemplify “...a local western foothills manifestation of the Martis occupation of the Northern Sierra” (Dreyer and Kowta 1986). Associated with sporadic occupation and the use of the atlatl and dart points made of basalt, slate, and cryptocrystalline silicates, the Mesilla Complex is characterized by the use of bowl mortars, milling slabs, *Haliotis* and *Olivella* shell beads, and limited charmstones and bone pins, suggesting contact with Sacramento Valley peoples.

The Bidwell Complex (1 to 800 CE) may represent a transition to more permanent villages from which smaller groups ventured to hunt, fish, and gather acorns, seeds, and freshwater mussels. The Bidwell Complex is characterized by steatite vessels, net sinkers, and large basalt drills. The use of the bow and arrow appears to arise during this period.

The Sweetwater Complex (800 to 1600 CE) represents a phase of population growth, increased use of acorn, and an increased emphasis on luxury items. The number, variety, and embellishment of material goods also increase during the Sweetwater Complex. These include bone artifacts (pins, fish gorges, awls), shell artifacts (abalone ornaments, freshwater clam spoons, and *Olivella* beads), and goods manufactured from steatite (tubular pipes, cups, platters, and bowls) (Dreyer and Kowta 1986).

Trends from the Sweetwater Complex continue in the Oroville Complex (1600 to 1833 CE). Incised bones, tubes, gorge hooks, gaming bones, and clamshell disc beads are some of the distinctive artifacts of the Oroville Complex.

## Ethnography

Ethnographically, the Konkow Maidu occupied the areas surrounding Chico and Oroville, along the Sacramento and Feather Rivers as well as a portion of the Sacramento Valley (Riddell 1978). From the Sacramento Valley, the Konkow territory extended northeast into the Feather River Canyon along areas surrounding the North Fork of the Feather River. Konkow is one of three languages composing the Maiduan language family of the Penutian linguistic stock. Several dialects of Konkow were spoken from the lower extent of the Feather River Canyon to the surrounding hills and in the adjacent parts of the Sacramento Valley (Shipley 1978).

The Konkow lived in communities of three to five villages, in round semisubterranean houses covered with earth. It is estimated that a typical village consisted of approximately 35 people during ethnographic times. Villages were made up of smaller groups. Family units usually were made up of

two to five people. A major village with a large assembly and subterranean ceremonial lodge served as the central ceremonial and political focus for affiliated villages in the vicinity. The political leader (chief) lived in the ceremonial lodge. The chief's primary roles were advisor and spokesman. The individual villages were self-sufficient, not under the control of a headman (Riddell 1978).

In winter, the Konkow settled in widely dispersed patterns along river canyons, usually on ridges high above rivers and generally on small flats on the crest of the ridge, or halfway down the canyon side. A village-community owned and defended a known territory, which served as a communal hunting and fishing ground. Some villages were located strategically atop isolated knolls in consideration of attack and defense. The Konkow followed an annual gathering cycle that made it necessary for them to leave their winter settlements on the river ridges. In the summer, they traveled into the mountains to hunt. In the spring, they ventured into the valley areas to collect grass seeds (Riddell 1978).

The Konkow economy was a mixture of hunting, fishing, and gathering. They managed their food resources skillfully, which made it possible for them to have a surplus during the non-harvest times. During harvest times, families gathered greens, tubers and roots, seeds, nuts, and berries. Although wild rye was common in their diet, and pine nuts were highly valued, the most important of the harvested foods were acorns, from black oak in particular. The Konkow managed their environment with a method of burning, which enhanced favorable ecozones. The Feather River provided a wealth of fish resources, mainly in the seasonal salmon runs. Lamprey eel also were abundant and favored by the Konkow in ethnographic times. Hunting was also an important source of food for the Konkow. Deer were the main game animal, but others included elk, rabbits, squirrels, and birds such as quail, pigeons, and ducks (Riddell 1978).

Because the Konkow had no complex political organization, the shaman was an important figure in their society. With his mysterious powers and spiritual communication, he provided a sense of unity in the village community. He functioned in ceremonies and festivals and served as a medical doctor. The office of shaman was an inherited one, falling to a son after the shaman's death (Riddell 1978).

The Konkow held an annual mourning ceremony, the Keruk, for the recently deceased, which reenacted the death of the creator, Kukumat. For this ceremony a male and female effigy were created, clothed, and burned. Other things such as food, money, and blankets were given to the god by burning. The Maidu participated in the Kuksu cult, also practiced by the Patwin, Pomo, northern Costanoans, and the Coast and Sierra Miwok. Kuksu, "the South God," renews the world each year. The ritual was celebrated in round dance houses by dancers with elaborate costumes, including large feather headdresses (Riddell 1978).

Konkow life was little affected by European contact until the gold rush in 1849, which was particularly devastating for them. The abundant gold in the Feather River and surrounding foothills lured hordes of miners to the area. The miners brought diseases that were deadly to the native peoples, decimating the population. These miners also destroyed the landscape with their mining techniques and violently drove the surviving Konkow from their lands. When the mining craze was over, the miners settled in the area and turned large tracts of land into agricultural fields.

Because the miners wanted their land, the Konkow were driven off their traditional lands twice. In 1853 they, along with other Native American groups, were rounded up and sent to the Nome Lackee reservation in Tehama County. This was not a successful reservation, and most of the families returned to their original lands. In 1863 the Konkow again were rounded up by the militia and driven in what is now remembered as the Death March across the Coast Range to the Round Valley

Reservation in northern Mendocino County. Many of these families remain in Round Valley today. Around the turn of the twentieth century, several small Rancherias were created, finally establishing a legal land base for them and formalizing their tribal status with the Federal government. Today the Konkow are very active in cultural preservation in and around the Palermo/Feather River area (California Department of Water Resources 2004).

## Historical Overview

### Rancho Chico Land Grant

A large tract “east of the Sacramento River at its confluence with Chico Creek,” California Governor Manuel Micheltorena granted the roughly 22,000-acre Rancho Arroyo Chico, or “Little Stream Ranch,” to William Dickey in 1844. Dickey formed various business partnerships alongside George McKinstry and John Bidwell, each gaining experience and connections through employment with John Sutter in and around the Sacramento Valley. Wishing to return to the East Coast, Dickey eventually sold interest in his land grant to George W. McKinstry Jr. in 1849. In the same year McKinstry sold one-half interest to John Bidwell and in 1850 sold the other half-interest to Justus McKinstry, a relative, who in turn sold this half-interest to Bidwell in 1851 (Beckham 2006:5-6; Hunt 1942:247-249).

### John Bidwell

Born in New York in 1819, John Bidwell served as a primary member of the first emigrant party to cross the desert west to California in 1841. John Sutter, founder of Sutter’s Fort in Sacramento, employed Bidwell as his business manager for Sutter’s Hock farm. Developing his business experience in California, Bidwell spent almost a year in Bodega Bay overseeing disassembly of Sutter’s recently purchased Fort Ross for use as recycled materials at Sutter’s Fort. In 1843, as he and Peter Lassen pursued thieves who had taken his horses while on errands for Sutter, Bidwell passed through the region surrounding Big Chico Creek and Rancho Chico, catching his first glimpse of what he described as “one of the loveliest places” in the region.

Bidwell purchased a part-interest in Rancho Farwell in 1846 and secured the lands south of Chico Creek by 1847. Due in part to his rising status as a landowning resident of Alta California, Bidwell served in the California Battalion under John C. Fremont in the United States’ war with Mexico over control of Alta California and other Mexican interests. He stayed on until May 1847, after which he began developing his fortunes in gold mining. Under the influence of Sutter, Bidwell learned the value in indigenous labor, which could be had for lower cost and greater autonomy than other labor populations (White 2015:vii, 16, 20-21; Beckham 2006:6).

Utilizing indigenous labor and influenced by James Marshall’s gold discovery around Coloma, Bidwell began scouting streams around his newly acquired rancho, eventually developing gold mining sites along “Bidwell Bar” on the Feather River. From these ventures came Bidwell’s fortune and the means to secure his entire landholdings. By 1851 Bidwell acquired the final acreage making up Rancho Arroyo Chico, where he went on to establish his agricultural and commercial interests in anticipation of emigrant and immigrant booms following discovery of gold at Sutter’s Mill (White 2015:21). Bidwell’s interests, however, took several years to secure, due in part to the unstable legalities surrounding recognition of the Mexican land grants following California’s path to statehood. Bidwell finally secured recognition of ownership for his 22,214-acre rancho in March 1859, as recorded in a deed held at Butte County, California (Beckham 2006:6).

From 1847 Bidwell oversaw an experimental orchard at Rancho Chico, with over 400 varieties of fruits on roughly 1,800 acres. He also operated a vineyard in the mid-1860s, despite his pro-prohibition stance on alcohol. Once he married Annie E. Kennedy, the vineyard was removed, and no wine grapes ever were planted on his land again. His farming operations included founding one of the first raisin operations in the area as well as the manufacturing of olive oil (Kyle et al. 2002: 37).

By 1857 Bidwell cultivated some 350 acres, including a “diverse array of tree and row crops”. By 1860 Bidwell’s household included twenty-eight Euro-American males employed to operate his estate, which ignores in its account the dozens of indigenous laborers upon whose labor Bidwell’s agricultural interests relied (White 2015:16).

## City of Chico

Founded in 1860 by John Bidwell and incorporated as a city in 1872, Chico came to prominence as an important economic hub for settlers seeking gold after its regional discovery by Bidwell and his business partners along the Feather River in 1848. When Bidwell laid out the town, he started off by donating land to churches and schools, most notably, setting aside a plot of land for what would become California State University, Chico. Chico also became an important agricultural and commercial center, particularly under Bidwell’s agricultural interests, and expanded to include almonds and peaches as well as wheat, flour and lumber (City of Chico 2030 General Plan 2017:11-1). One of the most prominent attractions to Chico is Bidwell Park. Bidwell Park was first established in 1905 with 1,900 acres of land along Big Chico Creek that was donated by Annie Bidwell. Six years later, an additional 301 acres were donated as part of the park. To this day, Bidwell Park is the second largest park in the state (Kyle 2002: 38). The grid-pattern of the City of Chico, skewed slightly northwest/southeast in aerial images, grew from this original orientation of the Sacramento Northern Railroad lines (which paralleled the Esplanade) and the Esplanade itself (Nationwide Environmental Title Research, 1941; Huberland 2016:1-2). Naming conventions for streets branching off the route highlight this point as the East and West directions originate at the Esplanade.

## The Esplanade

Prior to Chico’s founding, the Esplanade was known as “Shasta Road” and served as the main north-south wagon route between Marysville and Shasta as early as the 1850s, shuttling gold seekers to and from Shasta, Butte and Trinity counties (Booth et al 2005:72). Officially established as a “tree-lined route” in 1870 by John Bidwell, the founder of Chico, the City paved gravel portions of the road in 1915 using concrete pavement 15-ft in width (Huberland 2016:1-2; Mulcahy 1948:13). The Esplanade’s main two-lane thoroughfare grew during what historian Gerald D. Nash referred to as the “agricultural economy (1870-1900),” and accommodated daily travel (which at the time included wagons, horse teams, and cattle drives) whereas the frontage streets served “leisurely travel” by walkers, bicycles, and horseback riders (Caltrans 2016:59). As residential properties grew on parcels along the Esplanade into the early 20th century, these frontage routes operated as one-way accessways to and from the Esplanade (Mulcahy 1948:13).

## Sacramento Northern Railroad

The Sacramento Northern Railroad (SN), reorganized from the Northern Electric Railway in June 1918, connected Sacramento to Chico with peak service in 1939 including the communities of Chico, Oroville, Marysville, Walnut Creek, Oakland and San Francisco, including several branch lines

(Trimble 2005:9). The SN operated tracks parallel to the Esplanade, now renovated to green space and curbed dividers. The SN's intercity trains ran until 1941, with local service in Chico until the 1960s (Huberland 2016:1-2; Trimble 2005:9).

The SN along the Esplanade was an example of local and interurban electric rail service, which offered rapid transport service and lower-cost commuter fares, bringing more economic opportunities to more people. Streetcars ran along the rails parallel to the Esplanade by 1905. Such success for its customers, however, ultimately influenced the declining use of commuter rail, slowly replaced with automobile use in the early 20th century (Trimble 2005:7, 29). Removal of the rail lines along the Esplanade dates to the 1970s, with the area east of the thoroughfare now including trees, some ground cover, and soil (Nationwide Environmental Title Research 1947, 1969; Speer 2007).

## California State University, Chico

Bidwell originally donated about eight acres of his cherry orchard to establish the State Normal School for Chico in 1887. The campus opened in 1889 and the first class of teachers graduated in June 1891. The Chico State Teachers' College, now California State University, Chico, was established in 1887 out of the original State Normal School (California State University Chico 2019). The State Normal College Chico morphed into the State Teachers College in 1921. Shortly after, the administration expanded its offerings to include junior college coursework and an official certificate for graduating students. The school began awarding baccalaureate degrees in 1924.

When the California legislature converted the various California teachers' colleges to state colleges after 1935, Chico State Teachers College changed its name to Chico State College. The college's first bachelor of science and master's degrees were awarded between 1935 and 1971.

After 1972 Chico State College became a member of the California State University System and rebranded as California State University, Chico. The core campus occupies 119 acres with roughly 800 acres of farmland, 240 acres of range land, and 2,330 acres of ecological reserves (California State University Chico 2019). The southeast portion of the campus, which includes the Gateway Science Museum, is located adjacent to the southern end of the project.

## Present Day Chico

Butte County's General Plan 2030 Land Use Element established a cultural-geographic feature called the "Greenline," which monitors and governs urban development along certain corridors neighboring Chico to "conserve and protect for agricultural use the lands in the Chico area that are situated on the Agricultural Side of the Chico Area Greenline" (Butte County California 2012:4-49). As a result, Chico maintains a "special sense of small town living" even as it developed to act as a "vibrant regional center for business, recreation and cultural activities." Chico supports a core population of some 92,464 people (as of 2016) with a wider urban population of 224,601 with key business industries of Food & Beverage, Agriculture, Consumer Products and Manufacturing (Constantin 2019).

## Archaeological Buried Site Potential

ICF performed additional research to define the sensitivity of the APE for buried archaeological sites and surface archaeological sites. The methods and sources for the analysis included the NEIC record

search results, additional research on the APE and vicinity, current study field survey results, and geoarchaeological assessments of Caltrans District 3 (Meyer and Rosenthal 2008). This section examines the archaeological sensitivity based on the horizontal limits of the APE, despite proposed project activities including only minimal ground disturbance in much of the APE. Sensitivity in the context of the proposed project is discussed following the discussion below, under *Project-Specific Archaeological Sensitivity*.

Prehistoric artifacts have been documented near the APE through excavations taken place at the BMSHP; however, the relatively low number of prehistoric cultural resources documented in the project vicinity reflects the dearth of studies prior to intense urban development of the area, rather than a low density of resources.

In the absence of site-specific studies, landform development and age of deposits provides a proxy indicator of prehistoric site sensitivity. According to the geoarchaeological assessment of the area and previous geologic maps, the underlying geology of the APE consists of Quaternary stream channel deposits dating to the late Holocene (Burnett and Jennings 1962; Meyer and Rosenthal 2008:7). The soil types identified in the APE (Table 3), were found to correspond to the information provided by Meyer and Rosenthal's analysis and the geologic maps from 1965.

**Table 3. APE Soil Types, Ages, and Archaeological Sensitivity**

Soil Type	Sampled Age	Specific Age/Archaeological Sensitivity
Almendra loam	Late Holocene	4,000–170 BP/high
Vina fine sandy loam	Late Holocene	4,000–170 BP/high

Source: Soil types identified by USDA (2019; landform sensitivity described by Meyer and Rosenthal (2008).

Based on the geoarchaeological assessment of land within the APE (Meyer and Rosenthal 2008) the Holocene soils have increased sensitivity for buried prehistoric sites with little or no surface manifestation—these sites also could contain human remains. Any prehistoric archaeological sites that have not been identified in the APE and vicinity may have both significance and integrity and, therefore, may qualify as historic properties under the NHPA. However, intensive ground disturbance through development of road and sidewalk construction as well as buried utilities, has occurred throughout the APE; therefore, the potential for intact prehistoric resources in those disturbed areas of the APE may be low.

The APE has a low potential for containing buried intact historic resources. The APE (Esplanade) has remained a transportation thoroughfare dating back to the early 1850s as a wagon road between Marysville and Shasta. When the City of Chico was established in the late 1800s and as the population of Chico grew in the early 1900s, Esplanade remained in the place it is today with upgrades and modifications throughout the years. Due to the continuing function of the APE as a thoroughfare, the likelihood of finding intact buried historical deposits is low. The areas surrounding the APE consisting of urban development including the businesses and residences that have been destroyed and rebuilt through the years would likely have a higher sensitivity of containing buried historical deposits associated with those previous structures or activities adjacent to Esplanade. The same urban development that may have disturbed or destroyed any unidentified archaeological resources (particularly prehistoric), if present, may, in itself, have resulted in the creation of new historic-period archaeological sites that have been buried.

## Project-Specific Archaeological Sensitivity

The degree of ground disturbance that would occur for the road improvements is minimal as most of the project consists of shallow grading (2–3 inches) in areas that have been previously disturbed. Most of the ground disturbance which is part of this project would be associated with the bike lane, roundabout construction, and utility work. According to the project description, most depths of disturbance would be 2 to 3 inches below surface along existing roads, sidewalks, and landscaped areas. A proposed roundabout will require excavation depths extending up to 4 feet below the present surface. These areas are unlikely to contain intact sediments or archaeological resources. Due to the overall low depth of disturbance in soils previously disturbed, the archaeological sensitivity for both prehistoric and historic-period resources is low for the APE.

## Field Methods

On August 8, 2019, ICF archaeologist Stephen Pappas conducted an archaeological survey of the APE. Due to the varied environments in the APE (developed roads, residential neighborhoods, and businesses) the survey was conducted using both complete pedestrian survey at 10-meter intervals and cursory survey strategies by driving all roads in the APE. Survey coverage is presented in Appendix A, indicating areas within the APE that were surveyed at 10-meter intervals (exposed surfaces) with the remaining portions of the APE spot-checked during the drive-by. Areas that were spot-checked consisted of all areas in the APE that were either paved, built-over, or modern landscaped areas with no surface visibility.

Prior to the pedestrian survey, all roads within the APE (Esplanade, Memorial Way, Oleander Avenue, and East 10th Avenue) were driven to identify areas of exposed ground surface. Following the spot-check of all areas in the APE, the intensive pedestrian survey was conducted along the areas of exposed soil to identify archaeological deposits and surface-exposed features on the ground surface.

The first area subject to the pedestrian survey was the entire length of the eastern median (old railway between Esplanade and the eastern frontage road) for a total of 1.17 miles with breaks between intersections. The eastern median was approximately 25 feet wide with an overstory of mature trees planted approximately 40 feet apart and an understory of shrubs in line with the trees. Other than the shrubs and trees, the ground surface was almost fully exposed (80–90 percent surface visibility; Photo 1). Most of the surface appeared to have been disturbed with leveled dirt, small river cobbles, and fractured road base rock which appeared to have been possibly imported for use in construction of the previous rail line.



**Photo 1. View of Esplanade eastern median at 11th Avenue, view southeast.**

In addition to the eastern median along Esplanade, a few portions of the central median between the blocks of 2nd Avenue and West Sacramento Avenue and the area in front of the Gateway Science Museum at Esplanade and Memorial Way were surveyed as they contained areas of exposed dirt or light landscaping (Photo 2).



**Photo 2. Exposed soil in front of Gateway Science Museum, view southeast.**

Additional areas intensively surveyed consisted of a grass landscape at the intersection of Memorial Way and Oleander Avenue (where an easement/right-of-way is anticipated for a proposed roundabout) and the entire length of Oleander Avenue. The entire length of Oleander Avenue was walked and all areas in the APE with exposed soil were inspected, including areas in front of Chico Junior High School, areas between the sidewalk and the road, and portions of residential yards without sidewalks (Photo 3).



Photo 3. Exposed soil along Oleander Avenue and 7<sup>th</sup> Avenue, view northwest.

## Study Findings and Conclusions

### Archaeological Resources in the APE

During the field survey, no archaeological sites were observed in any of the areas that were subject to the intensive pedestrian survey. As mentioned above in the *Previously Recorded Cultural Resources* section, a narrow portion of the Bidwell Mansion State Historical Park property (CA-BUT-3820/H; P-04-3820) is located adjacent to the APE. During the survey, the area of the park adjacent to the APE and exposed surfaces within the APE were inspected for any cultural material that may be associated with prehistoric occupation or activities associated with the Bidwell Mansion. As a result of the survey, no artifacts or any other archaeological evidence was identified within the APE. The areas adjacent to the park within the APE consisted of pavement, sidewalks and a strip of a landscaped portion along the west side of Esplanade near the Visitor's Center and entrance to the park and the Gateway Science Museum (See Photo 2). Although no archaeological sites were identified during the survey; two isolated artifacts consisting of a ceramic fragment and a railroad spike were found in the eastern median of Esplanade 0.28 mile apart from each other.

## ESP-ISO-001

This historic-period isolate consists of a ceramic fragment located in the eastern median of Esplanade between 3rd and 4th Avenues. The fragment measures 1.25 inches by 1.5 inches, is approximately 0.2 to 0.25 inches thick and is irregularly shaped (Photo 4). The fragment has a small portion of the handle and it appears to be a white improved earthenware fragment that has been heavily burned with heat fractures. Due to the irregularities in the design, the fact that it showed signs of extreme heat/burning, and its location in the previous rail line indicate that the artifact is most likely historical in age.



Photo 4. ESP-ISO-001 ceramic fragment.

## ESP-ISO-002

This historic-period isolate consists of a heavily rusted railroad track spike located in the eastern median of Esplanade between East Sacramento and East Washington Avenues, 0.28 mile south of ESP-ISO-001. The spike is slightly bent and measures approximately six inches long with a width of approximately 9/16". The spike was found in the exposed area of the eastern median and is most likely left from the previous tracks of the Sacramento Northern Rail that followed the alignment of Esplanade from 1918 to the mid-1970s.



**Photo 5. ESP-ISO-002 railroad spike.**

## Conclusions

As a result of the investigation, two isolated historic-period artifacts were identified in the APE: ESP-ISO-001, consisting of a ceramic fragment, and ESP-ISO-002, consisting of a railroad spike. Isolates are, by definition, not considered eligible for listing in the NRHP or the California Register of Historical Resources. In addition, ESP-ISO-001 and -002 are considered resources exempt from evaluation pursuant to Attachment 4 of the 2014 PA.

Most of the APE has experienced intense ground disturbance from historic-period and modern development activities, and the construction of roads, sidewalks, and landscaping activities. Analysis of the soils and geology of the APE (presence of Late Holocene loam deposits, which are known to have supported prehistoric habitation), as well as the presence of isolated surface artifacts suggests that the APE has potential for buried archaeological material. Despite this, given the anticipated depth of previous disturbance and fill, and the shallow depth of proposed project activities, the potential to encounter previously unrecorded prehistoric and historic-period resources is considered low.

If previously unidentified cultural materials are found during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

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## Preparer's Qualifications

### Stephen Pappas, MA, RPA

ICF Archaeologist Stephen Pappas is a Registered Professional Archaeologist (RPA) who meets the Secretary of the Interior's Standards for Archeology. Mr. Pappas has over 14 years of experience in environmental consulting and has conducted all phases of archaeological fieldwork throughout California, New Mexico, Nevada, Wyoming, and Arizona. Mr. Pappas holds a B.A. in Anthropology from California State University Chico (2001), and an M.A. in Archaeology and Heritage from the University of Leicester, U.K. (2016). His project deliverables have included plans and reports for survey and inventory, testing and evaluation, data recovery, and monitoring; Environmental Impact Statement and Environmental Assessment sections; Programmatic Agreements; and feasibility studies, among others. Mr. Pappas' projects have included compliance for the National Environmental Policy Act, Sections 106 and 110 of NHPA, Section 4(f) of the U.S. Department of Transportation Act, and Clean Water Act Sections 404 and 408, among others.

## Appendix A

# Maps

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Project Vicinity

Project Location

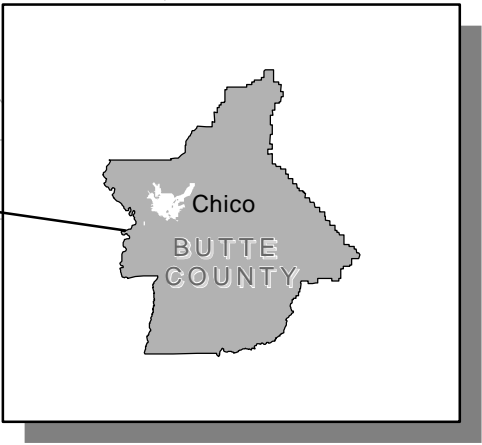
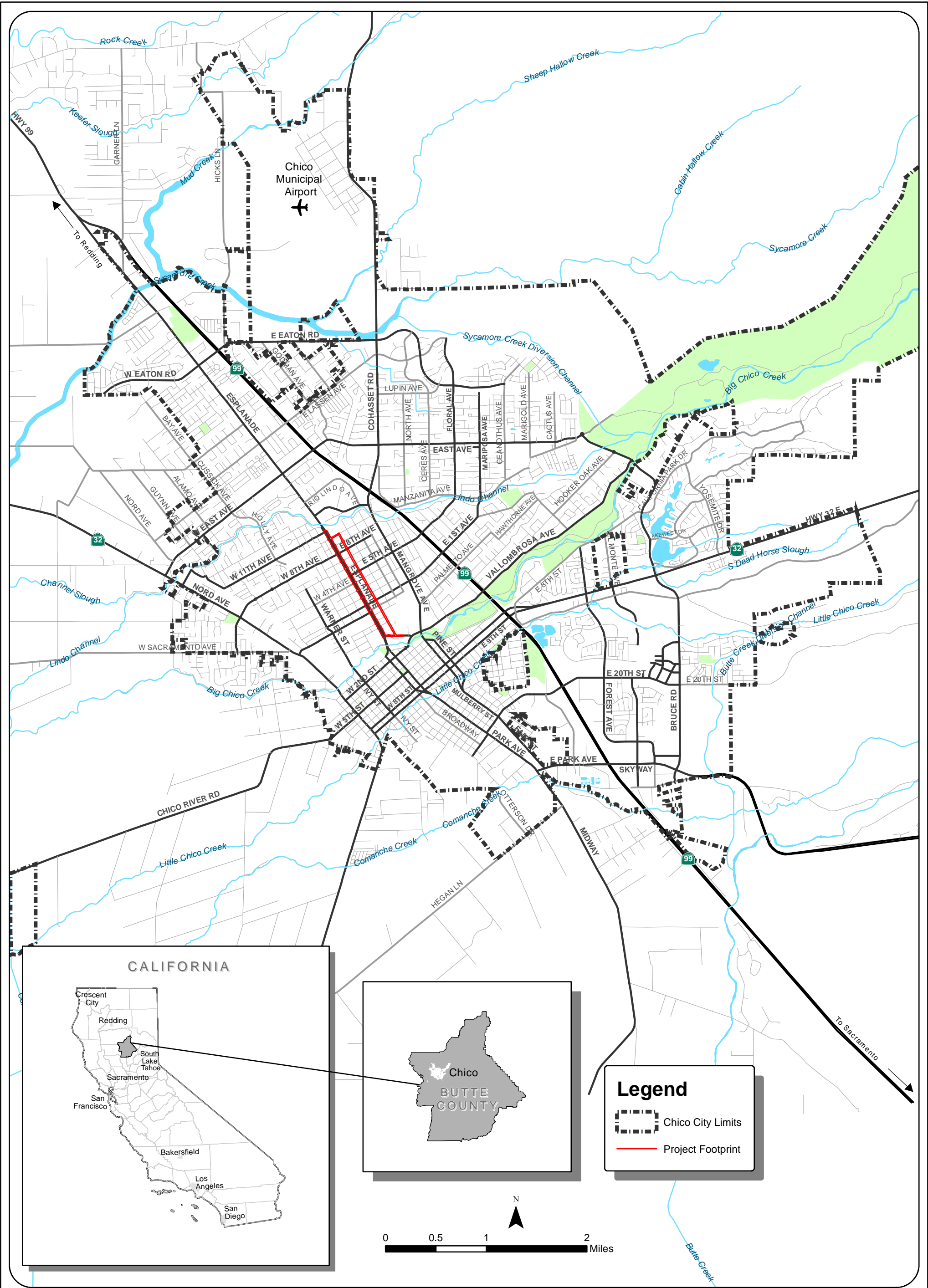
Project Aerial

Project Footprint Map

Area of Potential Effects Map

Archaeological Survey Coverage Map





**Legend**

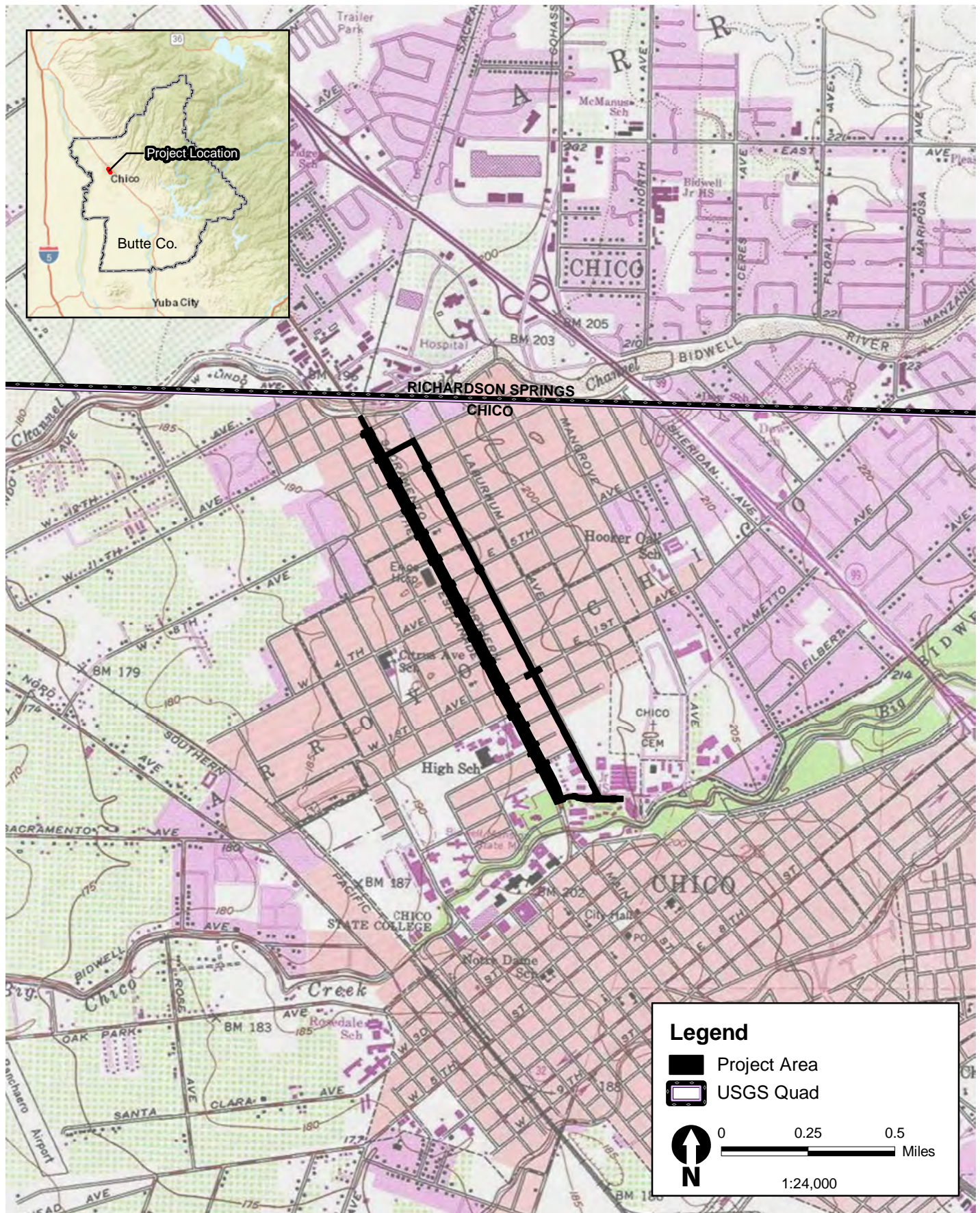
- Chico City Limits
- Project Footprint

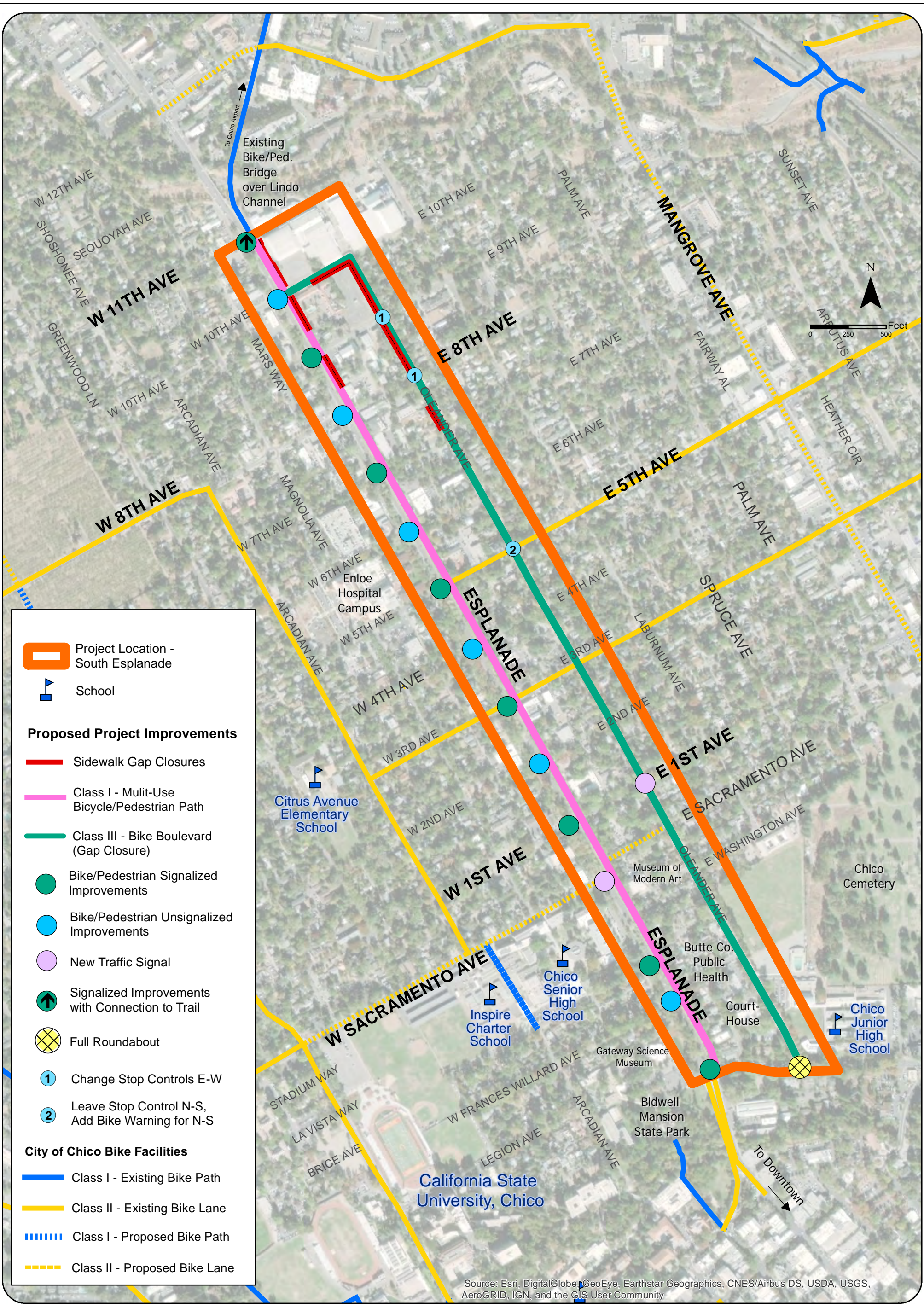


CITY OF CHICO  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION  
411 Main Street  
Chico, California 95926

ESPLANADE CORRIDOR SAFETY AND  
ACCESSIBILITY IMPROVEMENT PROJECT  
CIP NO. 50355

PROJECT VICINITY  
MAP  
J ERDAHL  
AUGUST 2019





Project Location - South Esplanade

School

**Proposed Project Improvements**

Sidewalk Gap Closures

Class I - Multit-Use Bicycle/Pedestrian Path

Class III - Bike Boulevard (Gap Closure)

Bike/Pedestrian Signalized Improvements

Bike/Pedestrian Unsignalized Improvements

New Traffic Signal

Signalized Improvements with Connection to Trail

Full Roundabout

Change Stop Controls E-W

Leave Stop Control N-S, Add Bike Warning for N-S

**City of Chico Bike Facilities**

Class I - Existing Bike Path

Class II - Existing Bike Lane

Class I - Proposed Bike Path

Class II - Proposed Bike Lane



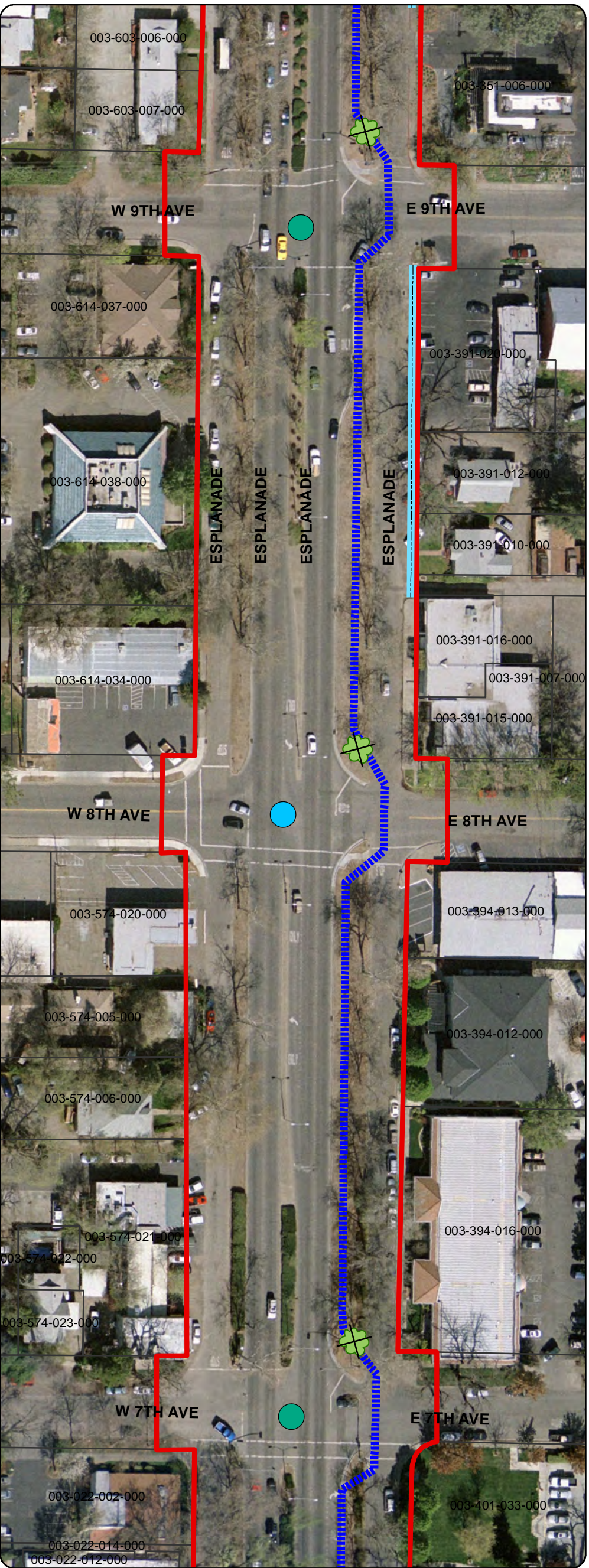
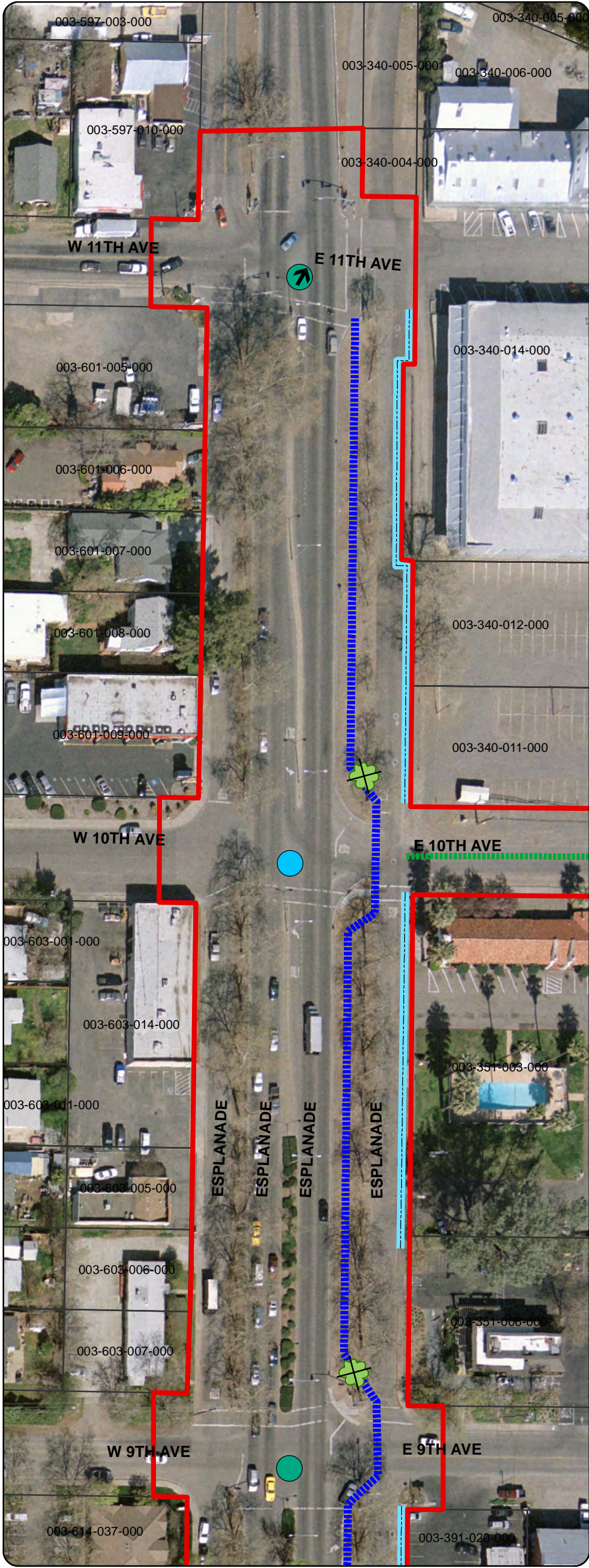
CITY OF CHICO  
PUBLIC WORKS  
DEPARTMENT  
411 Main Street  
Chico, California 95926


# ESPLANADE CORRIDOR SAFETY AND ACCESSIBILITY IMPROVEMENT PROJECT


CIP NO. 50355


**PROJECT AERIAL**


AUGUST 2019








 Project Footprint


 Assessor Parcel


 Class I Path


 Class III Route


 Signalized Improvements

 Unsignalized Improvements

 New Traffic Signal

 Signalized Improvements with Connection to Trail

 Full Roundabout


 Tree Removal

1

Change Stop Controls E-W


2

Leave Stop Control N-S, Add Bike Warning for N-S

 Sidewalk Gap Closures

02550100

Feet



CITY OF CHICO

PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION

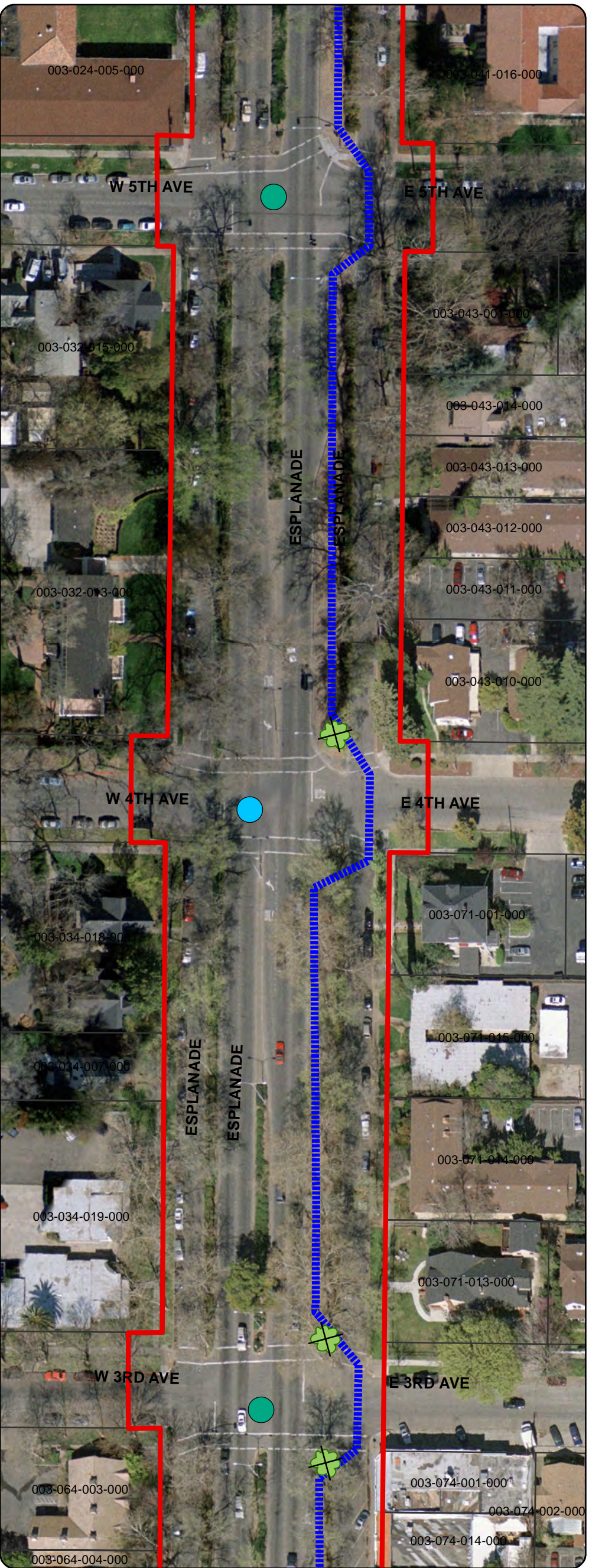
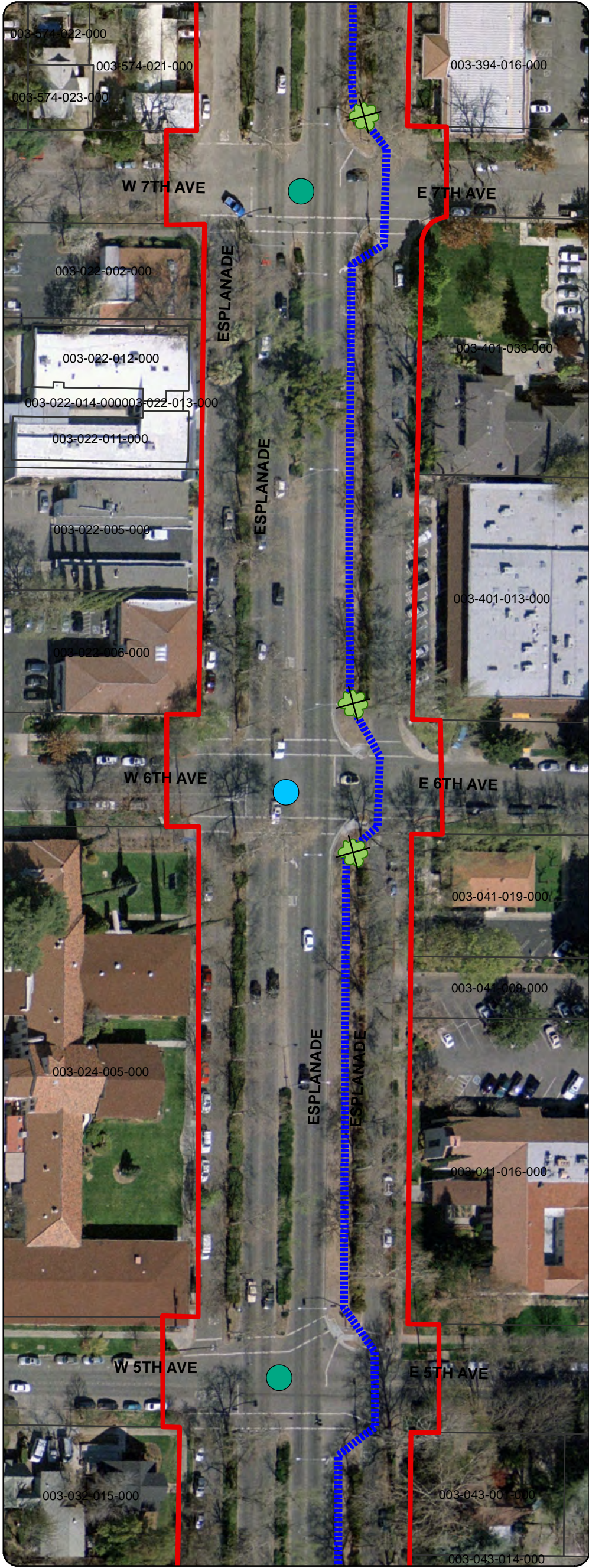
411 Main Street  
Chico, California 95926


ESPLANADE CORRIDOR SAFETY AND  
ACCESSIBILITY IMPROVEMENT PROJECT





CIP No. 50355




PROJECT FOOTPRINT  
MAP  
1




DECEMBER 2019  
J ERDAHL








-  Project Footprint
-  Assessor Parcel
-  Class I Path
-  Class III Route

-  Signalized Improvements
-  Unsignalized Improvements
-  New Traffic Signal

-  Signalized Improvements with Connection to Trail
-  Full Roundabout
-  Tree Removal

-  1 Change Stop Controls E-W
-  2 Leave Stop Control N-S, Add Bike Warning for N-S
-  Sidewalk Gap Closures

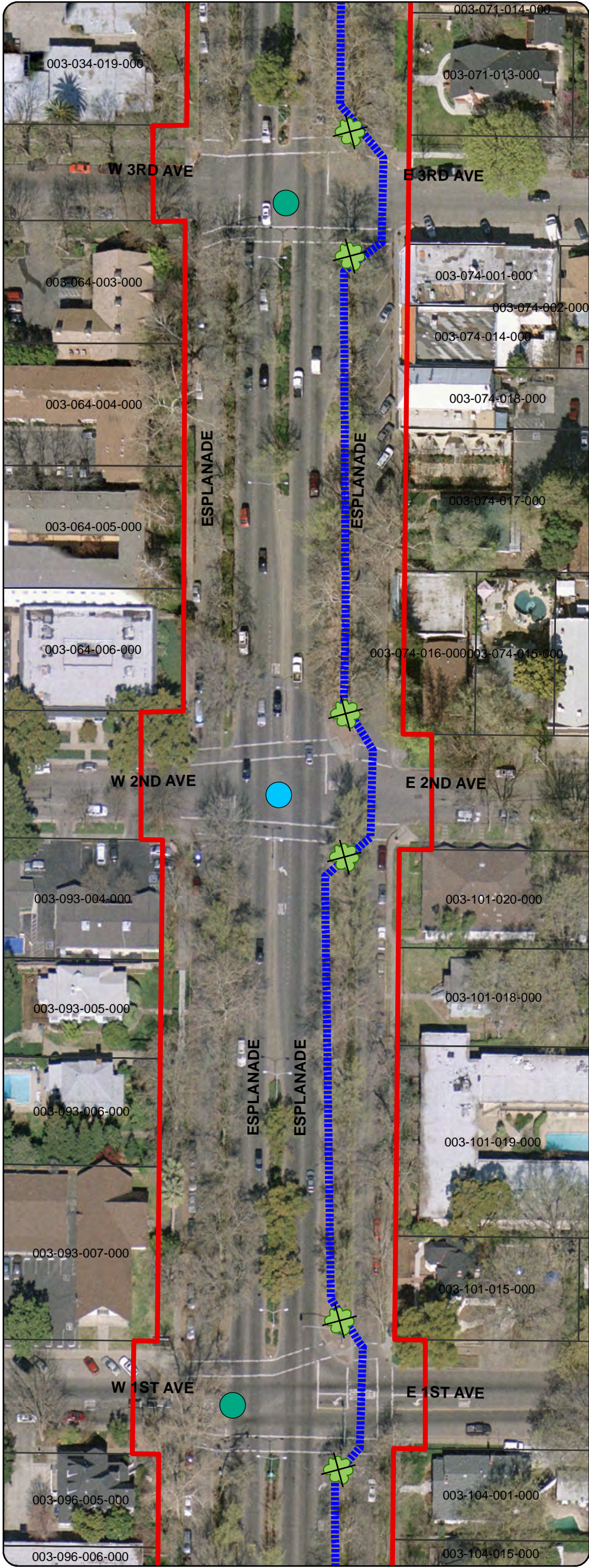
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50




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Feet








-  Project Footprint
-  Assessor Parcel
-  Class I Path
-  Class III Route

-  Signalized Improvements
-  Unsignalized Improvements
-  New Traffic Signal

-  Signalized Improvements with Connection to Trail
-  Full Roundabout
-  Tree Removal

-  1 Change Stop Controls E-W
-  2 Leave Stop Control N-S, Add Bike Warning for N-S
-  Sidewalk Gap Closures

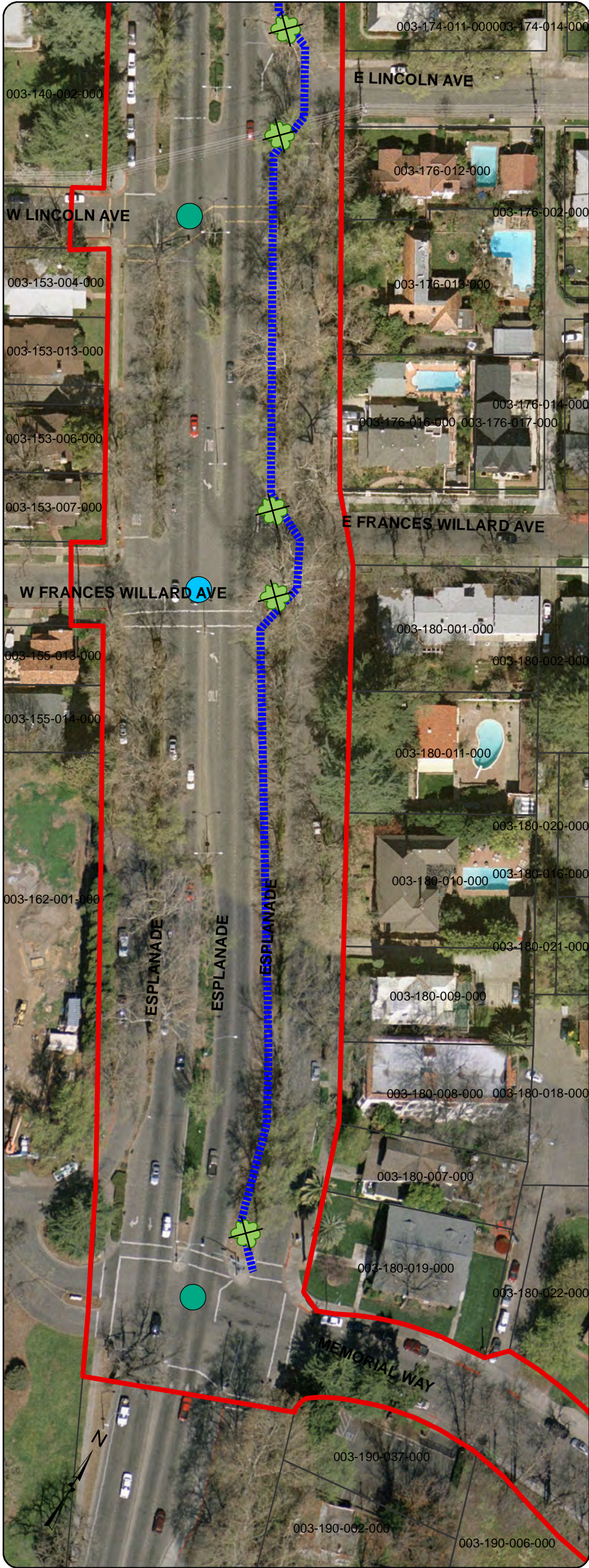
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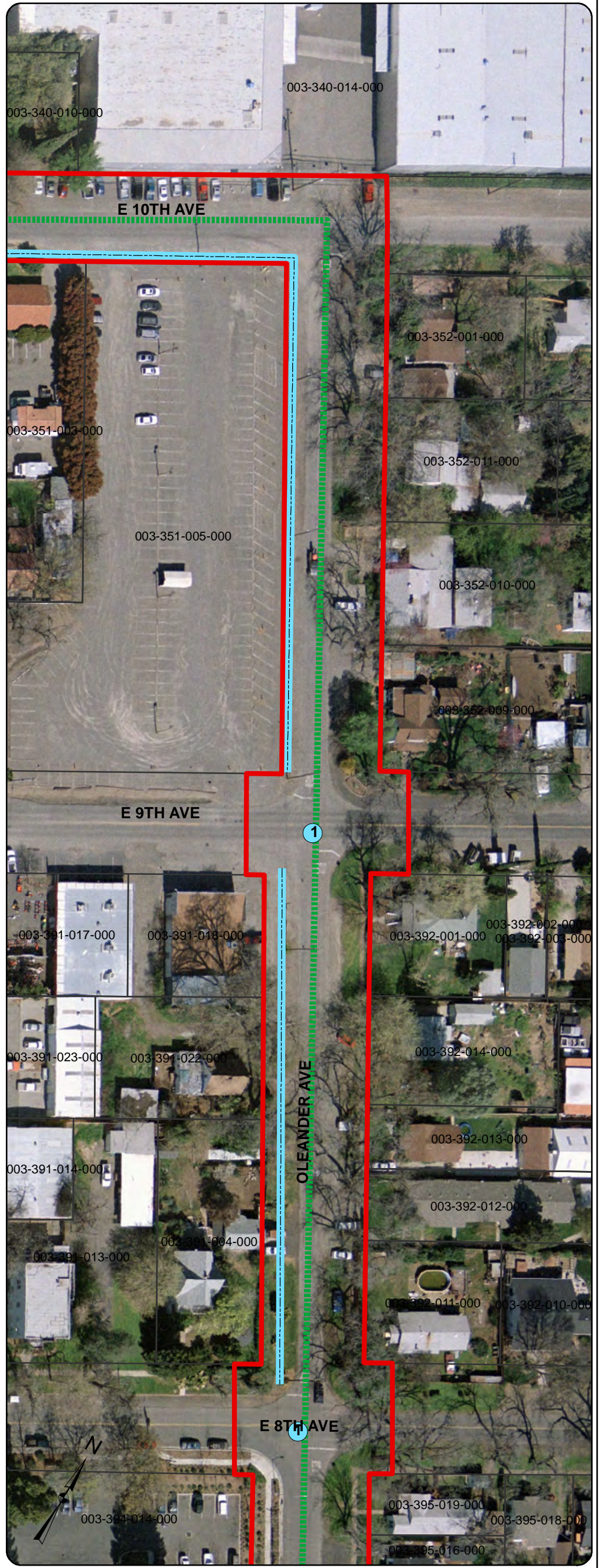
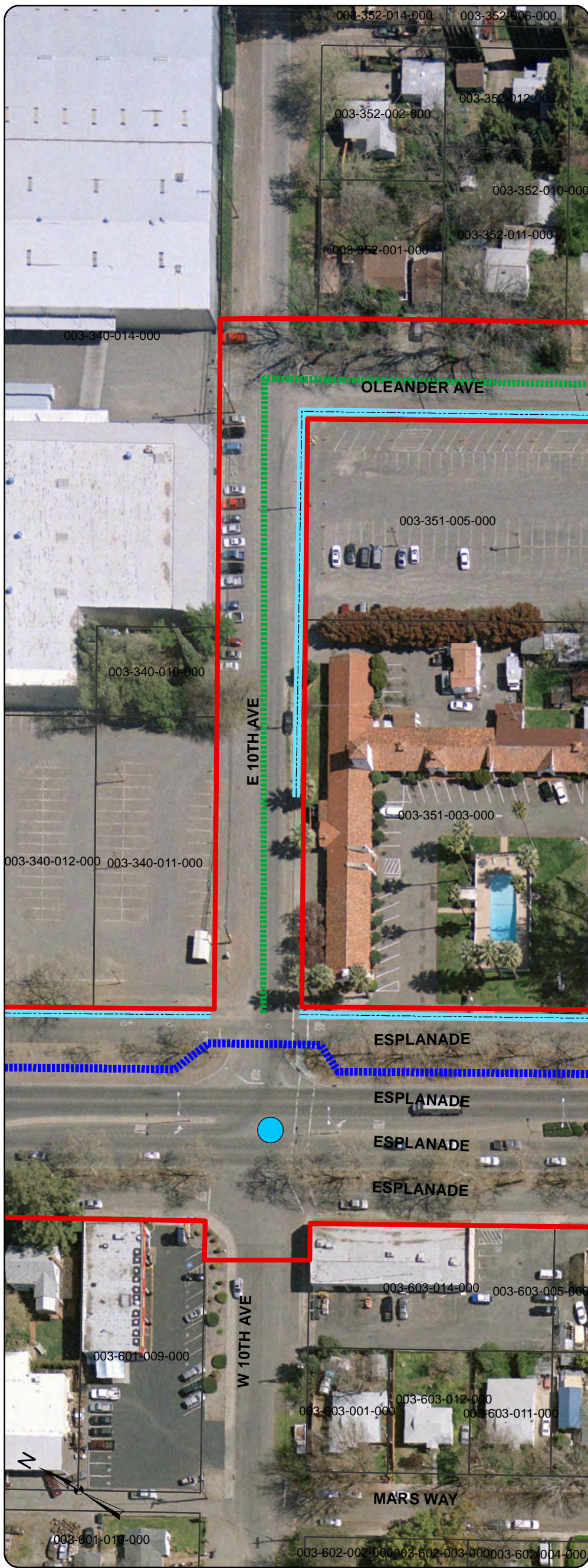
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100

Feet




0 25 50 100 Feet



- Project Footprint
- Assessor Parcel
- Class I Path
- Class III Route

- Signalized Improvements
- Unsignalized Improvements
- New Traffic Signal

- ↑

 Signalized Improvements with Connection to Trail
- Full Roundabout
- Easement/ Right-of-Way Anticipated

- 1 Change Stop Controls E-W
- 2 Leave Stop Control N-S, Add Bike Warning for N-S
- Sidewalk Gap Closures

0 25 50 100  
Feet



CITY OF CHICO  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION  
411 Main Street  
Chico, California 95926

# ESPLANADE CORRIDOR SAFETY AND ACCESSIBILITY IMPROVEMENT PROJECT

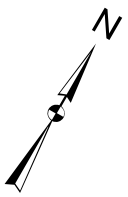
CIP No. 50355





**PROJECT FOOTPRINT  
MAP  
5**




DECEMBER 2019  
JERDAHL













-  Project Footprint
-  Assessor Parcel
-  Class I Path
-  Class III Route

-  Signalized Improvements
-  Unsignalized Improvements
-  New Traffic Signal

-  Signalized Improvements with Connection to Trail
-  Full Roundabout
-  Easement/ Right-of-Way Anticipated

-  1 Change Stop Controls E-W
-  2 Leave Stop Control N-S, Add Bike Warning for N-S
-  Sidewalk Gap Closures

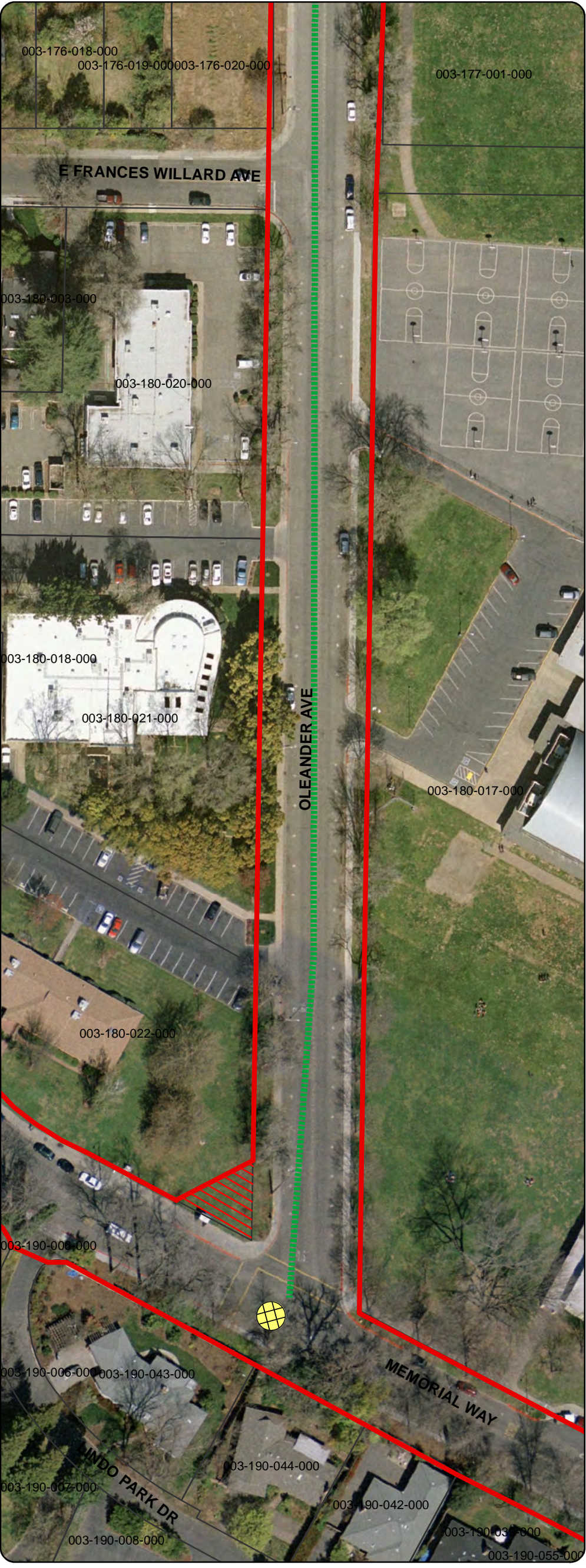
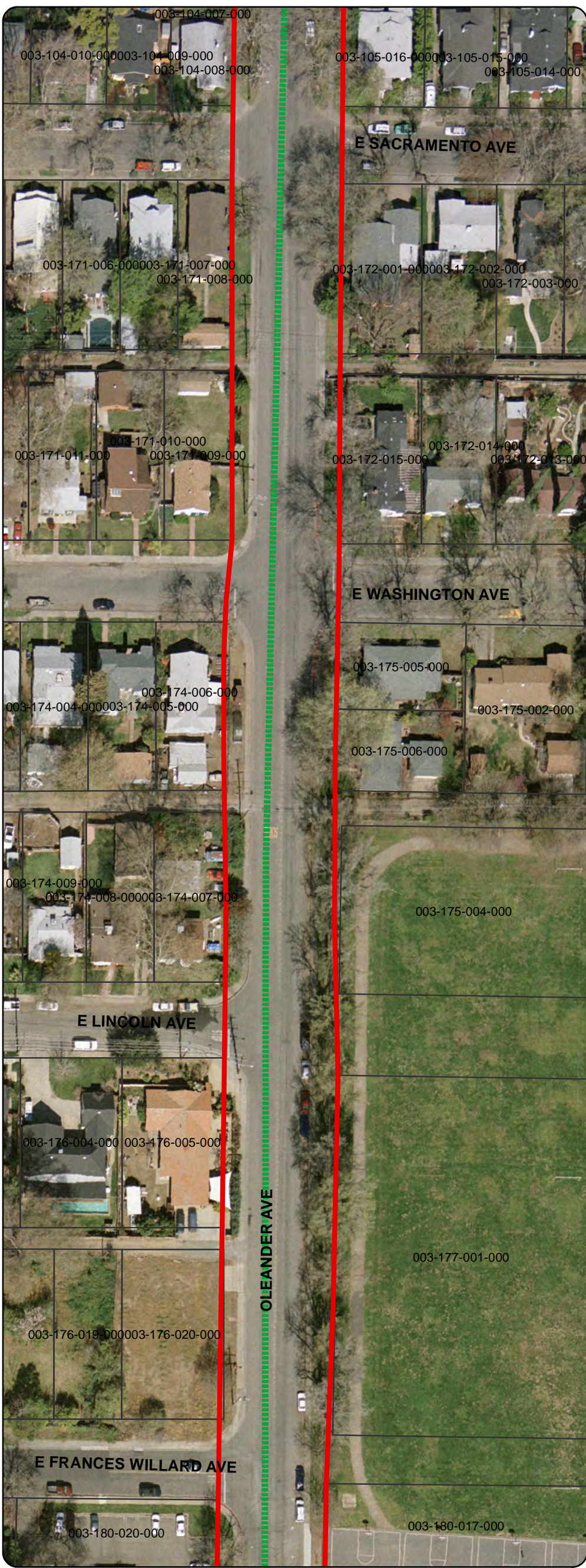
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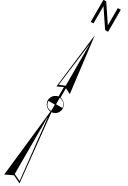
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
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Feet








-  Project Footprint
-  Assessor Parcel
-  Class I Path
-  Class III Route

-  Signalized Improvements
-  Unsignalized Improvements
-  New Traffic Signal

-  Signalized Improvements with Connection to Trail
-  Full Roundabout
-  Easement/ Right-of-Way Anticipated

-  1 Change Stop Controls E-W
-  2 Leave Stop Control N-S, Add Bike Warning for N-S
-  Sidewalk Gap Closures

0

25

50

100

Feet



CITY OF CHICO  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION  
411 Main Street  
Chico, California 95926

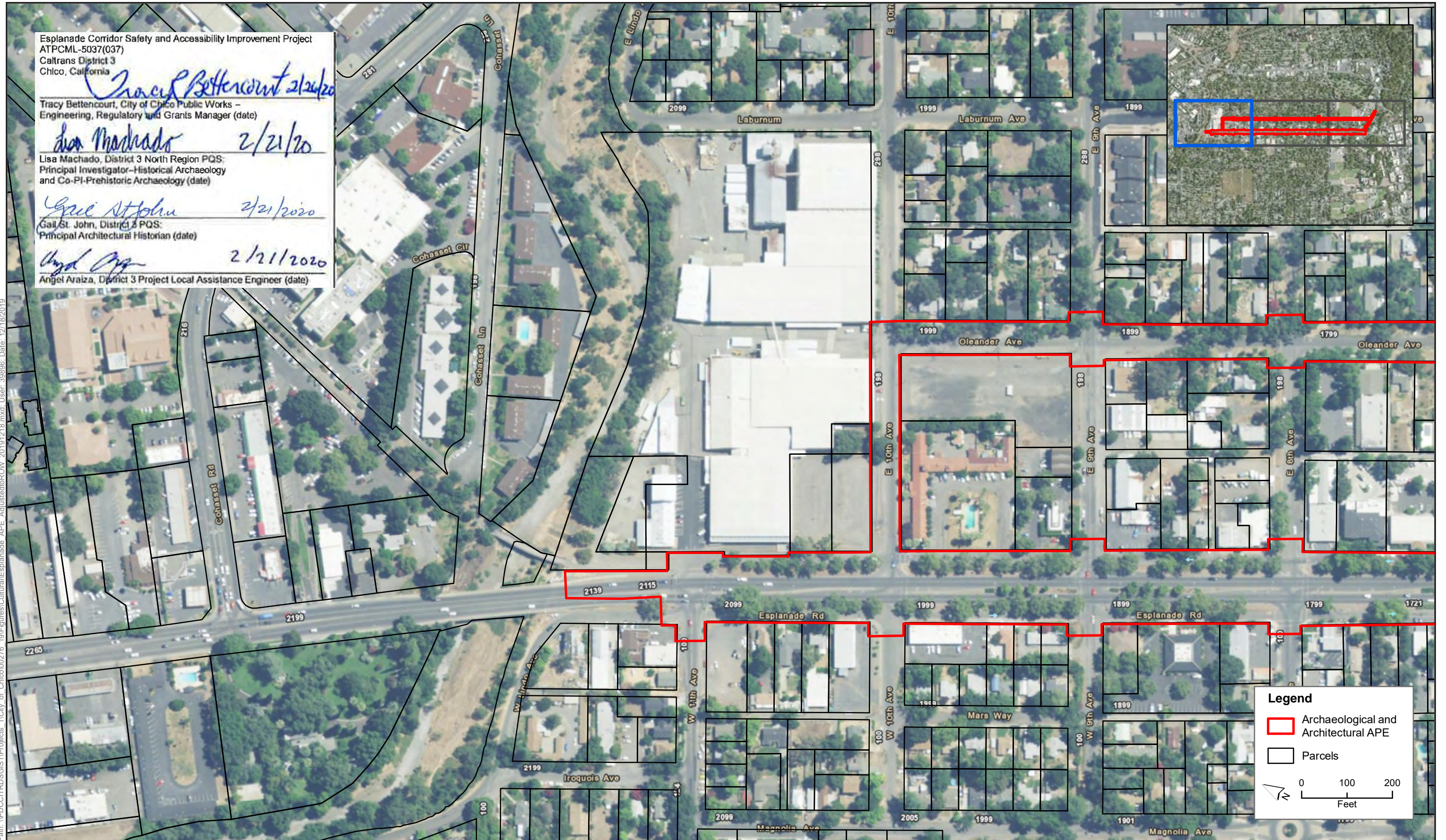
ESPLANADE CORRIDOR SAFETY AND  
ACCESSIBILITY IMPROVEMENT PROJECT  
CIP No. 50355

PROJECT FOOTPRINT  
MAP  
8

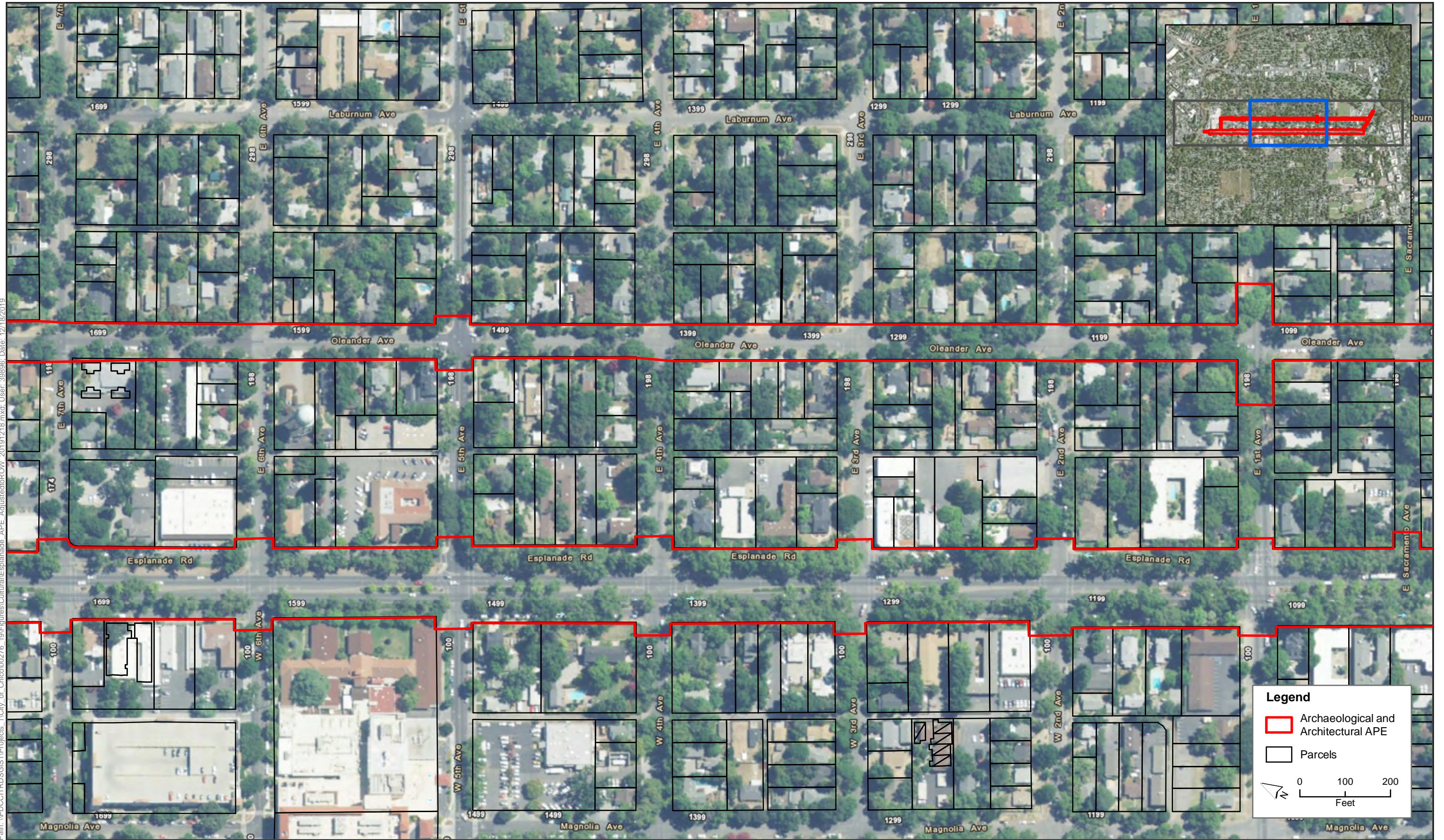
DECEMBER 2019  
J ERDAHL



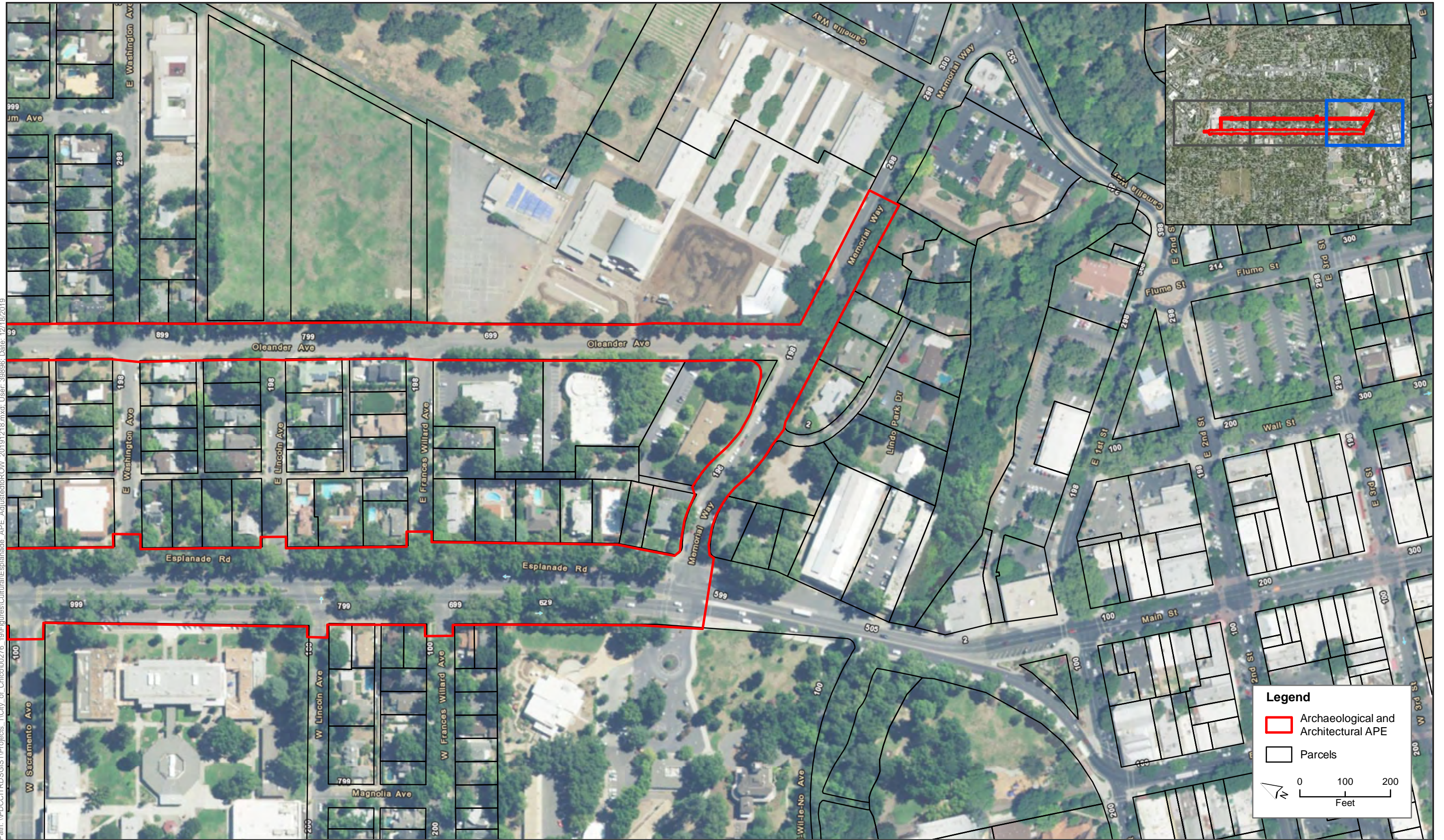
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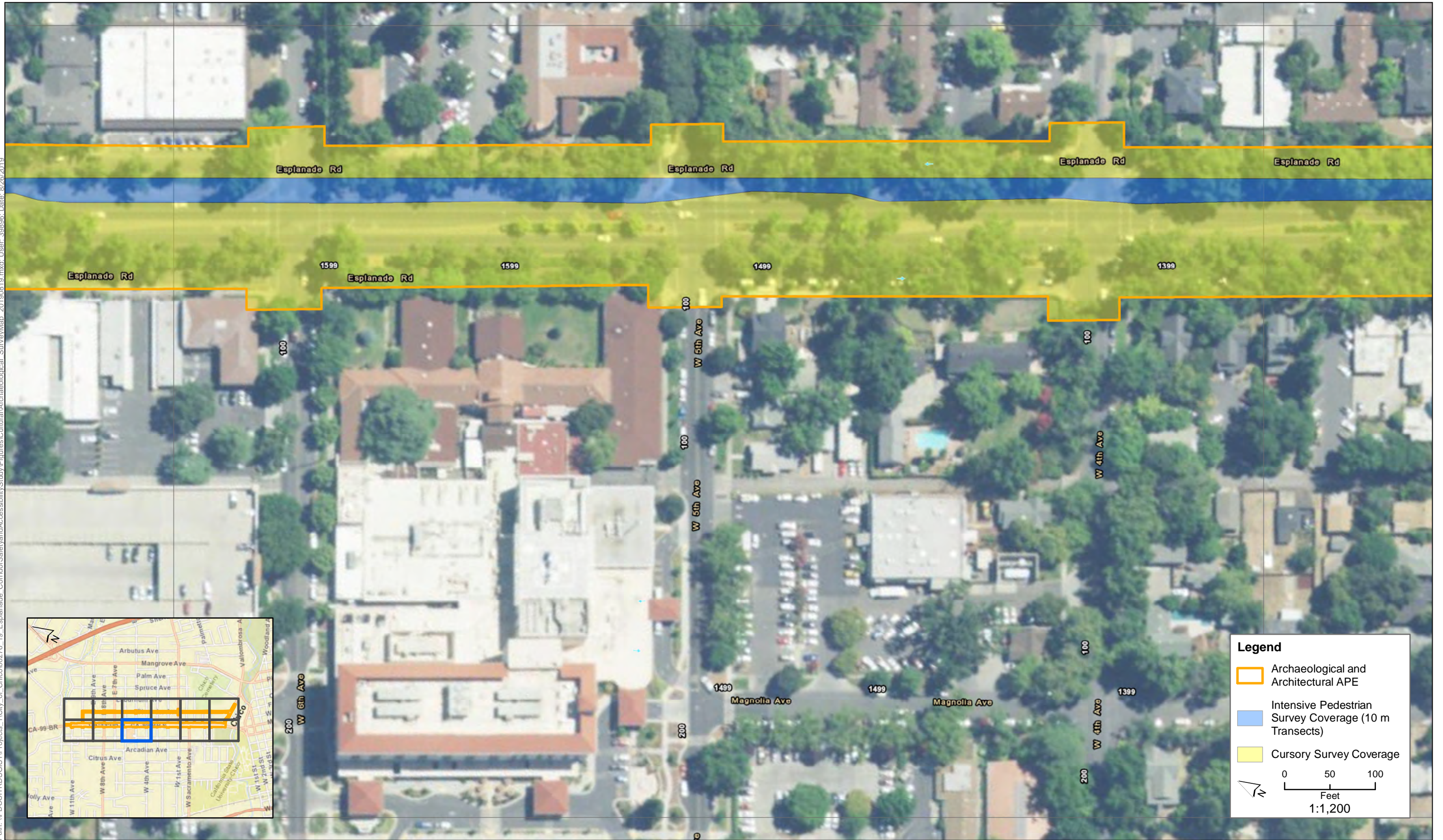




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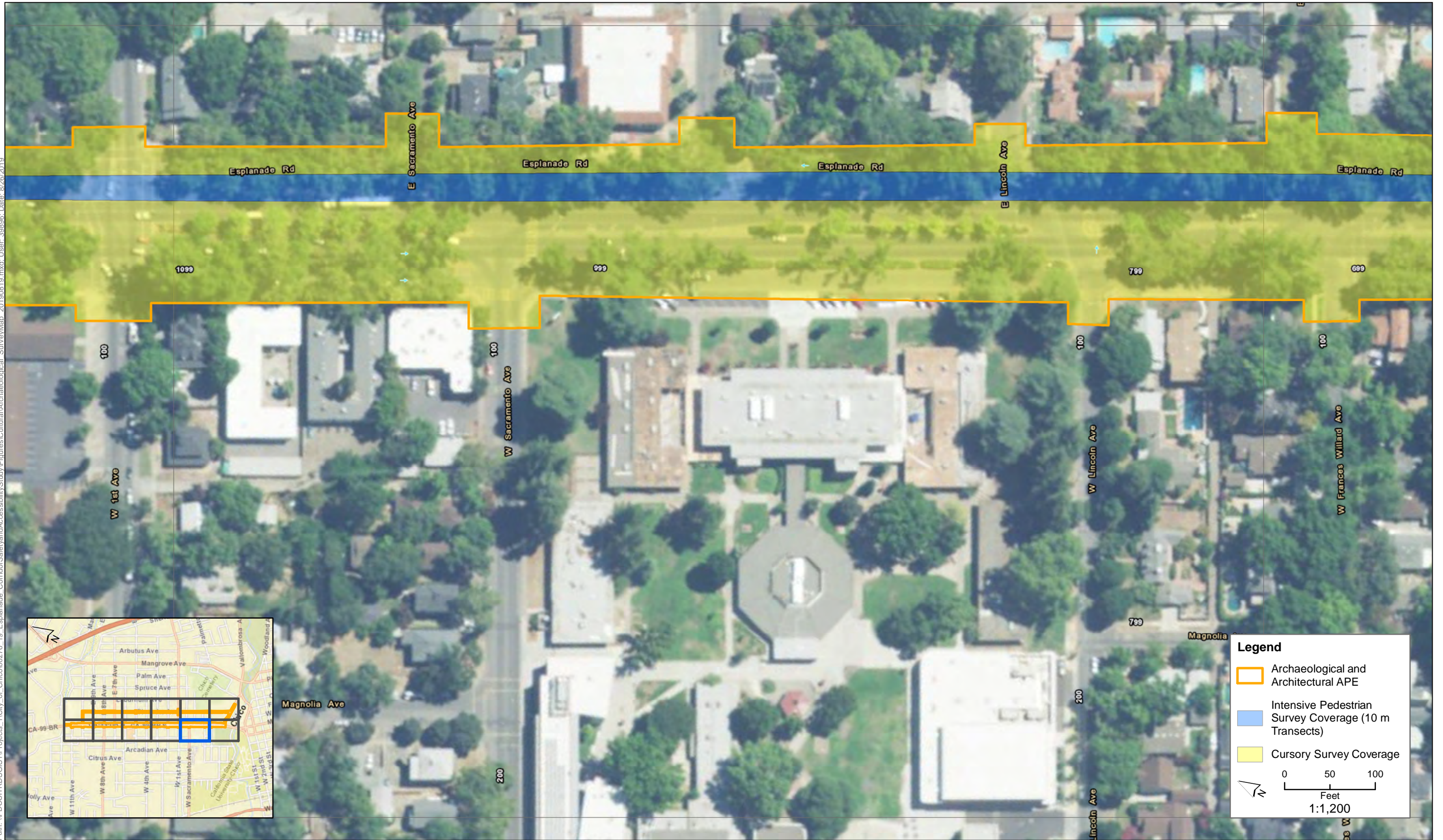








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Appendix B – CONFIDENTIAL  
**Records Search Documentation**

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Appendix C – CONFIDENTIAL

**NAHC Sacred Lands File Records Search Results and  
Native American Consultation Documentation and  
Historical Society Consultation Letters**

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Removed from public copy of report



Appendix D

**Isolate Records**

---



**PRIMARY RECORD**

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_

Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\*Resource Name or # ESP-ISO-001

**P1. Other Identifier:**

\*P2. Location: ☒ Not for Publication ☐ Unrestricted

\*a. County: Butte

\*b. USGS 7.5' Quad: Chico, CA; Date: 1980; T22N; R1E; Section: Unsectioned; M.D.B.M.

c. Address; City Zip

d. UTM: Zone 10; (WGS 84); 598768mE/ 4399574mN

e. Other Locational Data: Elevation: 202 feet AMSL

From the intersection of West 3<sup>rd</sup> Street and Esplanade in the City of Chico, walk 110 feet northwest on the eastern median of Esplanade to the isolate.

\*P3a. **Description:** This isolate consists of a ceramic fragment located in the eastern median of Esplanade between 3rd and 4th Avenues in an area that used to be the alignment of the Sacramento Northern Rail that followed Esplanade from 1918 to the mid-1970s. The fragment measures 1.25 inches by 1.5 inches, is approximately 0.2 to 0.25 inches thick and is irregularly shaped (Photo 4). The fragment has a small portion of the handle and it appears to be a white improved earthenware fragment that has been heavily burned with heat fractures. Due to the irregularities in the design, the fact that it showed signs of extreme heat/burning, and its location in the previous rail line indicate that the artifact is most likely historical in age.



\*P3b. **Resource Attributes:** AH16. Isolate

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

\*P5b. **Description of Photo:** Detail of ceramic fragment, 8/8/2019, IMG\_7594

\*P6. **Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric ☐ Both

\*P7. **Owner and Address:**

City of Chico  
411 Main Street  
Chico, CA 95928

\*P8. **Recorded by:**

Stephen Pappas  
ICF  
980 9th Street, Suite 1200  
Sacramento, CA 95814

\*P9. **Date Recorded:** 8/8/2019

\*P10. **Survey Type:** Complete intensive (15-meter transect) pedestrian survey.

\*P11. **Report Citation:** ICF. 2019. *Archaeological Survey Report for the Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California*. Prepared for Caltrans.

\*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list)

State of California & Natural Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP**

Primary #  
HRI#  
Trinomial

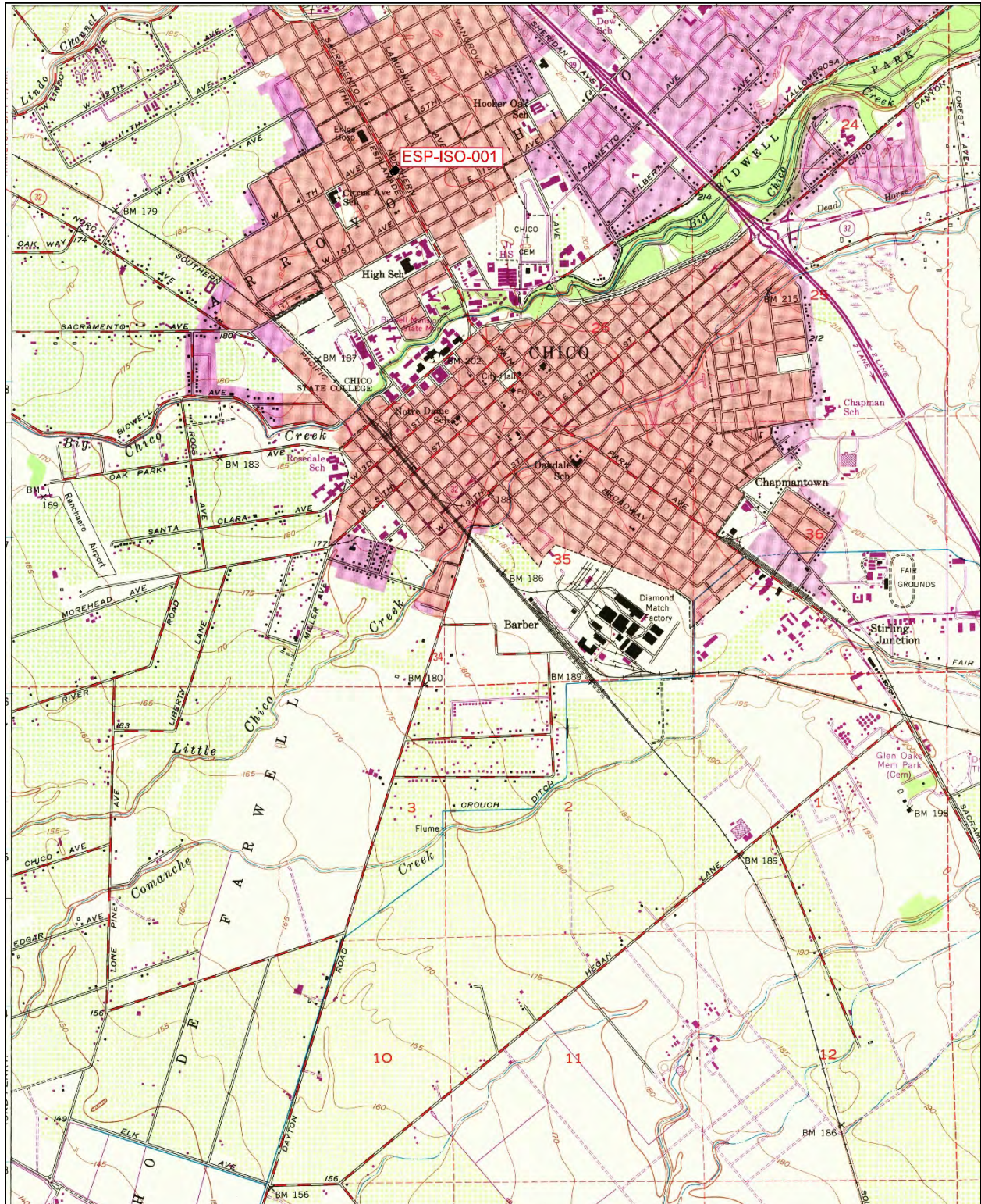
Page 2 of 2

\*Resource Name or # ESP-ISO-001

\*Map Name: Chico, CA

\*Scale: 7.5-minute

\*Date of map: 1948 (photorevised 1969)



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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\*Resource Name or # ESP-ISO-002

**P1. Other Identifier:**

\*P2. Location: ☒ Not for Publication ☐ Unrestricted

\*a. County: Butte

\*b. USGS 7.5' Quad: Chico, CA; Date: 1980; T22N; R1E; Section: Unsectioned; M.D.B.M.

c. Address; City Zip

d. UTM: Zone 10; (WGS 84); 598991mE/ 4399175mN

e. Other Locational Data: Elevation: 199 feet AMSL

From the intersection of East Washington Avenue and Esplanade in the City of Chico, walk 158 feet northwest on the eastern median of Esplanade to the isolate.

\*P3a. **Description:** This isolate consists of a heavily rusted railroad track spike located in the eastern median of Esplanade between East Sacramento and East Washington Avenues. The spike is slightly bent and measures approximately six inches long with a width of approximately 9/16". The spike was found in the exposed area of the eastern median and is most likely left from the previous tracks of the Sacramento Northern Rail that followed the alignment of Esplanade from 1918 to the mid-1970s.

\*P3b. **Resource Attributes:** AH16. Isolate

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



\*P5b. **Description of Photo:** Detail of railroad spike, 8/8/2019, IMG\_7599

\*P6. **Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric ☐ Both

\*P7. **Owner and Address:**

City of Chico  
411 Main Street  
Chico, CA 95928

\*P8. **Recorded by:**

Stephen Pappas  
ICF  
980 9th Street, Suite 1200  
Sacramento, CA 95814

\*P9. **Date Recorded:** 8/8/2019

\*P10. **Survey Type:** Complete intensive (15-meter transect) pedestrian survey.

\*P11. **Report Citation:** ICF. 2019. *Archaeological Survey Report for the Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California*. Prepared for Caltrans.

\*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list)

State of California & Natural Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP**

Primary #  
HRI#  
Trinomial

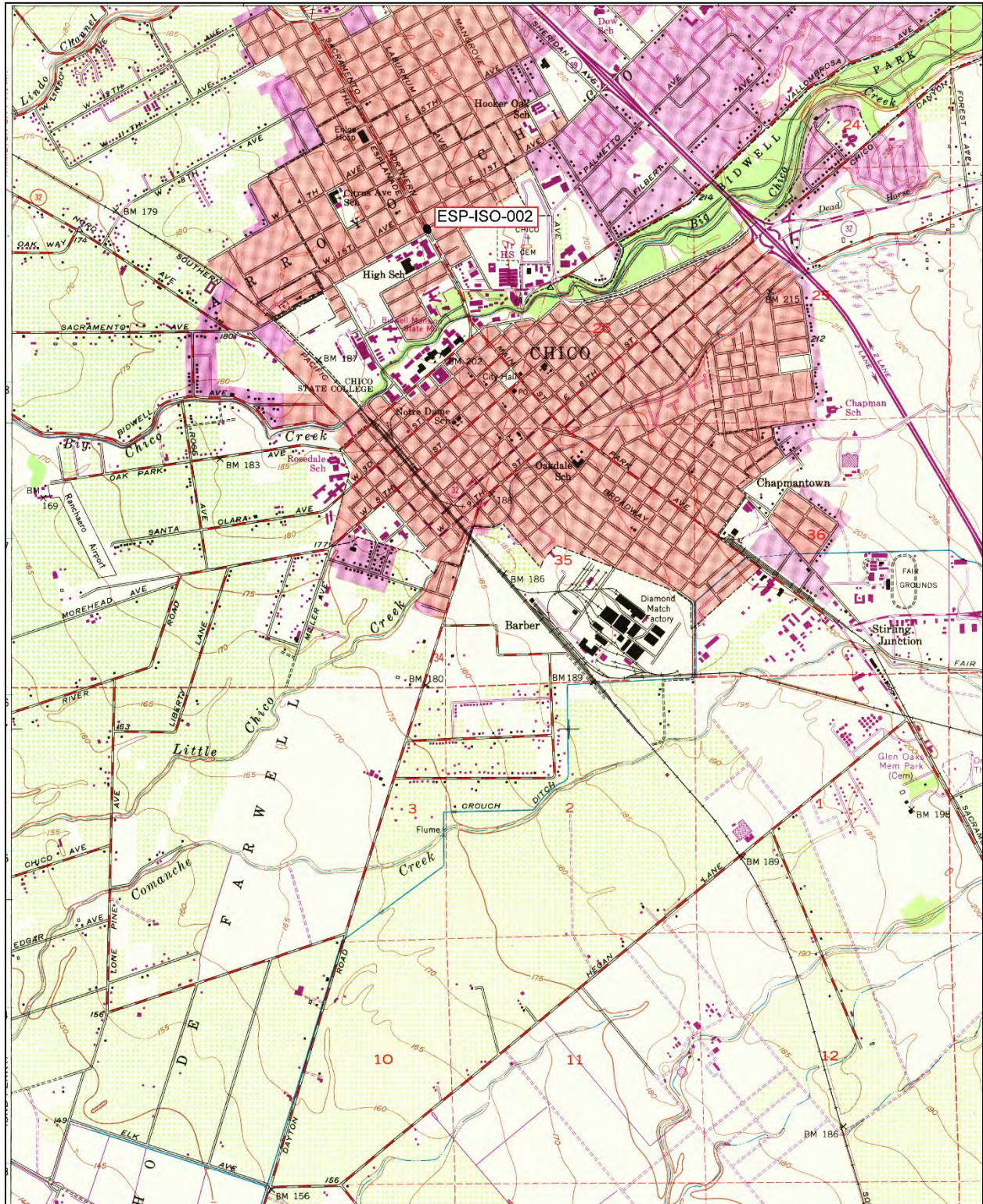
Page 2 of 2

\*Resource Name or # ESP-ISO-002

\*Map Name: Chico, CA

\*Scale: 7.5-minute

\*Date of map: 1948 (photorevised 1969)



## Attachment C      Cultural Studies Office Letter

---



**From:** Neeb, Alexandra@DOT

**Sent:** Wednesday, October 23, 2019 8:55 AM

**To:** St John, Gail@DOT <[gail.st.john@dot.ca.gov](mailto:gail.st.john@dot.ca.gov)>

**Subject:** RE: Request for assumption of eligibility - 5037(037) City of Chico Esplanade Corridor Safety and Accessibility Improvement Project

Hi Gail,

Thanks for the information. **CSO approves the assumption of eligibility** for the City of Chico Esplanade for purposes of the project due to large resource size, pursuant to Stipulation VIII.C.4 of the 2014 PA.

Please retain this email as confirmation for your files.

-----  
Alexandra Bevk Neeb  
Section 106 Coordinator  
(916) 654-3567

**From:** St John, Gail@DOT

**Sent:** Wednesday, October 16, 2019 8:44 AM

**To:** Neeb, Alexandra@DOT <[Alexandra.Neeb@dot.ca.gov](mailto:Alexandra.Neeb@dot.ca.gov)>

**Subject:** Request for assumption of eligibility - 5037(037) City of Chico Esplanade Corridor Safety and Accessibility Improvement Project

Hi Alex:

District 3 requests permission to assume the Esplanade in the City of Chico eligible for listing in the NRHP under Criterion C at the local level of significance (period of significance: 1963) for its distinctive characteristics of a type, period, and method of construction. This request is being made pursuant to Stipulation VIII.C.4 of the Section 106 PA due the resource's length and limited potential for project effects.

The Esplanade is 5.3 miles long and stretches from East 1<sup>st</sup> Street on the south to State Route 99 on the north. Although the alignment of the road dates to the 1850s (old Shasta Road), it was redesigned in the early 1960s by Fred Davis and continues to serve as an important commuter route within the City of Chico. Davis designed the Esplanade as a *boulevard*, a concept that hit its zenith during the City Beautiful Movement of the 1920s, making it unusual for the 1960s.

The Northern Electric (later, Sacramento Northern) railroad originally ran down the segment of the Esplanade in the APE for the subject project. The railroad alignment is now an unpaved path; all equipment and materials associated with the railroad were previously removed. The City of Chico proposes to create a paved, Class I, multi-use bicycle/pedestrian path on the railroad alignment, including intersection modifications (signage, sidewalks, stop control improvements, etc.). Because the project APE includes only 1.25 miles of the Esplanade (Memorial Way on the south to 10<sup>th</sup> Avenue on the north), it is beyond the scope of the project to evaluate the entire resource. Further, the conversion of an unpaved path to a paved path and the proposed pedestrian improvements at the intersections have limited potential to affect the qualities for which the Esplanade would be assumed eligible.

Please let me know if you have any questions regarding this request.

Thanks,

**GAIL ST. JOHN**

Senior Environmental Planner

PQS: Principal Architectural Historian

Caltrans, District 3/North Region

703 B Street, Marysville, CA 95901

(530) 741-7116

## Attachment D Finding of No Adverse Effect

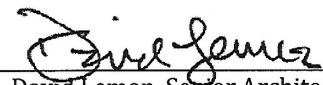
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**FINDING OF NO ADVERSE EFFECT  
FOR THE ESPLANADE CORRIDOR SAFETY AND  
ACCESSIBILITY IMPROVEMENT PROJECT,  
CITY OF CHICO, CALIFORNIA**

**Caltrans District 3, Butte County, Federal-Aid# ATPCML-5037(037)  
City of Chico Capital Improvement Project No. 50355**

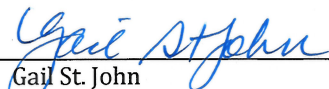
**PREPARED BY:**



David Lemon, Senior Architectural Historian, ICF  
Sacramento, CA

Date: March 6, 2020

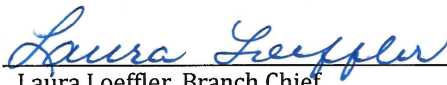
**REVIEWED FOR APPROVAL BY:**



Gail St. John  
PQS: Principal Architectural Historian  
California Department of Transportation, District 3

Date: 3/11/2020

**APPROVED BY:**



Laura Loeffler, Branch Chief  
North Region Environmental  
Branch M1, Caltrans District 3

Date: 3/11/20

**March 2020**

Cultural Resources addressed in this document: Segment of the Esplanade

This document should be cited as: ICF. 2020. *Finding of No Adverse Effect, Esplanade Corridor Safety and Accessibility Improvement Project*. City of Chico, Butte County, California. March. (ICF 00276.19.) Sacramento, CA. Prepared for City of Chico Public Works – Engineering, Chico, CA.

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Project Vicinity Map  
Project Location Map  
Proposed Project Improvements (Project Aerial)  
Area of Potential Effects Map

**Appendix B     Interested Parties Consultation and Correspondence**

**Appendix C     Documents Related to NRHP Eligible Resources**

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## Acronyms and Abbreviations

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ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
APE	area of potential effects
ASR	Archaeological Survey Report
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Chico
CRHR	California Register of Historical Resources
Esplanade	Chico Esplanade
FNAE	Finding of No Adverse Effect
HPSR	Historic Property Survey Report
NEPA	National Environmental Policy Act
Project	Esplanade Corridor Safety and Accessibility Improvement Project
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
SN	Sacramento Northern Railroad

# Chapter 1

## Introduction

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The City of Chico (City) in conjunction with the California Department of Transportation (Caltrans) proposes to “create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown, California State University, Chico, Chico Junior and Senior High Schools, a regional hospital; and neighborhoods adjacent to the existing Airport Class I multi-use path at 11<sup>th</sup> Street. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10<sup>th</sup> Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1<sup>st</sup> Avenue and West Sacramento Avenue/Esplanade.” The project vicinity and location are depicted in the figures in Appendix A.

Studies for this undertaking were carried out in a manner consistent with Caltrans’ regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations [CFR] Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation (ACHP), the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA). The City of Chico is the lead agency for the purpose of the California Environmental Quality Act (CEQA). The National Environmental Policy Act (NEPA) lead agency is Caltrans.

The purpose of this Finding of No Adverse Effect (FNAE) is to evaluate the proposed project’s potential to affect cultural resources listed in or eligible for listing in the NRHP or any buildings and structures considered historical resources eligible for listing in the California Register of Historical Resources (CRHR).

The Area of Potential Effects (APE) for this project contains one historic property, a 1.25-mile segment of the Esplanade, which is assumed NRHP eligible for the purposes of this project, pursuant to Stipulation VIII.C.4 of the 2014 Programmatic Agreement. Caltrans District 3 received approval to assume eligibility of this resource in an e-mail from the Caltrans Cultural Studies Office on October 23, 2019 (Appendix C). The APE map is included in Appendix A.

Caltrans has applied the Criteria of Adverse Effect and proposes that a finding of No Adverse Effect without standard conditions is appropriate for this project. An Archaeological Survey Report (ASR) was completed for the project (ICF 2020). No archaeological resources were identified as part of the ASR that would be considered historic properties. As such, archaeological resources are not addressed in this FNAE report. It is Caltrans’ policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, it is Caltrans’ policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional surveys will be required if the proposed project changes to include areas not previously surveyed.

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## Chapter 2

# Description of the Undertaking

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## Introduction

The City of Chico, in cooperation with Caltrans, proposes an Esplanade Corridor Safety and Accessibility Improvement Project (Project) to create “complete streets” improvements along a portion of the Esplanade and Oleander Avenue to improve bicycle and pedestrian connectivity, safety, and mobility.

The proposed project is located along an approximate 1.25-mile segment of the Esplanade within the City of Chico between Memorial Way and East 11th Avenue, along Oleander Avenue between Memorial Way and East 10th Avenue, along East 10th Avenue between Esplanade and Oleander Avenue, and along Memorial Way between Esplanade and approximately 0.06 miles (335 feet ) east of the Memorial Way and Oleander Avenue intersection. The project is in the “Chico, CA” USGS Quadrangle, Sections 22 and 27, of Township 22 North, Range 1 East (see figures in Appendix A).

## Project Purpose and Need

The purpose of the project is to enhance mobility, connectivity, safety, and accessibility for roadway users of all ages and abilities, including automobiles, trucks, buses, and other large vehicles, bicyclists, and pedestrians, on the Esplanade from Memorial Way to 11th Avenue in Chico. The City’s primary goal is to incorporate “complete streets” features and provide safer connectivity for all users between the downtown and destinations along the corridor.

The project is needed due to multi-modal operational deficiencies and lack of sufficient facilities for pedestrian and bicycle travel modes on the Esplanade and the parallel roadway, Oleander Avenue. Currently, no facilities, signage, or pavement markings are provided for bicycle riders on the Esplanade boulevard or frontage roads. Car/bicycle collision rates are extremely high. Pedestrians have no pedestrian signal crossings indicators, compounded by a signal system which does not provide the minimum crossing time needed. Curb ramps are installed at marked crosswalk locations with sidewalks, but the ramp designs do not meet current Americans with Disabilities Act (ADA) design requirements. There are substantial gaps in the sidewalk on the east side frontage road of the Esplanade between 8th and 11th Avenues, and in various locations on Oleander Avenue, as well as East 10th Avenue.

## Project Description

The Project consists of a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown; California State University, Chico; Chico Junior and Senior High Schools; a regional hospital; and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and

Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1st Avenue and West Sacramento Avenue/Esplanade.

Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added.

The proposed non-motorized “complete streets” improvements along the Esplanade corridor and on Oleander Avenue are listed in more detail in the sections below and are shown on *Proposed Project Improvements (Project Aerial)* located in Appendix A of this report.

## Pedestrian Improvements

- Install new pedestrian countdown crossing signal heads and pedestrian push button activation at all existing traffic signals on the Esplanade with sufficient crossing timing that meets Federal guidelines.
- Add vehicle detection as necessary replacing timed signalization with an on-demand detection system.
- Provide adequate pedestrian crossing refuge islands at unsignalized intersections on the Esplanade.
- Consistently mark pedestrian crosswalks at all crossing locations.
- Prepare enhanced signal timing plan to respond to vehicles, bikes and pedestrian needs.
- Maintain signal progression on the Esplanade during off-peak hours

## ADA Improvements

- Improve connection to the 11th Avenue Airport Class I multi-use path with adequate walkway and ramps, on the southwest, southeast and northeast corner of the intersection.
- Install ADA accessible curb ramps at all crosswalk locations.
- Install missing sidewalks at identified gap closure locations (see *Project Aerial* map in Appendix A)

## Bicycle Facility Improvements

- Install paved Class I multi-use bicycle/pedestrian path on an abandoned rail right-of-way (east side) with appropriate safety crossing measures.
- Discourage wrong-way riders on the west side frontage road by adding a shared space pavement design to slow vehicle and bicycle traffic through conflict zones.
- Add marked bicycle route on Oleander Avenue which favors minimal stopping except at 1st Avenue and 5th Avenue.
- Install traffic signals at West Sacramento Avenue/Esplanade and Oleander Avenue/1st Avenue with bike crossing emphasis.

## Junior High School Area Improvements

- Change intersection design at Memorial Way/Oleander Avenue (near Chico Junior High School) to a single-lane roundabout.

## General Vehicle Guidance Improvements

- Provide clear and consistent pavement markings at frontage road intersection areas.
- Create the shared space area at crossings of the east-west streets and frontage roads.
- Install traffic signal indications guiding cross traffic to stop “outside” of the frontage road where appropriate.

## 11th Avenue Connection Improvements

- Enhance connections between the 11th Avenue and the Airport Class I Multi-use path.

## Other Amenities

- Install pedestrian-scale lighting in the form of full cutoff, energy-efficient LED fixtures restricted to illuminate pathways in order to minimize light “spill over” to adjacent properties.
- Install replacement landscaping within the project footprint.

## Typical Signalized Intersection

- Provide a Class I multi-use path in the eastern median.
- Provide textured “mixing zone” at the intersection of southbound frontage and east-west cross streets.
- Eliminate northbound right-turn pocket, where applicable.
- Provide pedestrian refuge islands on medians.
- Update signal timing with adequate crossing time in the east-west directions.
- Refresh striping and add crosswalks, where applicable.

## Typical Unsignalized Intersection

- Provide a Class I multi-use path in the eastern median.
- Provide textured “mixing zone” at the intersection of southbound frontage and east-west cross streets.
- Provide pedestrian refuge islands on medians.
- Refresh striping and add crosswalks, where applicable.

## ROW Acquisition and Temporary Construction Easements

To construct the roundabout at the intersection of Memorial Way and Oleander Avenue, both temporary (1,200 square feet) and permanent (1,400 square feet) acquisition is needed from undeveloped land on a parcel containing several Butte County department offices (APN 003-180-

022). Temporary and permanent acquisitions would be from a small portion of undeveloped land at the northwest corner of the intersection, away from structures, trees, and other parcel features.

## Project Construction

The project would be constructed in one phase. It is currently anticipated that the proposed improvements would be constructed over an approximate 9-month period starting in early Spring of 2022.

Typical construction equipment would include pneumatic jack hammers, excavators, grading equipment, paving equipment, concrete equipment, striping equipment, generators, or other similar devices. The maximum grading and excavation depth needed for most of the project is approximately 3 inches. However, for the roundabout excavation depths of 3 to 4 feet may be necessary. All construction noise would be temporary and subject to the noise limits in the Chico Municipal Code, Chapter 9.38 Noise Ordinance, which regulates noise generation within the City of Chico. Construction activity noise is typically restricted to the hours of 7:00 a.m. to 9:00 p.m. on weekdays (10:00 a.m. to 6:00 p.m. on weekends and holidays), unless otherwise approved by the City Engineer. No night or weekend work is anticipated for the proposed project.

## Traffic Management

A traffic management plan would be developed and implemented during construction in accordance with Caltrans' 2018 Standard Specifications and in compliance with the California Manual on Uniform Traffic Control Devices, Part 6, "Temporary Traffic Control." The Esplanade and Oleander Avenue would remain open during construction; however, the project would temporarily impact traffic patterns with on-site traffic controls (e.g., flagging, pilot car) and episodic, temporary single-lane traffic closures. The proposed project would not permanently close roadways or block access to private or commercial properties.

## Area of Potential Effects

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Lisa Machado (Caltrans PQS-PI-Historical Archaeology and Co-PI-Prehistoric Archaeology), Gail St. John (Caltrans PQS: Principal Architectural Historian), and Angel Araiza (Project Local Assistance Engineer). The APE maps are in Appendix A of this report.

The APE consists of both the horizontal and vertical maximum potential extent of direct impacts resulting from the project. The horizontal APE encompasses the project footprint and includes those areas of new construction, easements, utilities, and operations-related activities associated with the project. The vertical APE is the maximum extent of ground disturbance within the horizontal APE (i.e., ground surface to maximum depth of soil disturbance) and varies by project component. For the vast majority of the project, the vertical APE does not exceed 3 inches deep with an anticipated maximum depth of 4 feet below the surface for construction of the roundabout at Oleander and Memorial Way. Caltrans has determined that the project does not have the potential to indirectly affect any adjacent buildings or structures.

## Chapter 3

# Public Participation

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Section 106 of the NHPA requires federal agencies, before beginning any undertaking, to take into account the effects of the undertaking on historic properties and offer interested parties an opportunity to comment on the actions. Presented below is a summary of the community engagement and consultation with potentially interested parties as part of the Section 106 process.

## Community Engagement

In 2015 and 2016, as part of the development of alternatives for the project, community engagement and local business outreach was conducted to communicate the purpose of the project, the project goals, and potential project impacts; and to gather input from the general public and key stakeholders. Stakeholder meetings, online surveys, a business owner walk, and three community workshops were held between June 2015 and April 2016. The input received during the process led to changes in the project design, including the elimination of roundabouts originally considered for the intersections of the Esplanade at 1st Avenue and the Esplanade at Memorial Way.

A public meeting is not planned as part of the NEPA process. As the CEQA lead agency, the City of Chico will prepare an initial study and consider the adoption of a mitigated negative declaration. The decision to adopt the mitigated negative declaration will be made at a public City Council hearing. Environmental document approval is expected in early 2020.

## Native American Consultation

On behalf of Caltrans, ICF archaeologist Stephen Pappas contacted the NAHC by email on July 29, 2019 (with an attached request and project map) requesting the NAHC to identify any areas of concern that may be listed in the NAHC's Sacred Lands File (SLF) and to provide a list of Native American representatives who may have interest in the project. On August 8, 2019, the NAHC replied in an email stating that the SLF failed to identify any sacred sites or tribal cultural resources in the project area. The NAHC also provided a list of eight Native American representatives who may be interested in the project.

On September 5, 2019, the City of Chico sent letters (on behalf of Caltrans) to all eight Native American contacts provided by the NAHC, as part of Native American consultation obligations under the NHPA. The following Native American representatives were contacted by the City of Chico.

- Francis Steele, Chairperson, Berry Creek Rancheria of Maidu Indians
- Glenda Nelson, Chairperson, Estom Yumeka Maidu Tribe of the Enterprise Rancheria
- Kyle Self, Chairperson, Greenville Rancheria of Maidu Indians
- Jessica Lopez, Chairperson, KonKow Valley Band of Maidu Indians
- Dennis Rameriez, Chairperson, Mechoopda Indian Tribe
- Benjamin Clark, Chairperson, Mooretown Rancheria of Maidu Indians

- Guy Taylor, Mooretown Rancheria of Maidu Indians
- Grayson Coney, Cultural Director, Tsi Akim Maidu

As of submission of this report ICF received responses as a result of outreach efforts to the tribes. The Mooretown Rancheria of Maidu Indians and the Estom Yumeka Maidu Tribe of the Enterprise Rancheria responded indicating that the project is outside of their Tribal territory and that they have no further comment. The Greenville Rancheria also responded indicating that they had no comments or objections to the project, and the KonKow Valley Band of Maidu Indians indicated that they would defer consultation to the Mechoopda Tribe.

The Mechoopda Tribe was the only tribe requesting consultation. Through E-mail correspondence between ICF archaeologist Stephen Pappas and Tribal Historic Preservation Officer Kyle McHenry, several areas of the project were identified as highly sensitive including areas around Bidwell Mansion, Big Chico Creek, and the vicinity of Esplanade and the Lindo Channel. On November 21, 2019, the Tribe E-mailed a consultation letter stating that the project is located in a highly sensitive area based on recordings and Tribal Knowledge. The tribe requested a Mechoopda Indian monitor be present during all earth moving and grading activities. Consultation is ongoing with the Mechoopda Tribe. No responses were received from either the Berry Creek Rancheria of Maidu Indians or the Tsi Akim Maidu. The two tribes did not respond to the initial letters, the two follow-up phone calls, or follow-up E-mails. Detailed accounts of Native American consultation efforts to-date can be found in Appendix B of this report.

## Historical Society Correspondence

ICF, on behalf of the City of Chico, sent letters to local historical societies on September 17, 2019 describing the project and requesting information on any potential built-environment architectural resources located in the APE. The letters were sent to the Association for Northern California Records and Research, the Bidwell Mansion State Historic Park, Butte County Historical Society, Chico Heritage Association, Chico Museum, the Museum of Northern California Art and the Valene L. Smith Museum of Anthropology at CSU Chico. As of December 18, 2019, no responses had been received from this outreach. ICF conducted follow-up telephone calls with each of these entities the week of December 9, but the follow-up outreach attempt resulted in no additional information about potential historic properties in the APE. Amy Huberland, assistant coordinator of the California Historical Resources Information System Northeast Center, included a copy of a comment letter she wrote in 2016 when she transmitted the records search results for this project in January 2019. Ms. Huberland originally sent the letter to the City of Chico on April 16, 2016. The letter provides background information on the Esplanade, its presumed historical significance to the development and residents of Chico and her recommendation that the City conduct a historic resource evaluation of the corridor. Her letter and copies of the letters sent to historical societies are provided in Appendix B of this report. A summary of the correspondence is provided below in Table 1.

**Table 1. Summary of Correspondence with Interested Parties**

<b>Organization</b>	<b>Date</b>	<b>Follow Up Notes</b>
<b>Chico Heritage Association</b>	September 16, 2019 letter sent.	December 11, 2019 follow up. Ms. Elizabeth Stewart states that President Rod Thomson drafted a reply but somehow it did not reach ICF, perhaps due to a clerical error on their end. They offered to open their archival collections to additional research but otherwise had no additional comments or questions regarding the project. No additional comments as of March 2020.
<b>Museum of Northern California Art</b>	September 16, 2019 letter sent	December 11, 2019 follow up. No reply as of March 2020.
<b>Chico History Museum</b>	September 16, 2019 letter sent	December 11, 2019 follow up. No reply as of March 2020.
<b>Butte County Historical Society</b>	September 16, 2019 letter sent	December 11, 2019 follow up. No reply as of March 2020.
<b>Bidwell Mansion State Park</b>	September 16, 2019 letter sent	December 11, 2019 follow up. No reply as of March 2020.
<b>Association for Northern California Records and Research</b>	September 16, 2019 letter sent	December 11, 2019 follow up. No reply as of March 2020.
<b>California Historical Resources Information System Northeast Center</b>	April 16, 2016 letter from Amy Huberland included with January 16, 2019 records search results	Ms. Huberland originally sent the letter to the City of Chico in 2016 following a project presentation at the April 6, 2016 Chico City Council meeting, the third of three public workshops held during preliminary design of the project. The City followed up with Ms. Huberland in 2016 and again in 2019 to discuss her comments and explain the environmental process that would take place.

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## Chapter 4

# Description of Historic Properties

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This section describes historic properties identified in the Project APE as part of work conducted in preparing the Project HPSR.

## Built Environment Resources

### The Esplanade

As stated in the Introduction chapter of this FNAE, pursuant to Section 106 Programmatic Agreement Stipulation VIII.C.4, Caltrans assumed the Chico Esplanade (Esplanade) is eligible for listing in the NRHP for the purposes of this project (see Appendix C). A summary of the resource's historic context, significance, and description are presented below.

### Historic Context

Emerging out of the old Shasta Road as a two lane, tree-lined route developed under John Bidwell's oversight in 1870 and renovated in 1963 based on designs by Fred Davis and Earl Talken, the Esplanade continues to play an important role in the development and maintenance of Chico's regional economic vitality, urban planning and growth. The following context provides an overview of Chico-area transportation development in the region and interprets the Esplanade within this theme.

Prior to Chico's founding, the Esplanade was known as "Shasta Road" and served as the main north-south wagon route between Marysville and Shasta as early as the 1850s, shuttling gold seekers to and from Shasta, Butte and Trinity counties (Booth et al. 2005:72). Officially established as a "tree-lined route" in 1870 by John Bidwell, the founder of Chico, the City paved gravel portions of the road in 1915 using concrete pavement 15-ft in width (Huberland 2016:1-2; Mulcahy 1948:13). The Esplanade's main two-lane thoroughfare grew during what historian Gerald D. Nash referred to as the "agricultural economy (1870-1900)," and accommodated daily travel (which at the time included wagons, horse teams, and cattle drives) whereas the frontage streets served "leisurely travel" by walkers, bicycles, and horseback riders (Caltrans 2016:59). As residential properties grew on parcels along the Esplanade into the early 20<sup>th</sup> century, these frontage routes operated as one-way accessways to and from the Esplanade (Mulcahy 1948:13).

The Esplanade was designated "highway 99E" from c. 1920 and maintained the US 99E designation through 1959, as noted in "Historical Landmark Data District 2 of the Division of Parks and Beaches" form for Rancho Chico & Bidwell Adobe, dated April 1959. Sparse development occupies areas along the present-day Highway 99/Golden State Highway (Booth et al. 2005:75; Nationwide Environmental Title Research 1947, 1969). The grid-pattern of the City of Chico, skewed slightly northwest/southeast in aerial images, grew from this original orientation of the Sacramento Northern Railroad lines (which paralleled the Esplanade) and the Esplanade itself (Nationwide Environmental Title Research 1941; Huberland 2016:1-2). Naming conventions for streets

branching off the route highlight this point as the East and West directions originate at the Esplanade.

In 1963 Fred Davis (once the City's Public Works Director and at the time City Manager) and Earl Talken redesigned and modernized the Esplanade at state expense. The twofold purpose of the 1963 redesign was to meet local growth demands and repurpose the Esplanade corridor in light of it no longer representing Chico's main thoroughfare, which by 1965 became SR 99 east of downtown (Speer 2007). Prior to the rerouting, US 99E followed present Richvale Highway, south of Chico, west to Richvale and turned north on Midway through Nelson and Durham, becoming Park Avenue in Chico, which splits just past Little Chico Creek into Main Street (moving north) and Broadway Street (moving south) through downtown Chico, merging into the Esplanade past Big Chico Creek near Bidwell State Historic Park on to intersect with present SR 99 north of the city (Faigin 2018). After negotiations with the State, whose original design would have removed all six of the 1916 sycamore trees along the roadway, Davis' final design removed two rows of trees and expanded two lanes to four with a median, leaving the side streets (and the trees) for residential use (Mulcahy 1948:13). This modern orientation persists to the present day (Huberland 2016:1-2; Booth et al. 2005:75-76).

The Esplanade's 1963 redesign marks one of the first new multi-way boulevards constructed in the United States since the 1920s and served as a model for San Francisco's Octavia Boulevard redesign, completed in 2005 (Huberland 2016:1-2). Multi-way boulevards aim to "move high traffic volumes while creating a generous pedestrian realm and living environment by separating through traffic from local access lanes" (SF Better Streets 2015). According to City of Chico Population History numbers from 2012, the City experienced sustained growth from the decades 1950-1980 of some 3% over each decade, expanding through migration and annexation from 12,272 in 1950 to 26,601 by 1980. By 1990 the population grew to 41,774. Some fifty years after its redesign, the Esplanade manages expanded traffic for CSU Chico, Chico Senior High School and the Enloe Medical Center, which received a four-story addition in 1980, all of which were far smaller institutions at the time of the 1963 redesign (Speer 2016; Booth 2005:78).

With a near doubling in three decades after 1950, these population numbers illustrate the sustained demand for expanded transportation infrastructure through the post-WWII period and coincides with the rerouting of the State's construction of SR 99, which fostered rapid interurban travel. As of 2016, the Esplanade remains one of the busiest north-south thoroughfares in the city, serving some 22,000-25,000 vehicle trips each day, with widely expanded bicycle use along its service streets, leading to safety concerns at a number of cross-street intersections (Booth et al. 2005:76; Speer 2016).

The Esplanade experienced lane improvements and repaving along the southern portion, within the APE, in 1995, when right-turn lanes replaced the previous railbed at the Esplanade's intersection with Memorial Way. The Sacramento Northern rail lines were removed along the Esplanade in the 1970s, leaving an unpaved and landscaped corridor (Booth et al. 2005:35, 73). Presently, pedestrian and bicycle use represent a significant proportion of the Esplanade's daily use, emphasizing a desire for the Esplanade to become a "complete street," that is friendly to motorists, pedestrians and disabled users across the board. While present public concerns focus on safety and mixed-modal transportation use, residents also seek to maintain the Esplanade's "boulevard character" alongside any improvements (Scharaga 2015).

## Fred Davis

Fred Davis is credited with engineering the expansion of the Esplanade after he became the city manager in 1959. Davis moved to Chico in 1953 and served as an assistant engineer. He advanced to the Director of Public Works position prior to becoming city manager. Davis also worked to develop and operate the Chico Municipal Airport while serving as the city manager. In all, Davis is thought to be the “longest-tenured city manager” in California, being an official with Chico for roughly forty-five years (Urseny 2015).

After officially retiring from the City, Davis operated a consulting business and served as the interim city official for several northern California communities. He also was on several organizations’ boards or membership rosters, including the Chico State Foundation, Golden Valley Bank board and the Butte County Association of Governments, as well as active in the Chico Chamber and the Chico Rotary Club. At a celebration of life after his passing in 2015, Davis was honored with the inaugural “Legacy Award,” bestowed on him by the Chico Chamber of Commerce. Chamber CEO Katie Simmons, who presented the award, stated “since our honoree’s accomplishments surpass every award we have created to honor men and women in the community, we decided to create a new award: The Legacy Award. From here forward, this award will be given only when it is earned.” (Urseny 2015; D’Souza 2015) The City of Chico dedicated an archway at the Municipal Center, referred to as the Fred Davis Municipal Center, at 5th and Wall Streets in 2018 (Chico Enterprise-Record 2018).

## Sacramento Northern Railroad

The Sacramento Northern Railroad (SN), reorganized from the Northern Electric Railway in June 1918, connected Sacramento to Chico with peak service in 1939 including the communities of Chico, Oroville, Marysville, Walnut Creek, Oakland and San Francisco, including several branch lines (Trimble 2005:9). The SN operated tracks parallel to the Esplanade, now renovated to green space and curbed dividers. The SN’s intercity trains ran until 1941, with local service in Chico until the 1960s (Huberland 2016:1-2; Trimble 2005:9).

The SN along the Esplanade was an example of local and interurban electric rail service, which offered rapid transport service and lower-cost commuter fares, bringing more economic opportunities to more people. Streetcars ran along the rails parallel to the Esplanade by 1905. Such success for its customers, however, ultimately influenced the declining use of commuter rail, slowly replaced with automobile use in the early 20<sup>th</sup> century (Trimble 2005:7, 29). No materials from the SN are extant today. Removal of the rail lines along the Esplanade dates to the 1970s, with the area east of the thoroughfare now including trees, some ground cover, and soil (Nationwide Environmental Title Research 1947, 1969; Speer 2007).

## Significance

The Esplanade in its entirety has yet to be evaluated for listing in the NRHP. The Esplanade has potential historical significance as Chico’s earliest and most identifiable thoroughfare in the City. It is assumed eligible for listing in the NRHP under Criterion C at the local level of significance for its distinctive characteristics of a type, period, and method of construction. The property has an assumed period of significance from 1915, when initial stages of paving the corridor began, to the year 1963, the period in which the Esplanade underwent significant redesign at the hand of Fred Davis, a prominent public servant in Chico.

Assumed character-defining features include:

- function as a transportation corridor
- the central dividing median,
- the four lanes of travel framed by two outer service lanes,
- the curbed medians separating the main thoroughfare from the outer service lanes,
- and the four rows of trees true to Bidwell’s original 1870 design and retained by Davis.

Davis’ design for the Esplanade exuded the concept of *boulevard* design which, although common to the United States throughout the City Beautiful movement of the 1920s, became exceedingly rare by WWII and into the later decades of the twentieth century. Chico’s Esplanade inspired the redesign of San Francisco’s Octavia Boulevard, reimagined as a multiway boulevard in 2005. The Esplanade maintains strong integrity of location, design, setting, workmanship, feeling, and association from Davis’ 1963 redesign as one of few multiway boulevards constructed in the United States after the 1920s. The segment in the project APE appears to contribute to the overall assumed eligibility of the resource and should the entirety of the Esplanade be evaluated as part of a future project, it is highly probable that the segment in the APE would be a contributor to the property.

On October 23, 2019, Caltrans Division of Environmental Analysis, Cultural Studies Office, approved the assumption of eligibility for the Esplanade segment in the APE for the purposes of the project, pursuant to Stipulation VIII.C.4 of the 2014 PA, because of the resource’s large size and limited potential for project effects. The portion of the Esplanade segment in the APE is delineated in the APE map in Appendix A and detailed above in the *Project Description* chapter of this report. See Appendix C for the letter of approval of the assumption of eligibility of the Esplanade.

## Description

The Esplanade in its entirety is a 5.3 mile stretch of roadway running northwest/southeast from U.S. Route 99 (at the northern end) to Big Chico Creek into the downtown area of Chico, California, on the southern end. The segment located in the APE is approximately 1.25 miles in length, extending from Memorial Way to East 11th Avenue. The Esplanade functioned as a vital interurban thoroughfare prior to Chico’s founding and, at present, is a main transportation route for commuters into Downtown Chico. This segment of asphalt-paved roadway in the APE begins at the intersection of the Esplanade and Memorial Way at the south end and proceeds generally northwest to the intersection of Esplanade and 11<sup>th</sup> Avenue. The main thoroughfare portion of the resource consists of four lanes totaling sixty-four feet wide, two lanes in each direction, divided by a ten-foot curbed median with low greenery and trees. The total right-of-way is one-hundred sixty-five feet wide. Lanes are commonly divided by round non-reflective raised ceramic markers, commonly referred to in California as Botts’ dots.

Four rows of mature trees line the route. Intersections with side streets have stoplights or four-way stops and display modern white or yellow striping for crosswalks and stop signs. Paving and modern turn lanes date to a 1995 repaving and upgrade effort (Booth et al. 2005:76). The two outer service lanes are twenty-feet wide with just enough space for one lane of parallel parking and one moving lane, which services the residential properties lining the Esplanade. Based on site surveys conducted in September 2019, the frontage roads along the northbound and southbound lanes between 9<sup>th</sup> and 10<sup>th</sup> allow for two lanes of two-way traffic. They display similar paving to the middle lanes and are divided from the main thoroughfare on the west by a ten-foot median and on

the east (where the Sacramento Northern railroad tracks once laid) by a twenty-eight-foot median (Jacobs et al. 2002:66).

Despite repaving and reflector replacement since the Esplanade's redesign in the 1960s and 1995, the resource appears to maintain integrity of location, design (c. 1960s), association and feeling. Four of the original six rows of trees (now mostly Sycamore and London planes) visible in aerial images from 1941, 1947 and 1969 remain in 2019 surveys, which coincides with documentary evidence stating that four rows are from 1916 (Booth et al. 2005:75; Jacobs et al. 2002:66; Mulcahy 1948:13).



Source: Google Earth accessed December 16, 2019.

**Exhibit 1. Segment of the Esplanade in the Project APE**

## Chapter 5

# Application of the Criteria of Adverse Effect

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The Criteria of Adverse Effect are given at 36 CFR 800.5 (1):

*Criteria of Adverse Effect.* An adverse effect is found when a project may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the project that may occur later in time, be farther removed in distance, or be cumulative.

Under the Section 106 PA among Caltrans, the California SHPO, the Federal Highway Administration, and others, there are two methods for achieving a FNAE.<sup>1</sup> In one method, an FNAE may be achieved by adhering to certain "Standard Conditions." The two most common such conditions are consistency with the Secretary of the Interior's Standards for Rehabilitation and establishing an ESA for the protection of archaeological properties.

Both the PA and its implementation instructions in the Standard Environmental Reference allow for an FNAE without reliance upon Standard Conditions "either because the project design will result in an effect, but the effect is not adverse, or by placing conditions on the project to avoid adverse effect." This provision is explicitly made on page 4 of Exhibit 2.8, Finding of No Adverse Effect: Format and Content.<sup>2</sup>

When it is possible to avoid adverse effects to historic properties by placing conditions on the project that are not standard conditions, as described above, or when consulting with Tribal Historic Preservation Officers (THPOs) that have assumed Section 106 responsibilities, it is still possible to have a Finding of No Adverse Effect without Standard Conditions (FNAE-No SC) either because the project design will result in an effect, but the effect is not adverse, or by placing conditions on the project to avoid adverse effect.

The Criteria of Adverse Effect are quoted above. In addition to the Criteria of Adverse Effect, 36 CFR 800.5 (2) includes a series of examples of adverse effects.

*Examples of Adverse Effects.* Adverse effects on historic properties include, but are not limited to:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;

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<sup>1</sup> *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid Highway Program in California* (January 2014) (Section 106 PA) for compliance with Section 106 of the NHPA.

<sup>2</sup> California Department of Transportation, Standard Environmental Reference, Volume 2, Exhibit 2.8, Finding of No Adverse Effect: Format and Content, p. 4.

- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

In this chapter, the Criteria of Adverse Effect and examples of adverse effects are applied to the built-environment resource located in the APE that is assumed eligible for the NRHP for the purposes of the undertaking: The Esplanade.

## Built Environment

To assess whether the proposed project will have an adverse effect on the assumed eligible historic property in the APE, it is useful to analyze the proposed project design elements against the examples of adverse effects and the existing property, as presented in 36 CFR 800.5. The following analysis relies on the Project description provided in Chapter 2 *Description of the Undertaking*.

## The Esplanade

The Project will affect the Esplanade, but the effect will not be adverse. The project will not diminish the integrity of the resource and will not destroy or adversely affect any qualifying characteristics of the property.

As stated in the project description above, the City of Chico proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade within the former right of way of the Sacramento Northern Railroad. The Esplanade would also receive signage, sidewalk, signal, and stop control improvements. Existing traffic signals would be outfitted with pedestrian signal crossing equipment, updated detection equipment, pedestrian refuge islands where applicable, and appropriate ADA ramps and sidewalks. Assumed character-defining features of the Esplanade are recognized as its function as a transportation corridor, its northwest/southeast alignment, the central landscaped dividing median, the four lanes of travel framed by two outer service lanes, the curbed landscaped medians separating the main thoroughfare from the outer service lanes, and the four rows of trees true to Bidwell's original 1870 design.

To analyze more closely the nature of the effect of this project on the Esplanade, it is useful to discuss in detail each of the seven examples of adverse effects as specified in 36 CFR 800.5(2).

### **(i) Physical destruction of or damage to all or part of the property.**

The project would not result in direct physical destruction or damage to any of the character-defining features of the Esplanade that contribute to its assumed eligibility for listing in the NRHP.

- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines.**

No element of the proposed project involves alteration to any of the character-defining features of the Esplanade that contribute to its assumed eligibility for listing in the NRHP.

- (iii) Removal of the property from its historic location.**

The project would not remove any of the contributing features of the Esplanade corridor from their historic location.

- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.**

The project proposes minor transportation-related modifications of the existing setting of the Esplanade, including changes to signage, street paving, and the addition of a multi-use bicycle/pedestrian path that would occupy the former Sacramento Northern Railroad corridor. However, these changes will not result in an adverse effect to the historic resource. All materials of the former railroad were removed in the mid-1970s, leaving the cleared earthen corridor that exists today. Assumed character defining features such as the function of a transportation thoroughfare, the central median, the four lanes of travel and outer service lanes, the curbed medians, and four rows of trees will remain distinct and recognizable throughout the Esplanade. None of these features will be altered as a result of project implementation to an extent that the historical integrity of the Esplanade would be compromised. The Esplanade will still function as a transportation thoroughfare as the slight modifications to the property would not involve a change in the character of the use or design features that support its ability to convey historic significance. Furthermore, the project would not cause an adverse effect, as the project includes minimal changes to signage and street paving in an existing urban setting that surrounds this resource.

- (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.**

The project would not result in the introduction of any atmospheric or audible elements that would diminish the integrity of the property's historic features. The project would be constructing a multi-use bicycle/pedestrian path along the Esplanade, receive signage, sidewalk, signal, and stop control improvements, pedestrian signal crossing and detection equipment, refuge islands, and appropriate ADA ramps and sidewalks. These visual features are in keeping with the types of pedestrian and bicycle elements currently existing in the corridor; therefore, the project will not have an adverse effect on the Esplanade corridor as a result of the introduction of visual elements related to the undertaking.

- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.**

The project would not result in the neglect of the Esplanade. The property has always been owned by the City of Chico and will continue to be owned, operated, and maintained by the City of Chico.

- (vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.**

The project would not result in the transfer, sale, or lease of any historic property out of federal ownership or control. The Esplanade has never been under federal ownership or control.

## Criteria of Adverse Effect Conclusion

As shown in the application of examples of adverse effects, the proposed undertaking will not diminish the integrity of the resource and will not destroy or adversely affect any qualifying characteristics of the assumed-eligible NRHP property.

## Chapter 6

# Conclusion

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One built environment historic resource is addressed in this report: a 1.25-mile segment of the Esplanade, which is a historic property assumed eligible for listing in the NRHP by Caltrans for the purposes of this project, pursuant to Section 106 Programmatic Agreement Stipulation VIII.C.4.

The proposed undertaking will not diminish the integrity of the Esplanade and will not destroy or adversely affect any assumed qualifying characteristics of the historic property. All proposed project construction in the APE generally involves minor activities, consisting of a multi-use bicycle/pedestrian path along the Esplanade, signage, sidewalk, signal, and stop control improvements, pedestrian signal crossing and detection equipment, refuge islands, and appropriate ADA ramps and sidewalks. The project elements will not cause a significant visual effect to the setting of the resource, nor will they involve a change in the character of the use or design features that support the resource to convey its historic significance. For these reasons, the project will not result in an adverse effect on the Esplanade.

The background records search conducted as part of the ASR (ICF 2020) identified no historic or prehistoric archaeological resources in the APE.

Based on the information presented in this document, and in applying the Criteria of Adverse Effect, Caltrans proposes that an FNAE is appropriate and is seeking SHPO's concurrence in the finding, pursuant to 36 CFR 800.5(c) and Section 106 PA Stipulation X.B.2.

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## Chapter 7

# References

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## Chapter 8

# Preparers' Qualifications

---

**David Lemon** is a senior architectural historian with over 17 years of experience in historical research, field inventory, and architectural built-environment resource evaluations. He exceeds the Secretary of the Interior's Professional Qualifications Standards for work in both history and architectural history. David serves as an ICF cultural resources project leader facilitating CEQA/NEPA and NHPA Section 106 compliance documents. He has authored numerous Caltrans technical reports (HPSR/HRER/HASR) and has worked on several Caltrans projects with District Local Assistance as lead agency, including Section 106/CEQA compliance for the Sacramento Intermodal Transit Facility Track Relocation Project, and the Doyle Drive Replacement and Presidio Mitigation Project. Prior to his current position at ICF, David worked as a graduate research assistant in the Caltrans Cultural Studies Office, where he contributed to the Department's Statewide Historic Bridge Survey update. David holds a B.A. in United States History from UC, Santa Barbara, and an M.A. in Public History from CSU, Sacramento. In 2009 he passed PhD qualifying exams and advanced to candidacy in the Graduate Public History Program at UC, Santa Barbara.

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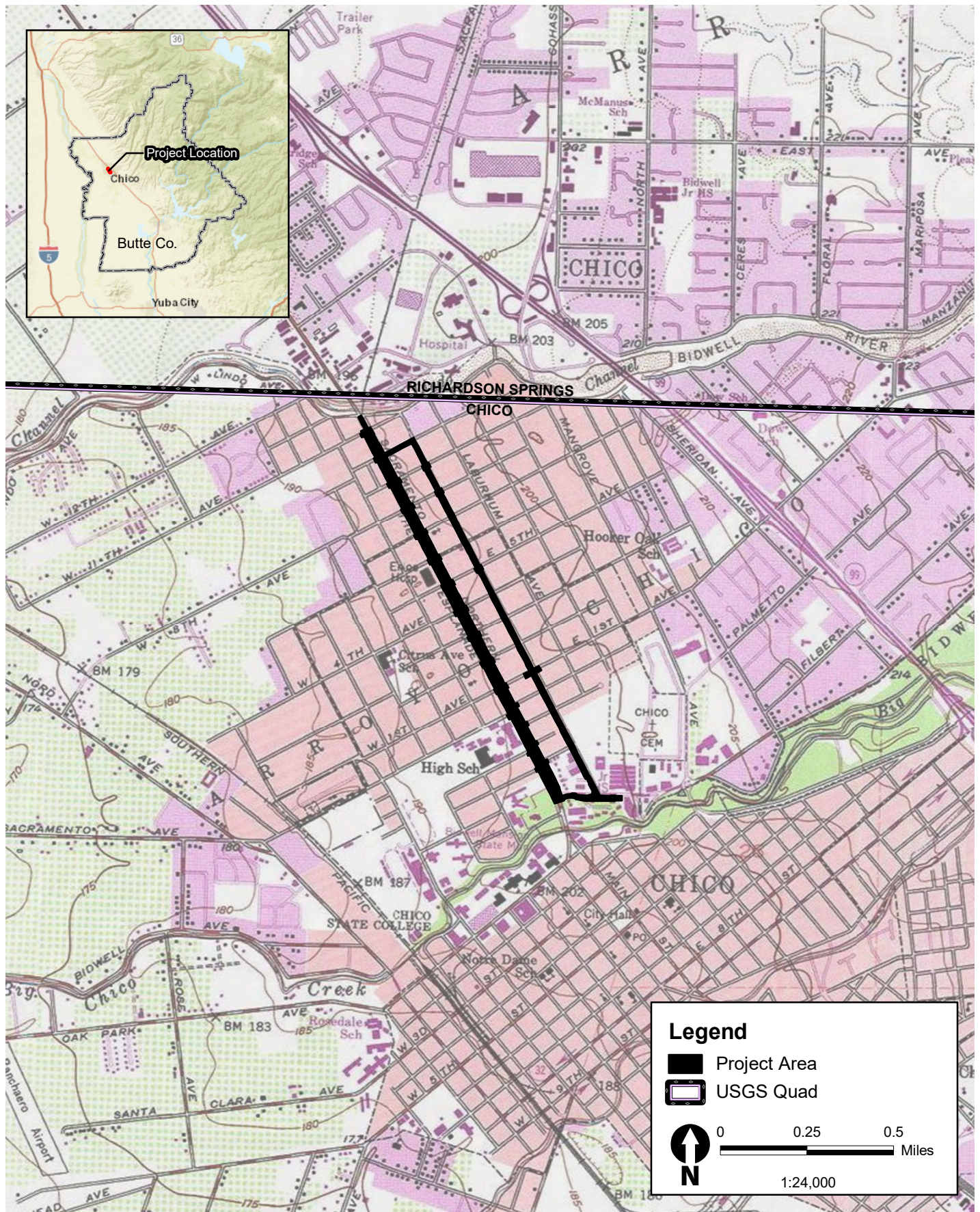
## Appendix A

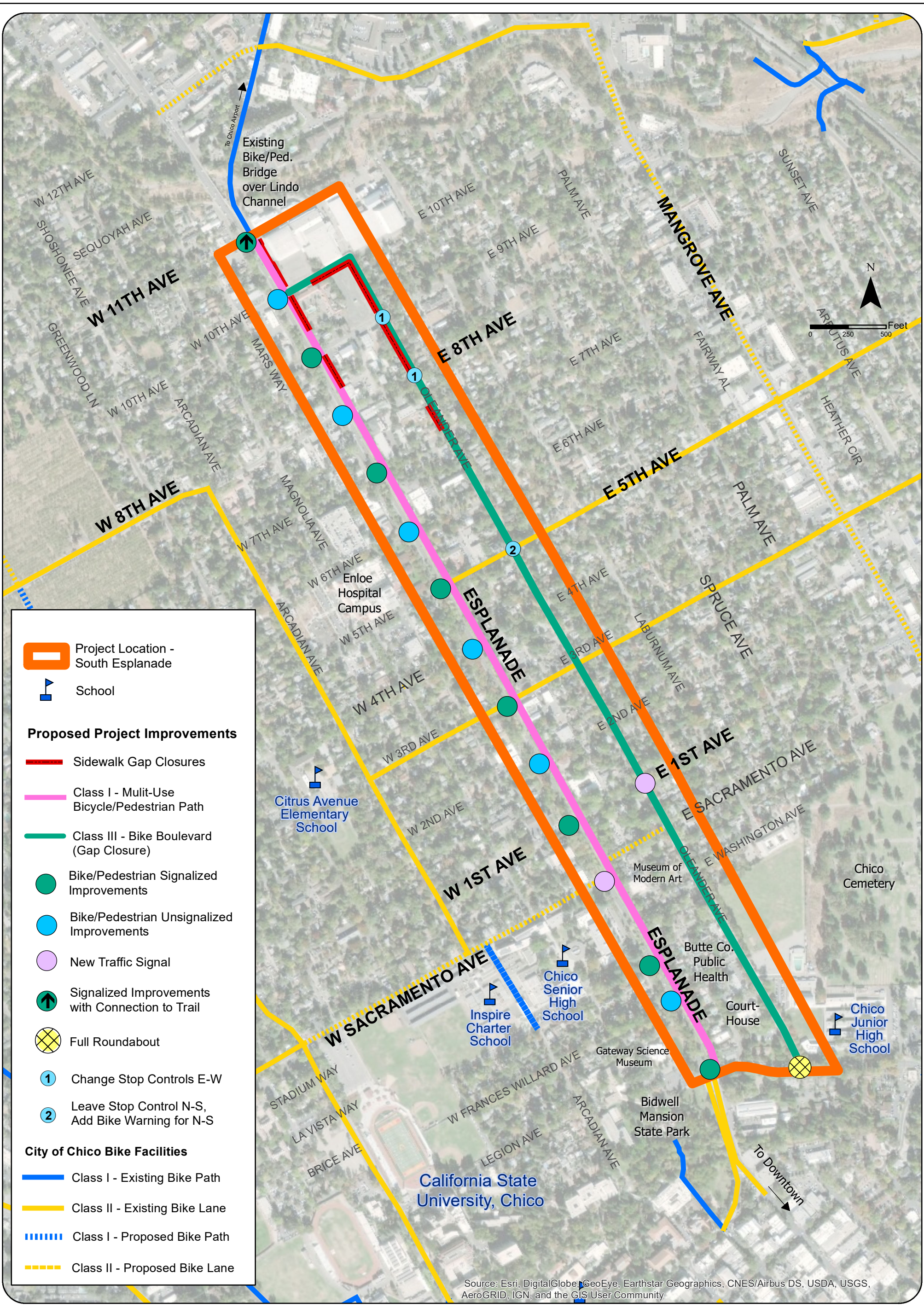
### **Figures**

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Project Location - South Esplanade

School

**Proposed Project Improvements**

Sidewalk Gap Closures

Class I - Mult-Use Bicycle/Pedestrian Path

Class III - Bike Boulevard (Gap Closure)

Bike/Pedestrian Signalized Improvements

Bike/Pedestrian Unsignalized Improvements

New Traffic Signal

Signalized Improvements with Connection to Trail

Full Roundabout

Change Stop Controls E-W

Leave Stop Control N-S, Add Bike Warning for N-S

**City of Chico Bike Facilities**

Class I - Existing Bike Path

Class II - Existing Bike Lane

Class I - Proposed Bike Path

Class II - Proposed Bike Lane



**CITY OF CHICO**  
PUBLIC WORKS  
DEPARTMENT  
411 Main Street  
Chico, California 95926

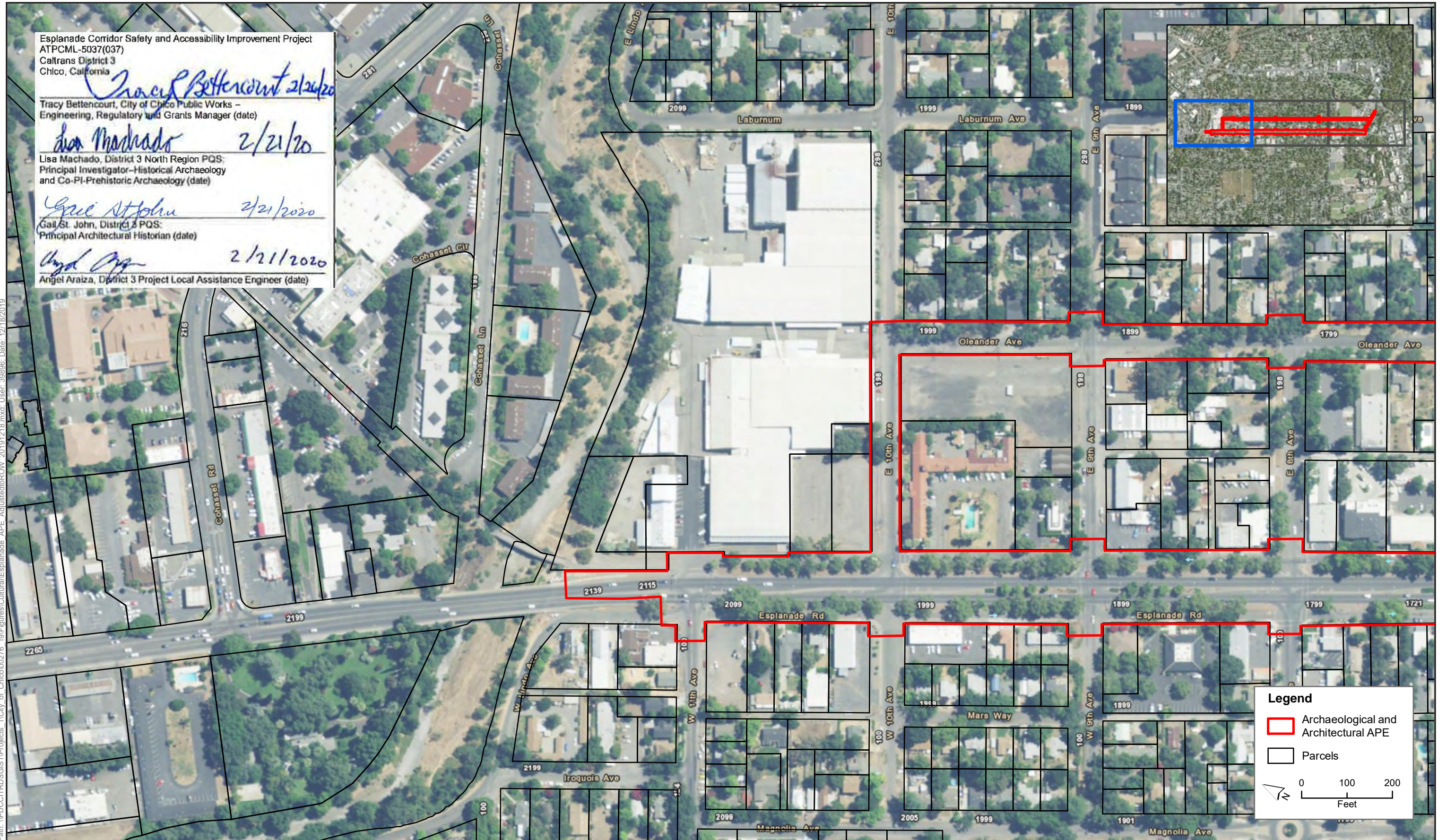
# ESPLANADE CORRIDOR SAFETY AND ACCESSIBILITY IMPROVEMENT PROJECT

CIP NO. 50355

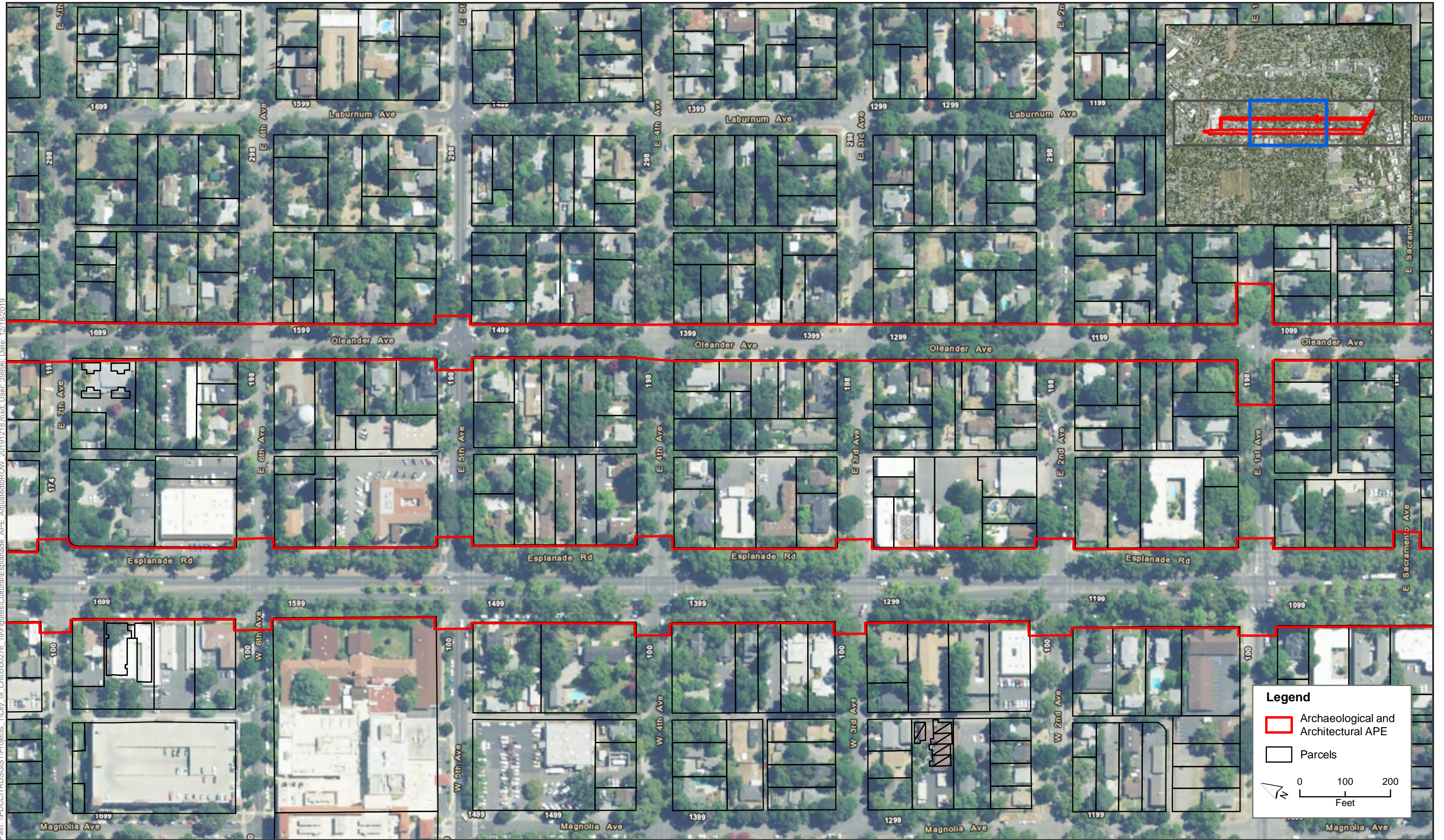
**PROJECT AERIAL**  
AUGUST 2019

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

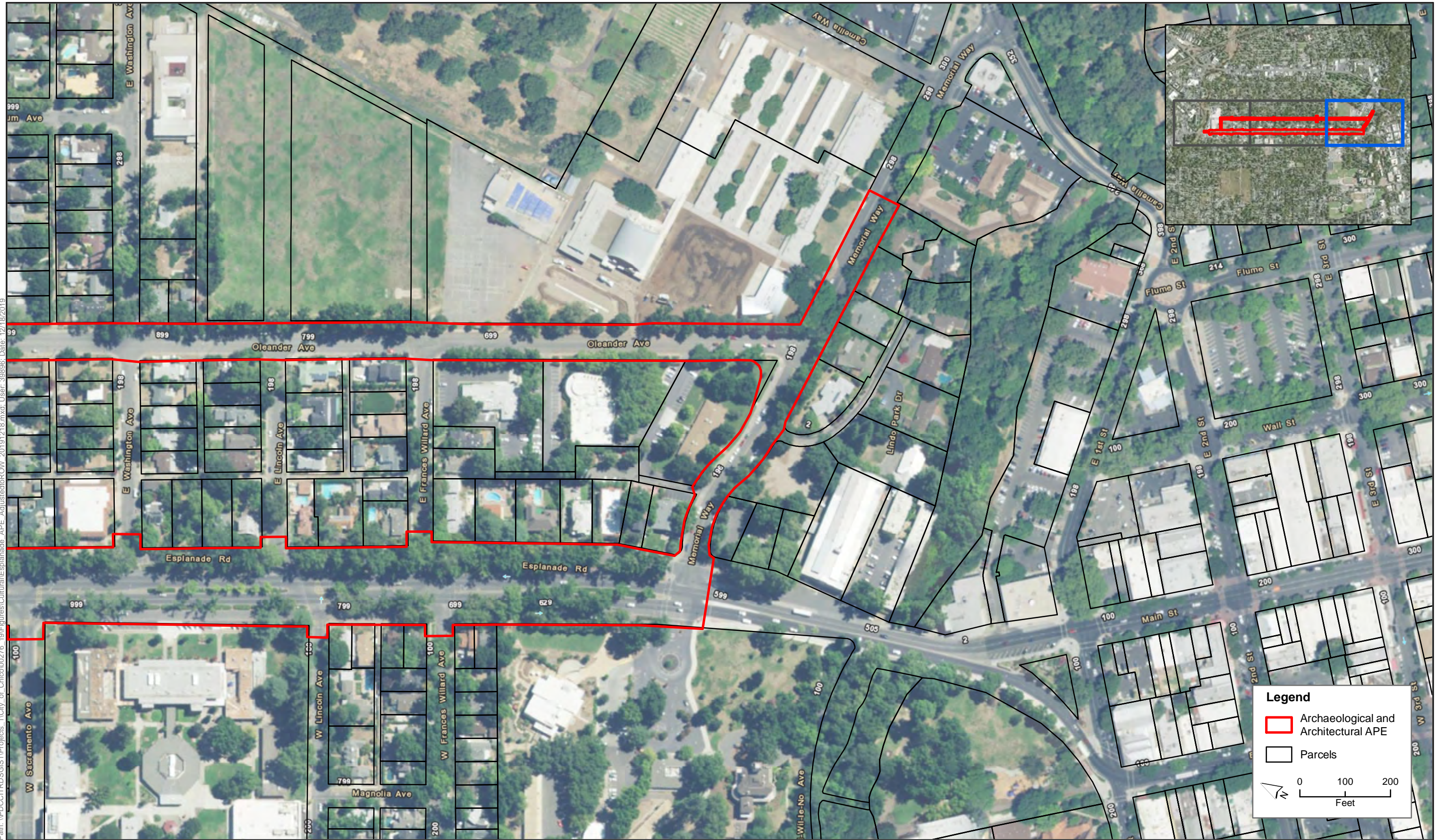
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## **Interested Parties Consultation and Correspondence**

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**Esplanade Corridor Safety and Accessibility Improvement Project - Native American Coordination Tracking Log**

Name	Affiliation	Contact		Results
		Date Letter Mailed/E-mailed	Follow-up Date	
Native American Heritage Commission 1550 Harbor Blvd, Suite 100 West Sacramento, CA 95691 (916) 373-3710 (916) 373-5471 Fax <a href="mailto:nahc@nahc.ca.gov">nahc@nahc.ca.gov</a>	N/A	7/29/2019	N/A	7/29/2019: Stephen Pappas sent Sacred Lands Files search request. 8/8/2019: S. Pappas rec'd email response. SLF came up negative and NAHC provided list of 8 NA contacts.
Berry Creek Rancheria of Maidu Indians Francis Steele, Chairperson 5 Tyme Way Oroville, CA 95966 Phone: (530) 534-3859 Fax: (530) 534-1151 <a href="mailto:fsteele@berrycreekrancheria.com">fsteele@berrycreekrancheria.com</a>	Maidu	9/5/2019	10/25/2019 11/4/2019	9/5/2019: City of Chico mailed Section 106 outreach letter to contact.  10/25/2019 (11:23 AM) S. Pappas left detailed voice message for Francis. S. Pappas followed up call with an E-mail.  11/4/2019 (12:43 PM) S. Pappas left detailed voice message for Francis.
Estom Yumeka Maidu Tribe of the Enterprise Rancheria Glenda Nelson, Chairperson 2133 Monte Vista Avenue Oroville, CA 95966 Phone: (530) 532-9214 Fax: (530) 532-1768 <a href="mailto:info@enterpriserancheria.org">info@enterpriserancheria.org</a>	Maidu	9/5/2019	10/25/2019 11/4/2019 11/6/2019	9/5/2019: City of Chico mailed Section 106 outreach letter to contact.  10/25/2019 (11:26 AM) S. Pappas left detailed voice message for Glenda. S. Pappas followed up call with an E-mail.  11/4/2019 (12:46 PM) S. Pappas left detailed voice message for Glenda.  11/6/2019: Creig Marcus (Tribal Administrator) called S. Pappas, stating that the project is out of the tribe's territory and they have no concerns.
Greenville Rancheria of Maidu Indians Kyle Self, Chairperson P.O. Box 279 Greenville, CA, 95947 Phone: (530) 284-7990 Fax: (530) 284-6612 <a href="mailto:kself@greenvillerrancheria.com">kself@greenvillerrancheria.com</a>	Maidu	9/5/2019	N/A	9/5/2019: City of Chico mailed Section 106 outreach letter to contact.  9/16/2019: City of Chico received letter from Crystal Rios on behalf of the Greenville Rancheria stating that they have no comments or objections to the project and to let them know if any changes happen to the project.

**Esplanade Corridor Safety and Accessibility Improvement Project - Native American Coordination Tracking Log**

Name	Affiliation	Contact		Results
		Date Letter Mailed/E-mailed	Follow-up Date	
KonKow Valley Band of Maidu Indians Jessica Lopez, Chairperson 2086 N. Villa St. Palermo, CA, 95968 Phone: (707) 357-2415 <a href="mailto:jessica@konkowmaidu.org">jessica@konkowmaidu.org</a>	KonKow Maidu	9/5/2019	10/25/2019	9/5/2019: City of Chico mailed Section 106 outreach letter to contact.  10/25/2019: S. Pappas called number provided, not Jessica's number anymore and was provided with current number (530) 777-8094. Jessica said that she would defer consultation to the Mechoopda tribe, but would like to be notified if any cultural resources are found during the project.

**Esplanade Corridor Safety and Accessibility Improvement Project - Native American Coordination Tracking Log**

Name	Affiliation	Contact		Results
		Date Letter Mailed/E-mailed	Follow-up Date	
Mechoopda Indian Tribe Dennis Ramirez, Chairperson 125 Mission Ranch Blvd Chico, CA, 95926 Phone: (530) 899-8922 Fax: (530) 899-8517 <a href="mailto:dramirez@mechoopda-nsn.gov">dramirez@mechoopda-nsn.gov</a>	KonKow Maidu	9/5/2019		9/5/2019: City of Chico mailed Section 106 outreach letter to contact.
			10/25/2019	10/25/2019 (11:39 AM) S. Pappas left detailed voice message for Dennis. (12:02)- Dennis called S. Pappas, requested Pappas Email PDF of letter and he would have Kyle McHenry or Sandra Knight (cultural program) respond. S. Pappas Emailed letter to Dennis.
			10/28/2019	12:35- Sandra Knight called S. Pappas, stated that she will get their concerns, requests emailed next week. But wanted to mention that the tribe is very concerned with areas near the Bidwell Mansion, as they are highly sensitive. Possibly monitoring for that area.
			11/4/2019	1:02-Kyle McHenry (THPO) sent Email to S. Pappas stating that there are sensitive sites within the APE and would like to consult on the project. He also asked for more detail regarding the ground disturbance.
			11/5/2019	10/28/2019: S. Pappas sent Email response to Kyle providing some details regarding depth in the project.
			11/21/2019	11/4/2019: (1:07PM) S. Pappas spoke with Sandra Knight she said that they had mailed a response letter to City of Chico, but she would also Email the letter to S. Pappas.  11/5/2019: S. Pappas sent Email to Kyle McHenry containing project description.  11/21/2019: S. Pappas sent updated Email to check in to see if KM received the PD and get an idea of sensitive sites, questions re. the project. KM responded stating that the Tribe has multiple Sensitive Sites, especially near Big Chico Creek and the Bidwell Mansion. There is also a Village site near the intersection of Esplanade and Lindo Channel. The Mechoopda Tribe requests a tribal monitor be present during ground disturbance. KM also provided Formal response letter.

**Esplanade Corridor Safety and Accessibility Improvement Project - Native American Coordination Tracking Log**

Name	Affiliation	Contact		Results
		Date Letter Mailed/E-mailed	Follow-up Date	
Mooretown Rancheria of Maidu Indians Benjamin Clark, Chairperson #1 Alverda Drive Oroville, CA, 95966 Phone: (530) 533-3625 Fax: (530) 533-3680 <a href="mailto:frontdesk@mooretown.org">frontdesk@mooretown.org</a>	KonKow Maidu	9/5/2019	N/A	9/5/2019: City of Chico mailed Section 106 outreach letter to contact.  10/23/2019: City of Chico received a letter from Mooretown THPO Matthew Hatcher stating that the project is out of the Rancheria's Tribal territory and they have no further comment.
Mooretown Rancheria of Maidu Indians Guy Taylor, #1 Alverda Drive Oroville, CA, 95966 Phone: (530) 533-3625	KonKow Maidu	9/5/2019	N/A	9/5/2019: City of Chico mailed Section 106 outreach letter to contact.  10/23/2019: City of Chico received a letter from Mooretown THPO Matthew Hatcher stating that the project is out of the Rancheria's Tribal territory and they have no further comment.
Tsi Akim Maidu Grayson Coney, Cultural Director P.O. Box 510 Browns Valley, CA, 95918 Phone: (530) 383-7234 <a href="mailto:tsi-akim-maidu@att.net">tsi-akim-maidu@att.net</a>	Maidu	9/5/2019	10/25/2019  11/4/2019	9/5/2019: City of Chico mailed Section 106 outreach letter to contact, however, letter was returned to sender. 9/23/2019: S. Pappas Emailed letter to Grayson as previous letter was returned. 10/25/2019 (11:45 AM) S. Pappas left detailed voice message for Grayson. S. Pappas followed up call with an E-mail. 11/4/2019 (11:45 AM) S. Pappas left detailed voice message for Grayson.

**From:** [Pappas, Steve](#)  
**To:** ["NAHC@NAHC"](#)  
**Cc:** [Pappas, Steve](#)  
**Subject:** Esplanade Corridor Project SLF request  
**Date:** Monday, July 29, 2019 11:36:00 AM  
**Attachments:** [image001.png](#)  
[Esplanade SLF request.pdf](#)

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Good morning NAHC Staff,

Could you please conduct a search of the Sacred Lands Files for the attached Esplanade Corridor project and provide a list of Native American contacts for the area?

Thank you,

**STEPHEN PAPPAS** | Senior Archaeologist | 916.231.7649 (o) | [stephen.pappas@icf.com](mailto:stephen.pappas@icf.com) | [icf.com](http://icf.com)  
ICF | 980 9th Street, Suite 1200, Sacramento, CA 95814 | 530.218.8485 (m)



## Sacred Lands File & Native American Contacts List Request

### NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd, Suite 100  
West Sacramento, CA 95501  
(916) 373-3710  
(916) 373-5471 – Fax  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)

*Information Below is Required for a Sacred Lands File Search*

Project: \_\_\_\_\_

County: \_\_\_\_\_

USGS Quadrangle

Name: \_\_\_\_\_

Township: \_\_\_\_\_ Range: \_\_\_\_\_ Section(s): \_\_\_\_\_

Company/Firm/Agency:

\_\_\_\_\_  
Contact Person: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

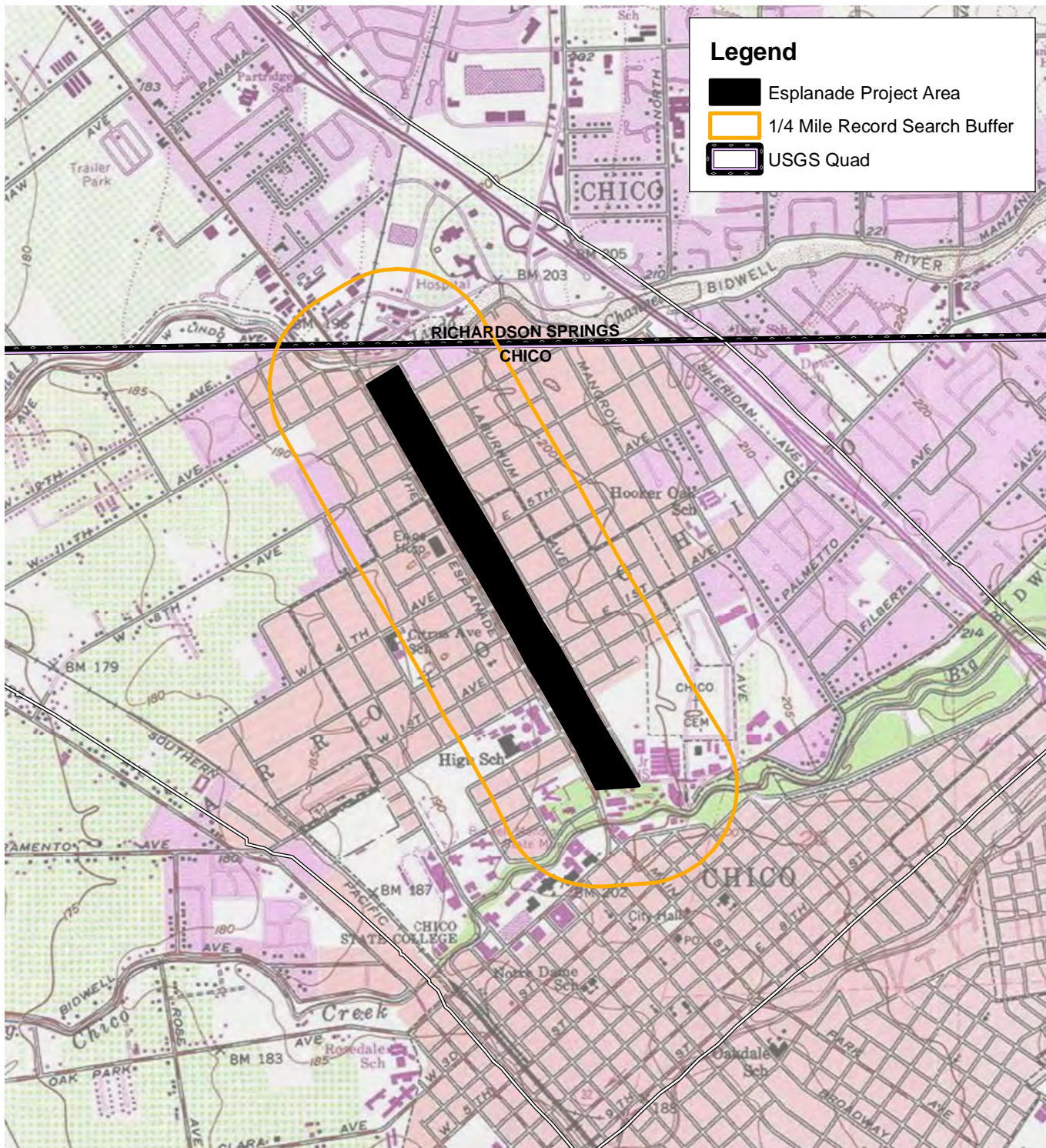
Phone: \_\_\_\_\_ Extension: \_\_\_\_\_

Fax: \_\_\_\_\_

Email: \_\_\_\_\_

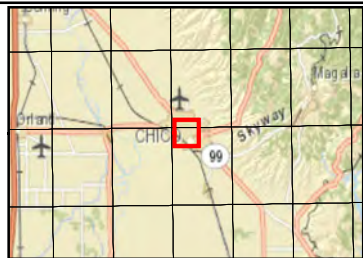
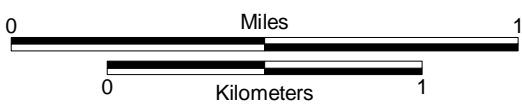
Project Description:

\_\_\_\_ Project Location Map is attached



SOURCE: USGS 7.5  
CHICO & RICHARDSON SPRINGS, CA;  
Butte County

1:24,000



**From:** [Totton, Gayle@NAHC](mailto:Totton_Gayle@NAHC)  
**To:** [Pappas, Steve](#)  
**Subject:** Esplanade Corridor Safety and Accessibility Improvement  
**Date:** Thursday, August 8, 2019 10:21:40 AM  
**Attachments:** [SLF.no Esplanade-ICF-Pappas 8-5-19.pdf](#)  
[Esplanade-ICF-Pappas 8-5-19.pdf](#)

---

Good morning,

Attached please find your Sacred Lands File search letter and a Tribal Contacts list for the above referenced project. My apologies for the delay in getting these to you.

Sincerely,

Gayle Totton, M.A., Ph.D.  
Associate Governmental Program Analyst  
Native American Heritage Commission  
(916) 373-3714

NATIVE AMERICAN HERITAGE COMMISSION  
Cultural and Environmental Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
Phone: (916) 373-3710  
Email: [nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
Website: <http://www.nahc.ca.gov>



August 5, 2019

Stephen Pappas  
ICF

VIA Email to: [steve.pappas@icf.com](mailto:steve.pappas@icf.com)

RE: **Esplanade Corridor Safety and Accessibility Improvement Project**, City of Chico;  
Chico USGS Quadrangle, Butte County, California.

Dear Mr. Pappas:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. The absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Gayle Totton".

Gayle Totton, B.S., M.A., Ph.D.

Associate Governmental Program Analyst

Attachment

**Native American Heritage Commission  
Native American Contact List  
Butte County  
8/5/2019**

***Berry Creek Rancheria of Maidu  
Indians***

Francis Steele, Chairperson  
5 Tyme Way  
Oroville, CA, 95966  
Phone: (530) 534 - 3859  
Fax: (530) 534-1151  
fsteele@berrycreekrancheria.com

Maidu

***Mooretown Rancheria of Maidu  
Indians***

Guy Taylor,  
#1 Alverda Drive  
Oroville, CA, 95966  
Phone: (530) 533 - 3625

KonKow  
Maidu

***Estom Yumeka Maidu Tribe of  
the Enterprise Rancheria***

Glenda Nelson, Chairperson  
2133 Monte Vista Avenue  
Oroville, CA, 95966  
Phone: (530) 532 - 9214  
Fax: (530) 532-1768  
info@enterpriserancheria.org

Maidu

***Tsi Akim Maidu***

Grayson Coney, Cultural Director  
P.O. Box 510  
Browns Valley, CA, 95918  
Phone: (530) 383 - 7234  
tsi-akim-maidu@att.net

Maidu

***Greenville Rancheria of Maidu  
Indians***

Kyle Self, Chairperson  
P.O. Box 279  
Greenville, CA, 95947  
Phone: (530) 284 - 7990  
Fax: (530) 284-6612  
kself@greenvillerancheria.com

Maidu

***KonKow Valley Band of Maidu***

Jessica Lopez, Chairperson  
2086 N. Villa St.  
Palermo, CA, 95968  
Phone: (707) 357 - 2415  
jessica@konkowmaidu.org

KonKow  
Maidu

***Mechoopda Indian Tribe***

Dennis Ramirez, Chairperson  
125 Mission Ranch Blvd  
Chico, CA, 95926  
Phone: (530) 899 - 8922  
Fax: (530) 899-8517  
dramirez@mechoopda-nsn.gov

KonKow  
Maidu

***Mooretown Rancheria of Maidu  
Indians***

Benjamin Clark, Chairperson  
#1 Alverda Drive  
Oroville, CA, 95966  
Phone: (530) 533 - 3625  
Fax: (530) 533-3680  
frontdesk@mooretown.org

KonKow  
Maidu

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 Esplanade Corridor Safety and Accessibility Improvement Project, Butte County.



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PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION

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411 Main Street, 2<sup>nd</sup> Floor  
P.O. Box 3420  
Chico, CA 95927-3420

Phone: (530) 879-6900  
Fax: (530) 895-4899  
[www.ci.chico.ca.us](http://www.ci.chico.ca.us)

August 28, 2019

Berry Creek Rancheria of Maidu Indians  
Francis Steele, Chairperson  
5 Tyme Way  
Oroville, CA, 95966

Reference: Federal Project # ATPCML-5037(037) Esplanade Corridor Safety and Accessibility Improvement Project

Subject: Consultation under Section 106 of the National Historic Preservation Act for the proposed Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California

Dear Honorable Francis Steele,

The City of Chico, in conjunction with the California Department of Transportation (Caltrans), proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown; California State University, Chico; Chico Junior and Senior High Schools; a regional hospital; and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1st Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added. See attached map.

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August 28, 2019  
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Stephen Pappas  
ICF  
980 9th Street, Suite 1200  
Sacramento, CA 95814

If you have questions regarding the content of this letter you can contact me at [tracy.bettencourt@chicoca.gov](mailto:tracy.bettencourt@chicoca.gov) or 530-879-6903.

Sincerely,



Tracy R. Bettencourt  
Regulatory and Grants Manager  
City of Chico Public Works – Engineer



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August 28, 2019

Estom Yumeka Maidu Tribe of the Enterprise Rancheria  
Glenda Nelson, Chairperson  
2133 Monte Vista Avenue  
Oroville, CA, 95966

Reference: Federal Project # ATPCML-5037(037) Esplanade Corridor Safety and Accessibility Improvement Project

Subject: Consultation under Section 106 of the National Historic Preservation Act for the proposed Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California

Dear Honorable Glenda Nelson,

The City of Chico, in conjunction with the California Department of Transportation (Caltrans), proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown; California State University, Chico; Chico Junior and Senior High Schools; a regional hospital; and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1st Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added. See attached map.

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August 28, 2019  
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ICF  
980 9th Street, Suite 1200  
Sacramento, CA 95814

If you have questions regarding the content of this letter you can contact me at [tracy.bettencourt@chicoca.gov](mailto:tracy.bettencourt@chicoca.gov) or 530-879-6903.

Sincerely,



Tracy R. Bettencourt  
Regulatory and Grants Manager  
City of Chico Public Works – Engineer



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August 28, 2019

Greenville Rancheria of Maidu Indians  
Kyle Self, Chairperson  
P.O. Box 279  
Greenville, CA, 95947

Reference: Federal Project # ATPCML-5037(037) Esplanade Corridor Safety and Accessibility Improvement Project

Subject: Consultation under Section 106 of the National Historic Preservation Act for the proposed Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California

Dear Honorable Kyle Self,

The City of Chico, in conjunction with the California Department of Transportation (Caltrans), proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown; California State University, Chico; Chico Junior and Senior High Schools; a regional hospital; and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1st Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added. See attached map.

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Sacramento, CA 95814

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Sincerely,



Tracy R. Bettencourt  
Regulatory and Grants Manager  
City of Chico Public Works – Engineer



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August 28, 2019

KonKow Valley Band of Maidu  
Jessica Lopez, Chairperson  
2086 N. Villa St.  
Palermo, CA, 95968

Reference: Federal Project # ATPCML-5037(037) Esplanade Corridor Safety and Accessibility Improvement Project

Subject: Consultation under Section 106 of the National Historic Preservation Act for the proposed Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California

Dear Honorable Jessica Lopez,

The City of Chico, in conjunction with the California Department of Transportation (Caltrans), proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown; California State University, Chico; Chico Junior and Senior High Schools; a regional hospital; and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1st Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added. See attached map.

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Stephen Pappas  
ICF  
980 9th Street, Suite 1200  
Sacramento, CA 95814

If you have questions regarding the content of this letter you can contact me at [tracy.bettencourt@chicoca.gov](mailto:tracy.bettencourt@chicoca.gov) or 530-879-6903.

Sincerely,



Tracy R. Bettencourt  
Regulatory and Grants Manager  
City of Chico Public Works – Engineer



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August 28, 2019

Mechoopda Indian Tribe  
Dennis Ramirez, Chairperson  
125 Mission Ranch Blvd  
Chico, CA, 95926

Reference: Federal Project # ATPCML-5037(037) Esplanade Corridor Safety and Accessibility Improvement Project

Subject: Consultation under Section 106 of the National Historic Preservation Act for the proposed Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California

Dear Honorable Dennis Ramirez,

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Stephen Pappas  
ICF  
980 9th Street, Suite 1200  
Sacramento, CA 95814

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Sincerely,



Tracy R. Bettencourt  
Regulatory and Grants Manager  
City of Chico Public Works – Engineer



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August 28, 2019

Mooretown Rancheria of Maidu Indians  
Benjamin Clark, Chairperson  
#1 Alverda Drive  
Oroville, CA, 95966

Reference: Federal Project # ATPCML-5037(037) Esplanade Corridor Safety and Accessibility Improvement Project

Subject: Consultation under Section 106 of the National Historic Preservation Act for the proposed Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California

Dear Honorable Benjamin Clark,

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Regulatory and Grants Manager  
City of Chico Public Works – Engineer



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August 28, 2019

Mooretown Rancheria of Maidu Indians  
Guy Taylor  
#1 Alverda Drive  
Oroville, CA, 95966

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Subject: Consultation under Section 106 of the National Historic Preservation Act for the proposed Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California

Dear Mr. Guy Taylor,

The City of Chico, in conjunction with the California Department of Transportation (Caltrans), proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown; California State University, Chico; Chico Junior and Senior High Schools; a regional hospital; and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1st Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added. See attached map.

The proposed project is located along an approximate 1.25-mile segment of the Esplanade within the City of Chico between Memorial Way and East 11th Avenue, along Oleander Avenue between Memorial Way and East 10th Avenue, along East 10th Avenue between Esplanade and Oleander Avenue, and along Memorial Way between Esplanade and approximately 0.06 miles (335 feet) east of the Memorial Way and Oleander Avenue intersection. The project is in the "Chico, CA" USGS Quadrangle, Sections 22 and 27, of Township 22 North, Range 1 East. All work would occur within existing road rights of way except for the construction of the roundabout at the intersection of Memorial Way and Oleander Avenue. It is anticipated that a small amount of undeveloped land (approximately 2600 square feet) at the northwest corner of the intersection would be acquired for new rights of way.

Due to the use of federal funding for the project, Caltrans will provide oversight to ensure compliance with Section 106 of the National Historic Preservation Act as well as other federal laws and regulations. On behalf of Caltrans, the City of Chico is sending this letter to initiate Section 106 consultation pursuant to the National Historic Preservation Act and requests information you may have regarding sites, traditional cultural properties, values, or other cultural resource considerations within the project area. Information provided may be incorporated into the planning phase of the project.

To date, a record search at the Northeast Information Center at California State University, Chico and an archaeological pedestrian survey have been conducted for the project. A portion of the Bidwell Mansion State Historic Park property is immediately adjacent to the project. No archaeological sites were found during the pedestrian survey.

August 28, 2019  
Page 2 of 2

ICF archaeologist Stephen Pappas is a consultant representing the City of Chico and can serve as a point of contact for the Section 106 consultation. Your comments and concerns will be important to the City of Chico and Caltrans as they move forward with the project. If you have any questions or concerns with the project, please contact Stephen Pappas via email ([steve.pappas@icf.com](mailto:steve.pappas@icf.com)) or at his office (916-231-7649). Mr. Pappas' mailing address is:

Stephen Pappas  
ICF  
980 9th Street, Suite 1200  
Sacramento, CA 95814

If you have questions regarding the content of this letter you can contact me at [tracy.bettencourt@chicoca.gov](mailto:tracy.bettencourt@chicoca.gov) or 530-879-6903.

Sincerely,



Tracy R. Bettencourt  
Regulatory and Grants Manager  
City of Chico Public Works – Engineer



---

PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION

---

411 Main Street, 2<sup>nd</sup> Floor  
P.O. Box 3420  
Chico, CA 95927-3420

Phone: (530) 879-6900  
Fax: (530) 895-4899  
[www.ci.chico.ca.us](http://www.ci.chico.ca.us)

August 28, 2019

Tsi Akim Maidu  
Grayson Coney, Cultural Director  
P.O. Box 510  
Browns Valley, CA, 95918

Reference: Federal Project # ATPCML-5037(037) Esplanade Corridor Safety and Accessibility Improvement Project

Subject: Consultation under Section 106 of the National Historic Preservation Act for the proposed Esplanade Corridor Safety and Accessibility Improvement Project, City of Chico, California

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August 28, 2019  
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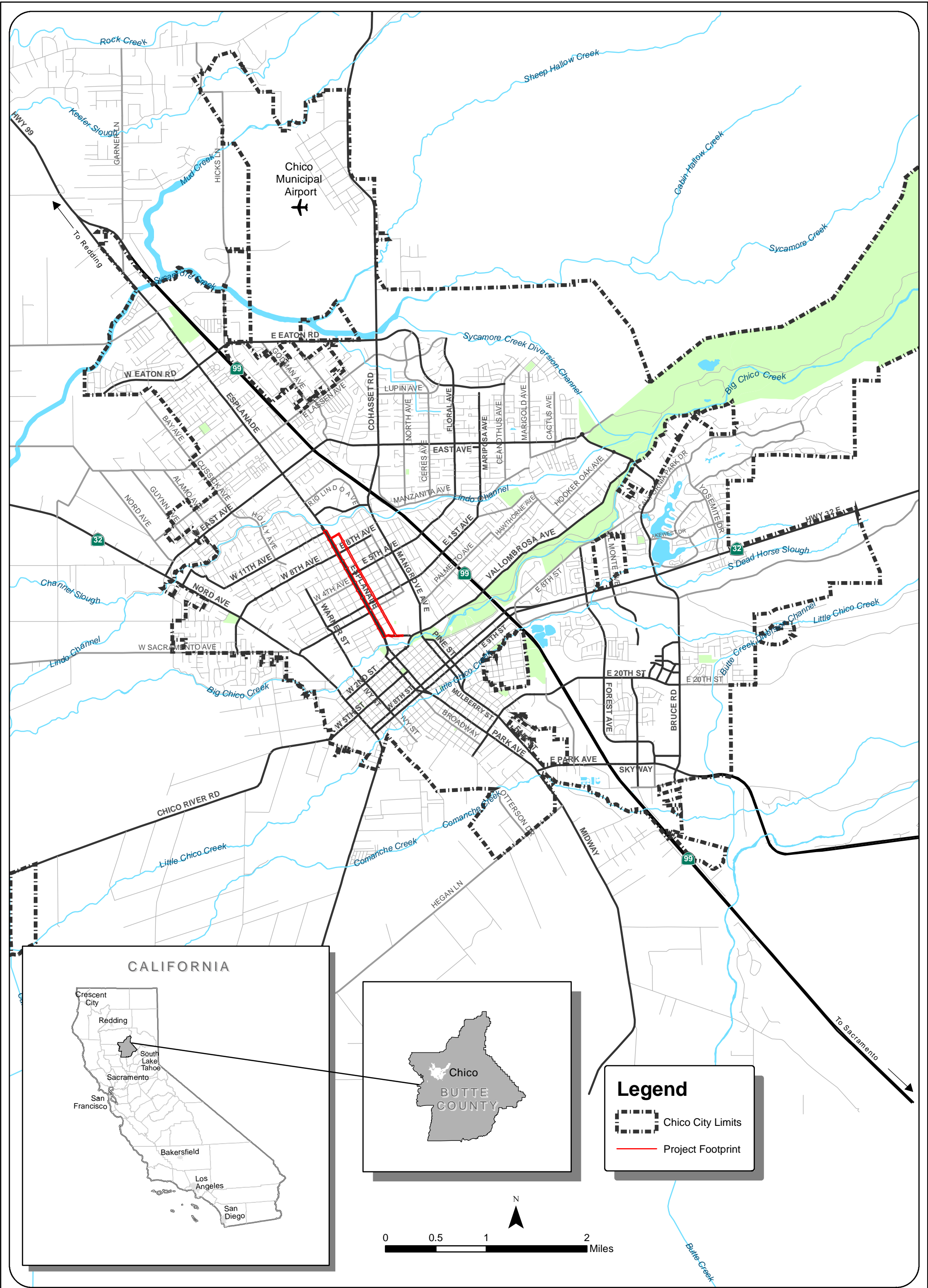
Stephen Pappas  
ICF  
980 9th Street, Suite 1200  
Sacramento, CA 95814

If you have questions regarding the content of this letter you can contact me at [tracy.bettencourt@chicoca.gov](mailto:tracy.bettencourt@chicoca.gov) or 530-879-6903.

Sincerely,



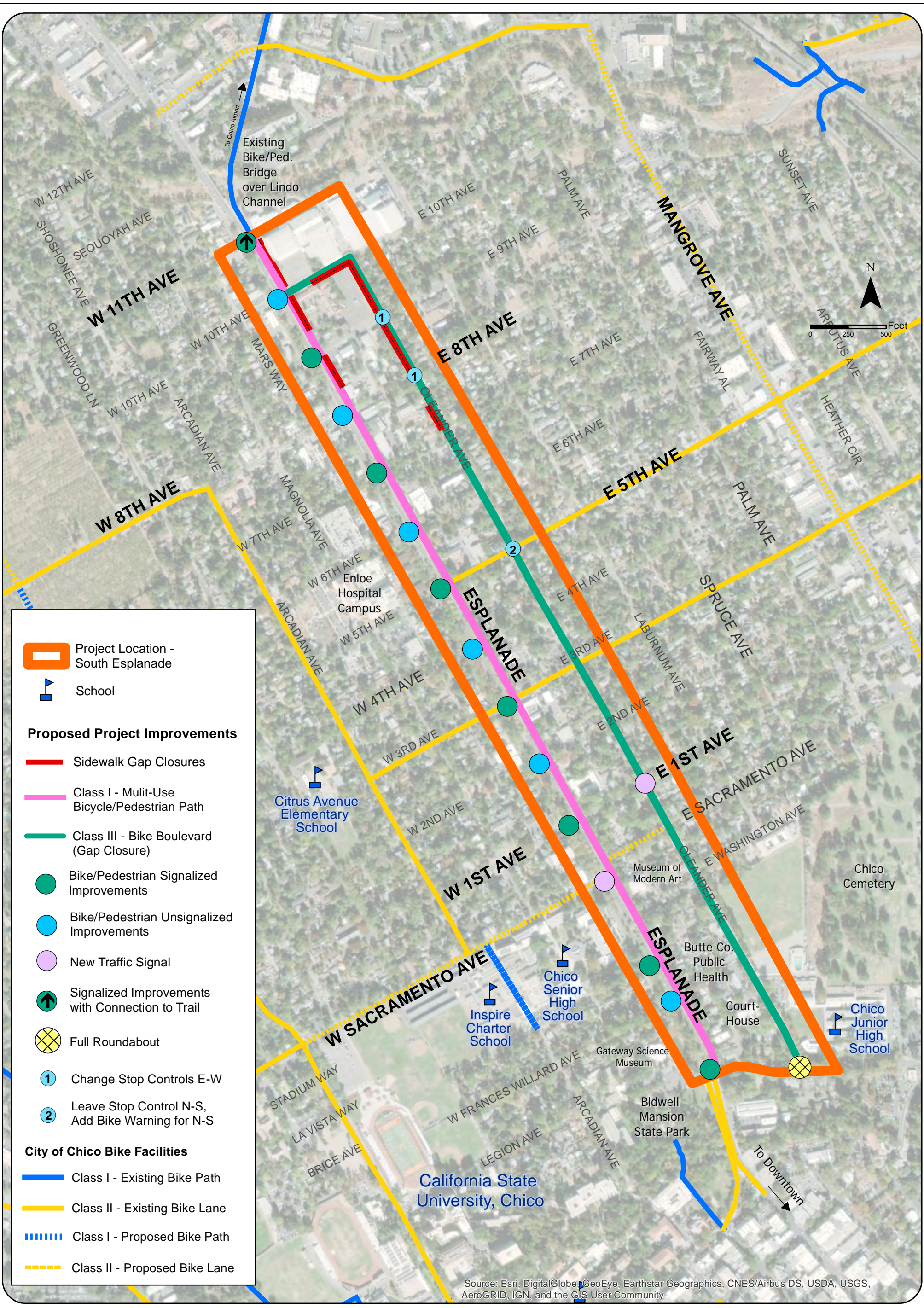
Tracy R. Bettencourt  
Regulatory and Grants Manager  
City of Chico Public Works – Engineer



CITY OF CHICO  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION  
411 Main Street  
Chico, California 95926

ESPLANADE CORRIDOR SAFETY AND  
ACCESSIBILITY IMPROVEMENT PROJECT  
CIP NO. 50355

PROJECT VICINITY  
MAP  
J ERDAHL  
AUGUST 2019



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



CITY OF CHICO  
PUBLIC WORKS  
DEPARTMENT  
411 Main Street  
Chico, California 95926

# ESPLANADE CORRIDOR SAFETY AND ACCESSIBILITY IMPROVEMENT PROJECT

CIP NO. 50355

PROJECT  
AERIAL

AUGUST 2019

## SENDER: COMPLETE THIS SECTION

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## 1. Article Addressed to:

Kyle Self, Chairperson  
Greenville Rancheria of  
Maidu Indians  
P.O. Box 279  
Greenville, CA 95947



9590 9402 4254 8121 4284 01

## 2. Article Number (Transfer from service label)

7018 0040 0000 4080 2998

PS Form 3811, July 2015 PSN 7530-02-000-9053

## COMPLETE THIS SECTION ON DELIVERY

## A. Signature

X ☐ Agent  
☐ Addressee

## B. Received by (Printed Name)

Michele Morris

## C. Date of Delivery

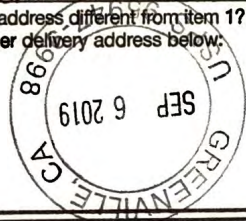
9-6-19

## D. Is delivery address different from item 1?

If YES, enter delivery address below: ☐ Yes ☐ No

## 3. Service Type

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## 1. Article Addressed to:

Glenda Nelson, Chairperson  
Estom Yumeka Maidu Tribe of the  
Enterprise Rancheria  
2133 Monte Vista Avenue  
Ororville, CA 95966



9590 9402 4254 8121 4286 54

## 2. Article Number (Transfer from service label)

7018 0680 0000 1034 5427

PS Form 3811, July 2015 PSN 7530-02-000-9053

## COMPLETE THIS SECTION ON DELIVERY

## A. Signature

X ☒ Agent  
☐ Addressee

## B. Received by (Printed Name)

G. Surva

## C. Date of Delivery

9/5/19

## D. Is delivery address different from item 1?

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## 1. Article Addressed to:

Benjamin Clark, Chairperson  
Mooretown Rancheria of  
Maidu Indians  
#1 Alverda Drive  
Oroville, CA 95966



9590 9402 4254 8121 4286 61

## 2. Article Number (Transfer from service label)

7018 0040 0000 4080 3001

PS Form 3811, July 2015 PSN 7530-02-000-9053

## COMPLETE THIS SECTION ON DELIVERY

## A. Signature

X ☐ Agent  
☐ Addressee

## B. Received by (Printed Name)

## C. Date of Delivery

## D. Is delivery address different from item 1?

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## 3. Service Type

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## SENDER: COMPLETE THIS SECTION

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- Attach this card to the back of the mailpiece, or on the front if space permits.

## 1. Article Addressed to:

Guy Taylor  
Mooretown Rancheria of  
Maidu Indians  
#1 Alverda Drive  
Oroville, CA 95966



9590 9402 4254 8121 3549 53

## 2. Article Number (Transfer from service label)

7018 0040 0000 4080 2967

PS Form 3811, July 2015 PSN 7530-02-000-9053

## COMPLETE THIS SECTION ON DELIVERY

## A. Signature

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☐ Addressee

## B. Received by (Printed Name)

## C. Date of Delivery

## D. Is delivery address different from item 1?

If YES, enter delivery address below: ☐ Yes ☐ No

## 3. Service Type

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- Complete items 1, 2, and 3.
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- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:  
Francis Steele, Chairperson  
Berry Creek Rancheria of the  
Maidu Indians  
5 Tyme Way  
Oroville, CA 95966



9590 9402 4254 8121 3549 46

2. Article Number (Transfer from service label)

7018 0040 0000 4080 2943

Restricted Delivery

PS Form 3811, July 2015 PSN 7530-02-000-9053

**COMPLETE THIS SECTION ON DELIVERY**

A. Signature  
*[Signature]* ☐ Agent ☒ Addressee

B. Received by (Printed Name)  
*[Signature]* C. Date of Delivery  
9-5-19

D. Is delivery address different from item 1? ☐ Yes  
If YES, enter delivery address below: ☐ No

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| <input type="checkbox"/> Collect on Delivery                     | <input type="checkbox"/> Signature Confirmation™                    |
| <input type="checkbox"/> Collect on Delivery Restricted Delivery | <input type="checkbox"/> Signature Confirmation Restricted Delivery |

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Grayson Coney, Cultural Director  
Tsi Akim Maidu  
P.O. Box 510  
Browns Valley, CA 95918

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:  
Dennis Ramirez, Chairperson  
Mechoopda Indian Tribe  
125 Mission Ranch Blvd  
Chico, CA 95926



9590 9402 4254 8121 3549 84

2. Article Number (Transfer from service label)

7018 0040 0000 4080 2981

Restricted Delivery

PS Form 3811, July 2015 PSN 7530-02-000-9053

**COMPLETE THIS SECTION ON DELIVERY**

A. Signature  
*[Signature]* ☐ Agent ☒ Addressee

B. Received by (Printed Name)  
Alaina Kent C. Date of Delivery  
9-5-19

D. Is delivery address different from item 1? ☐ Yes  
If YES, enter delivery address below: ☐ No

3. Service Type
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| <input type="checkbox"/> Collect on Delivery Restricted Delivery | <input type="checkbox"/> Signature Confirmation Restricted Delivery |

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Sent To

Street a

City, Sta

Jessica Lopez, Chairperson  
KonKow Valley Band of Maidu  
2086 N. Villa Street  
Palermo, CA 95968

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

**From:** [Pappas, Steve](#)  
**To:** ["tsi-akim-maidu@att.net"](mailto:tsi-akim-maidu@att.net)  
**Cc:** [Pappas, Steve](#)  
**Subject:** Esplanade Corridor Safety and Accessibility Improvement Project  
**Date:** Monday, September 23, 2019 3:02:00 PM  
**Attachments:** [image001.png](#)  
[20190828\\_Section106\\_Letter\\_TsiAkim.pdf](#)

---

Dear Grayson Coney,

On behalf of Caltrans and the City of Chico, attached is a Section 106 letter for the Esplanade Corridor Safety and Accessibility Improvement Project. The attached letter provides information regarding the project, project maps, and request for information/comments. If you have any questions or concerns regarding the project, please feel free to contact me.

Thank you,

**STEPHEN PAPPAS** | Senior Archaeologist | 916.231.7649 (o) | [stephen.pappas@icf.com](mailto:stephen.pappas@icf.com) | [icf.com](http://icf.com)  
ICF | 980 9th Street, Suite 1200, Sacramento, CA 95814 | 530.218.8485 (m)





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PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION

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411 Main Street, 2<sup>nd</sup> Floor  
P.O. Box 3420  
Chico, CA 95927-3420

Phone: (530) 879-6900  
Fax: (530) 895-4899  
[www.ci.chico.ca.us](http://www.ci.chico.ca.us)

August 28, 2019

Tsi Akim Maidu  
Grayson Coney, Cultural Director  
P.O. Box 510  
Browns Valley, CA, 95918

Reference: Federal Project # ATPCML-5037(037) Esplanade Corridor Safety and Accessibility Improvement Project

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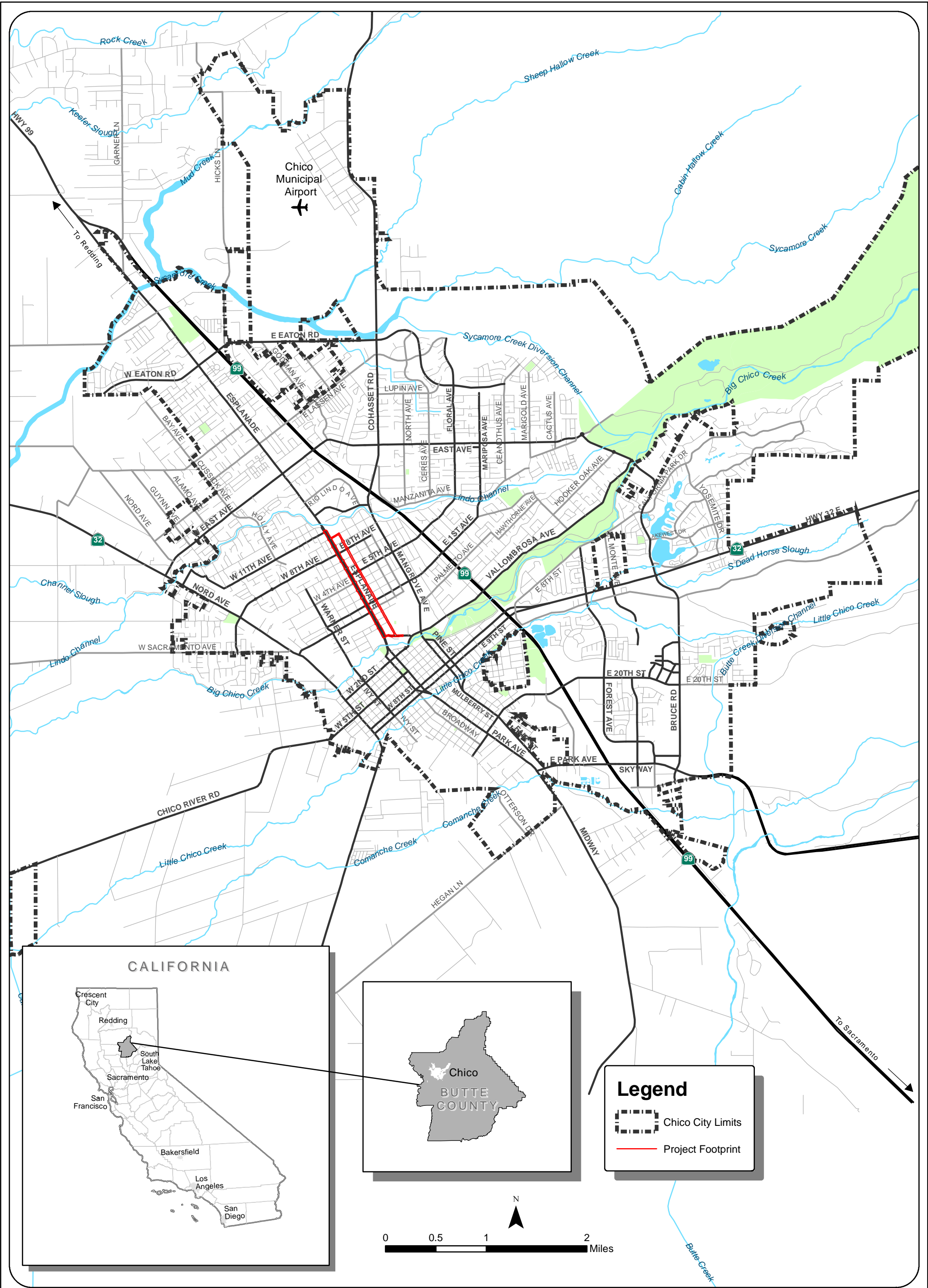
Stephen Pappas  
ICF  
980 9th Street, Suite 1200  
Sacramento, CA 95814

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Sincerely,



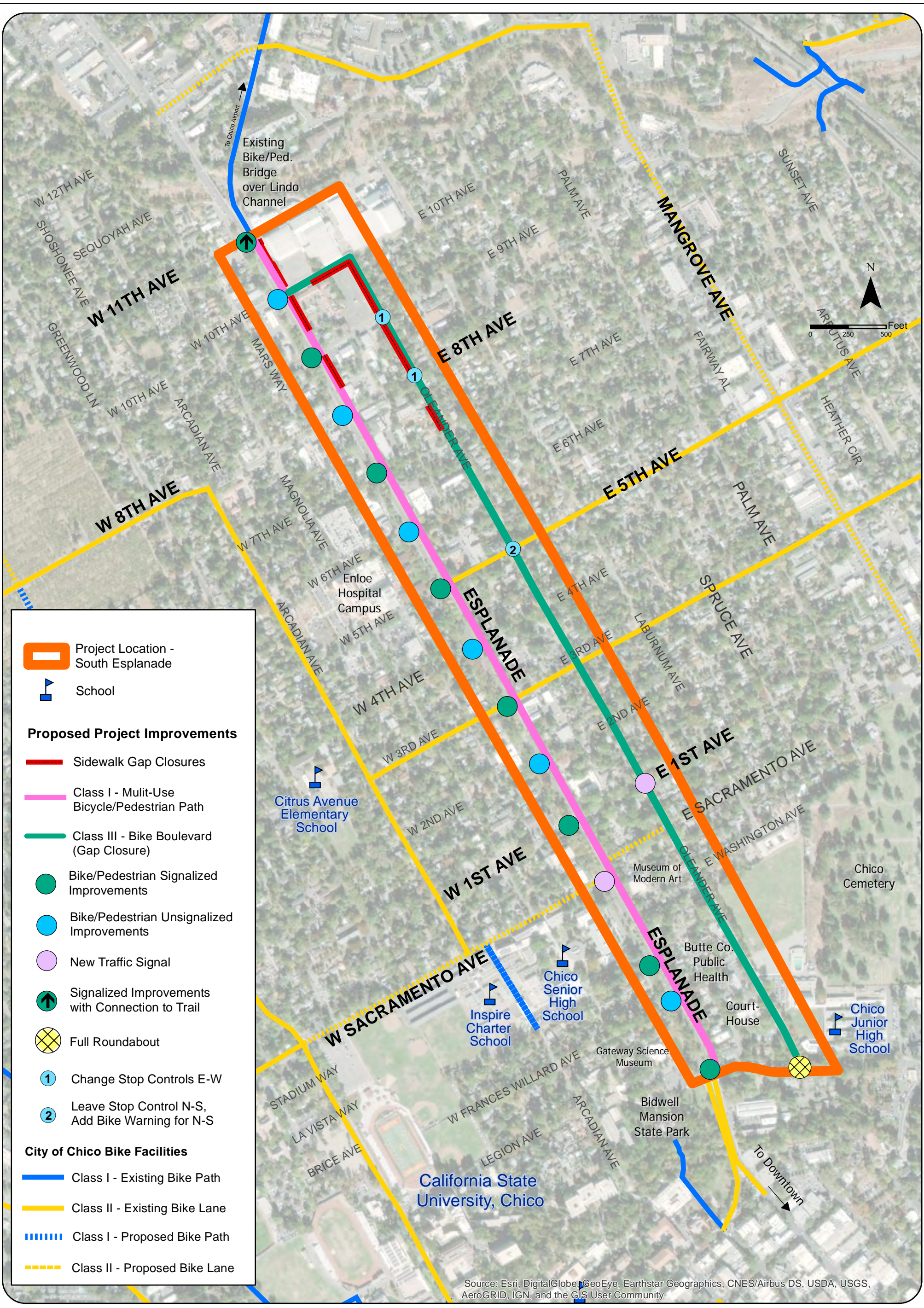
Tracy R. Bettencourt  
Regulatory and Grants Manager  
City of Chico Public Works – Engineer



CITY OF CHICO  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION  
411 Main Street  
Chico, California 95926

ESPLANADE CORRIDOR SAFETY AND  
ACCESSIBILITY IMPROVEMENT PROJECT  
CIP NO. 50355

PROJECT VICINITY  
MAP  
J ERDAHL  
AUGUST 2019



Project Location - South Esplanade

School

**Proposed Project Improvements**

Sidewalk Gap Closures

Class I - Mult-Use Bicycle/Pedestrian Path

Class III - Bike Boulevard (Gap Closure)

Bike/Pedestrian Signalized Improvements

Bike/Pedestrian Unsignalized Improvements

New Traffic Signal

Signalized Improvements with Connection to Trail

Full Roundabout

Change Stop Controls E-W

Leave Stop Control N-S, Add Bike Warning for N-S

**City of Chico Bike Facilities**

Class I - Existing Bike Path

Class II - Existing Bike Lane

Class I - Proposed Bike Path

Class II - Proposed Bike Lane



CITY OF CHICO  
PUBLIC WORKS  
DEPARTMENT  
411 Main Street  
Chico, California 95926

# ESPLANADE CORRIDOR SAFETY AND ACCESSIBILITY IMPROVEMENT PROJECT

CIP NO. 50355

**PROJECT AERIAL**  
AUGUST 2019



## *Greenville Rancheria*

---

P.O. Box 279 / 410 Main Street • Greenville, CA 95947 • 530.284-7990 • Fax 530.284-7299

---

RECEIVED

September 12, 2019

Tracey R. Bettencourt  
411 Main street, 2<sup>nd</sup> floor  
P.O. Box 3420  
Chico Ca, 95927-3420

SEP 16 2019

CITY OF CHICO  
DPW - ENGINEERING

Project: Federal Project # ATPCML-5037(037) Esplanade Corridor Safety and Accessibility Improvement

Dear: Tracey R. Bettencourt

The Greenville Rancheria has reviewed your letter dated August 28, 2019, for your Federal Project. We have no comments or objections with your project. If at any time during your project things change, please advise us via mail for our review

Sincerely,

Crystal Rios  
Tribal Vice Chairwoman  
Greenville Rancheria



# *Mooretown Rancheria*

*#1 Alverda Drive*

*Oroville, CA 95966*

*(530) 533-3625 Office*

*(530) 533-3680 Fax*

**RECEIVED**

October, 14 2019

**OCT 23 2019**

Ms. Tracy Bettencourt  
Regulatory and Grants Manager  
City of Chico Public Works  
411 Main Street, 2<sup>nd</sup> Floor  
P.O. Box 3420  
Chico, CA 95927-3420

**CITY OF CHICO  
DPW - ENGINEERING**

RE: Sec. 106 Consultation for proposed Esplanade Corridor Safety and Accessibility Improvement Project in The City of Chico.

Dear Ms. Bettencourt

Thank you for your letter dated, August 17 2019 seeking information regarding the proposed Esplanade Corridor Safety Accessibility Improvement Project. Based on the information provided, the Mooretown Rancheria has determined that the project is out of our Tribal territory. We have no further comment.

THPO

Matthew Hatcher

[Matthew.hatcher@mooretown.org](mailto:Matthew.hatcher@mooretown.org)

#1 Alverda Dr. Oroville, CA 95966

(530)533-3652 Office

(530)533-3680 Fax

Thank you for providing us with this notice and opportunity to comment.

Sincerely,

Matthew Hatcher

Tribal Historic Preservation Officer

*"Concow - Maidu"*

**From:** [Pappas, Steve](#)  
**To:** [info@enterpriserancheria.org](mailto:info@enterpriserancheria.org)  
**Subject:** Esplanade CSAI Project Native American Outreach Follow-Up  
**Date:** Friday, October 25, 2019 12:08:50 PM  
**Attachments:** [image001.png](#)

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Dear Glenda Nelson,

I am writing on behalf of the City of Chico and Caltrans to follow up my voice mail from this morning regarding the Section 106 consultation letter mailed on September 5, 2019 for the Esplanade Corridor Safety and Accessibility Improvement Project. I wanted to follow up our previous outreach efforts and see if you had any questions or information regarding the project. If so, please feel free to contact me at the information below.

Thank you,

**STEPHEN PAPPAS** | Senior Archaeologist | 916.231.7649 (o) | [stephen.pappas@icf.com](mailto:stephen.pappas@icf.com) | [icf.com](http://icf.com)  
**ICF** | 980 9th Street, Suite 1200, Sacramento, CA 95814 | 530.218.8485 (m)



**From:** [Pappas, Steve](#)  
**To:** [fsteele@berrycreekrancheria.com](mailto:fsteele@berrycreekrancheria.com)  
**Subject:** Esplanade CSAI Project Native American Outreach Follow-Up  
**Date:** Friday, October 25, 2019 12:06:28 PM  
**Attachments:** [image001.png](#)

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Dear Francis,

I am writing on behalf of the City of Chico and Caltrans to follow up my voice mail from this morning regarding the Section 106 consultation letter mailed on September 5, 2019 for the Esplanade Corridor Safety and Accessibility Improvement Project. I wanted to follow up our previous outreach efforts and see if you had any questions or information regarding the project. If so, please feel free to contact me at the information below.

Thank you,

**STEPHEN PAPPAS** | Senior Archaeologist | 916.231.7649 (o) | [stephen.pappas@icf.com](mailto:stephen.pappas@icf.com) | [icf.com](http://icf.com)  
**ICF** | 980 9th Street, Suite 1200, Sacramento, CA 95814 | 530.218.8485 (m)



**From:** [Pappas, Steve](#)  
**To:** ["K McHenry"](#)  
**Subject:** RE: Esplanade CSAI Project  
**Date:** Monday, October 28, 2019 1:42:49 PM  
**Attachments:** [image001.png](#)

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Thanks for the Email Kyle. I spoke with Sandra Knight last week and she also mentioned the sensitivity resources in proximity to the project and notified me that the tribe would be sending over their response this week. I'm working on getting a detailed project description for you but in the meantime, I know that for the vast majority of the project, ground disturbance does not exceed 3 inches deep, with an anticipated maximum depth of 4 feet below the surface for construction of the roundabout at Oleander and Memorial Way.

Thanks,

**STEPHEN PAPPAS** | Senior Archaeologist | 916.231.7649 (o) | [stephen.pappas@icf.com](mailto:stephen.pappas@icf.com) | [icf.com](http://icf.com)  
ICF | 980 9th Street, Suite 1200, Sacramento, CA 95814 | 530.218.8485 (m)



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**From:** K McHenry <[kmchenry@mechoopda-nsn.gov](mailto:kmchenry@mechoopda-nsn.gov)>  
**Sent:** Friday, October 25, 2019 1:02 PM  
**To:** Pappas, Steve <[Steve.Pappas@icf.com](mailto:Steve.Pappas@icf.com)>  
**Subject:** Esplanade CSAI Project

Dear Steve,  
We have sensitive sites within the APE of this project we would like to consult on this project. Could we get a more clarification on the amount of ground disturbance associated with the project.  
Thank you

Kyle McHenry, Tribal Council  
Tribal Historic Preservation officer  
Mechoopda Tribe  
[125 Mission Ranch Blvd, Chico, CA 95926](#)  
[530-899-8922 ext 203](#)

**From:** [K McHenry](#)  
**To:** [Pappas, Steve](#)  
**Subject:** RE: Esplanade CSAI Project  
**Date:** Thursday, November 21, 2019 1:44:35 PM  
**Attachments:** [image001.png](#)  
[Esplanade.pdf](#)

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The formal letter is attached  
thank you

Kyle McHenry, Tribal Council  
**Tribal Historic Preservation officer**  
**Mechoopda Tribe**  
**125 Mission Ranch Blvd, Chico, CA 95926**  
**530-899-8922 ext 203**

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**From:** [Pappas, Steve](#)  
**Sent:** Thursday, November 21, 2019 12:51 PM  
**To:** [K McHenry](#)  
**Subject:** RE: Esplanade CSAI Project

Thanks Kyle, I appreciate the input and this is really helpful. I will forward your comments and request on to the City of Chico. Although, it's not necessary, but if you wanted to send a formal response letter from the Tribe to the City of Chico (in response to the Section 106 consultation letter I sent out last month) stating the Tribe's concerns and requests I think that would be very helpful. Again, not necessary, as I'm already keeping a detailed record of all correspondence and keeping the City updated with the Tribe's input.

Thanks again for the information and consultation, we'll keep you updated regarding the project!

**STEPHEN PAPPAS** | Senior Archaeologist | 916.231.7649 (o) | [stephen.pappas@icf.com](mailto:stephen.pappas@icf.com) | [icf.com](http://icf.com)  
ICF | 980 9th Street, Suite 1200, Sacramento, CA 95814 | 530.218.8485 (m)



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**From:** K McHenry <[kmchenry@mechoopda-nsn.gov](mailto:kmchenry@mechoopda-nsn.gov)>  
**Sent:** Thursday, November 21, 2019 12:30 PM  
**To:** Pappas, Steve <[Steve.Pappas@icf.com](mailto:Steve.Pappas@icf.com)>  
**Subject:** Re: Esplanade CSAI Project

Yes thank you we have multiple sensitive sites on the Esplanade especially near Big Chico Creek and the Bidwell mansion. There is also a village site near where the Esplanade and Lindo channel intersect. The Mechoopda tribe request a Tribal Monitor be retained during ground disturbance

Kyle McHenry, Tribal Council  
**Tribal Historic Preservation officer**  
**Mechoopda Tribe**  
[125 Mission Ranch Blvd, Chico, CA 95926](#)  
[530-899-8922 ext 203](#)

----- Original message -----

From: "Pappas, Steve" <[Steve.Pappas@icf.com](mailto:Steve.Pappas@icf.com)>  
Date: 11/21/19 11:45 AM (GMT-08:00)  
To: K McHenry <[kmchenry@mechoopda-nsn.gov](mailto:kmchenry@mechoopda-nsn.gov)>  
Cc: [tracy.bettencourt@Chicoca.gov](mailto:tracy.bettencourt@Chicoca.gov), "Bromund, Claire" <[Claire.Bromund@icf.com](mailto:Claire.Bromund@icf.com)>  
Subject: RE: Esplanade CSAI Project

Good morning Kyle,

I just wanted to check in to see if you had a chance to review the project description and if you had any more information concerning the sensitive sites within the APE, or if you had any additional requests, comments or questions regarding the project? I'm currently working on the survey report and wanted to update the consultation efforts to date. Thanks for your coordination and help with this project, I appreciate it!

**STEPHEN PAPPAS** | Senior Archaeologist | 916.231.7649 (o) | [stephen.pappas@icf.com](mailto:stephen.pappas@icf.com) | [icf.com](http://icf.com)  
**ICF** | 980 9th Street, Suite 1200, Sacramento, CA 95814 | 530.218.8485 (m)



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**From:** Pappas, Steve  
**Sent:** Tuesday, November 5, 2019 12:20 PM  
**To:** 'K McHenry' <[kmchenry@mechoopda-nsn.gov](mailto:kmchenry@mechoopda-nsn.gov)>  
**Cc:** 'tracy.bettencourt@Chicoca.gov' <[tracy.bettencourt@Chicoca.gov](mailto:tracy.bettencourt@Chicoca.gov)>; Bromund, Claire <[Claire.Bromund@icf.com](mailto:Claire.Bromund@icf.com)>  
**Subject:** RE: Esplanade CSAI Project

Kyle,

Thanks for talking to me about the project yesterday. As requested, please find attached a project description for the Esplanade project. This should provide general locations and depths of excavations as well as any changes to underground utilities and it should help the tribe determine a level of effort for this project. If you have any questions, please feel free to contact myself or Tracy Bettencourt with the City of Chico (cc'd on this E-mail).

Thank you,

**STEPHEN PAPPAS** | Senior Archaeologist | 916.231.7649 (o) | [stephen.pappas@icf.com](mailto:stephen.pappas@icf.com) | [icf.com](http://icf.com)  
ICF | 980 9th Street, Suite 1200, Sacramento, CA 95814 | 530.218.8485 (m)



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**From:** K McHenry <[kmchenry@mechoopda-nsn.gov](mailto:kmchenry@mechoopda-nsn.gov)>

**Sent:** Friday, October 25, 2019 1:02 PM

**To:** Pappas, Steve <[Steve.Pappas@icf.com](mailto:Steve.Pappas@icf.com)>

**Subject:** Esplanade CSAI Project

Dear Steve,

We have sensitive sites within the APE of this project we would like to consult on this project. Could we get a more clarification on the amount of ground disturbance associated with the project.

Thank you

Kyle McHenry, Tribal Council

**Tribal Historic Preservation officer**

**Mechoopda Tribe**

**[125 Mission Ranch Blvd, Chico, CA 95926](#)**

**[530-899-8922 ext 203](#)**



Re: Federal Project # ATPCML-5037(037) Esplanade Corridor Safety and Accessibility Improvement Project

Dear Steve:

On Behalf of the Mechoopda Indian Tribe of the Chico Rancheria ("Tribe"), We hereby Submit the following comments to express the Tribe's concerns related to the impacts to sacred places, properties and features of religious, ceremonial and cultural significance to the Tribe with regard to the above-referenced project ("Project")

The Project site lies within the ancestral lands of the Tribe. The Project location and surrounding landscape have long been considered as having cultural, historical, and religious significance for the Tribe. It is undisputed that there is a high sensitivity to the Project site bases on recordings in the area and Tribal knowledge. The Tribe has a deep and abiding cultural and spiritual attachment to their ancestral landscape, which includes and extends beyond the Tribes formal boundaries, including the Project site.

We request a Mechoopda Indian monitor shall be present during all earth moving and grading activities to assure that any potential cultural resources, found during Project ground disturbance be protected.

The Tribe's goal is simple and Clear: ensure the careful and complete implementation of all statutory and regulatory mechanisms for protecting cultural and historical resources to protect tribal cultural and historical resources that may be impacted by the Project.

We look forward to working with you on this matter.

Sincerely,



September 16, 2019

Association for Northern California Records and Research  
P.O. Box 3024  
Chico, California, 95927

**Subject: Esplanade Corridor Safety and Accessibility Improvement Project**

Dear Association for Northern California Records and Research:

The City of Chico proposes several pedestrian and bicycle access and safety improvements to the Esplanade and a portion of Oleander Avenue in Chico. The City proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown, CSU Chico, Chico Junior and Senior High Schools, a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1<sup>st</sup> Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added.

As part of the environmental compliance for the project, ICF is conducting a cultural resources study in the project area. ICF is consulting historical societies, museums, and other organizations, like yourself, to gather information regarding historic-era architectural, built-environment resources located in or adjacent to the proposed project area. We are interested in any historical information that may include historic photographs, maps, and oral histories that provide relevant information on cultural resources pertaining specifically to the project (Esplanade and Oleander Avenue). Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

*Joshua Severn*

Joshua Severn  
Architectural Historian  
joshua.severn@icf.com



September 16, 2019

Butte County Historical Society  
1749 Spencer Avenue  
Oroville, California, 95965

**Subject: Esplanade Corridor Safety and Accessibility Improvement Project**

Dear Butte County Historical Society:

The City of Chico proposes several pedestrian and bicycle access and safety improvements to the Esplanade and a portion of Oleander Avenue in Chico. The City proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown, CSU Chico, Chico Junior and Senior High Schools, a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1<sup>st</sup> Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added.

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Sincerely,

*Joshua Severn*

Joshua Severn  
Architectural Historian  
joshua.severn@icf.com



September 16, 2019

Bidwell Mansion State Historic Park  
525 The Esplanade  
Chico, California, 95814

**Subject: Esplanade Corridor Safety and Accessibility Improvement Project**

Dear Bidwell Mansion State Historic Park:

The City of Chico proposes several pedestrian and bicycle access and safety improvements to the Esplanade and a portion of Oleander Avenue in Chico. The City proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown, CSU Chico, Chico Junior and Senior High Schools, a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1<sup>st</sup> Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added.

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Sincerely,

*Joshua Severn*

Joshua Severn  
Architectural Historian  
joshua.severn@icf.com



September 16, 2019

Chico Heritage Association  
225 Main Street  
Chico, California, 95928

**Subject: Esplanade Corridor Safety and Accessibility Improvement Project**

Dear Chico Heritage Association:

The City of Chico proposes several pedestrian and bicycle access and safety improvements to the Esplanade and a portion of Oleander Avenue in Chico. The City proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown, CSU Chico, Chico Junior and Senior High Schools, a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1<sup>st</sup> Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added.

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Sincerely,

*Joshua Severn*

Joshua Severn  
Architectural Historian  
joshua.severn@icf.com



September 16, 2019

Chico Museum  
141 Salem Street  
Chico, California, 95928

**Subject: Esplanade Corridor Safety and Accessibility Improvement Project**

Dear Chico Museum:

The City of Chico proposes several pedestrian and bicycle access and safety improvements to the Esplanade and a portion of Oleander Avenue in Chico. The City proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown, CSU Chico, Chico Junior and Senior High Schools, a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1<sup>st</sup> Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added.

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Sincerely,

*Joshua Severn*

Joshua Severn  
Architectural Historian  
joshua.severn@icf.com



September 16, 2019

Museum of Northern California Art  
900 Esplanade  
Chico, California, 95926

**Subject: Esplanade Corridor Safety and Accessibility Improvement Project**

Dear Museum of Northern California Art:

The City of Chico proposes several pedestrian and bicycle access and safety improvements to the Esplanade and a portion of Oleander Avenue in Chico. The City proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown, CSU Chico, Chico Junior and Senior High Schools, a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1<sup>st</sup> Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added.

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Sincerely,

*Joshua Severn*

Joshua Severn  
Architectural Historian  
joshua.severn@icf.com



September 16, 2019

Valene L. Smith Museum of Anthropology at CSU, Chico  
Meriam Library, Room 180  
CSU, Chico  
400 W. First St.  
Chico, California, 95929-0400

**Subject: Esplanade Corridor Safety and Accessibility Improvement Project**

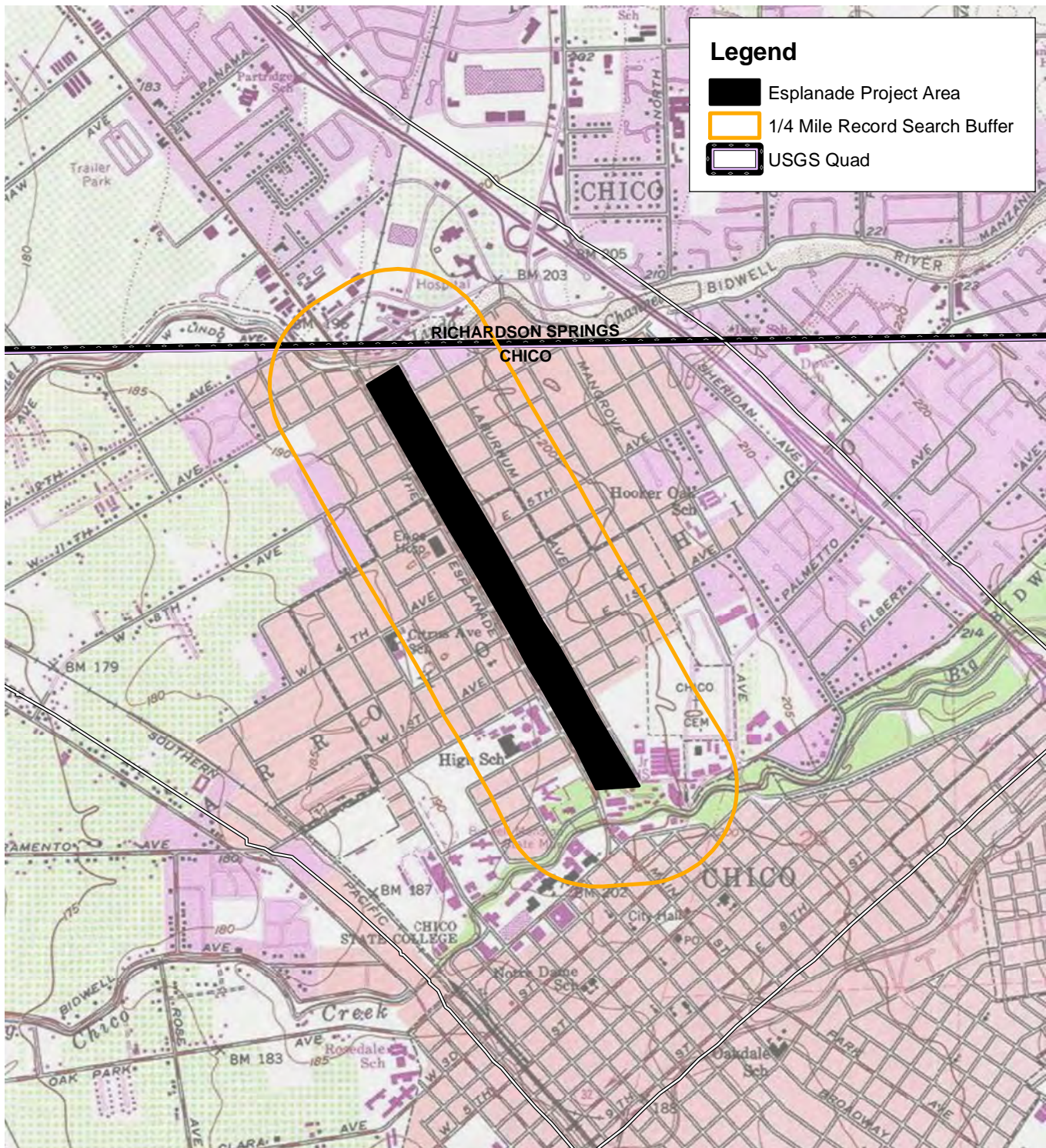
Dear Valene L. Smith Museum of Anthropology at CSU, Chico:

The City of Chico proposes several pedestrian and bicycle access and safety improvements to the Esplanade and a portion of Oleander Avenue in Chico. The City proposes to create a separated and paved Class I multi-use bicycle/pedestrian path along the Esplanade, connecting downtown, CSU Chico, Chico Junior and Senior High Schools, a regional hospital, and neighborhoods adjacent to the existing Airport Class I multi-use path at 11th Avenue. The parallel street to the east of the Esplanade, Oleander Avenue, would also receive signage, sidewalk, signal, and stop control improvements between 10th Avenue and Memorial Way. A roundabout would be installed at the intersection of Oleander Avenue and Memorial Way adjacent to Chico Junior High School. Two traffic signals are proposed to be installed at the intersections of Oleander Avenue/1<sup>st</sup> Avenue and West Sacramento Avenue/Esplanade. Existing traffic signals would be outfitted with pedestrian signal crossing equipment (now absent), updated detection equipment, an associated traffic signal timing plan to accommodate the added pedestrian phases, and pedestrian refuge islands where applicable. Appropriate ADA ramps and sidewalks would be added.

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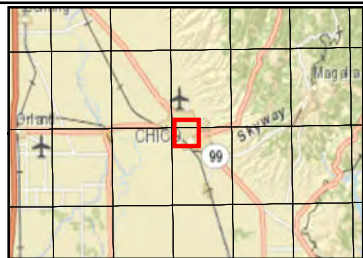
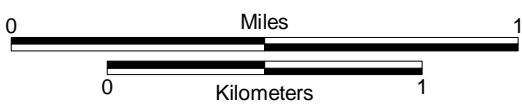
Sincerely,

Joshua Severn  
Architectural Historian  
[joshua.severn@icf.com](mailto:joshua.severn@icf.com)



SOURCE: USGS 7.5  
CHICO & RICHARDSON SPRINGS, CA;  
Butte County

1:24,000



# Northeast Center of the California Historical Resources Information System

BUTTE  
GLENN  
LASSEN  
MODOC  
PLUMAS  
SHASTA

SIERRA  
SISKIYOU  
SUTTER  
TEHAMA  
TRINITY

123 West 6th Street, Suite 100  
Chico CA 95928  
Phone (530) 898-6256  
[neinfocntr@csuchico.edu](mailto:neinfocntr@csuchico.edu)

April 26, 2016

Mr. Brendan Otoboni  
Public Works Director  
City of Chico  
411 Main Street  
Chico, CA 95928

Dear Mr. Otoboni,

I am writing this letter in response to the City of Chico's *Esplanade Corridor Safety and Accessibility Study*, which has been the topic of recent public outreach and discussion. In this letter I provide a brief history of the Esplanade, the requirements under State and Federal law for protection of historical resources, and recommendations for appropriate protocol for evaluating and treating this important resource prior to and during the proposed reconstruction activities being recommended by the City of Chico.

Our office, the Northeast Center of the California Historical Resources Information System (NEIC), operates under the CSU, Chico Department of Anthropology and has been under contract with the State Office of Historic Preservation (OHP) for approximately 40 years, charged with managing the inventory of archaeological and historical records for eleven counties in Northeastern California. In this role, the NEIC also conducts records searches to provide this cultural resources information for planning-related purposes to consulting firms, agencies, land owners, and local governments; the office is also available to students, researchers, Native American tribes, and the public, for research purposes.

The Esplanade is an historic road which actually predates Chico – it was the original Marysville to Shasta dirt wagon road in the 1850s (see attached 1866 GLO Plat). That road, dating at least as early as Peter Lassen's settlement on Deer Creek near Vina, was the main north-south route through this region. Later, when John Bidwell founded Chico, by 1870 he established the tree-line route which we now know as the Esplanade. "Esplanade" is actually a special type of landscaped public thoroughfare, one that became very popular in America during the late 19th and early 20th centuries. Bidwell had a definite vision in mind for it, and that vision was still shared by the community during the Progressive Era when the City finally paved the road. Bidwell's vision and intention of establishing an "Esplanade" needs to be kept in mind whenever any modifications or alterations are made in the interest of public safety or changes in transportation technologies.

An early day "Outer Highway", originally the main roadway was intended for heavy travel (wagons, horse teams, and cattle drives) and the side highways only for leisurely travel (walking, bike riding, and single horseback riders). The main roadway was paved in 1915 and with the advent of more traffic and the building of fine homes adjacent to the Esplanade, the dirt side drives were paved in 1923. In addition, tracks of the electric Sacramento Northern Railroad, connecting Chico to Sacramento, were run along the Esplanade side drive in 1905, and the train ran until 1941, operating locally into the late 1960s (see attached photos of the Esplanade). Because of the orientation of the original Marysville to Shasta road, the Esplanade and all the city streets in Chico were laid out on a grid facing slightly northwest and southeast, instead of following true north (see modern topographic map of Chico). The location John Bidwell selected for what would become the City of Chico was where Chico

Creek crossed the (then) main north-south road, and the subsequent development of Chico was oriented along that highway, aka *the Esplanade*. In other words, the road was established first, and the town grew up around it.

In the late 1950s, Fred Davis, who at the time was Chico's public works director but soon would become its city manager, and draftsman Earl Talken came up with a new design for the Esplanade. At that time the Esplanade was part of Highway 99E, which brought north-south traffic right through downtown along Main Street. The roadway still retained the design given it in the 19th century by John Bidwell. The two lanes in the center were bordered by double rows of sycamore trees and, beyond them, side streets. There was also a walking path on the west side, and railroad tracks ran down the east side. The state wanted to build a new freeway about a half-mile east of downtown, and in return it offered to redesign and rebuild the Esplanade. The State's redesign would have expanded the side streets into two-lane thoroughfares separated by a wide median. It also would have required taking out the sycamore trees, a proposal that was so unpopular it earned then-City Manager Bob Bailey the nickname "Sycamore Bailey." Davis' final design increased the main route from two to four lanes with a median while keeping side-street access for local residents. Best of all, in most Chicoans' minds, it required removing only one row of trees. The City Council approved the design, and the state proceeded to build the Esplanade as we know it today. The railroad tracks, which ran through downtown and along Park Avenue as well, were removed in the mid-1970s. A key to the Esplanade's success was the decision to space the signals at carefully set distances and eliminate left turns at signaled intersections. The city was then able to sequence the signals so drivers could hit the green lights in both directions, keeping traffic flowing smoothly.

The new design featured four lanes in the center separated by a median, retaining the narrow, block-long side streets for access to residences. The redesign, as it turned out, represented the first multiway boulevard constructed in the United States since the 1920s. Additionally, Davis' design served as the model for Octavia Boulevard in San Francisco, completed in 2005, and other, similar streets in other cities. Both Bidwell's original Esplanade design and Davis' late 1950s redesign have been cited in articles, including "Chico Esplanade an Example of Early Day Outer Highway" (1949) and "Esplanade: Chico's Historic Roadway Made Divided Four-Lane" (1960) both published in *California Highways and Public Works*, a State journal. Additionally, the Chico Esplanade is prominently featured in *The Boulevard Book* (Rofe, MacDoanld and Jacobs 2001), wherein it is compared to boulevards in Paris, New York, and Barcelona, among others. The book shows how multiway boulevards respond to many issues that are central to urban life, including livability, mobility, safety, interest, economic opportunity, mass transit, and open space.

Historical resources (buildings, structures, or archeological resources) are subject to review under the California Environmental Quality Act (CEQA). Historical resources are considered part of the environment and a project that may cause a substantial adverse effect on the significance of a historical resource is a project that may have a significant effect on the environment. As such, it is the obligation of state and local public agencies to identify the environmental impacts of proposed discretionary activities or projects, determine if the impacts will be significant, and identify alternatives and mitigation measures that will substantially reduce or eliminate significant impacts to the environment. In the case of federal projects (or if federal funding is involved in a project), Section 106 of the National Historic Preservation Act requires agencies to take into account the effects of their undertakings on historic properties and afford the Office of Historic Preservation a reasonable opportunity to comment on such undertakings.

Based on the above brief history of the Esplanade and description of State and Federal laws involved in an undertaking such as a redesign and reconstruction of the Esplanade, we recommend that the Esplanade be evaluated for significance by a **qualified** historical resources professional or historic preservation firm prior to any further project planning. A list of qualified individuals and consulting firms can be found at [www.chrisinfo.org](http://www.chrisinfo.org). As a Certified Local Government (CLG) the City of Chico is responsible for the identification, evaluation, registration, and preservation of historic properties within their jurisdiction as well as the promotion and integration of local preservation interests and concerns into local planning and decision-making processes. As such, the City of Chico is accountable for protecting important historical resources such as the Esplanade, which has great value not only to the citizens of Chico, but is also important regionally, nationally, and even worldwide. This important resource could be evaluated as an *historic highway* dating to Northern California's earliest Euro-American settlers, or as an *historic district* that would run from Bidwell Mansion north along Esplanade to 11<sup>th</sup> Street, and would include the historic homes and buildings on either side of the Esplanade. It could be considered an *historic designed landscape* (cultural Landscape), or a *linear resource* with several periods of significance. The Esplanade retains high integrity, and its width, length, and associated trees and adjacent homes are part of the original alignment. There might, of course, be other, even better landmark designations or approaches that one could take with the Esplanade. Finding the best approach would, of course, be one of the main reasons for hiring a good professional consulting firm in the first place. Based on their research and findings, the consultants should come up with themes and approaches that would best fit the needs of Chico.

My opinion, as Coordinator of the NEIC, is that there is no question that the Esplanade is eligible to the National Register of Historic Places. The Esplanade is an extremely important resource to the City of Chico due to its age, its significance in local, statewide, national, and even worldwide transportation, and its significance as an example of an ascetically designed transportation corridor that has carefully evolved and been redesigned to accommodate changing transportation modes and technologies. As such, all future changes to the Esplanade should be made in ways that are sensitive to the needs of historic preservation. It is, I believe, one of the most significant and important historical resources we have here in Chico, second only to Bidwell Mansion, to which it is obviously closely related.

In terms of the cost of an historical evaluation of the Esplanade, we suggest that the City consider the following possible funding sources. The City should also consider the fact that the historical and cultural value of the Esplanade to the citizens of Chico as well as the potential for future grant funding, far outweigh the up-front monetary costs of such a study. First, considering how much would be paid out to engineers to design, and construction companies to build, the project, the cost of an adequate historical evaluation would be "pennies". Further, the City should realize that it is likely that the State or Federal grant funding the City is seeking for the Esplanade project will REQUIRE an adequate historical evaluation. Additionally, it is quite possible that the proposed grant funding could be requested in a manner that would include the costs of an historical evaluation. In the long run, it would benefit the City of Chico greatly to take advantage of the types of long term benefits a carefully managed resource such as the Esplanade might bring in terms of tourism and future grant funding, not to mention the value to Chico citizens and our children. A study such as an historical evaluation would involve research that would be invaluable to future generations and, I believe, would be widely supported by Chico residents.

Sincerely,

Amy Huberland, M.A.  
Assistant Coordinator



## **Documents Related to NRHP Eligible Resources**

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**From:** Neeb, Alexandra@DOT

**Sent:** Wednesday, October 23, 2019 8:55 AM

**To:** St John, Gail@DOT <[gail.st.john@dot.ca.gov](mailto:gail.st.john@dot.ca.gov)>

**Subject:** RE: Request for assumption of eligibility - 5037(037) City of Chico Esplanade Corridor Safety and Accessibility Improvement Project

Hi Gail,

Thanks for the information. **CSO approves the assumption of eligibility** for the City of Chico Esplanade for purposes of the project due to large resource size, pursuant to Stipulation VIII.C.4 of the 2014 PA.

Please retain this email as confirmation for your files.

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Alexandra Bevk Neeb  
Section 106 Coordinator  
(916) 654-3567

**From:** St John, Gail@DOT

**Sent:** Wednesday, October 16, 2019 8:44 AM

**To:** Neeb, Alexandra@DOT <[Alexandra.Neeb@dot.ca.gov](mailto:Alexandra.Neeb@dot.ca.gov)>

**Subject:** Request for assumption of eligibility - 5037(037) City of Chico Esplanade Corridor Safety and Accessibility Improvement Project

Hi Alex:

District 3 requests permission to assume the Esplanade in the City of Chico eligible for listing in the NRHP under Criterion C at the local level of significance (period of significance: 1963) for its distinctive characteristics of a type, period, and method of construction. This request is being made pursuant to Stipulation VIII.C.4 of the Section 106 PA due the resource's length and limited potential for project effects.

The Esplanade is 5.3 miles long and stretches from East 1<sup>st</sup> Street on the south to State Route 99 on the north. Although the alignment of the road dates to the 1850s (old Shasta Road), it was redesigned in the early 1960s by Fred Davis and continues to serve as an important commuter route within the City of Chico. Davis designed the Esplanade as a *boulevard*, a concept that hit its zenith during the City Beautiful Movement of the 1920s, making it unusual for the 1960s.

The Northern Electric (later, Sacramento Northern) railroad originally ran down the segment of the Esplanade in the APE for the subject project. The railroad alignment is now an unpaved path; all equipment and materials associated with the railroad were previously removed. The City of Chico proposes to create a paved, Class I, multi-use bicycle/pedestrian path on the railroad alignment, including intersection modifications (signage, sidewalks, stop control improvements, etc.). Because the project APE includes only 1.25 miles of the Esplanade (Memorial Way on the south to 10<sup>th</sup> Avenue on the north), it is beyond the scope of the project to evaluate the entire resource. Further, the conversion of an unpaved path to a paved path and the proposed pedestrian improvements at the intersections have limited potential to affect the qualities for which the Esplanade would be assumed eligible.

Please let me know if you have any questions regarding this request.

Thanks,

**GAIL ST. JOHN**

Senior Environmental Planner

PQS: Principal Architectural Historian

Caltrans, District 3/North Region

703 B Street, Marysville, CA 95901

(530) 741-7116