

DOCKETED	
Docket Number:	24-OPT-02
Project Title:	Compass Energy Storage Project
TN #:	259939
Document Title:	Data Request Response 3_Attachment 2_Updated Built Environment Inventory and Evaluation Report Part 2
Description:	N/A
Filer:	Erin Phillips
Organization:	Dudek
Submitter Role:	Applicant Consultant
Submission Date:	11/6/2024 4:38:55 PM
Docketed Date:	11/6/2024



Typical view of the existing railroad line



Old concrete culvert across the railroad bed

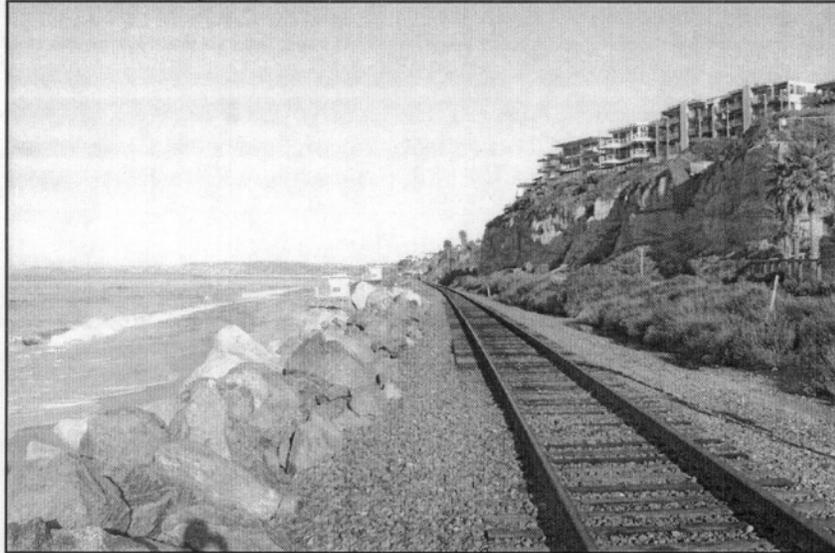
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 30-176664
HRI # _____
Trinomial _____
NRHP Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3*Resource Name or # (Assigned by recorder) CRM TECH 951-1H

- P1. Other Identifier:** Metrolink Railroad; Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway
- *P2. Location:** **Not for Publication** **Unrestricted** *a. **County** Orange
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quads** Dana Point, Calif. **Date** 1968, photorevised 1975
San Clemente, Calif. **Date** 1968, photorevised 1975
Section 32, T8S R7W, and Sections 4, 5, 9, and 10, T9S R7W, S.B. B.M., and a portion of the Rancho Boca de la Playa land grant
Elevation: < 20 feet above mean sea level
- c. **Address** N/A **City** San Clemente **Zip** N/A
- d. **UTM: Zone** 11; **North end:** 441380 mE/ 3699030 mN; **South end:** 443980 mE/ 3695725 mN
UTM Derivation: **USGS Quad** _____ **GPS** _____
- e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) The recorded segment of the railroad extends from Avenida Estacion to approximately 1,600 feet south of Avenida Calafia
- *P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The site consists of an approximately 2.5-mile segment of the Metrolink Railroad, consisting of a single track laid on a raised gravel bed and bounded by large rocks. The railroad was originally built in 1882-1883, but the existing track and other railroad features are mostly modern in origin, and show no particular historical characteristics.
- *P3b. Resource Attributes:** (List attributes and codes) HP37—Railroad
- *P4. Resources Present:** **Building** **Structure** **Object** **Site** **District** **Element of District**
 Other (isolates, etc.)

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



P5b. Description of Photo: (view, date, accession #) Photo taken on December 23, 2002; view to the northwest

***P6. Date Constructed/Age of Sources:**
 Historic **Prehistoric** **Both**
1882-1883 (see Items B6 and B12 for detail)

***P7. Owner and Address:**
Burlington Northern Santa Fe Railway Company, 2650 Lou Menk Drive, Fort Worth, TX 76131

***P8. Recorded by:** (Name, affiliation, and address)
Bai Tang and Josh Smallwood, CRM TECH, 4472 Orange Street, Riverside, CA 92501

***P9. Date Recorded:** December 2002

***P10. Survey Type:** Intensive-level survey

- *P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai Tang, Michael Hogan, and Mariam Dahdul (2002): Historic Property Survey Report: San Clemente Beach Trail Project, City of San Clemente, Orange County. On file, South Central Coastal Information Center, California State University, Fullerton.

***Attachments:** **None** **Location Map** **Continuation Sheet** **Building, Structure, and Object Record**
 Archaeological Record **District Record** **Linear Resource Record** **Milling Station Record**
 Rock Art Record **Artifact Record** **Photograph Record** **Other (List):** _____

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

Primary # 30-176664

HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 6Y

*Resource Name or # (Assigned by recorder) CRM TECH 951-1H

- B1. Historic Name: California Southern Railroad; Atchison, Topeka and Santa Fe Railway
- B2. Common Name: Burlington Northern Santa Fe Railway; Metrolink Railroad
- B3. Original Use: Railroad B4. Present Use: Railroad
- *B5. Architectural Style: N/A
- *B6. Construction History: (Construction date, alterations, and date of alterations) This segment of railroad was originally constructed in 1882-1883 as a part of the California Southern Railroad, the first Santa Fe subsidiary in California and the Pacific coast terminus of the second transcontinental railway to reach the state. Almost all of the physical components of the railroad, however, have been replaced over the years. The existing tracks typically date to the modern period.
- *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
- *B8. Related Features: Various minor features related to railroad operations
- B9a. Architect: N/A b. Builder: California Southern Railroad Company
- *B10. Significance: Theme Railroad transportation Area California
 Period of Significance 1880s Property Type Railroad Applicable Criteria N/A
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The completion of the California Southern Railroad marked the beginning of the end of the Southern Pacific Railway Company's transportation monopoly in the state, an important event in 19th century California history, and contributed directly to the southern California land boom of the 1880s. However, the existing railroad line and its associated features, as working components of the modern transportation infrastructure, do not retain sufficient historic integrity to relate to the site's period of significance. Therefore, the site does not appear eligible for listing in NRHP.
- B11. Additional Resource Attributes: (List attributes and codes) _____
- *B12. References: Lee Gustafson and Philip Serpico (1992): Santa Fe Coast Lines Depots, Los Angeles Division. Omni Publications, Palmdale, California.
- B13. Remarks: _____
- *B14. Evaluator: Bai "Tom" Tang
- *Date of Evaluation: January 2003

(Sketch Map with north arrow required.)

(See p. 3)

(This space reserved for official comments.)

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 30-176664

HRI # _____

Trinomial _____

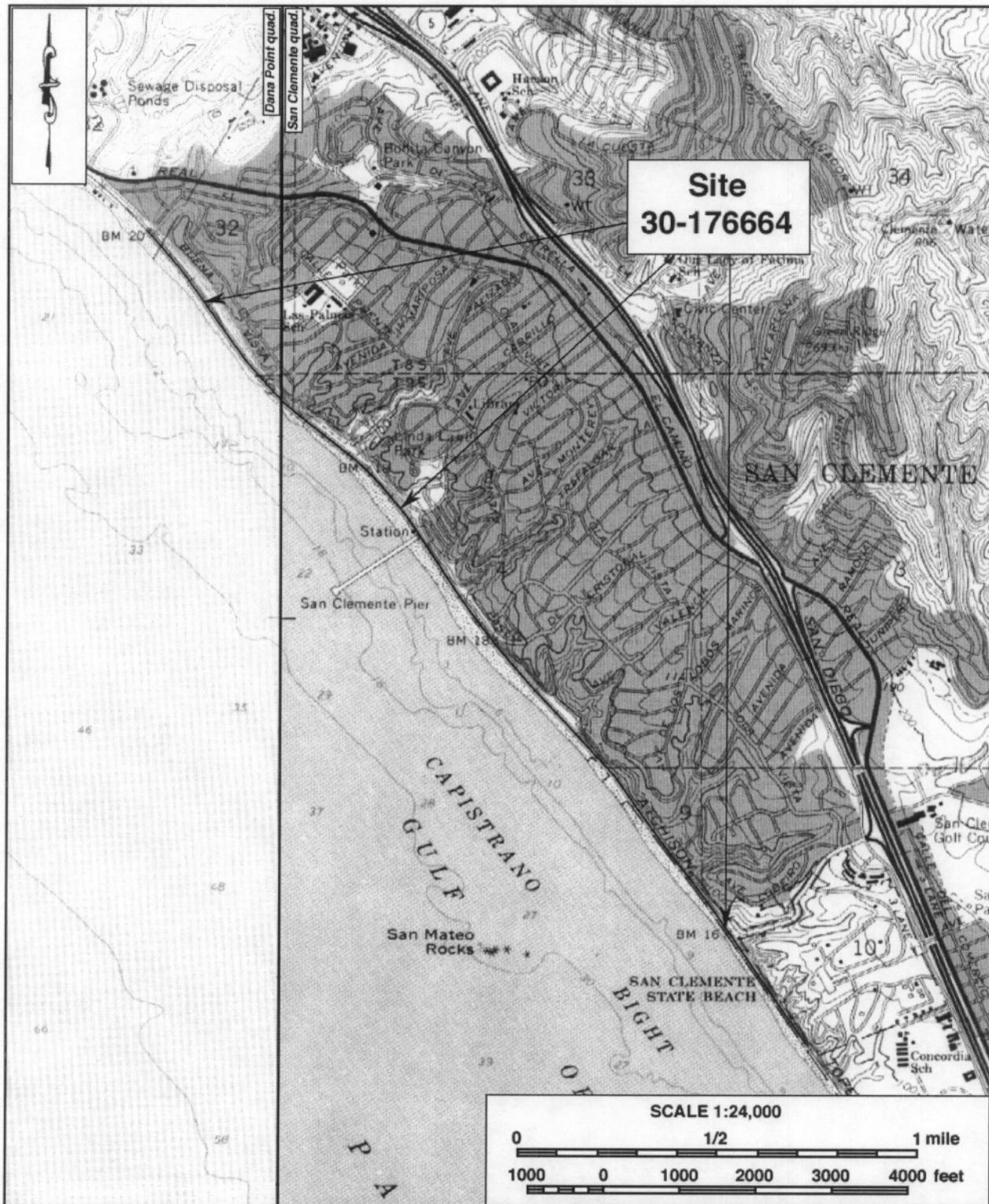
Page 3 of 3

*Resource Name or # (Assigned by recorder) CRM TECH 951-1H

*Map Name: Dana Point and San Clemente, Calif.

*Scale: 1:24,000

*Date of Map: 1968, photorevised 1975



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

30-176663
 30-176700

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

Page 1 of 3

Other Listings _____
 Review Code _____ Reviewer _____ Date _____

- P1. Resource Identifier: Former CSRR / AT&SF Railroad (Segment)
- P2. Location: a. County Orange and (Address and/or UTM's. Attach Location Map as required.)
 b. Address _____ City _____
 c. UTM: USGS Quad Dana Point (7.5') Date Photorevised 1975; Zone 11. Coordinates: 438380 mE/ 3705830 mN
 d. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTM's, etc., when appropriate):

Segment of historic railroad route in the City of San Juan Capistrano within the modern-day Los Angeles—San Diego (LOSSAN) Rail Corridor utilized by Metrolink and Amtrak. Immediately north of San Juan Creek between Camino Capistrano and Paseo Adelanto. Township 8 South, Range 8 West, NW ¼ of SE ¼ of SW ¼ of NE ¼ of Section 12. The recorded segment is defined by the Area of Potential Effects (APE) for the Vereda Bikeway Underpass Project, and thus is arbitrary in relation to the overall route.

P3a. Description (resource and its major elements: design, materials, condition, alterations, size, setting, and boundaries):

Segment of the historic "Surf Line" rail route established in this location in 1887 by the California Southern Railroad (CSRR), a subsidiary of the Atchison, Topeka and Santa Fe (AT&SF). The "Surf Line" directly connected Fullerton and San Diego. Although the route is historic, all existing rails, ties, and signals in the current APE are modern.

P3b. Resource Attributes: AH7 (Roads/Trails/Railroad Grades)

- P4. Resource Present: Building Structure Object Site District Element of District



P6. Date Constructed/Age:

- Prehistoric Historic Both

Originally established here in 1887

P7. Owner and Address:

P8. Recorded by:

Richard Shepard, M.A., RPA
 BonTerra Consulting
 151 Kalmus Drive, Suite E-200
 Costa Mesa, Calif 92626

P9. Date Recorded: April 2, 2003

P10. Type of Survey: Intensive

- Reconnaissance Other

P11. Report Citation (Provide full citation or enter "none."):

Historic Property Survey Report: Vereda Bikeway Underpass Project in the City of San Juan Capistrano, Orange County, California, by Richard Shepard, M.A., RPA, with Contributions by Mitchel R. Stone, B.S. (2003)

- Attachments: NONE Map Sheet Continuation Sheet Building, Structure, Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

- B1. Resource Identifier: Former CSRR / AT&SF Railroad (segment)
- B2. Historic Name: Surf Line (segment)
- B3. Common Name: same
- B4. Address: _____ City: San Juan Capistrano County: Orange Zip: _____
- B5. Zoning: _____ B6. Threats: none
- B7. Architectural Style:

Single line railroad / industrial

B8. Alterations and Date(s): All historic materials have likely been replaced through routine maintenance.

B9. Moved? No Yes Unknown Date: _____ Original Location: _____

B10. Related Features:

The rail line crosses San Juan Creek immediately south of the recorded segment via the San Juan Creek Bridge, constructed in 1917 and evaluated by McKenna (1993) as ineligible for inclusion in the National Register of Historic Places (bridge does not meet any of the four major criteria for significance). The 1917 bridge had replaced an earlier crossing that likely dated to the original construction of the railroad in 1887.

B11. Architect: Unknown Builder: California Southern Railroad (CSRR), a subsidiary of the Atchison Topeka and Santa Fe (AT&SF) Railroad

B12. Historic Attributes (List attributes and codes): AH7 (Roads/Trails/Railroad Grades)

B13. Significance: Theme Commerce / transportation Area Orange County
Period of Significance 1887—1888 Property Type Railroad Applicable Criteria _____

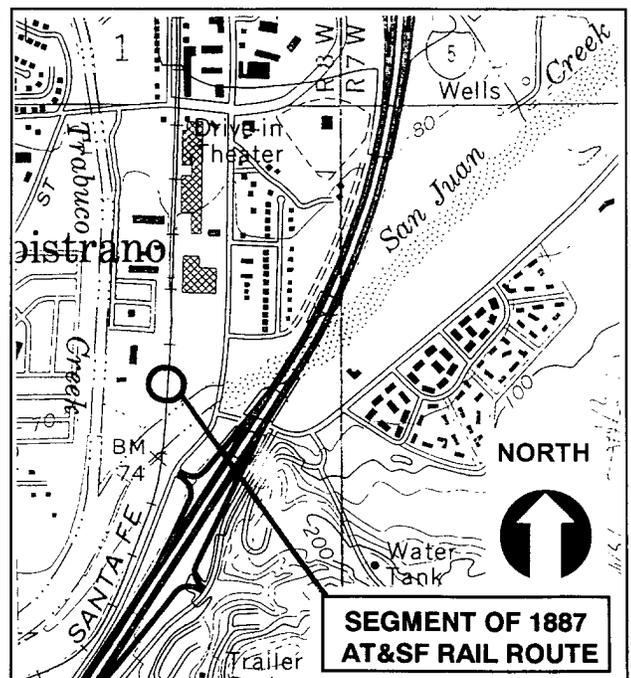
(Discuss importance in terms of historical or architectural context as defined by theme, period, geographic scope, integrity.)

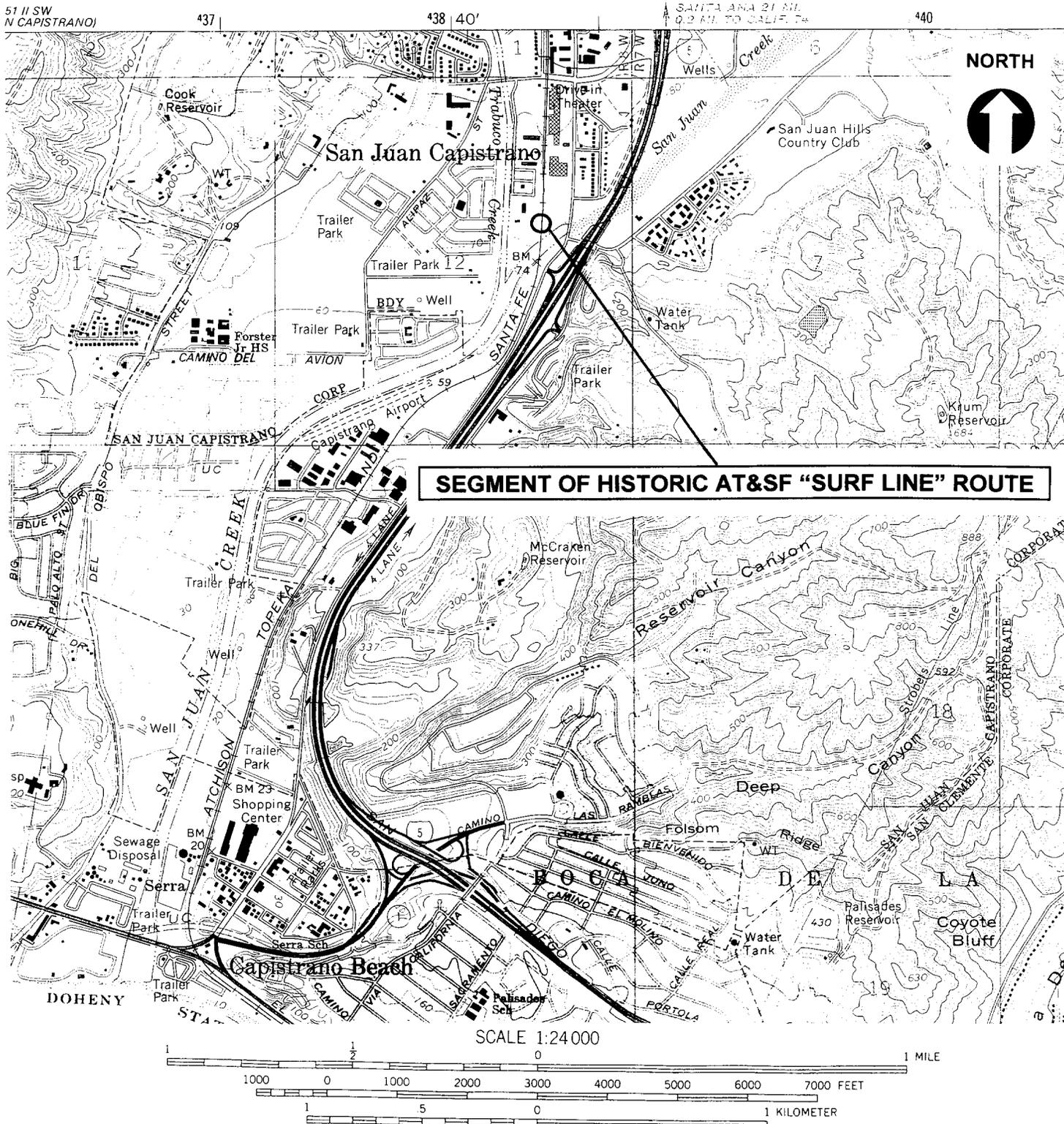
In preparation

B14. References: "Cultural Resources Investigations Within the Proposed Realignment Right-Of-Way for the Existing A.T. & S.F. Railroad Alignment, San Juan Capistrano, Orange County, California" (January 5, 1993) by Jeanette A. McKenna, M.A., SOPA / McKenna et al.

B15. Evaluator: Mitchel R. Stone / San Buenaventura Research Associates
Date of Evaluation: April 2003

(This space reserved for official comments.)





SEGMENT OF HISTORIC AT&SF "SURF LINE" ROUTE

SCALE 1:24,000

CONTOUR INTERVAL 20 FEET
 DOTTED LINES REPRESENT 10-FOOT CONTOURS

BUILDING, STRUCTURE, AND OBJECT RECORD UPDATE

Page 1 of 27

*NRHP Status Code

*RESOURCE NAME OR # Burlington Northern Santa Fe Railway

B1. Historic Name: Atchison, Topeka and Santa Fe Railway

B2. Common Name: Burlington Northern Santa Fe Railway

B3. Original Use: Railroad **B4. Present Use:** Railroad

*B5. Architectural Style: NA

*B6. Construction History: (**Construction date, alterations, and date of alterations**)

Most of the railroad within this site was constructed in 1885-1888 by the Riverside, Santa Ana and Los Angeles Railway Company, an ATSF Subsidiary, as part of the ATSF main line from Los Angeles to Orange and San Diego.

*B7. Moved? No Yes Unknown Date: Original Location:

*B8. Related Features: Bridge,s culverts and other common railroad features

B9a. Architect: NA. **Builder:** Santa Fe

*B10. Significance: Theme: Rairoad transportaion

Period of Significance: 1880

Property Type: Railroad

Applicable Criteria: NA

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This railroad line at this site is closely associated with the coming of a second transcontinental railroad. This railway helped to contribute to the souther California land boom of the 1880's. This is a operational railway and as such the railway and its associated features do not retain sufficient historic integrity to relate to the sites period of significance and therefor does not apper to be eligible for listing in the National Registor of Historic Places. 1889 Santa Fe built the segment of the railway thru Irvine Ranch.

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

*B12. References: Orange County Rialroads.

<http://www.anaheimcolony.com/train.htm>

2007 Paleontological and Archaeological Assessment Report For The Alton – Bake Layover Facility and El Toro Siding Extension, City of Irvine, California by Sherri Gust, Steven McCormick and Kim Scott.

B13. Remarks: This is an update to extend the site from Fullerton Station all the way down to the Orange County/ San Diego Border. This segment of the railway is approximately 43 miles

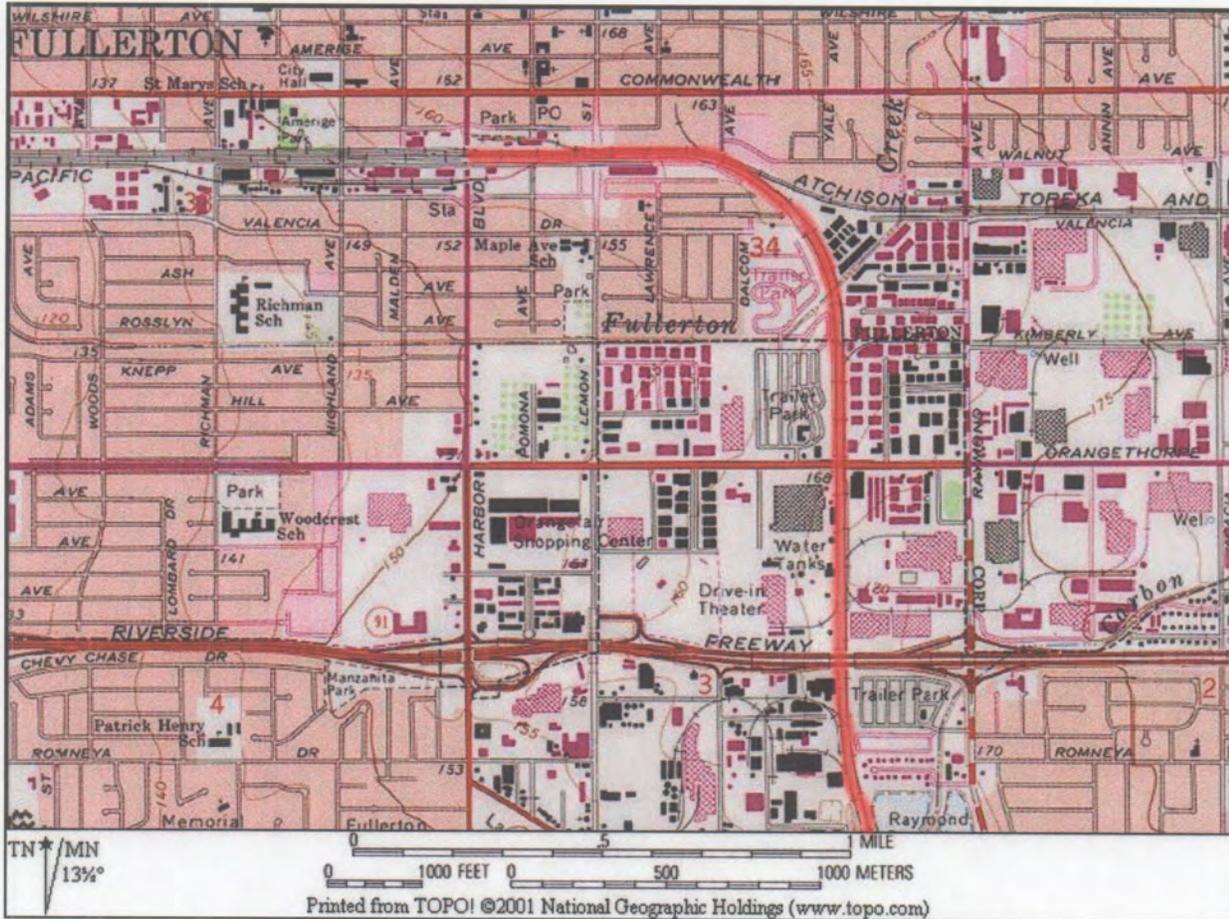
*B14. Evaluator: Steven McCormick

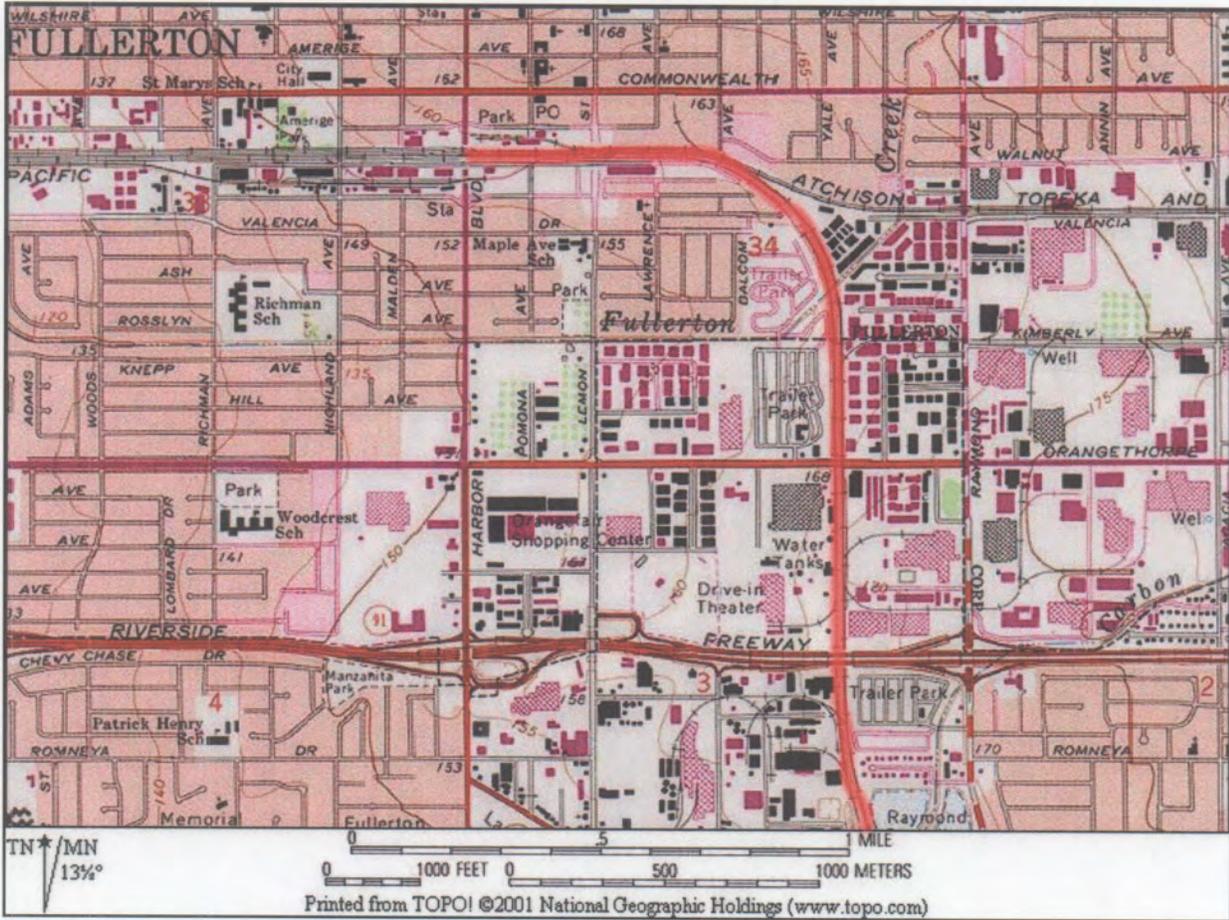
Sketch map

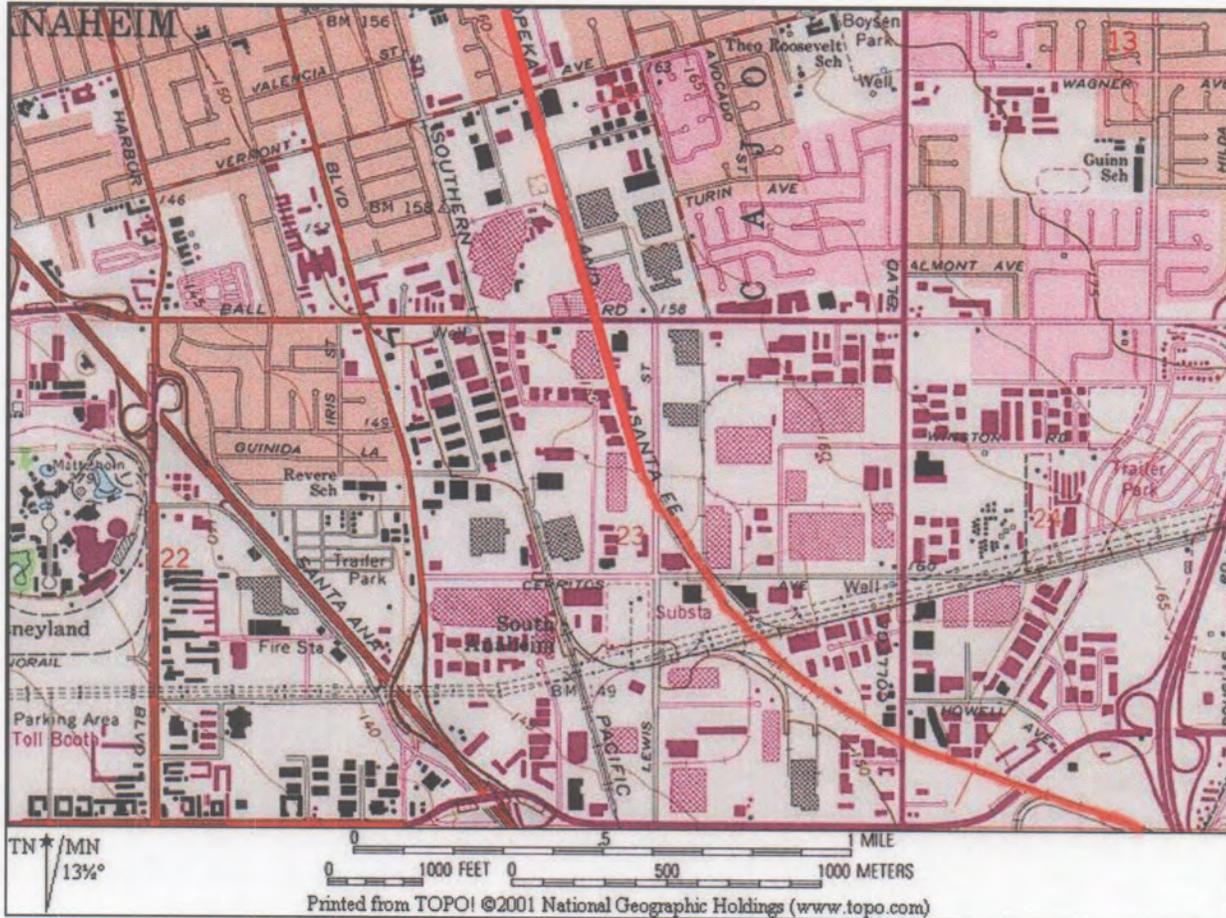
See series of map sheets attached.

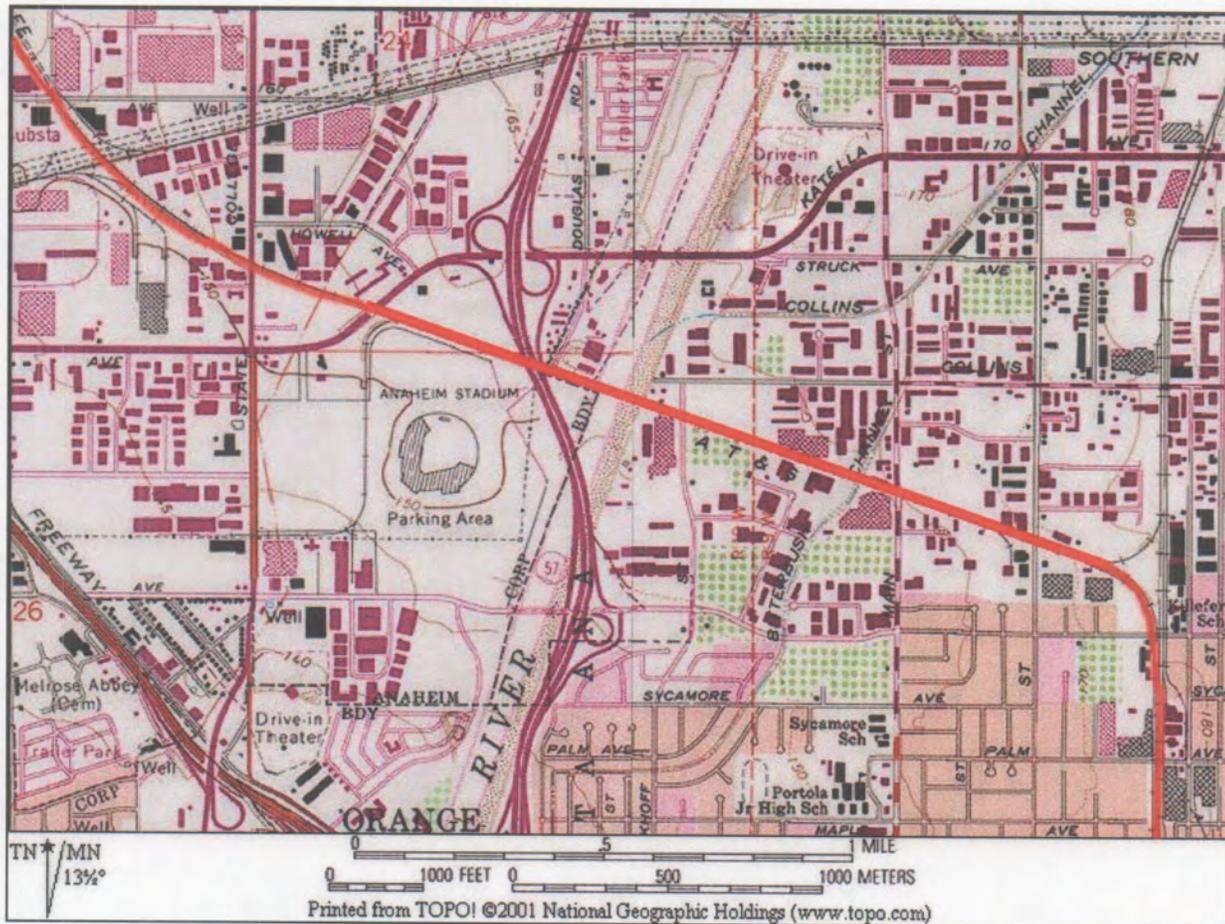
*Date of Evaluation: June 2007

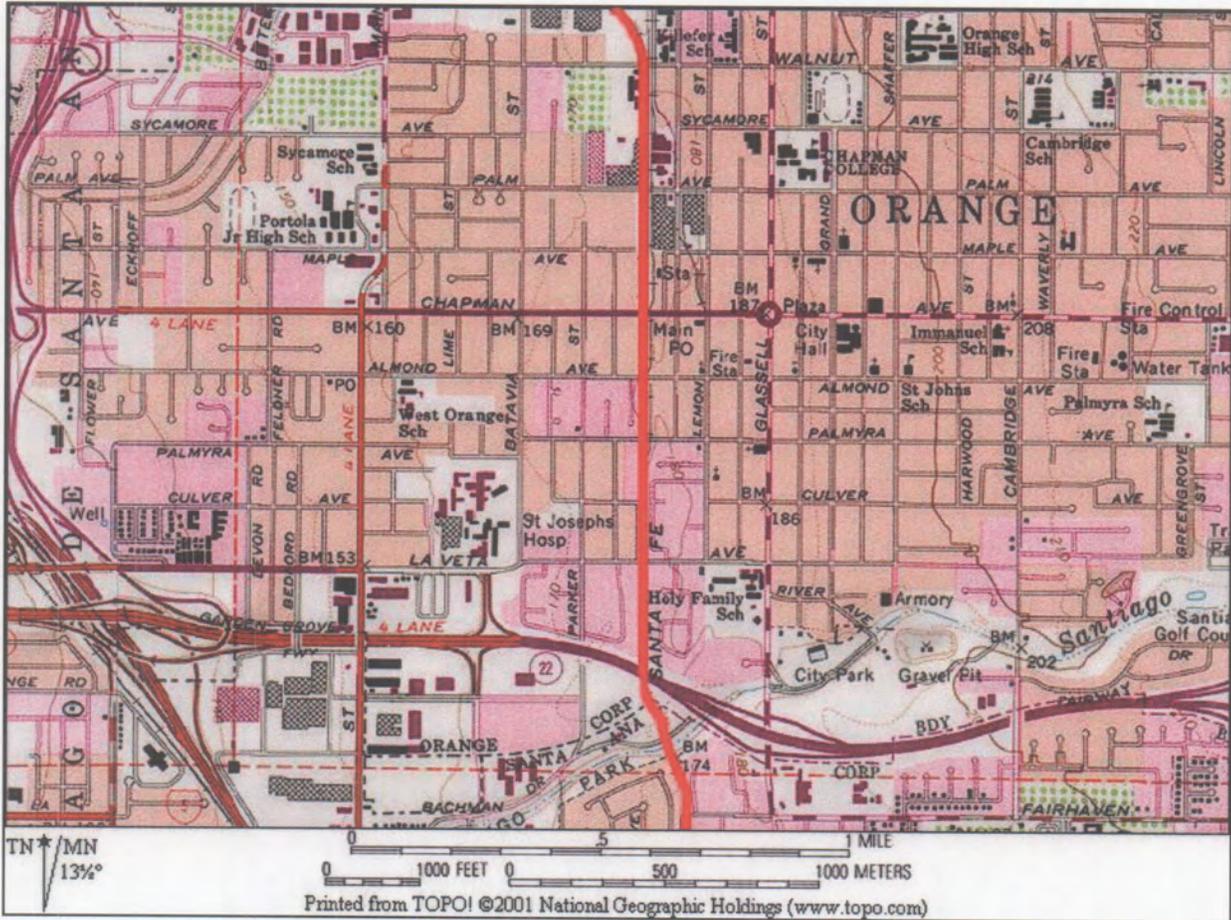
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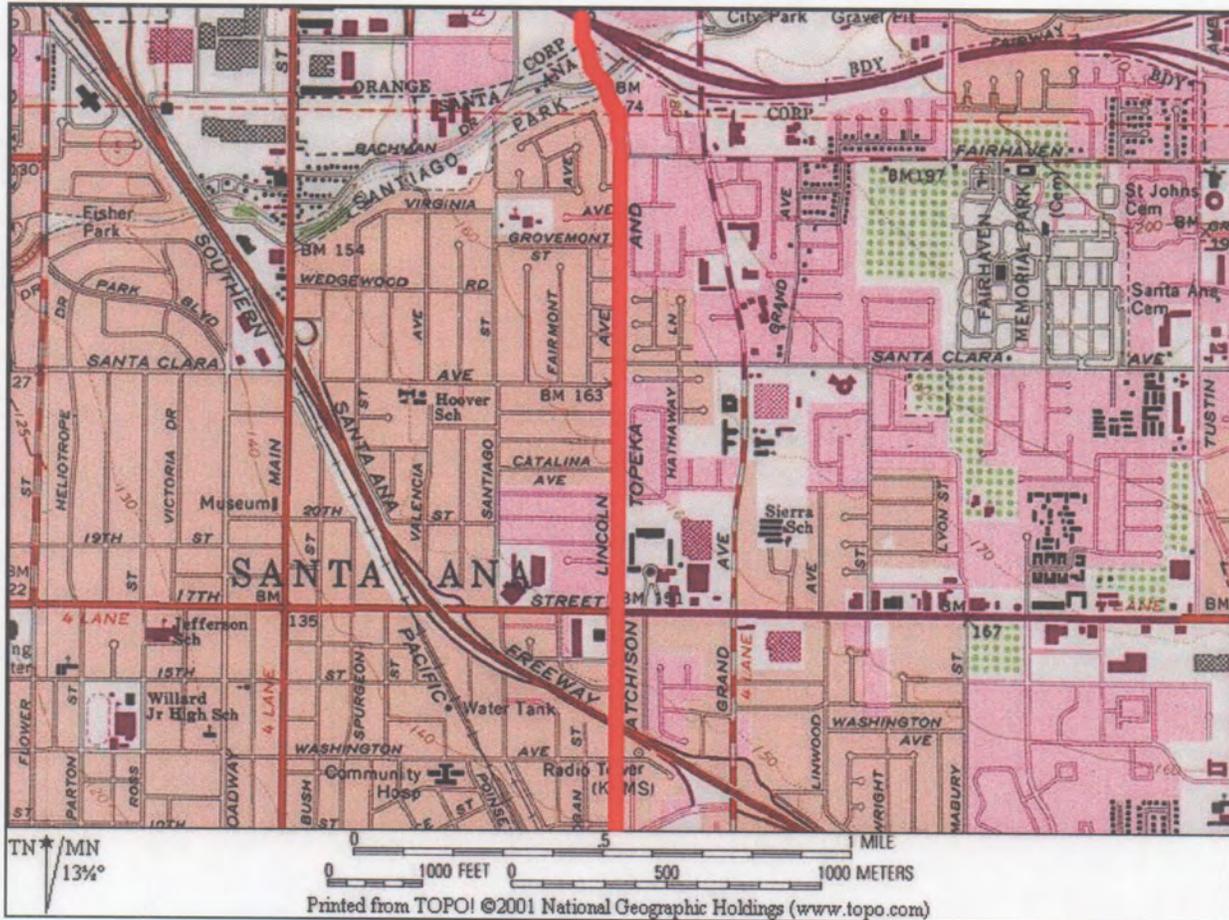


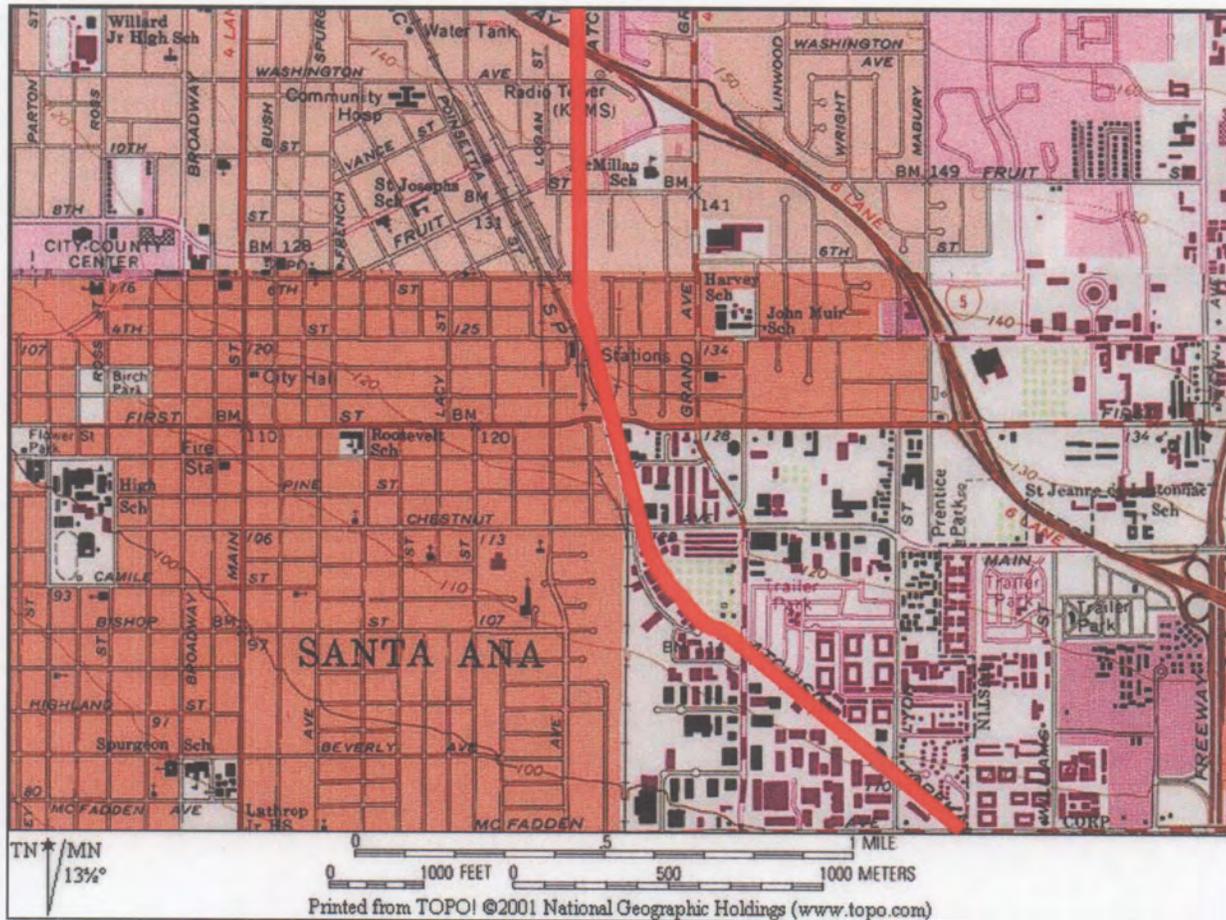






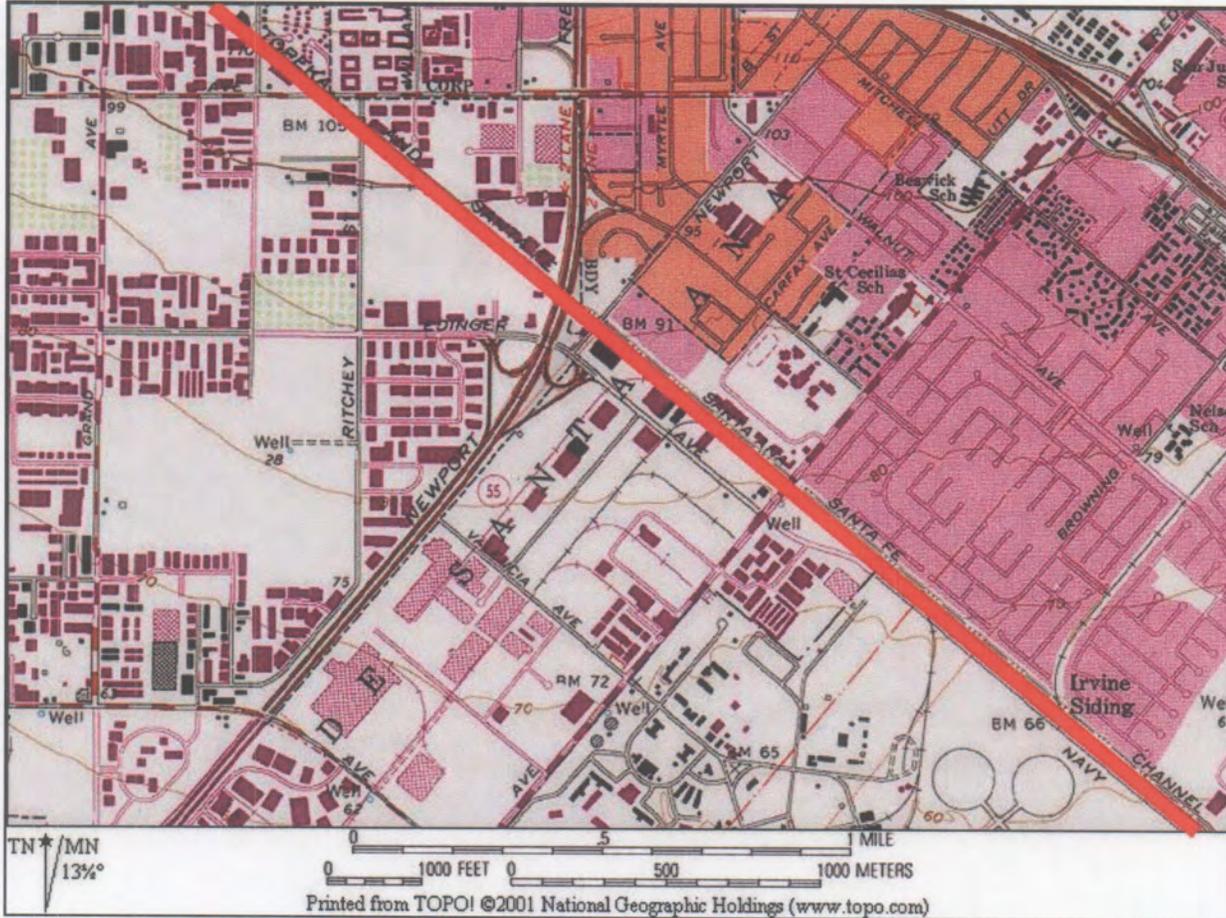


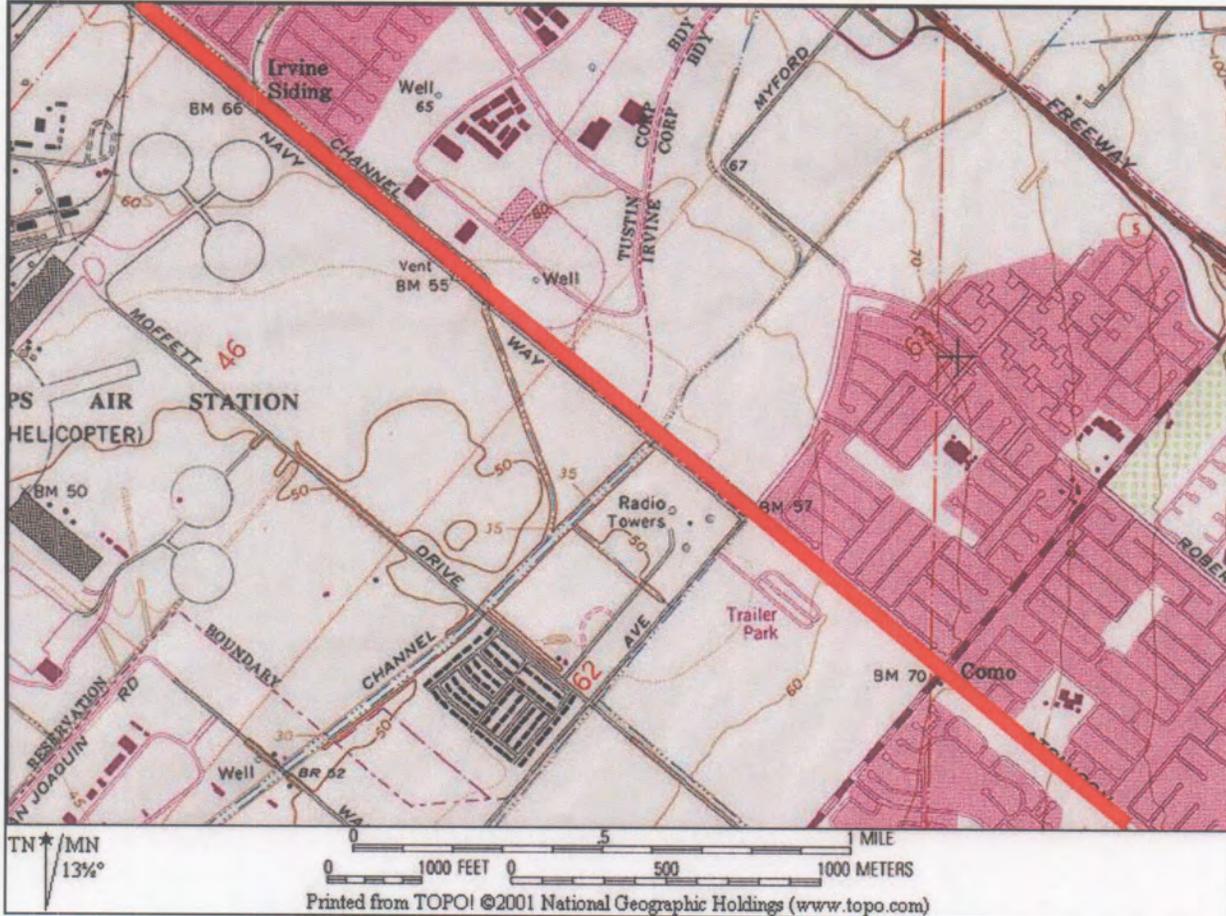


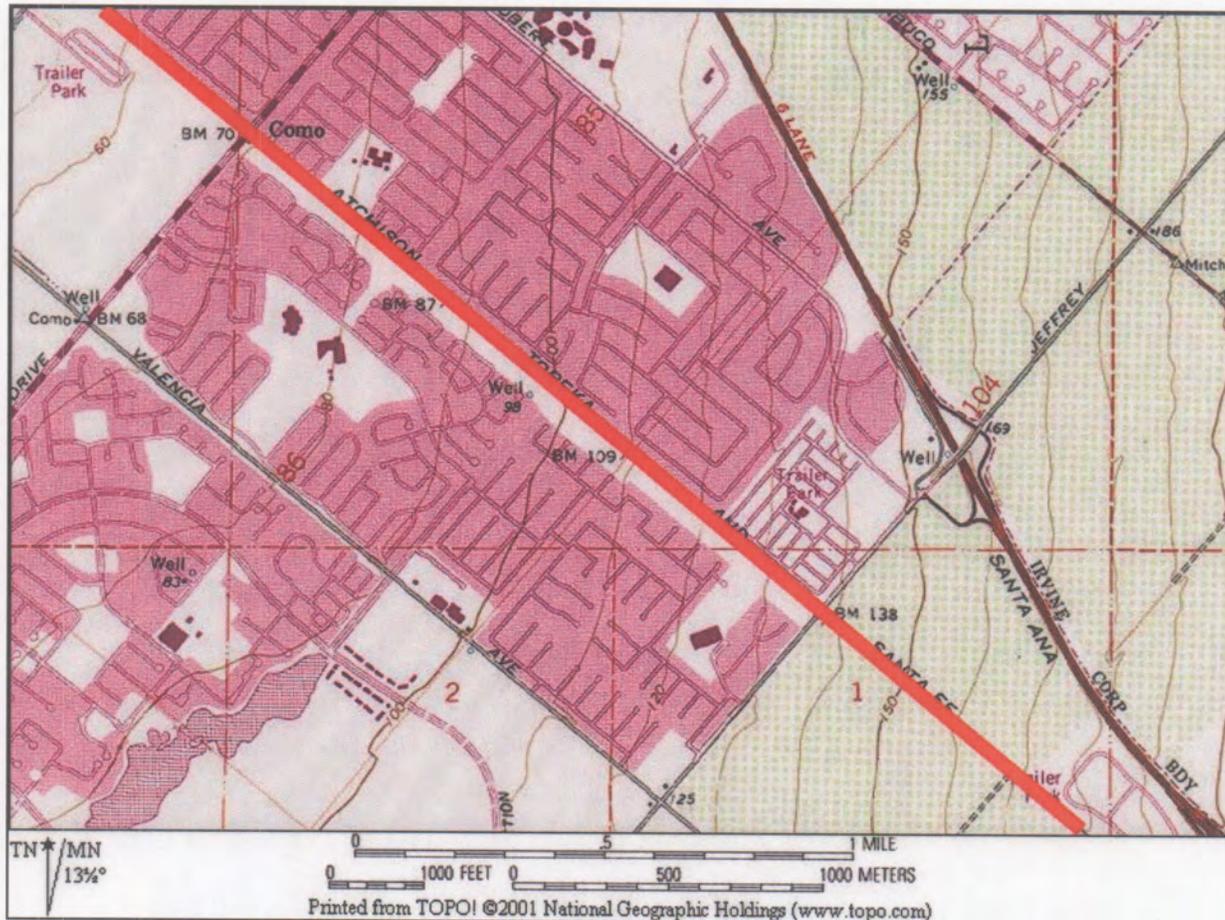


DPR 523J (1/95)

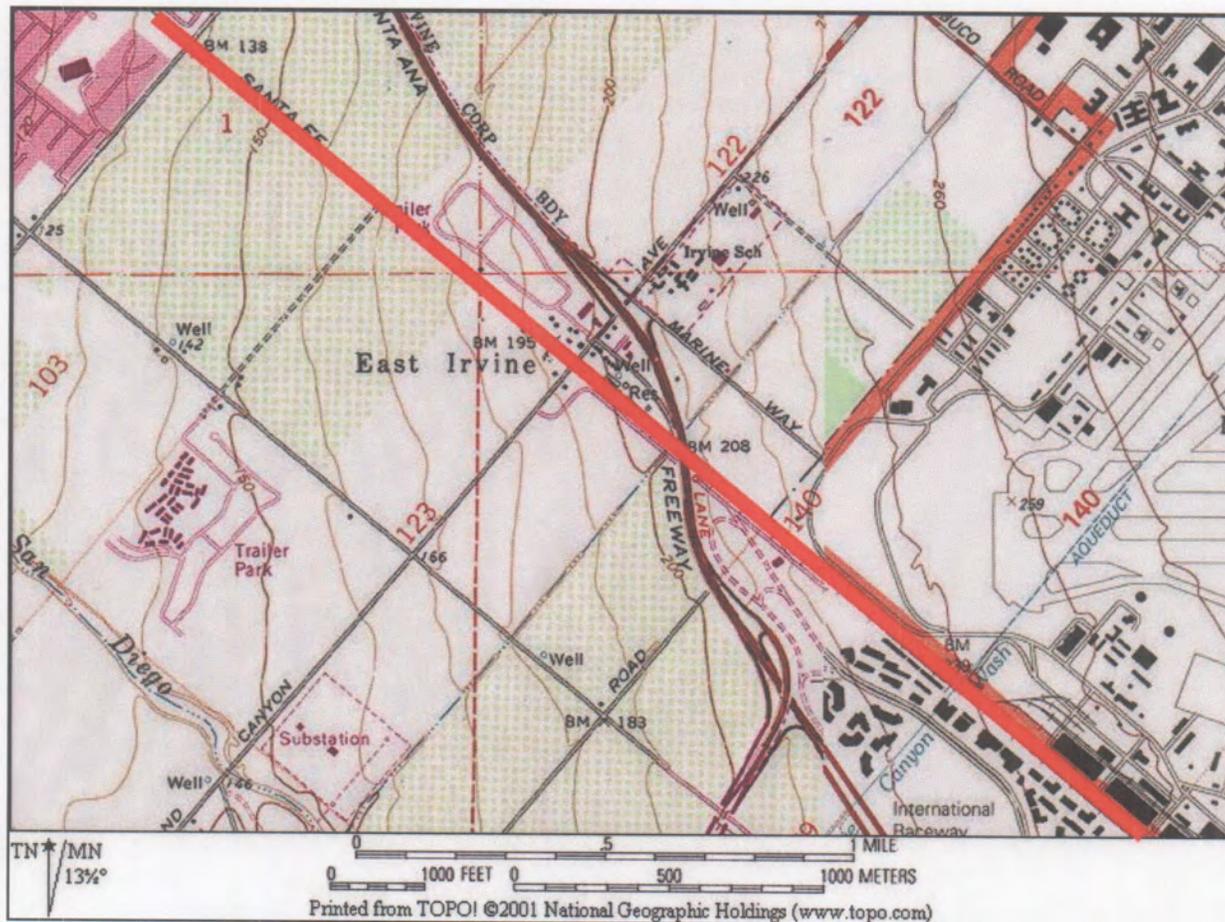
*Required information

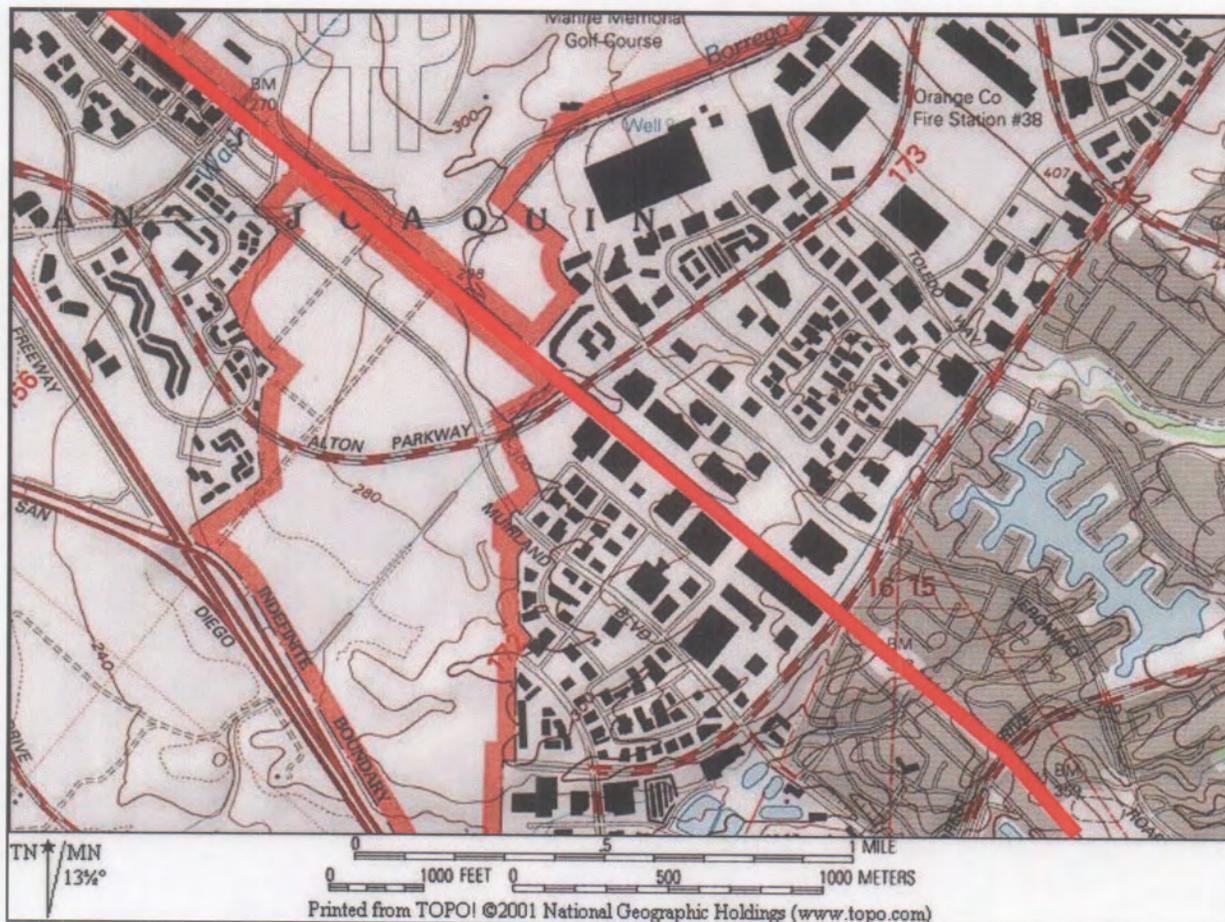


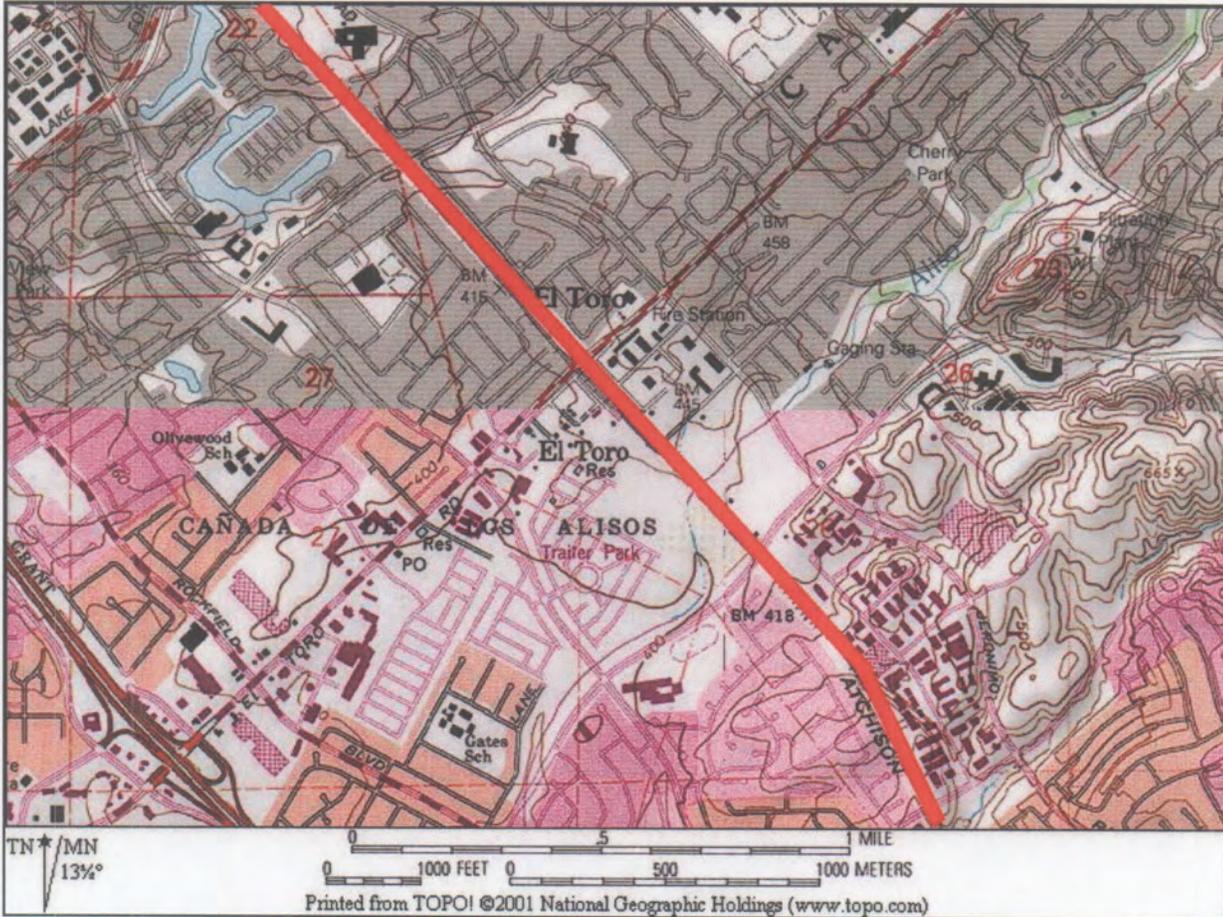


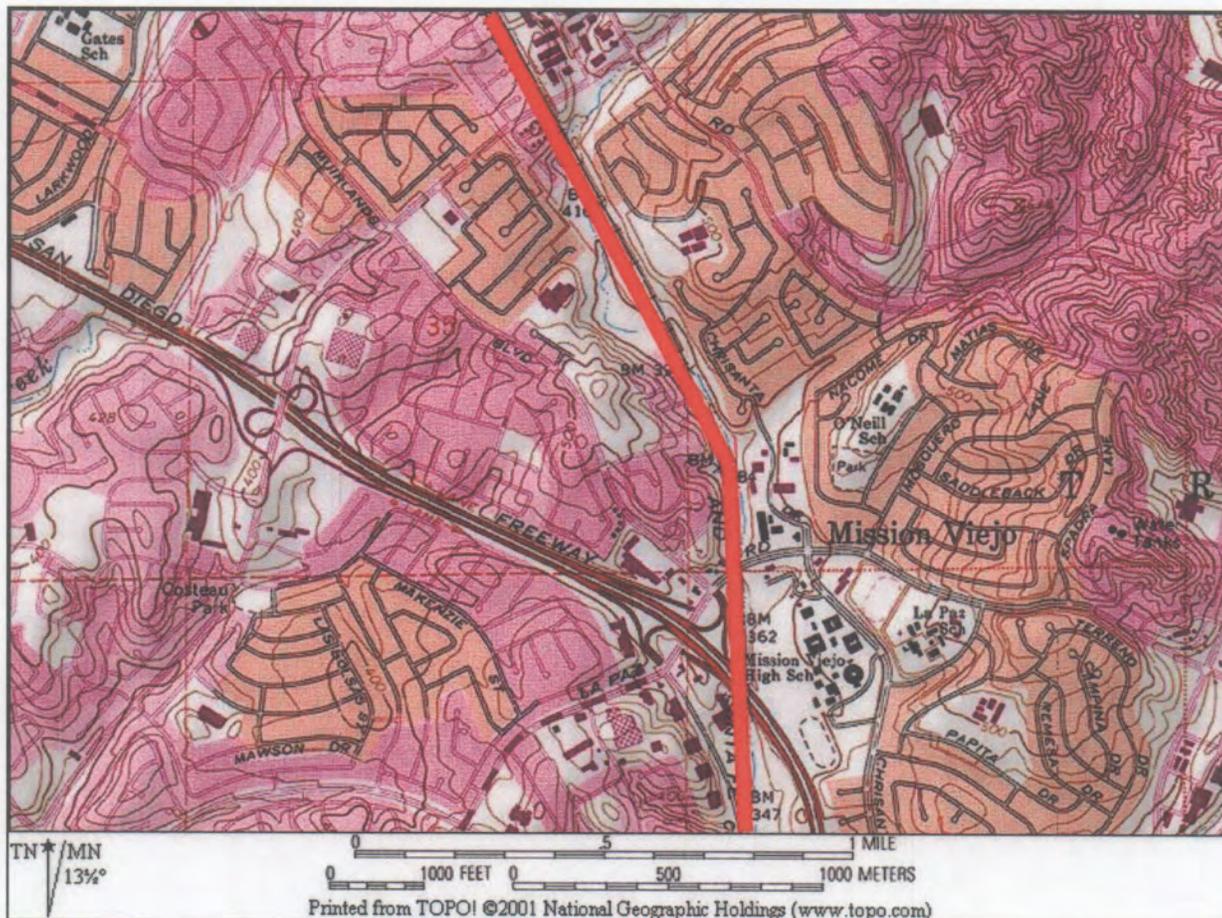


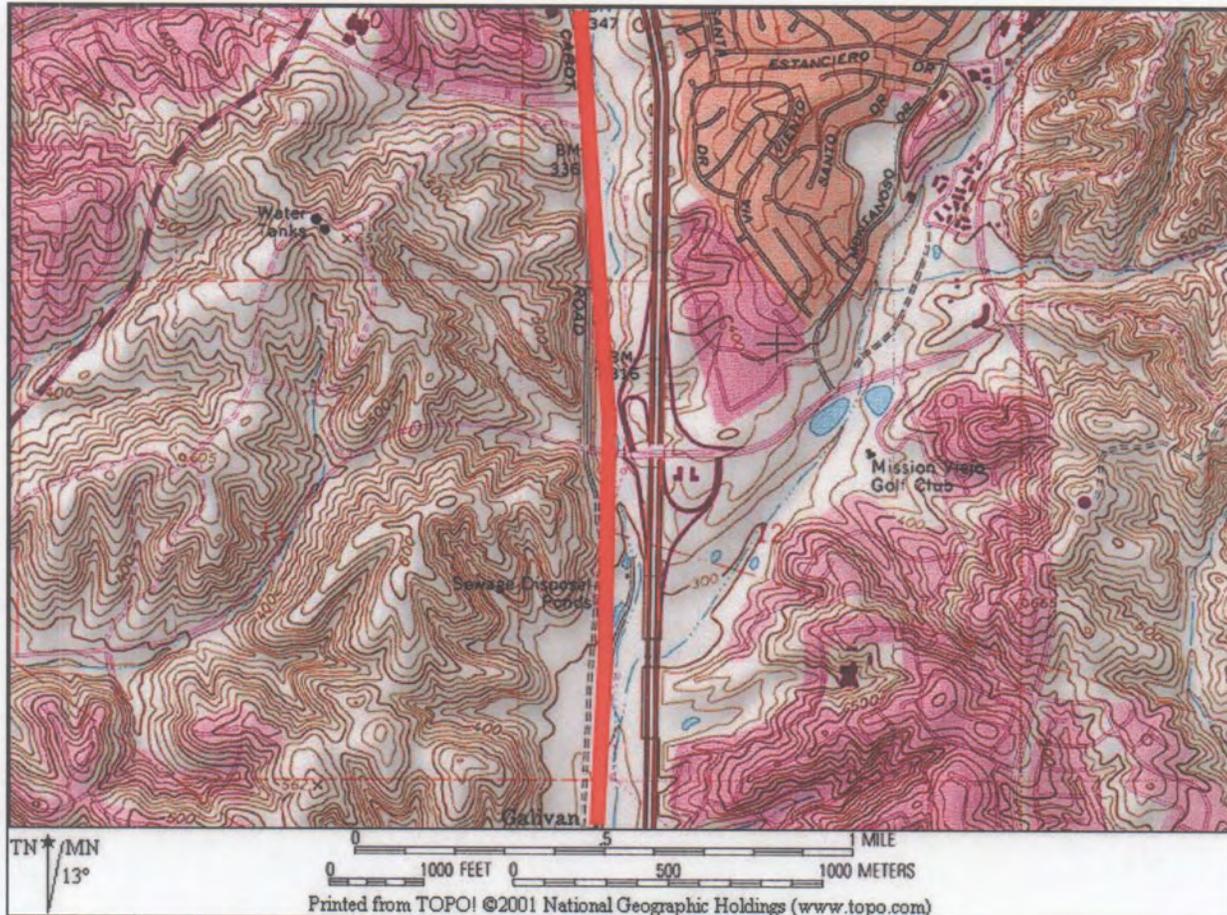
LOCATION MAP

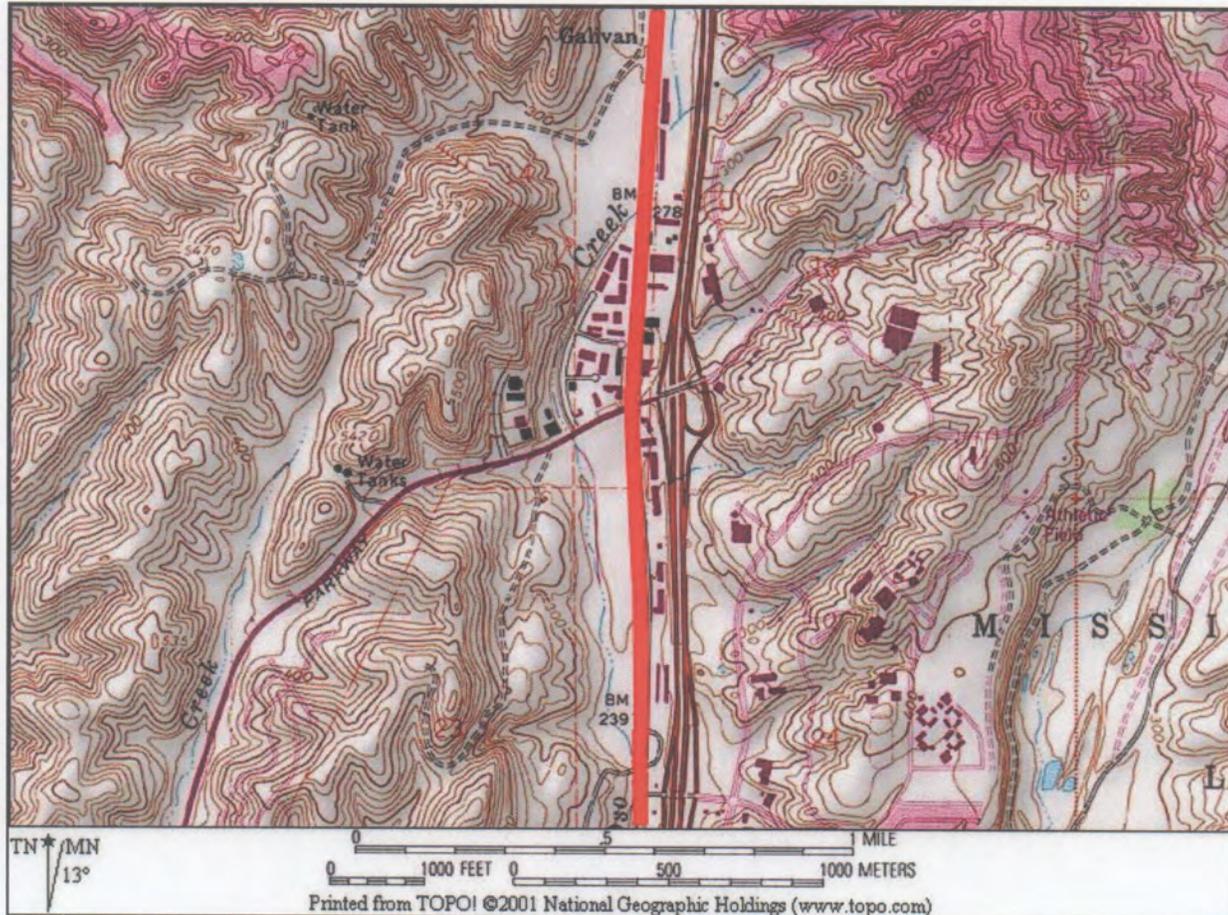


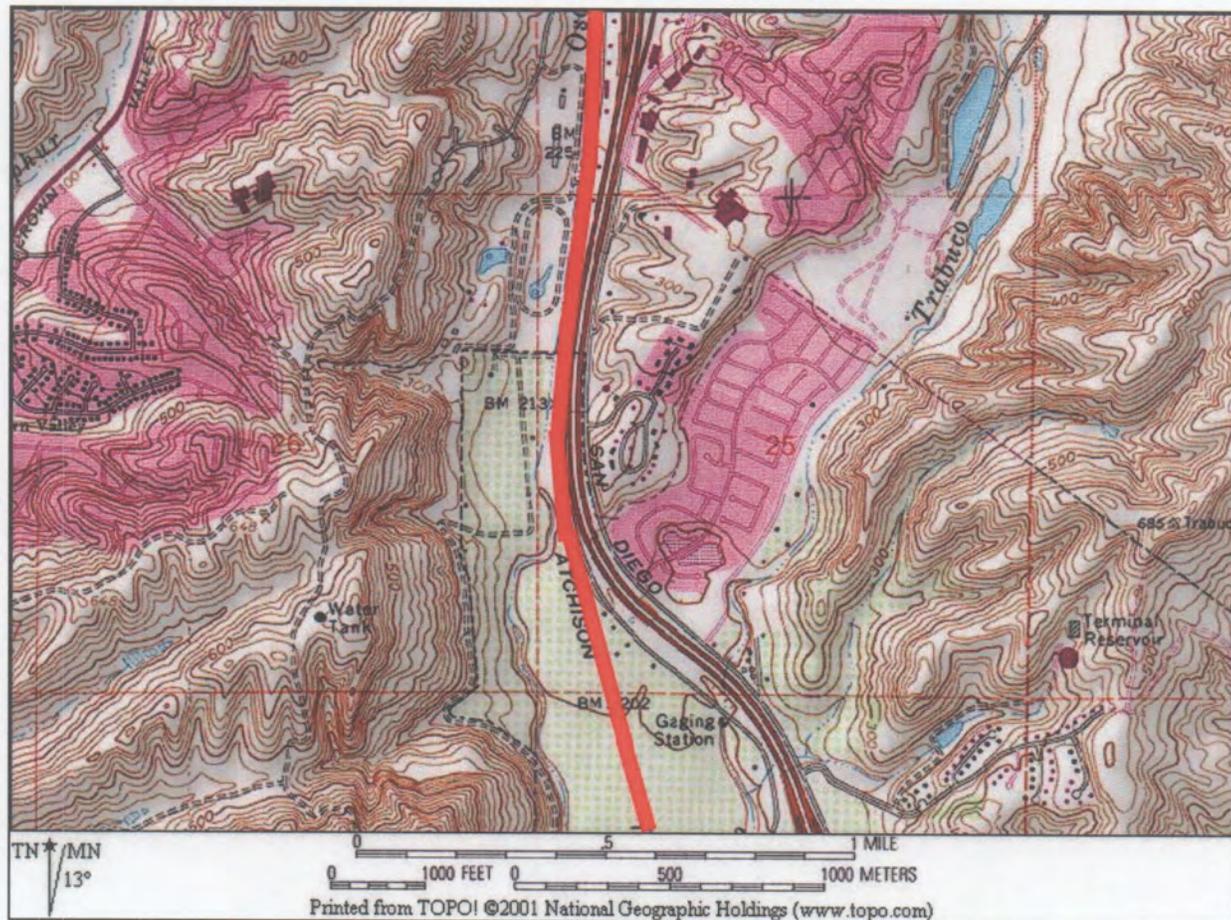


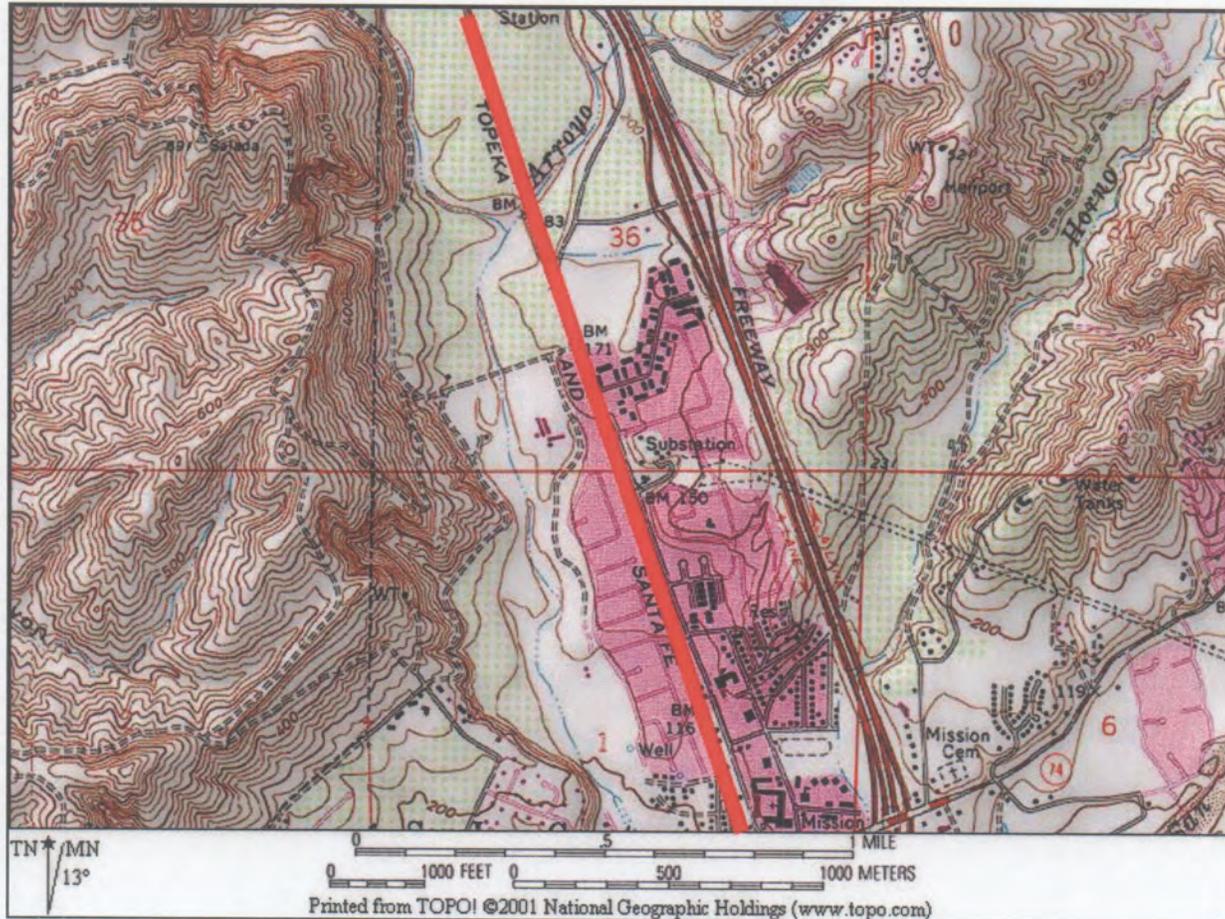


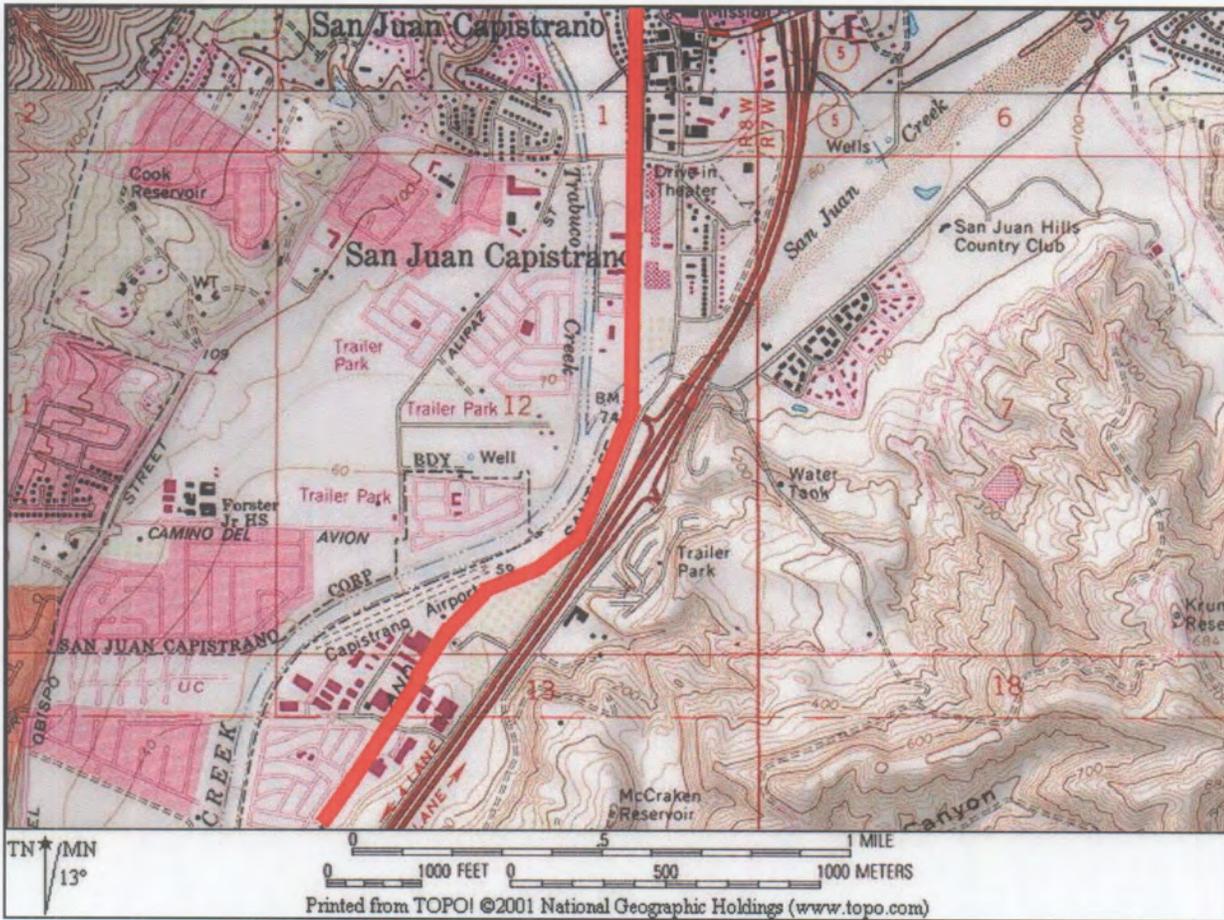


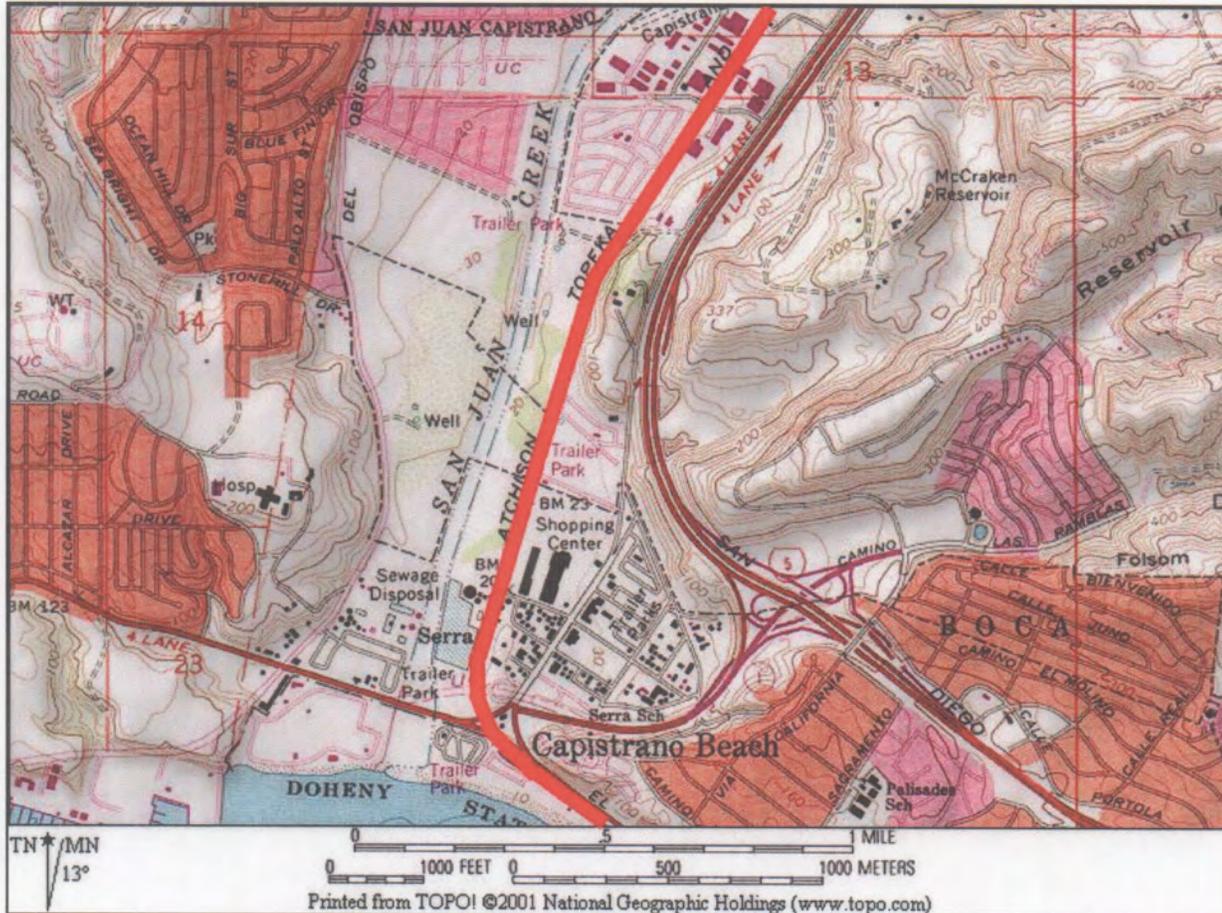


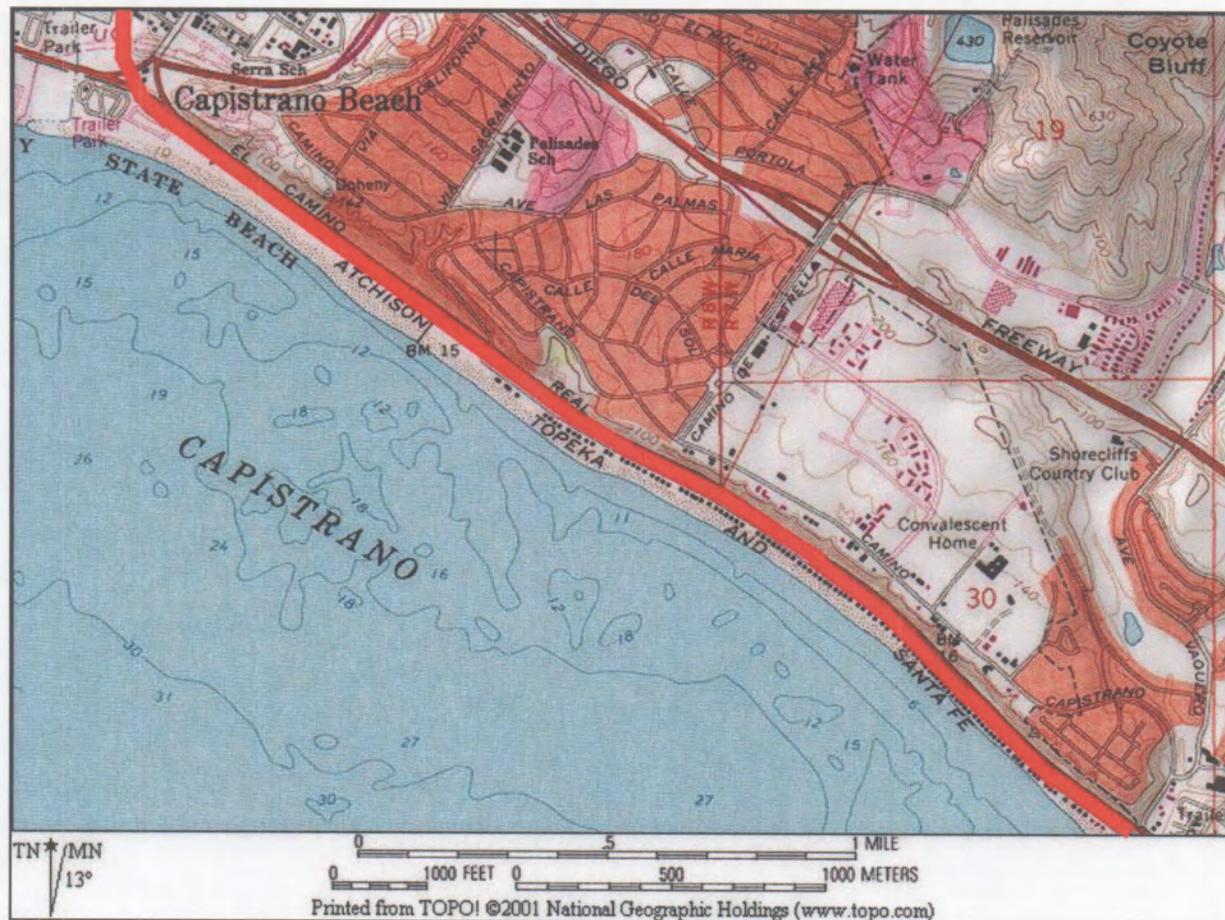




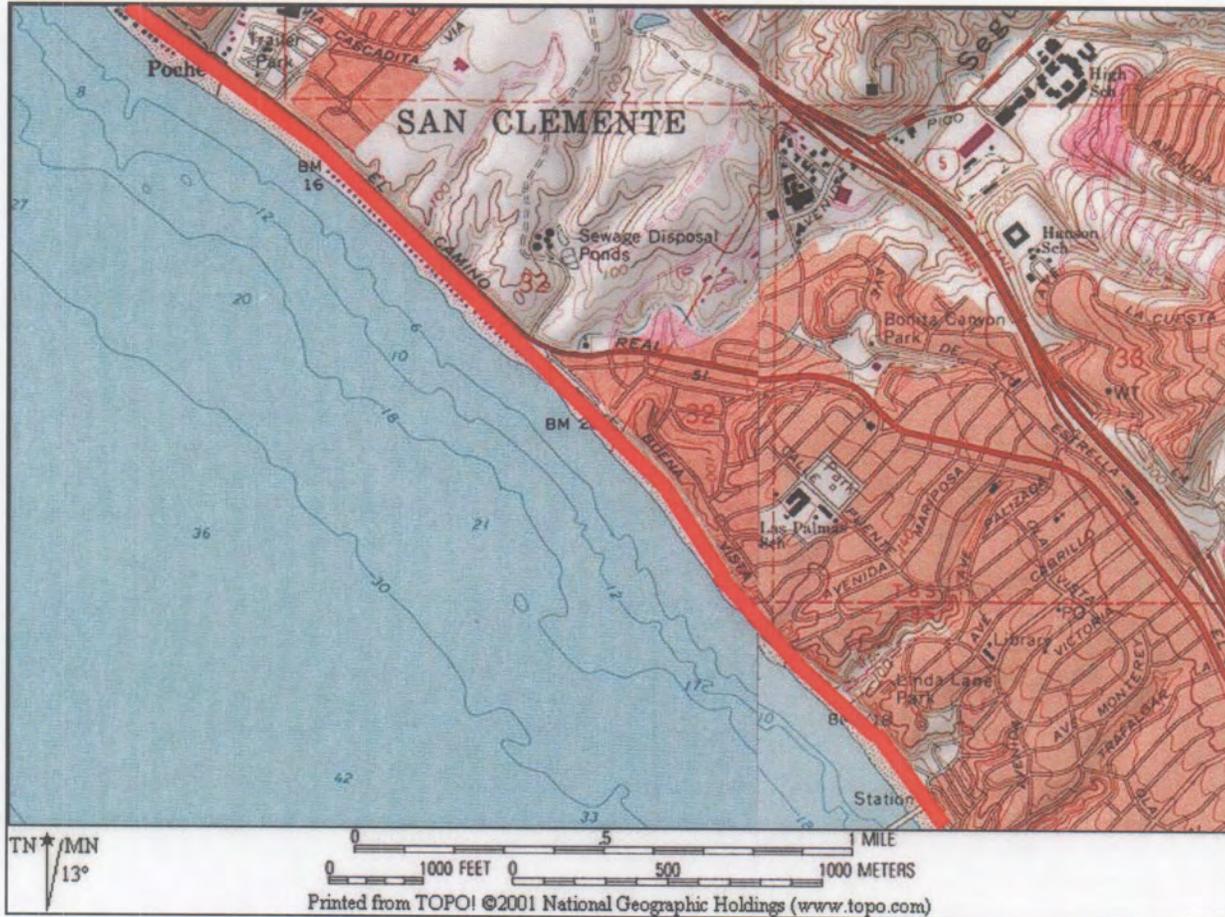


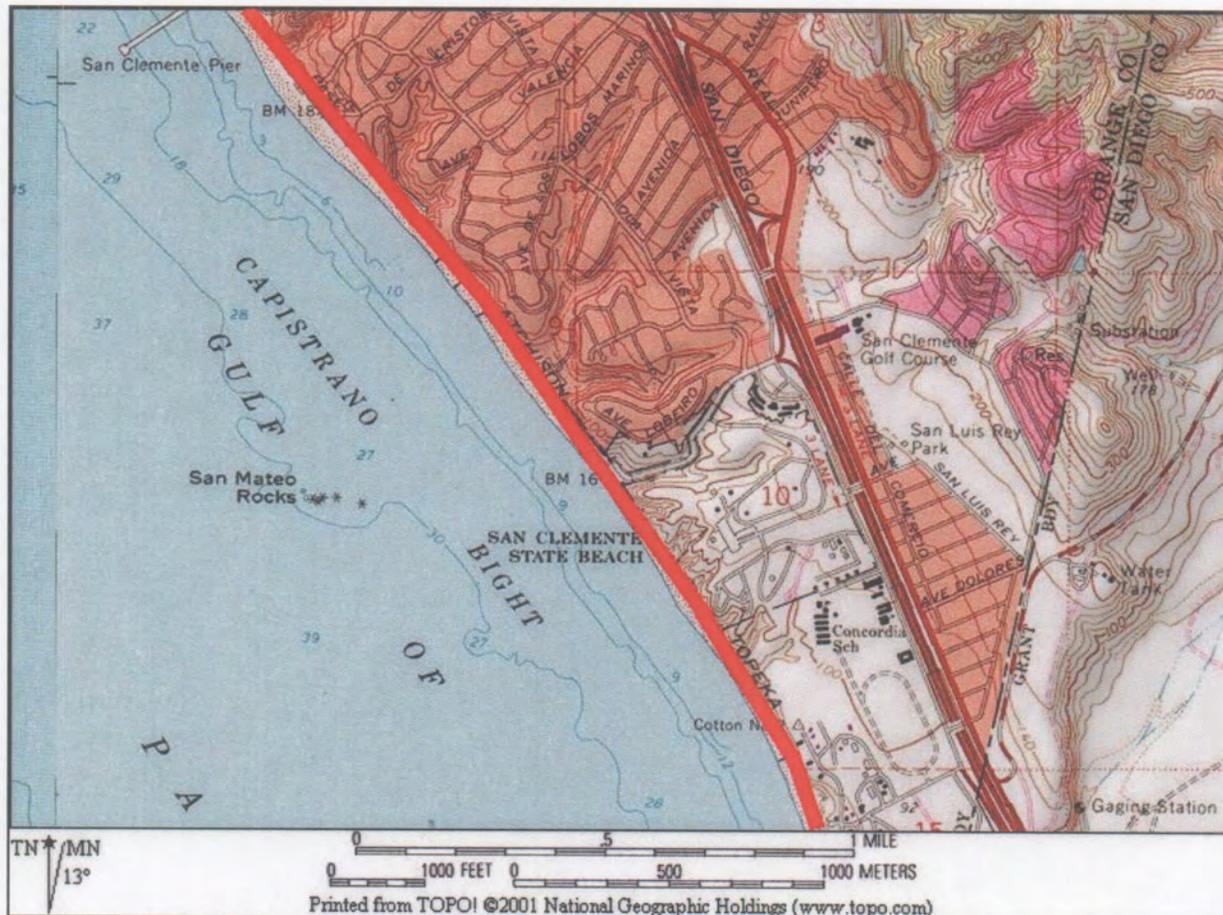




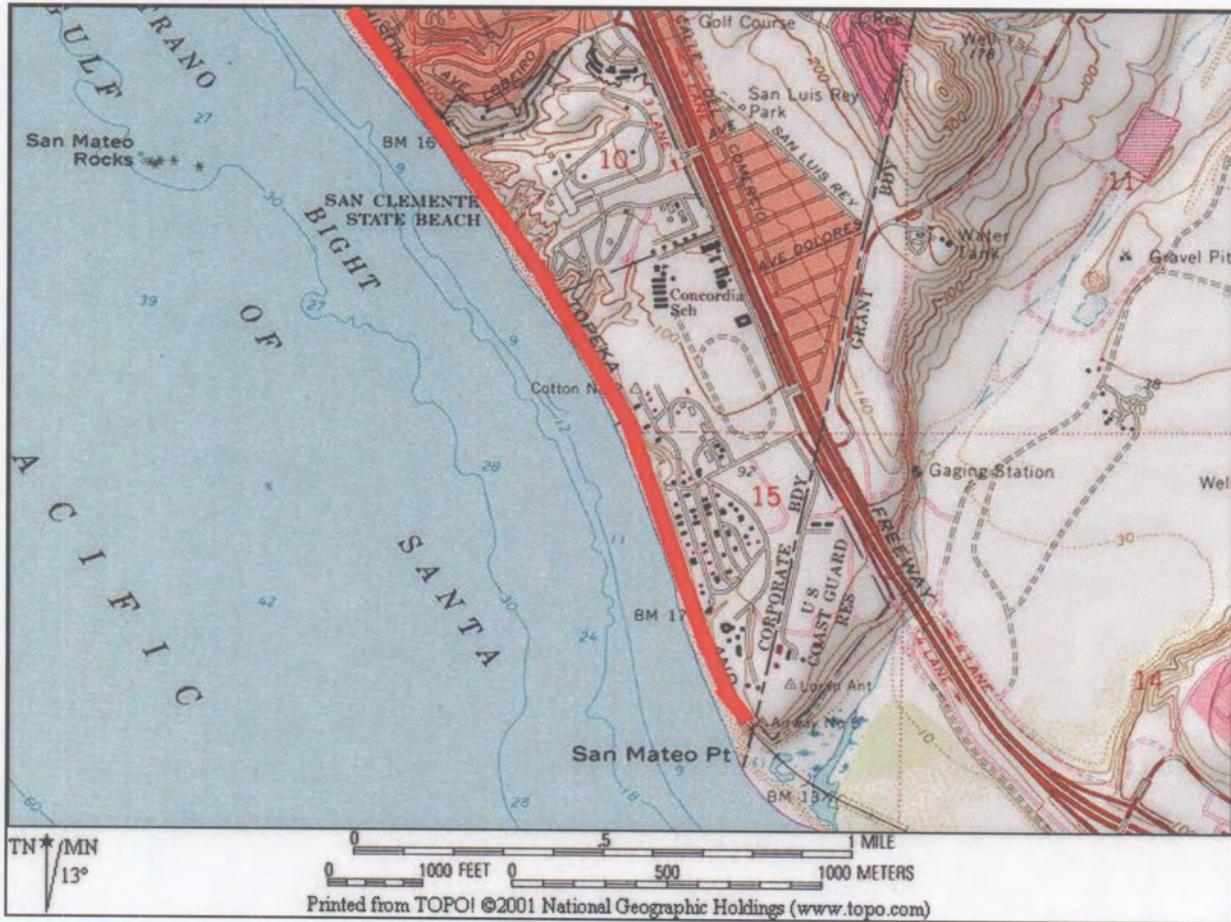


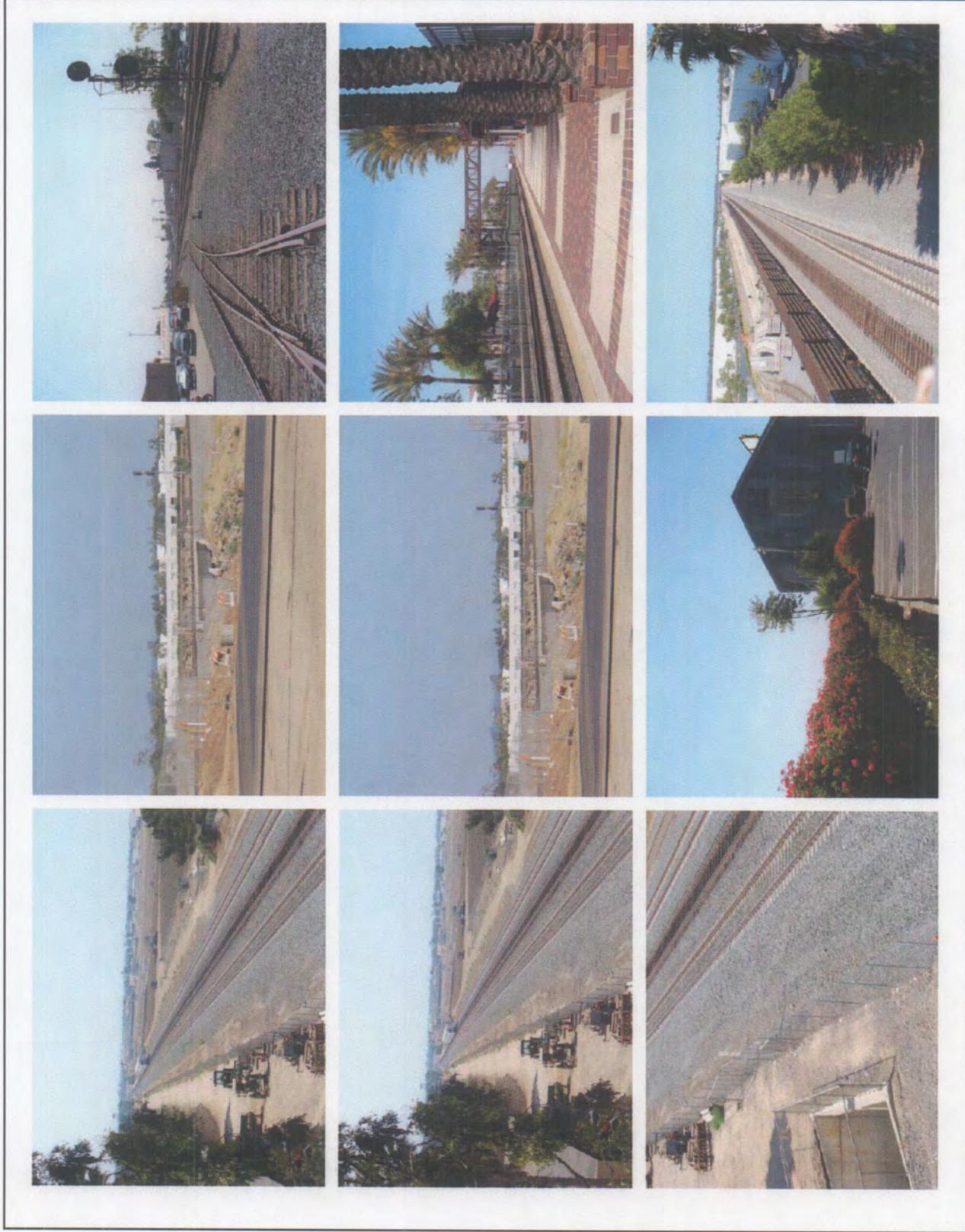
LOCATION MAP

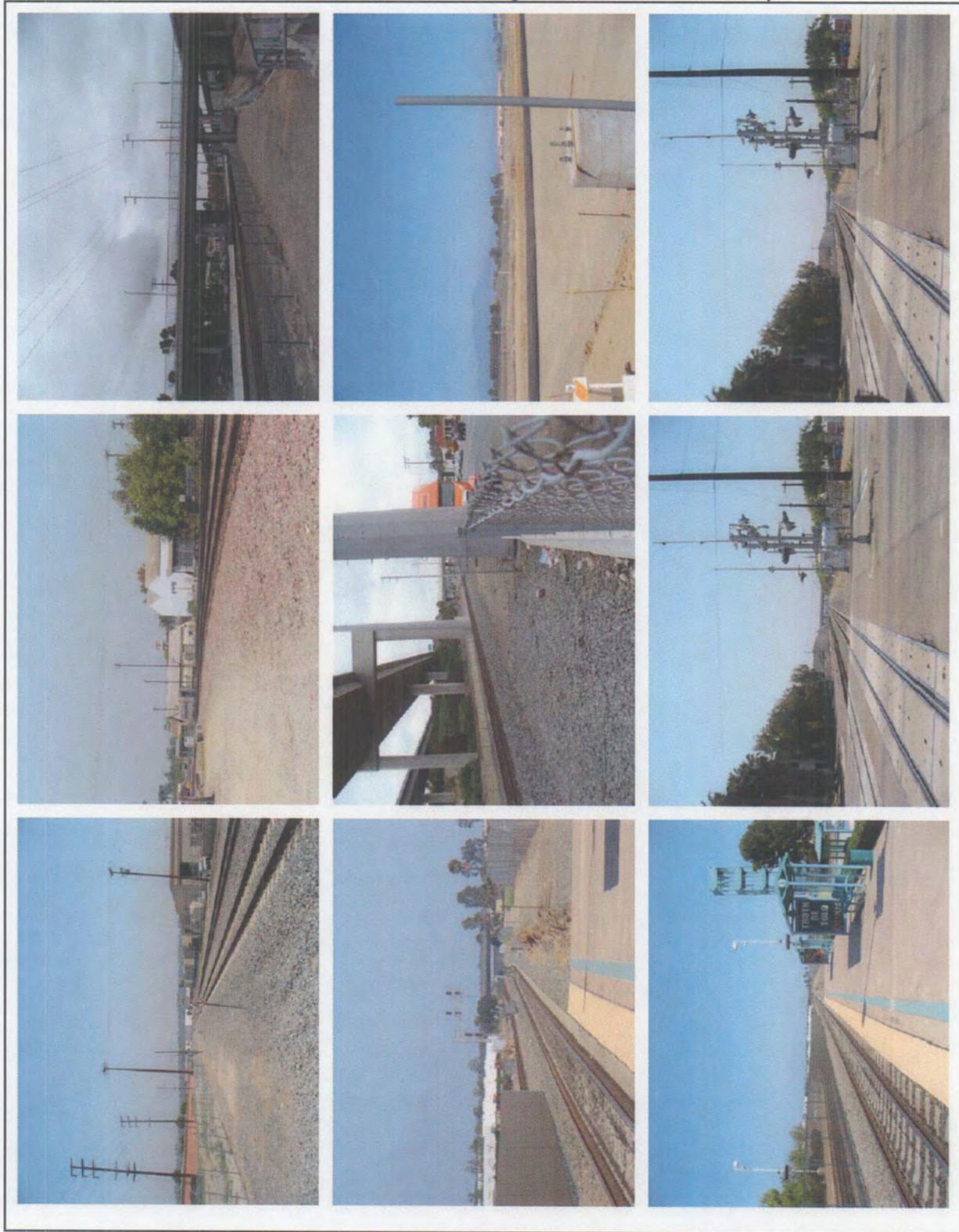




LOCATION MAP







PHOTOGRAPH RECORD

Camera Format:

Lens Size: 35mm

Film Type and Speed: Digital

Negatives Kept at: Cogstone

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
5	24		1	Fullerton tracks	east	
5	24		2	Fullerton Station	west	
5	24		3	Proposed Siding area between alton and bake	east	
5	24		4	tracks behine Irvine spectrum	north	
5	24		5	tracks behine Irvine spectrum	north	
5	24		6	Canery	west	
5	24		7	tracks after alton pkwy from overpass	west	
5	24		8	tracks after alton pkwy	west	
5	24		9	tracks after alton pkwy	down	
5	24		10	Paseo de colins bridge	south	
5	24		11	track east of Irvine station	ne	
5	24		12	tracks at orangethorpe	south	
5	24		13	tracks east of fullerton station	north west	
5	24		14	tracks under highway 73 toll	south	
5	24		15	orangethorpe crossing	south	
5	24		16	orangethorpe crossing	north	
5	24		17	Irvine station	east	
5	24		18	Irvine staion	west	

Page 1 of 2

*Resource Name or #: Burlington Northern Santa Fe Railway (BNSF) MR#1

*Recorded by: AECOM

*Date: 05/11/2012

Continuation Update

Map Reference #1

Description:

A segment of the previously recorded site, P-30-176663, the Burlington Northern Santa Fe (BNSF) (formerly Atchison, Topeka and Santa Fe) Railway, was observed from the Lincoln Avenue overpass of Interstate 5. The railway is currently an active Metrolink route which runs parallel to the Lincoln Avenue. This segment of the resource is approximately 0.08-miles long and includes a railroad overpass. Two tracks are elevated above Interstate 5 on a concrete and steel girder bridge.



Description of Photo:

BNSF Railway segment at the Interstate 5 overpass adjacent to Lincoln Avenue, view towards east.

Recorded by: AECOM, S. Flower Street, 9th Avenue, Los Angeles, CA 90071

Significance:

This segment is part of a previously recorded 14.7-mile segment of the BNSF Railway. The railroad segment was originally part of the ATSF Railway, dating to the 1880s. The segment has been in continuous use since its original construction between 1885 and 1888, and has had significant alterations over the course of its operation. Existing tracks and associated railroad features were recorded as being modern, without specific historical characteristics. Although this segment was found significant based on its association with the establishment of the second transcontinental railroad, the resulting land boom in California in the 1880s, and turn-of-the-20th-century tourism in California, the historic resource was evaluated as not eligible for the National Register of Historic Places because it did not retain significant integrity to convey its historical significance.

*Recorded by: AECOM

*Date: 05/11/2012

Continuation Update

This segment of the resource was revisited on 11 May 2012. The physical components of the historic railroad have been replaced over the years, including the girder bridge overpass parallel to Lincoln Avenue. The girder and concrete bridge appears to date from the mid- to late 20th century, and is a typical form. No major changes appear to have occurred since the original recording. Although the ATSF Railway is an important historic resource, with historic associations that qualify it to be eligible for listing the National Register of Historic Places under Criterion A or the California Register of Historical Resources under Criterion 1, this segment does not retain sufficient integrity to convey its significance. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

References:

Gust, Sherri, Steven McCormick, and Kim Scott.

2007 Paleontological and Archaeological Assessment Report For the Alton- Bake Layover Facility and El Toro Siding Extension, City of Irvine, CA.

Wallace, James and Sara Dietler

2012 Archaeological Survey Report for the OCTA I-5 Highway Improvements, County Of Orange, California.
Report on file at AECOM, Los Angeles, CA.

*B14. Evaluator: M.K. Meiser, M.A.

*Date of Evaluation: 05/11/2012

*Recorded by: HDR-EOC

*Date: 2016-03-08 Continuation Update

***Location and Description:**

The purpose of this update is to provide the current condition and an evaluation for a segment of the previously recorded Burlington Northern Santa Fe (BNSF)/ Atchison, Topeka, and Santa Fe (AT & SF) Railroad which is currently an active Metrolink Line. The site consists of several large segments of the Burlington Northern Santa Fe rail line extending from Fullerton, CA in Los Angeles County to San Clemente, CA in Orange County. The segment referred to in this update extends from MP 185.2 in Irvine, CA to MP 199.2 in San Juan Capistrano, CA. The railroad was originally the AT & SF railroad which was constructed in the mid 1880s and has been in continuous use to the present time. Since inception this railroad segment has undergone numerous repairs, realignments, and upgrades such as those completed after catastrophic floods undermined and destroyed portions of the railroad in 1916 and 1938. Currently the segment consists of two to three sets of steel railroad tracks with 60% creosote soaked wood railroad ties and 40% concrete precast railroad ties resting on one to three feet of ballast. -Please see Continuation No. 1 for Evaluation.



Description of Photo: Overview facing northwest. The photo depicts a section of the resource located in Irvine, CA.

*Date Constructed/Age and Sources: Historic Prehistoric Both

Recorded by: M. Diss, M. Connolly, HDR EOC, Inc. 8690 Balboa Avenue, Suite 200, San Diego, CA 92123

*Survey Type: Intensive Survey

*Report Citation: Michael Connolly, Margaret Diss, and Wayne Glenny. July, 2016. *Cultural Resources Technical Report, OCTA, Slope Stabilization Project*. Prepared by HDR, Inc. for the Orange County Transportation Authority.

*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):

*Recorded by: HDR-EOC

*Date: 2016-02-24 Continuation Update

Continuation No. 1, Evaluation:

National Register (NRHP)

In order to qualify for the National Register, a historic object must be significant to American history and/ or culture and possess integrity of location, design, setting, materials, workmanship, feeling, and association. A historic object need not retain integrity in all seven areas to be eligible, but it must retain enough overall physical integrity to continue to convey its historic character and design intent. In order to be considered significant to American history, the object must either (A) be associated with a historic event, or (B) be associated with the life of a significant historic person, or (C) embody the distinctive characteristics of a type, period, method of construction, or the work of a master, or (D) have yielded or may be likely to yield information important to history.

The segment does not meet the above listed requirements to qualify for the National Register under Criteria B, C, or D, but does qualify for the National Register under Criterion A in that it has been found significant based on association with the establishment of the second transcontinental railroad. However, the segment lacks enough overall physical integrity to convey its historical character in order to be considered eligible for listing in the NRHP. The loss of historic integrity has effectively separated the railroad segment from the event which qualified it under Criterion A. Portions of the segment lack locational integrity as they have been altered significantly over the past 100 years during various upgrades and realignments. During the upgrades and realignments the original design, materials, and workmanship was altered to where the historic character and feeling of the railroad segment has been lost. The main line track has been replaced several times; in the mid-twentieth century 130 lb. / yd. (64.5 kg/ m) track was installed then replaced with 136 lb. / yd. (67.5 kg/ m) weight rail in the 1980s. In addition, approximately 40% of the historically characteristic creosote soaked wood railroad ties have been replaced with concrete. Therefore, the railroad segment and associated features are recommended as not eligible for the National Register due to the significant loss of historic integrity, feeling, and characteristics.

California Register (CRHR)

In order to qualify for the California Register, a historical object must be significant to history and/ or culture and possess integrity of location, design, setting, materials, workmanship, feeling, and association at the local, state, or national level. A historic object need not retain integrity in all seven areas to be eligible, but it must retain enough overall physical integrity to continue to convey its historic character and design intent. In order to be considered significant to American history, the object must either (1) be associated with a historic event that has made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States, or (2) be associated with the life of a person important to local, California, or national history, or (3) embody the distinctive characteristics of a type, period, method of construction, or the work of a master, or (4) have yielded or has the potential to yield information important to history of the local area, California, or the nation.

The segment does not meet the above listed requirements to qualify for the California Register under Criteria 2, 3, or 4, but does qualify for the California Register under Criterion 1 in that it has been found significant based on association with events related to the second transcontinental railroad. The establishment of the railroad led to a land boom in California during the 1880s and bolstered late nineteenth/ early twentieth century tourism in California which was of great benefit to the economic future of the state. However, the segment lacks enough overall physical integrity to convey its historical character in order to be considered eligible for listing in the CRHR. The same loss of historic integrity which disqualifies the segment for the NRHP has also disqualified it for the CRHR. Therefore, the railroad segment and associated features are deemed ineligible for the California Register due to the significant loss of historic integrity, feeling, and characteristics.

Local Register

The railroad segment passes through the Cities of Irvine, Lake Forest, Mission Viejo, and San Juan Capistrano in Orange County California. These localities recognize and use the criteria set forth by CEQA, the CRHR, and the NRHP to determine what historic resources are eligible for a local historic register. As such, this resource does not qualify to appear on an inventory of historic places or register for any of the above listed localities.

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 30-176663/30-176700 (Update)

HRI # _____

Trinomial _____

Page 1 of 3

Resource name or # (Assigned by recorder) _____

Recorded by B. Tang and D. Ballester Date August 15, 2016 Continuation Update
Affiliation: CRM TECH, Colton, CA Project No: CRM TECH 3061

An approximately 4,900-foot segment of the former Atchison, Topeka and Santa Fe (ATSF) Railway (now the Southern California Regional Rail Authority mainline) lying south of Del Obispo Street in San Juan Capistrano, including the existing bridge over San Juan Creek, was the subject of an intensive-level survey on May 17, 2016, for a proposed bridge replacement and railroad realignment project (Tang et al. 2016). A portion of this segment was previously recorded as Site 30-176700 in 2003, and the entire segment has since been designated a part of Site 30-176663, as updated in 2007, which encompasses the entire ATSF network in Orange County (Shepard 2003; McCormick 2007).

The bridge, measuring approximately 340 feet long and 30 feet wide, was built by the American Bridge Company in 1917, according to a dedication plaque on the structure. It is a three-span steel plate girder bridge of the pony truss type, constructed of two riveted I-beams reinforced on the interior by triangular stiffener plates and supported by concrete abutments and two concrete piers. It carries one set of railroad tracks resting on wooden ties and a ballast of crushed rock, flanked by the top portions of the main girders that serve as sidewalls. In the creek bed below, truncated, splintered, and deteriorating remains of wooden piles clustered around the piers evidently represent the remnants of an earlier railroad bridge, which presumably dated to the original construction of the rail line.

The other features in this portion of Site 30-176663/30-176700 include the railroad tracks and the signal system. The segment of railroad is double-tracked at the northern and southern ends, but merges into a single set of tracks in the middle portion, near the bridge. The signal apparatus is modern in appearance, and date stamps on some of the rails indicate that they were manufactured in the 1990s. Near the southern end of the segment, the wooden ties have been replaced with concrete ties.

This segment of the railroad was built in 1887-1888 by the San Bernardino and San Diego Railway, one of the many ATSF subsidiaries in southern California, as a part of the ATSF "Surf Line" (Gustafson and Serpico 1992:181). It extended from Santa Ana to Los Angeles Junction (now called Fallbrook Junction) near Oceanside to connect two other ATSF subsidiaries, the Riverside, Santa Ana and Los Angeles Railway on the north and the California Southern Railway on the south. Once the ATSF's first outlet on the Pacific coast, the California Southern Railway was partially abandoned after the tracks between Temecula and Fallbrook were repeatedly destroyed by seasonal floods between 1884 and 1891 (*ibid.*:161). The Surf Line was the ATSF's solution to reconnect the important seaports of Los Angeles and San Diego with a more reliable route.

The ATSF was the nation's second transcontinental railroad, and its expansion into California in 1882-1883 marked the beginning of the end of the Southern Pacific Railway Company's monopoly on modern transportation in the state and contributed directly to the southern California land boom of the 1880s. As such, Site 30-176663/30-176700 is arguably associated with an important event in the history of California. However, like other components of the historical transportation infrastructure that remain in service today, this segment of the rail line has been regularly maintained and repeatedly upgraded over the years, and consequently retains few physical characteristics—other than the location itself—that would relate distinctively to the ATSF's period of significance, namely the late 19th century. Due to the loss of historical integrity, Site 30-176663/30-176700 does not appear to be eligible for listing in the National Register of Historic Places or the California Historical Resources Register.

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 30-176663/30-176700 (Update)

HRI # _____

Trinomial _____

Page 2 of 3

Resource name or # (Assigned by recorder) _____

References:

Gustafson, Lee, and Phil Serpico

1992 *Santa Fe Coast Lines Depots, Los Angeles Division.* Omni Publications, Palmdale, California.

McCormick, Steven

2007 California Historical Resource Information System site record, 30-176663 (update). On file, South Central Coastal Information Center, California State University, Fullerton.

McKenna, Jeanette

1993 Cultural Resources Investigations within the Proposed Realignment Right-of-Way for the Existing A.T.&S.F. Railroad Alignment, San Juan Capistrano, Orange County, California. On file, South Central Coastal Information Center, California State University, Fullerton.

Shepard, Richard

2003 California Historical Resource Information System site record, 30-176700. On file, South Central Coastal Information Center, California State University, Fullerton.

Tang, Bai "Tom", Terri Jacquemain, Daniel Ballester, Harry M. Quinn, and Nina Gallardo

2016 Identification and Evaluation of Historic Properties: San Juan Creek Bridge Replacement Project, City of San Juan Capistrano, Orange County, California. On file, South Central Coastal Information Center, California State University, Fullerton.

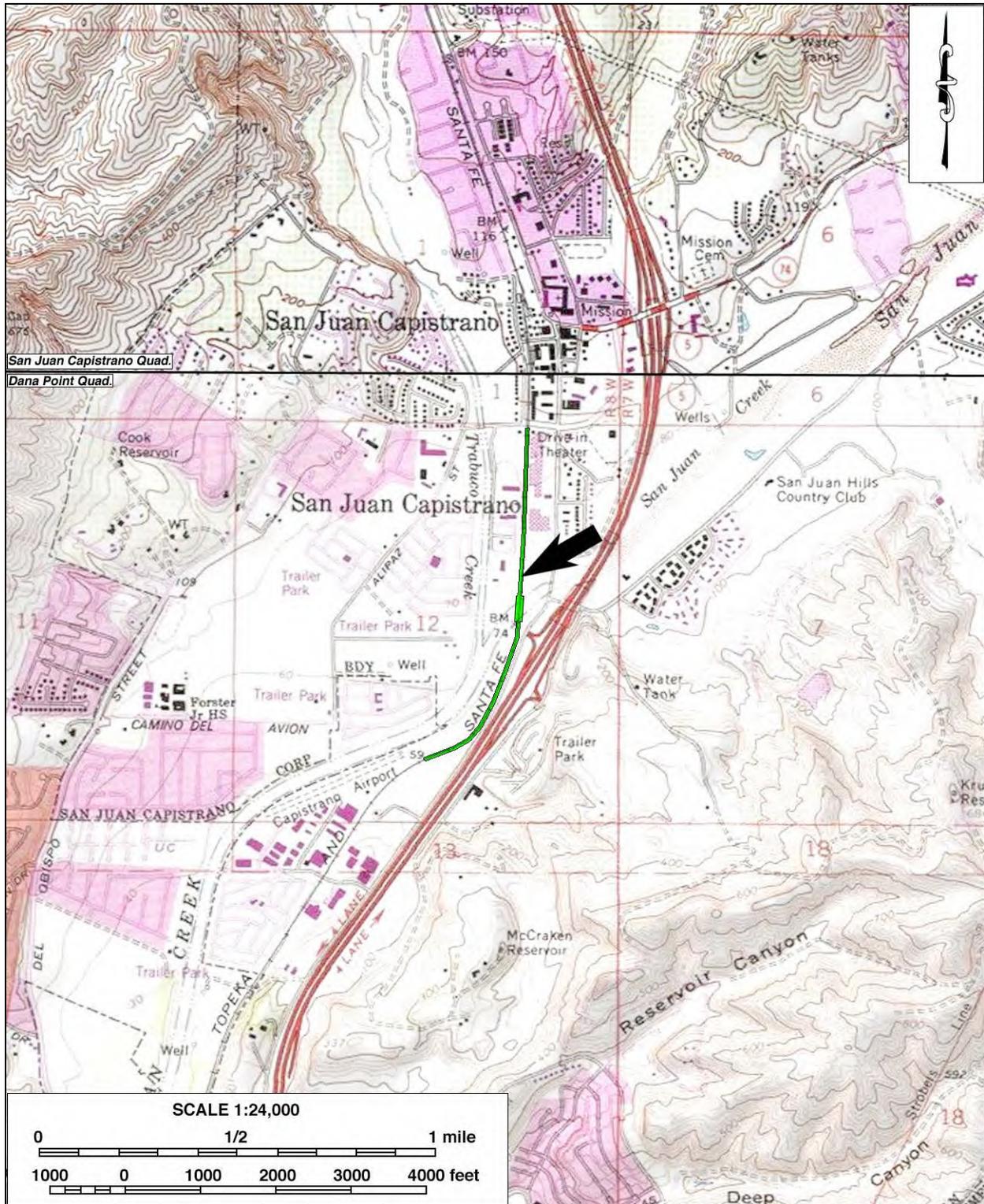


Site 30-176663/30-176700 in the APE. *Clockwise from top left:* existing bridge over San Juan Creek, view to the southwest; deck of the bridge, view to the north; remains of wooden piles under the bridge, view to the east; railroad tracks south of the bridge, view to the northeast. (Photographs taken on May 17, 2016)

*Map Name: Dana Point and San Juan Capistrano, Calif.

*Scale: 1:24,000

*Date of Maps 1975 and 1981



CONTINUATION SHEET

*Recorded by: HDR Inc.

*Date: 2018-09-11 Continuation Update

P-19-186804 / P-30-176663 is the Burlington Northern Santa Fe (BNSF) (formerly Atchison, Topeka and Santa Fe) Railway. The resource as currently mapped and recorded extends from near the City of Commerce in Los Angeles County (at the north) to the Orange County/San Diego County border (at the south). Most of the railway was originally constructed between 1885 and 1888 by the Riverside, Santa Ana, and Los Angeles Railway Company, an ATSF subsidiary, as part of the ATST main line from Los Angeles to Orange County and San Diego (Ballester and Tang 2002). The resource is an active railway currently serving Metrolink commuter trains, Amtrak intercity trains, and BNSF Railway and Union Pacific Railroad freight trains. The site retains significance due to its association with the establishment of the second transcontinental railroad, the resulting land boom in California in the 1880s, and turn-of-the-20th-century tourism in California. However, due to it being regularly upgraded, maintained, and otherwise altered over the years, the recorded segment of the railway located within the APE (and associated features) retain poor historic integrity and therefore have been previously determined ineligible for listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR). Associated features described in the previous non-eligible evaluations include all railroad overpasses and culverts (Ballester and Tang 2002; Diss and Connolly 2016; McCormick 2007; Meiser 2012).

This update addresses two segments of the railway (located north of San Juan Capistrano) that HDR Inc. (HDR) surveyed on September 11, 2018 (see attached map). Segment 1, at the north, is 400feet (ft) long and located at Mile Post (MP) 194.50 (CP Camino); Segment 2, at the south, is 700ft long and located at MP 195.67 (CP Trabuco) (Figures 1 and 2). Both small segments of the resource consist of a single track of 115 lb/yd steel rails, rail fasteners, wood railroad ties resting on approximately 1-2ft of ballast, and the underlying subgrade. All of the steel tracks located within both surveyed segments of railway were replaced ca. 1989 based on manufacture date stamps located on the steel structure. Both segments of the resource are in good condition and regularly-maintained for present day use. Segment 1 crosses one associated feature, a small and heavily modernized 1941 wood trestle overpass. As previously indicated, this feature is directly associated with the railway and thus has already been previously determined ineligible for the NRHP and CRHR as a component of P-30-176663.

References:

Ballester, Daniel and Bai "Tom" Tang

2002 DPR Site Record for P-19-186804/P-30-176663. On file at the South Central Coastal Information Center, California State University, Fullerton, CA.

Diss, Margaret and Michael Connolly

2016 DPR Site Record Update for P-30-176663. On file at the South Central Coastal Information Center, California State University, Fullerton, CA.

McCormick, Steven

2007 DPR Site Record Update for P-19-186804/P-30-176663. On file at the South Central Coastal Information Center, California State University, Fullerton, CA.

Meiser, M. K.

2012 DPR Site Record Update for P-19-186804/P-30-176663. On file at the South Central Coastal Information Center, California State University, Fullerton, CA.

*Recorded by: HDR Inc.

*Date: 2018-09-11 Continuation Update



Figure 1. Overview of Segment 1 of P-19-186804 / P-30-176663 facing south.



Figure 2. Overview of Segment 2 of P-19-186804 / P-30-176663 facing south.

CONTINUATION SHEET



Figure 3. Overview of overpass, associated feature located within Segment 1 of P-19-186804/P-30-176663, view facing east.

*Recorded by: HDR Inc.

*Date: 2018-09-11 Continuation Update



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

Primary # P-30-176642 - UPDATE
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 9

*Resource Name or #: (Assigned by recorder) Bathgate Ranch -UPDATE

P1. Other Identifier: Map ID 3 - Multipurpose Building

*P2. Location: Not for Publication Unrestricted *a. County Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad San Juan Capistrano, Calif. Date 1948 T 7S; R 8W; SE ¼ of NE ¼ of Sec 26; San Bernardino B.M.

c. Address 29341 Camino Capistrano City San Juan Capistrano Zip 92675

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

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 637-082-71

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form updates the previously recorded Bathgate Ranch, a former citrus ranch located west of Interstate 5 in northern San Juan Capistrano. The ranch originally encompassed 75 acres of citrus trees, row crops, and buildings. Today the site consists of approximately 60 acres, one historic-era building, two modern-era sheds, and a modern-era garden (**Photos 1 and 2**). The extant resource is a single-story building with elements of the Folk National style. At the time of recordation, it was undergoing extensive alterations that included replacing windows and siding. No other changes were noted since the building was recorded in 2001. (See Continuation Sheet).

*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property

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

P5b. Description of Photo: (View, date, accession #) Photo 1, Multipurpose Building and Modern era Shed (left), looking northwest, June 12, 2024

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
c. 1927/ Previous Evaluation

*P7. Owner and Address:

Saddleback Church
29251 Camino Capistrano
San Juan Capistrano, CA 92675

*P8. Recorded by: (Name, affiliation, address) K. Ahmanson and C. Cancilla, Dudek
225 South Lake Avenue, Ste. M210
Pasadena, CA 91101

*P9. Date Recorded:
June 12, 2024

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Dudek. 2024. *Built Environment Inventory and Evaluation Report, Compass Energy Storage Project, San Juan Capistrano, California*. Prepared for Broad Reach Power, LLC.

*Attachments: NONE Location 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 Sketch Map Other (List): DPR Form Set for P-30-176642



BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Bathgate Ranch – UPDATE

- B1. Historic Name: Bathgate Ranch
- B2. Common Name: Saddleback Church Rancho Capistrano
- B3. Original Use: Ranch/Multi-purpose building
- B4. Present Use: Unknown
- *B5. **Architectural Style:** Folk National
- *B6. **Construction History:** (Construction date, alterations, and date of alterations) Existing Building – built c. 1927; new siding c. 2024; re-roofed and replacement windows added at an unknown date. Between c. 1996 and 2016 removal of citrus trees. Demolition of buildings c. 2018.

*B7. **Moved?** No Yes Unknown **Date:** **Original Location:**

*B8. **Related Features:** No-longer-extant citrus grove

B9a. Architect: Unknown b. Builder: Unknown

*B10. **Significance:** Theme N/A Area: N/A
Period of Significance N/A Property Type N/A Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2001, Bathgate Ranch was assessed for historical significance under National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) criteria and was eligible under NRHP/CRHR Criteria A/1 and B/2 (Gregory 2001). The following evaluation is an update to the 2001 assessment, and an evaluation of the property under all relevant regulations. Dudek has determined that Bathgate Ranch possesses significance under NRHP/CRHR Criterion B/2 but does not retain sufficient integrity to be eligible for listing on the NRHP or CRHR. The property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to the resource. See Continuation Sheet.

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

*B12. **References:** See Continuation Sheet

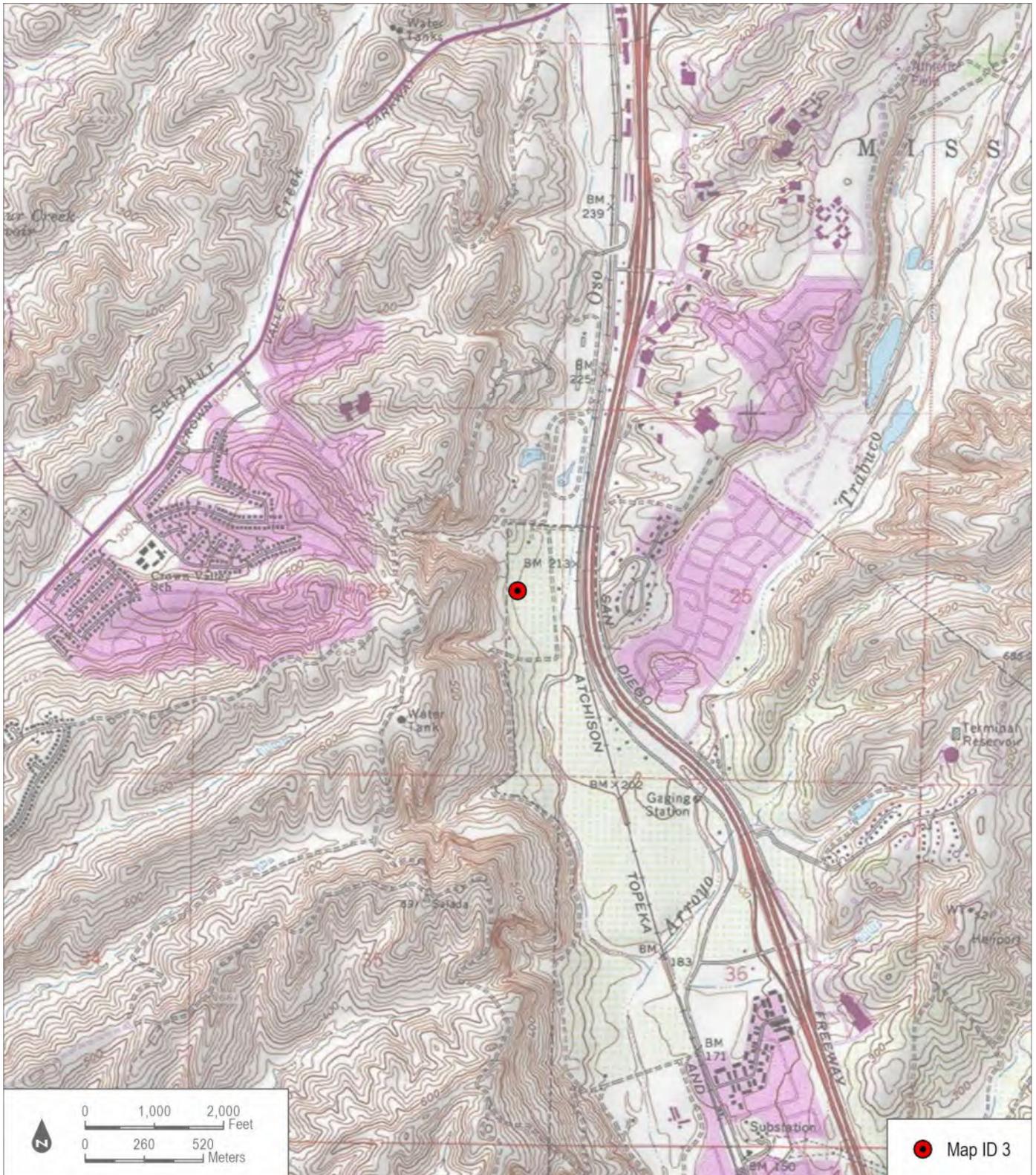
B13. Remarks:

*B14. **Evaluator:** Danielle Baza, BA, and Patricia Ambacher, MA

*Date of Evaluation: July 2024

(This space reserved for official comments.)





Description (cont.)

A modern era small shed is located southwest of the building (**Photo 3**). South of the building is empty acreage where citrus trees were historically. There is also a modern-era small farm (**Photo 4**). What are now used as hiking/walking/horse trails were historically unimproved dirt roads associated with the property when it was a working citrus ranch. All vestiges of the citrus ranch were removed post-2001 (**Photo 5**).

Significance (cont.)

Bathgate Ranch lies on lands formerly belonging to the Rancho de la Playa. In 1868, Judge Richard Egan purchased 160 acres of the Playa. Egan later sold what would become Bathgate Ranch to the Williams and Bathgates families in 1913. One Williams' daughter married John Swanner in 1891, and the Williams, Bathgates, and Swanners formed ranches that extended over the present-day property. Guy Williams and his wife, Catherine (nee. Bathgate) first settled on the property in 1916. The Williams family is credited with introducing the citrus industry to the San Juan Capistrano Area (Gregory 2001).

Catherine Williams had two brothers, William and Simeon. The three Bathgates were born in Villa Park, California and William and Simeon began their ranching careers on leased farmland in nearby Emerald Bay and Laguna Beach. William Bathgate married his wife, Doris Allen, in February 1924 and moved to San Juan Capistrano in 1925 (CD 1953, pp. 1; Gregory 2001). William and Simeon purchased 60 acres of farmland for approximately \$20,000 from Robert Scott (SADR 1923, pp. 14). Bathgate Ranch was primarily a citrus ranch, but they also grew vegetables (CD 1953, pp. 1). In the mid to late 1920s, the Bathgate brothers constructed a new barn, two farmhouses, and a garage on the property (Gregory 2001).

Simeon Bathgate drowned in 1938 during a flood on the property and William Bathgate passed away in 1953, after which the ranch passed to his son, Billy (Gregory 2001). Billy continued to operate Bathgate Ranch as a citrus farm, even after signing a lease with a developer in 1969 that included the option to purchase the property. The developer paid the property taxes as well as \$1,000 per acre per year to Billy Bathgate while he decided whether to buy the land (LA Times 1992). In 1989, Crystal Cathedral Ministries purchased Bathgate Ranch, though Bathgate continued to farm on the land until the 1990s, while Crystal Cathedral Ministries decided what to do with the property (LA Times 1992). Billy Bathgate died in June 2001 (Gregory 2001).

The 2001 assessment considered Bathgate Ranch eligible under NRHP/CRHR Criterion A/1 for its association with patterns of events that have made a significant contribution to the broad patterns of history because the Bathgate Ranch was one of the last properties within San Juan Capistrano that represented the immense growth of the citrus industry in the 1920s. Citrus served as a leading industry within San Juan Capistrano, occupying over 75,000 acres of Orange County (Gregory 2001). At the time of the 2001 recordation, Bathgate Ranch consisted of numerous buildings and extant groves. Dudek concludes that the property does not meet NRHP/CRHR Criterion A/1 because it is no longer a working ranch with citrus groves and there is only remaining building associated with the ranch. The property no longer serves its original purpose as a ranch and is unrecognizable as a property that contributed to San Juan Capistrano's important citrus industry. As such, Bathgate Ranch does not appear eligible for under NRHP/ CRHR Criterion A/1.

Under NRHP/CRHR Criterion B/2, the Bathgate Ranch property appear eligible for its associations with individuals whose specific contributions can be identified with the property. The Bathgate family were one of three inter-related families who introduced citri-culture into San Juan Capistrano and were large producers of avocados, beans, sweet potatoes, persimmons, and Christmas tress in addition to oranges. The Bathgate family was active within the civic and cultural life of San Juan Capistrano; the last descendent, Billy Bathgate, served as a Scout Master, Rotary Club board member, City Council, and mayor of San Juan Capistrano (Gregory 2001). An elementary school in Mission Viejo is named after Billy and his wife, Patricia, both of whom devoted time to the school through volunteer work, PTA involvement, and community service (Bathgate Elementary 2024). Parts of the original property continued to remain active farmland until the late twentieth century. As such, Bathgate Ranch appears eligible for NRHP/CRHR Criterion B/2.