

DOCKETED

Docket Number:	09-AFC-07C
Project Title:	Palen Solar Power Project - Compliance
TN #:	200178
Document Title:	Applicant Response to CEC Data Request 57- Part 5.4
Description:	N/A
Filer:	Tiffani Winter
Organization:	Galati Blek, LLP
Submitter Role:	Applicant's Representative
Submission Date:	8/13/2013 11:07:01 AM
Docketed Date:	8/13/2013

LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

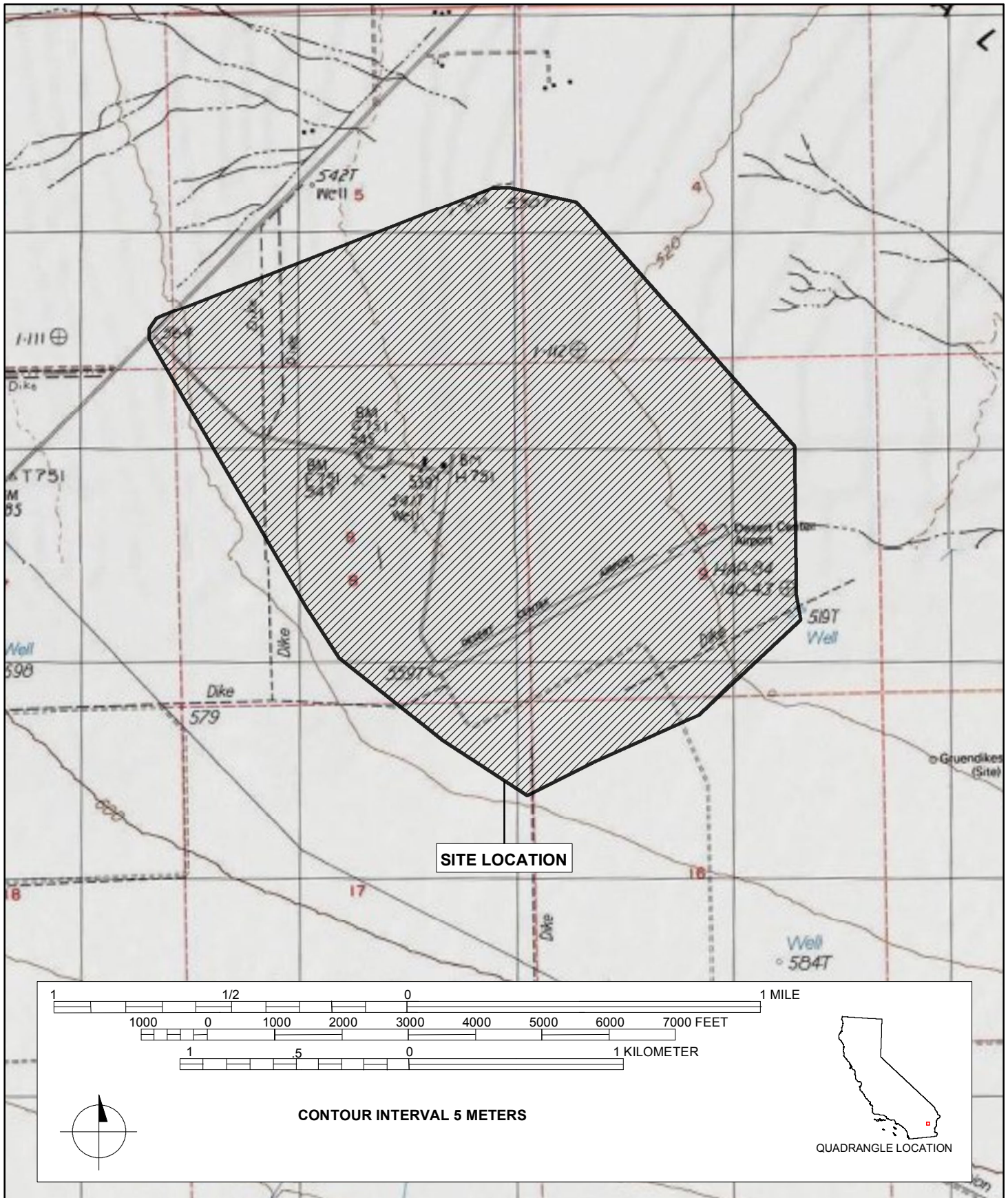
Page 2 of 2

* Resource Name or # (Assigned by recorder)

P-33-6836

* Map Name: USGS Quads Corn Spring and East of Victory Pass * Scale: 1:24,000

* Date of Map: 1983



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

Primary # P-33-006836

HRI #

Trinomial

NRHP Status Code

CA-RIV-10759

Other Listings

Review Code

Reviewer

Date

Page 1 of 7

*Resource Name or #: SRI-1472 (UPDATE)

P1. Other Identifier: SRI-1472

*P2. Location: ☒ Not for Publication ☐ Unrestricted *a. County: Riverside

*b. USGS Quad: 7.5' EAST OF VICTORY PASS (2009); T 5S R 16E, SE¼ of SE¼ of Sec. 6; SBBM

c. Address:

d. UTM: Zone 11; 653334 mE/ 3736520 mN NAD27 GPS

e. Other Locational Data:

The site is located on the east side of Highway 177 at postmile 4.7, northeast of Desert Center.

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JUN 08 2012

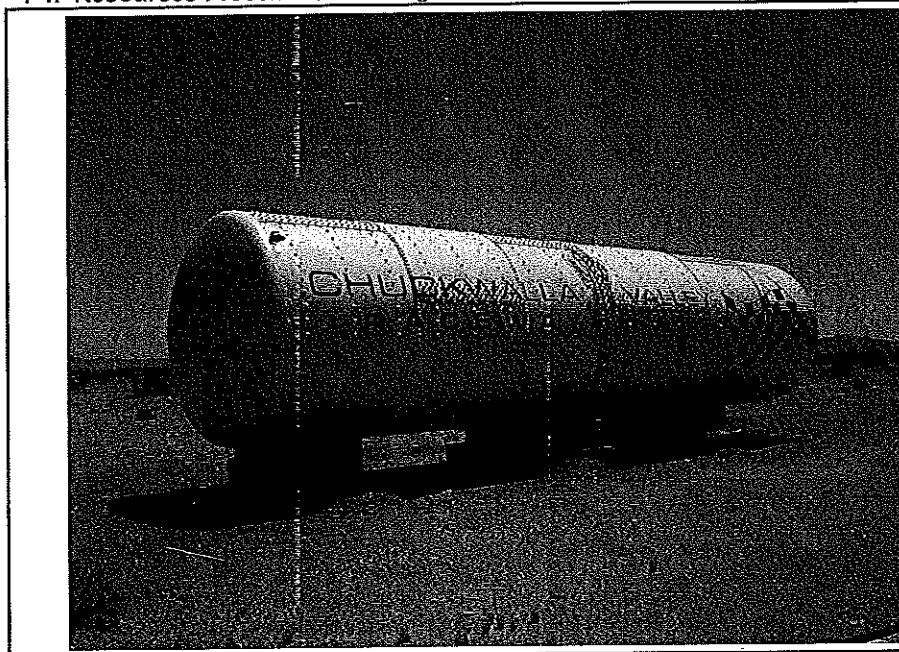
EIC

*P3a. Description:

This site consists of two features: a historical-period road (Feature 6579) and a metal water storage tank (Feature 6580). Feature 6579 consists of a segment of asphalt-paved, marked, two-lane historical road that measures 22.4 feet wide and runs southeast to northwest on the southeast side of Highway 177. The road was identified on the 15-minute Coxcomb Mountains (1945) USGS topographic quad. Feature 6580 is a large, metal water storage tank located on the southeastern side of Highway 177. The tank is painted white and is currently in use as a road sign for the Chuckwalla Valley Raceway, but judging by its proximity to the historical CAA Intermediate Landing Field, the tank likely came from that airfield. The cylindrical tank measures 39-1/2 feet long and 9 feet in diameter. It sits atop three concrete footings measuring 8-1/2 by 3 by 2 feet. Another footing sits at the northeast corner of the tank. Considering its broken condition and the breaks on some of the other footings, the footings (and thus the tank) appear to have been moved from another location. A 1-1/4 foot opening on the south side likely allowed the tank to be filled from the top (though the opening is now facing downward). Several valves have been added to the center of the western end. The exterior of the ...

*P3b. Resource Attributes: AH7 Historical-period road, HP37 Historical-period road, AH16 Other

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



*P5b. Description of Photo:

Facing overview; 6/2/2011; Metal tank

*P6. Date Constructed/Age & Sources:

☒ Historic ☐ Prehistoric ☐ Both

*P7. Owner and Address:

PRIVATE PROPERTY, ADDRESS
UNKNOWN

*P8. Recorded by:

Joshua Trampier

*P9. Date Recorded: 6/2/2011

*P10. Survey Type:

Reconnaissance survey of highway
right-of-way

*P11. Citation: Report forthcoming

*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:

DPR523A (1/95)

*Required Information

ARCHAEOLOGICAL SITE RECORD

Page 2 of 7

*Resource Name or #: SRI-1472 (UPDATE)

*A1. Dimensions: a. Length 34 m (NW/SE) x b. Width 21 m (NE/SW)

Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ☒ GPS ☐ Other:

Method of Determination: ☐ Artifacts ☒ Features ☐ Soil ☐ Vegetation ☐ Topography ☐ Cut bank ☐ Animal burrow
☐ Excavation ☐ Property boundary ☒ Other: The site boundary is determined in part by the right-of-way established ...

Reliability of determination: ☒ High ☐ Medium ☐ Low

Explain: The road and tank are clearly distinguishable from surrounding vegetation and topography.

Limitations: ☐ Restricted access ☐ Paved/built over ☒ Site limits incompletely defined ☐ Disturbances
☐ Vegetation ☐ Other:

A2. Depth: None ☒ None ☐ Unknown Method of determination: None

*A3. Human Remains: ☐ Present ☒ Absent ☐ Possible ☐ Unknown

*A4. Features:

This site consists of two features: a historical-period road (Feature 6579) and a metal water storage tank (Feature 6580).

Feature 6579 consists of a segment of asphalt-paved, marked, two-lane historical road that measures 22.4 feet wide and runs southeast to northwest on the southeast side of Highway 177. The road was identified on the 15-minute Coxcomb Mountains (1945) USGS topographic quad.

Feature 6580 is a large, metal water storage tank located on the southeastern side of Highway 177. The tank is painted white and is currently in use as a road sign for the Chuckwalla Valley Raceway, but judging by its proximity to the historical CAA Intermediate Landing Field, the tank likely came from that airfield. The cylindrical tank measures 39-1/2 feet long and 9 feet in diameter. It sits atop three concrete footings measuring 8-1/2 by 3 by 2 feet. Another footing sits at the northeast corner of the tank. Considering its broken condition and the breaks on some of the other footings, the footings (and thus the tank) appear to have been moved from another location. A 1-1/4 foot opening on the south side likely allowed the tank to be filled from the top (though the opening is now facing downward). Several valves have been added to the center of the western end. The exterior of the tank is embossed with 1-1/2 inch-spikes.

*A5. Cultural Constituents:

No artifacts were noted.

*A6. Were Specimens Collected? ☒ No ☐ Yes

*A7. Site Condition ☒ Good ☐ Fair ☐ Poor

The concrete footings are broken, presumably when the tank was originally repositioned in this location.

*A8. Nearest Water: A large, northwest to southeast trending seasonal wash is located nearly one mile northeast of ...

*A9. Elevation: 173 m amsl

A10. Environmental Setting:

Soil around the site is a loosely compacted, poorly sorted, sandy gravel. Colorado Desert vegetation consists of sparse saltbush, creosote, rabbitbush, mesquite, and a few grasses. The site is located on level ground.

A11. Historical Information:

The road was identified on the 15-minute Coxcomb Mountains (1945) USGS topographic quad. The road and the tank appears to be linked to the WWII-era Desert Center Army Air Field, according to previous site records.

*A12. Age: ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☐ 1880-1914 ☒ 1914-1945
☐ Post-1945 ☐ Undetermined

A13. Interpretations:

None

A14. Remarks:

None

A15. References:

None

A16. Photographs: See photograph record

Original Media/Negatives Kept At: 21 W. Stuart Ave, Redlands, CA 92373

*A17. Form Prepared By: Joshua Trampier

Date: 6/2/2011

Affiliation and Address: Statistical Research, Inc., 21 W. Stuart Ave, Redlands, CA 92373

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

Primary # P-33-006836

HRI #

Trinomial

CA-RIV-10759

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*Resource Name or #: SRI-1472 (UPDATE)

L1. Historic and/or Common Name: none

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation Designation: Feature 6579

L2b. Location of Point or Segment:

Zone 11; 653324 mE/ 3736525 mN NAD27 GPS

Zone 11; 653335 mE/ 3736514 mN NAD27 GPS

L3. Description:

Feature 6579 consists of a segment of asphalt-paved, marked, two-lane historical road that measures 22.4 feet wide and runs southeast to northwest on the southeast side of Highway 177. The road was identified on the 15-minute Coxcomb Mountains (1945) USGS topographic quad.

L4. Dimensions:

a. Top Width: 7.00 m

b. Bottom Width: N/A

c. Height or Depth: None

d. Length of Segment: 15.00 m

L5. Associated Resources:

None

L4e. Sketch of Cross-Section:

Facing:

L6. Setting:

Soil around the site is a loosely compacted, poorly sorted, sandy gravel. Colorado Desert vegetation consists of sparse saltbush, creosote, rabbitbush, mesquite, and a few grasses. The site is located on level ground.

L7. Integrity Considerations:

The road is in good condition

L8b. Description of Photo, Map, or Drawing

See sketch map

L9. Remarks:

None

L10. Form Prepared By:

Joshua Trampier

L11. Date: 6/2/2011

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

Primary # P-33-006836

HRI #

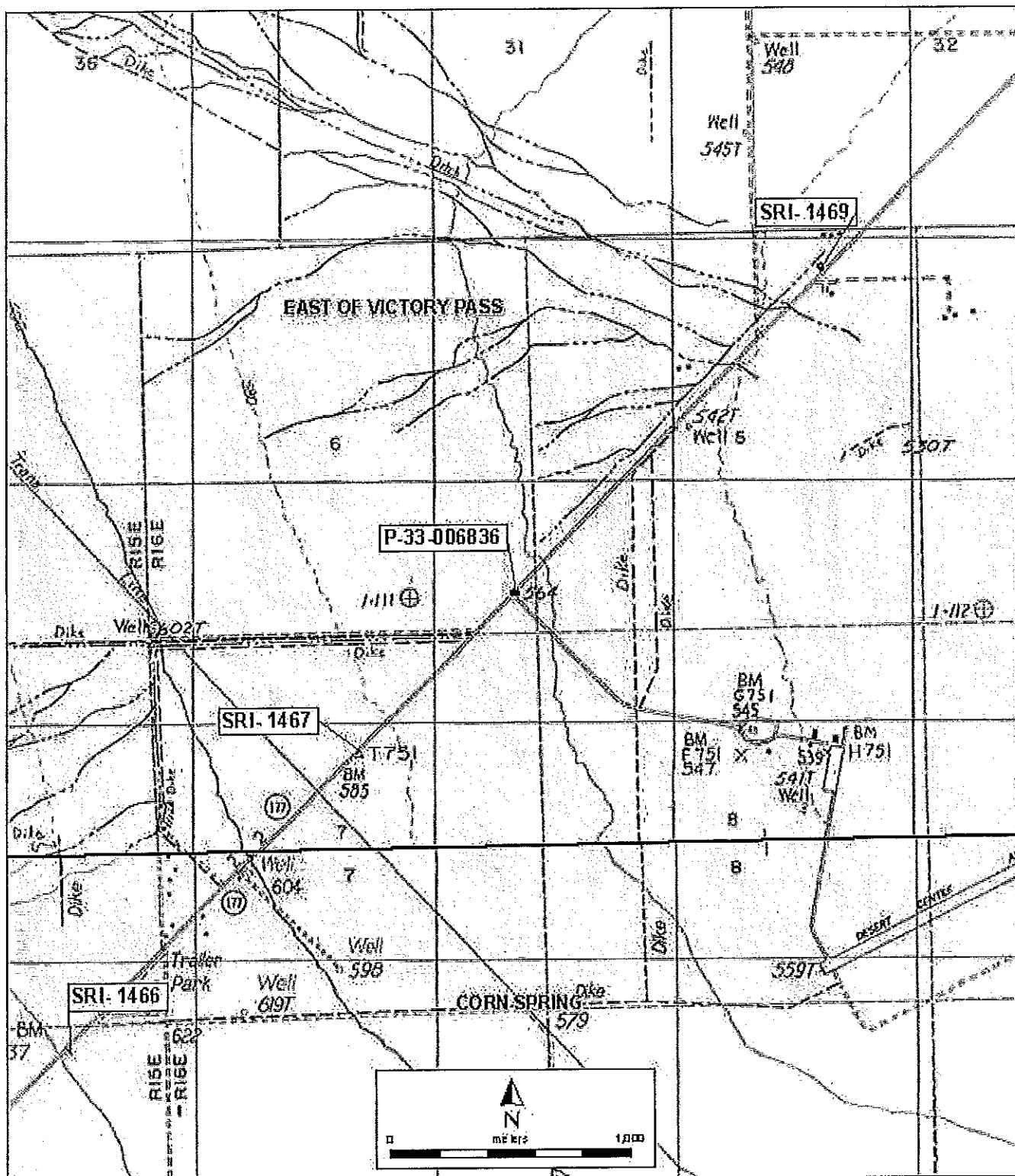
Trinomial CA-RIV-10759

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*Resource Name or #: SRI-1472 (UPDATE)

*Map Name: 7.5' EAST OF VICTORY PASS USGS Topographic Quad Scale: 1:24,000

*Year: 2009



SKETCH MAP

Primary # P-33-006836

HRI # _____

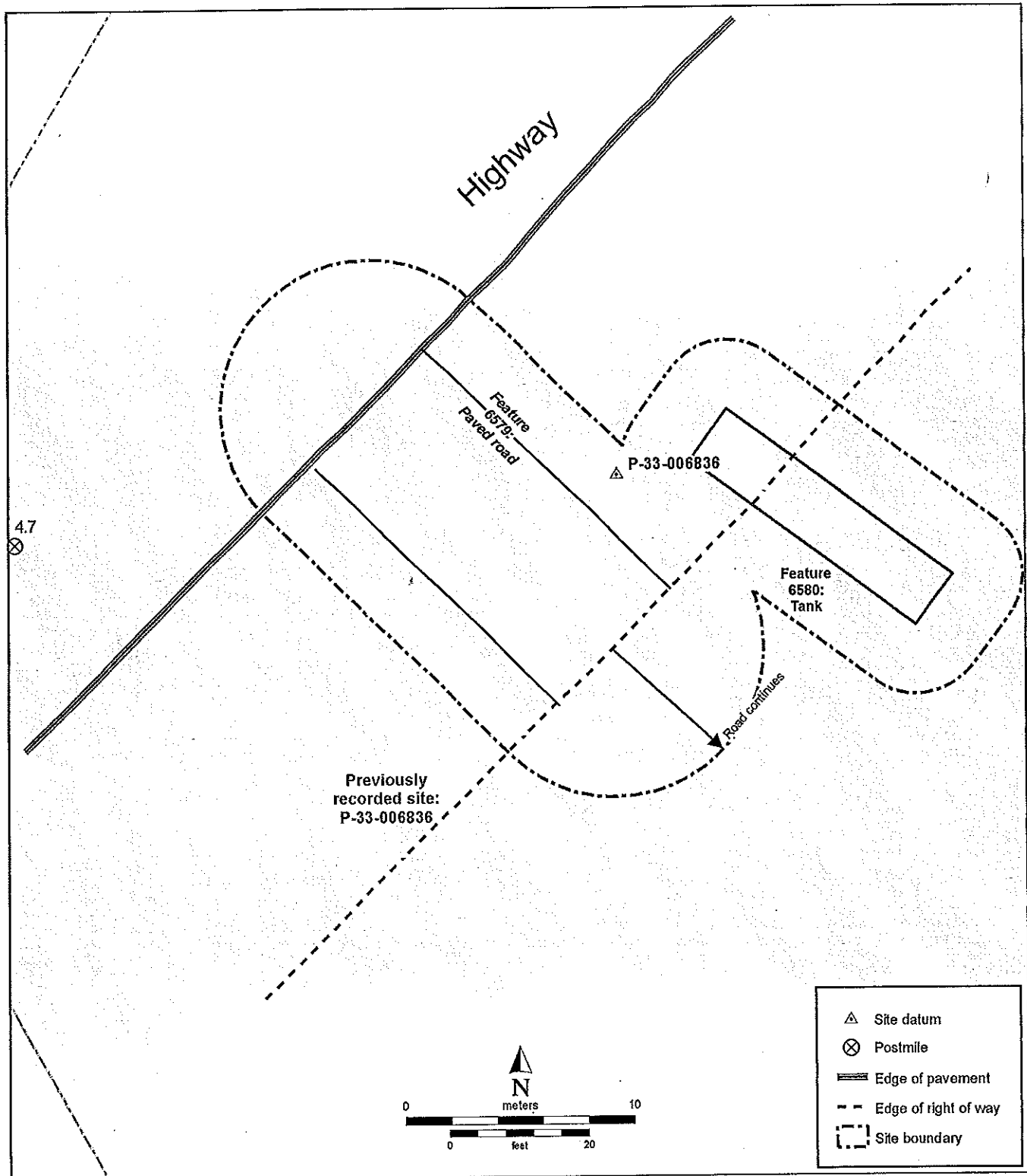
Trinomial CA-RIV-10759

Page 6 of 7

*Resource Name or #: SRI-1472 (UPDATE)

*Drawn By: Joshua Trampier

*Date: 06/02/2011



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

Primary # P-33-006836

HRI # _____

Trinomial

CA-RIV-ID759

Page 7 of 7

*Resource Name or #: SRI-1472 (UPDATE)

*Recorded By: Joshua Trampier

*Date: 6/2/2011

☒ Continuation ☐ Update

P2d. UTM

Zone 11; 653335 mE/ 3736514 mN NAD27 GPS

P3a. Description

tank is embossed with 1-1/2 inch-spikes. By its dimensions and physical characteristics, it would appear that this tank is the same one recorded as Feature 13 by Yarbrough and colleagues in the 2008 P-33-006836 site record. This tank was located in a different place on the airfield. It would appear to have been moved by Chuckwalla Valley Raceway associates to reuse it as a highway sign. The current project only examines the first 15 meters from the highway edge of pavement corresponding to the Caltrans right-of-way. The road continues beyond the right-of-way to the east for several hundred meters, but these portions were not recorded. No cultural material is associated with these features.

P4. Resources Present

[X] Other (linear)

A1. Method of determination

by Caltrans. The right-of-way extends 15 m from the edge of the pavement. The site continues beyond the right-of-way, but these portions were not recorded. The road was identified on the 15-minute Coxcomb Mountains (1945) USGS topographic quad.

A8. Nearest water

the site.

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

Primary #
HRI # 33 - 06836 *Update*
Trinomial
NRHP Status Code 3S and 4X

Other Listings
Review Code

Reviewer

Date

Page 1 of 48

*Resource Name or #: Desert Center Army Air Field

P1. Other Identifier: Desert Center Airport

*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

*b. USGS 7.5' Quad: Corn Spring & East of Victory Pass

c. Address: Highway 177 (Rice Road)

d. UTM: Zone: 11; 653231 mE / 3736745 mN

UTM: Zone: 11; 654835 mE / 3737407 mN

UTM: Zone: 11; 655203 mE / 3737334 mN

UTM: Zone: 11; 656202 mE / 3736221 mN

UTM: Zone: 11; 656225 mE / 3735436 mN

UTM: Zone: 11; 655739 mE / 3734957 mN

UTM: Zone: 11; 654958 mE / 3734605 mN

UTM: Zone: 11; 654035 mE / 3735290 mN

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

*a. County: Riverside

Date: 1986 & 1987 T 5 S; R 16 E; Sec 4,5,8,9,16&17; SBBM
City: near Desert Center Zip: 92239

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EIC

Located at the extant Desert Center Airport on the southeast side of Rice Road, 4.5 miles northeast of the Desert Center / I-10 off-ramp (Highway 177) and 555 ft amsl.

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

See continuation sheet, page 2 of 48.

*P3b. Resource Attributes: (List attributes and codes) HP11. Engineering structure; HP34. Military property; AH2. Foundations/structure pads.

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

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



P5b. Description of Photo: (View, date, accession #) USGS (1996) aerial photograph (north to right)

*P6. Date Constructed/Age and

Sources: ☒ Historic
☐ Prehistoric ☐ Both

1942-1944 (Sources: National Archives & California State Military Museum)

*P7. Owner and Address:

Chuckwalla Valley Associates, LLC
P O Box 714
Palm Desert CA 92261

*P8. Recorded by: (Name, affiliation, and address)
E. Yarbrough & M. Wetherbee
Stantec Consulting Inc.
19 Technology Dr
Irvine CA 92618

*P9. Date Recorded: 09/10/2008

*P10. Survey Type: (Describe)
Full-coverage, systematic, pedestrian survey (15 m transects)

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Yarbrough, E., M. Wetherbee, and G. Archer (2008) *Phase I Archaeological and Historical Assessment for the Chuckwalla Valley Raceway, Unincorporated Area, County of Riverside, California*. Stantec, Irvine, California. Prepared for Chuckwalla Valley Associates, Palm Desert, California. Submitted to County of Riverside, Riverside, California.

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

DPR 523A (1/95)

*Required information

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

Primary #
HRI#
Trinomial

33 - 06836

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*Resource Name or # (Assigned by recorder) Desert Center Army Airfield

*Recorded by: E. Yarbrough & M. Wetherbee

*Date: 09/10/2008

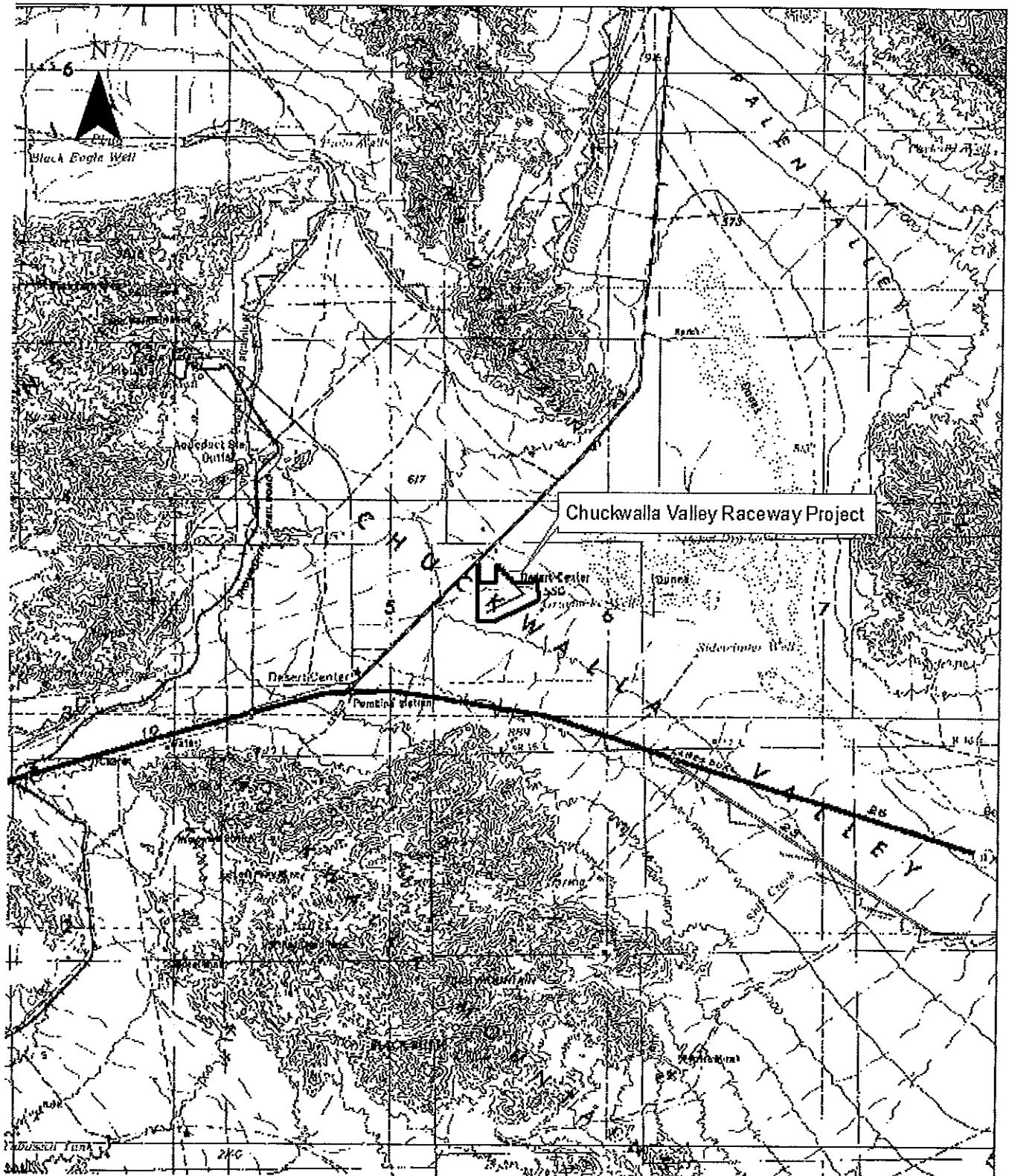
☒ Continuation

☐ Update

The resource is the remains of the World War II era (1942-1944) Desert Center Army Air Field. The major elements of the resource are a runway and half of a taxi-way for planes (currently maintained/used as Desert Center Airport), two concrete ramps off a taxi-way, the concrete foundations from buildings built during the period of significance, and large landscape features including a second runway and taxiways/ramps that are still discernable on recent aerial photographs. The removal of historic period buildings when the facility was decommissioned is a significant alteration and, except for the runway and half of a taxi-way used/maintained following decommissioning, the features are either covered in blown sand or overgrown and hardly visible on the ground.

The former Desert Center Army Airfield, including 23 features (runways, taxiways, ramps, building foundations, etc.), was recorded as the result of an 1,100-acre field survey of Chuckwalla Valley Associates, LLC's property at Desert Center Airport. A portion of the former Desert Center Army Airfield lies outside of the property boundary on the northeast side, including portions of features #19 and #21. The portion outside the property boundary was not field surveyed, and features #19 and #21 were recorded based on historical maps and a recent aerial photograph.

The Desert Center Army Airfield may become eligible for listing on the National Register as a contributor to a district, the World War II Desert Training Center, that has not been fully documented. It appears to be eligible for a separate listing on the National Register because it meets criteria C and D. Feature #1, a garage currently in use, post-dates the decommissioning of the airbase and pre-dates 1986 (based on historical and USGS maps), but may have been built as early as 1969 when the site was developed as a commercial airport. Feature #1 does not appear to contribute to the National Register eligibility of the airbase. Features 2-23, however, date from the World War II era (based on historical maps) and appear to be contributors to the National Register eligibility of the airbase.



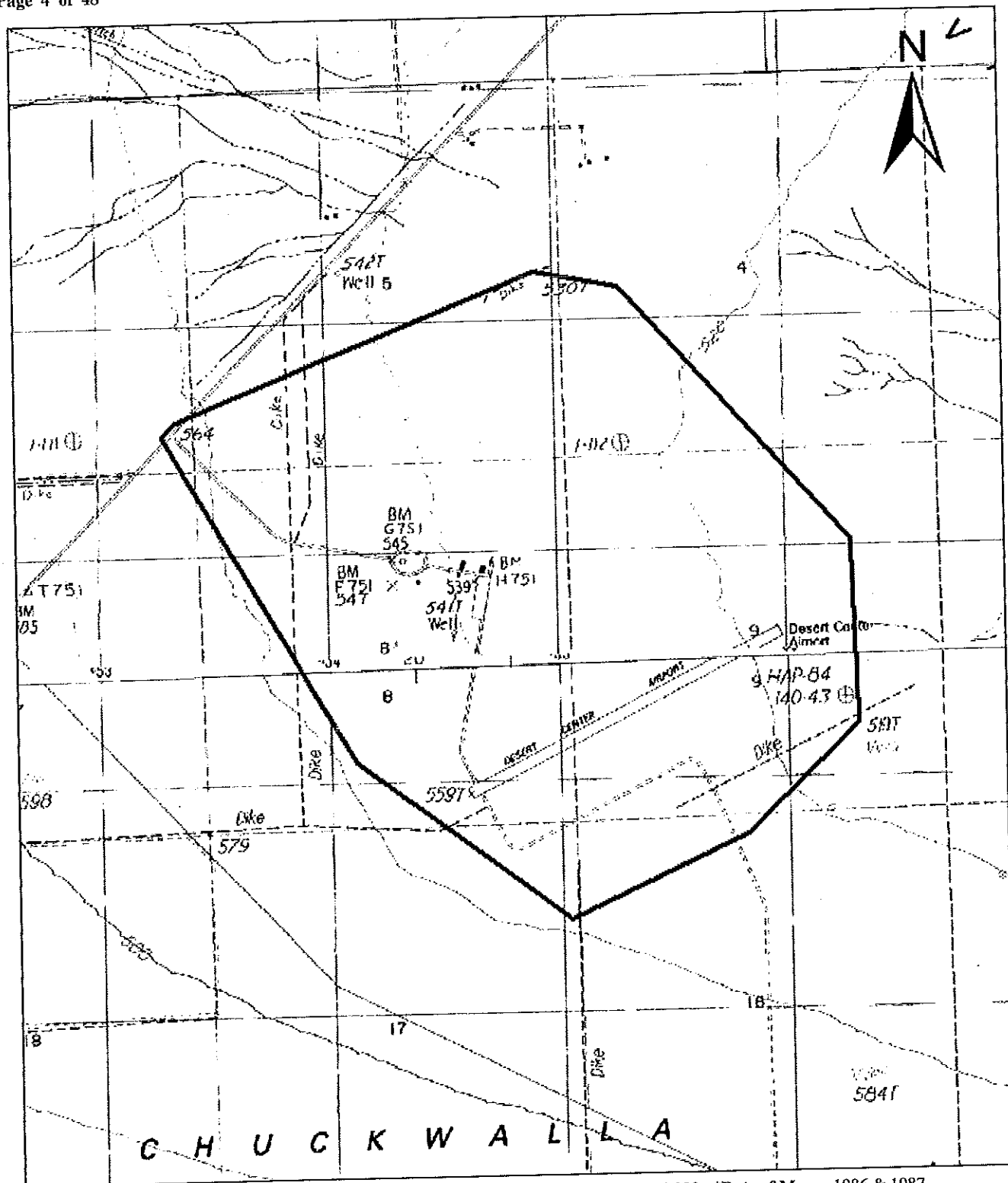
*Map Name: Salton Sea
DPR 523J (1/95)

*Scale: 1:250,000 *Date of Map: 1969
*Required information

33 - 06836

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*Resource Name or #: Desert Center Army Airfield



*Map Name: Corn Spring & East of Victoria Pass
DPR 523J (1/95)

*Scale: 1:24,000 *Date of Map: 1986 & 1987
*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

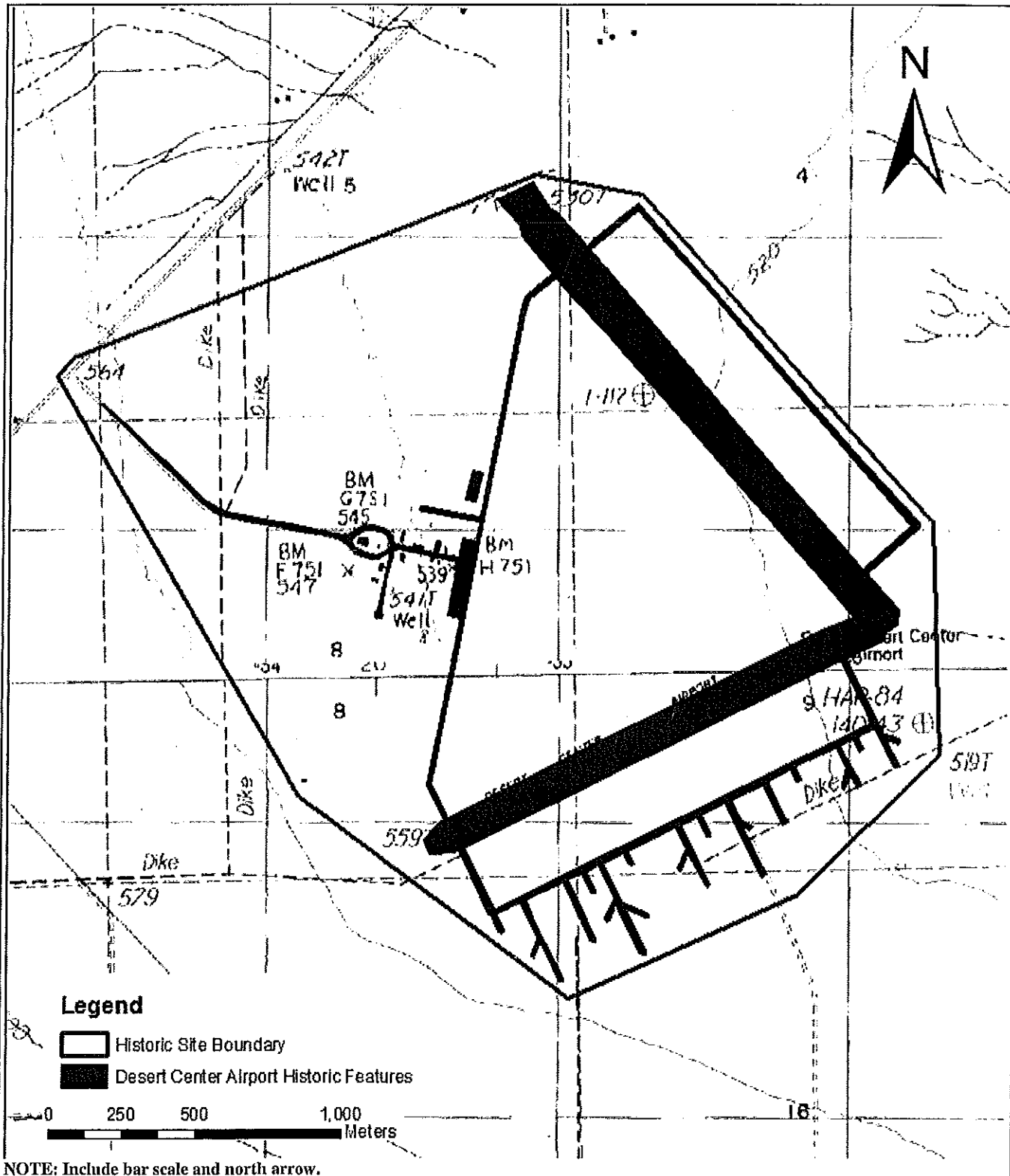
Primary # 33 - 06836
HRI#
Trinomial

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*Resource Name or # (Assigned by recorder) Desert Center Army Air Field

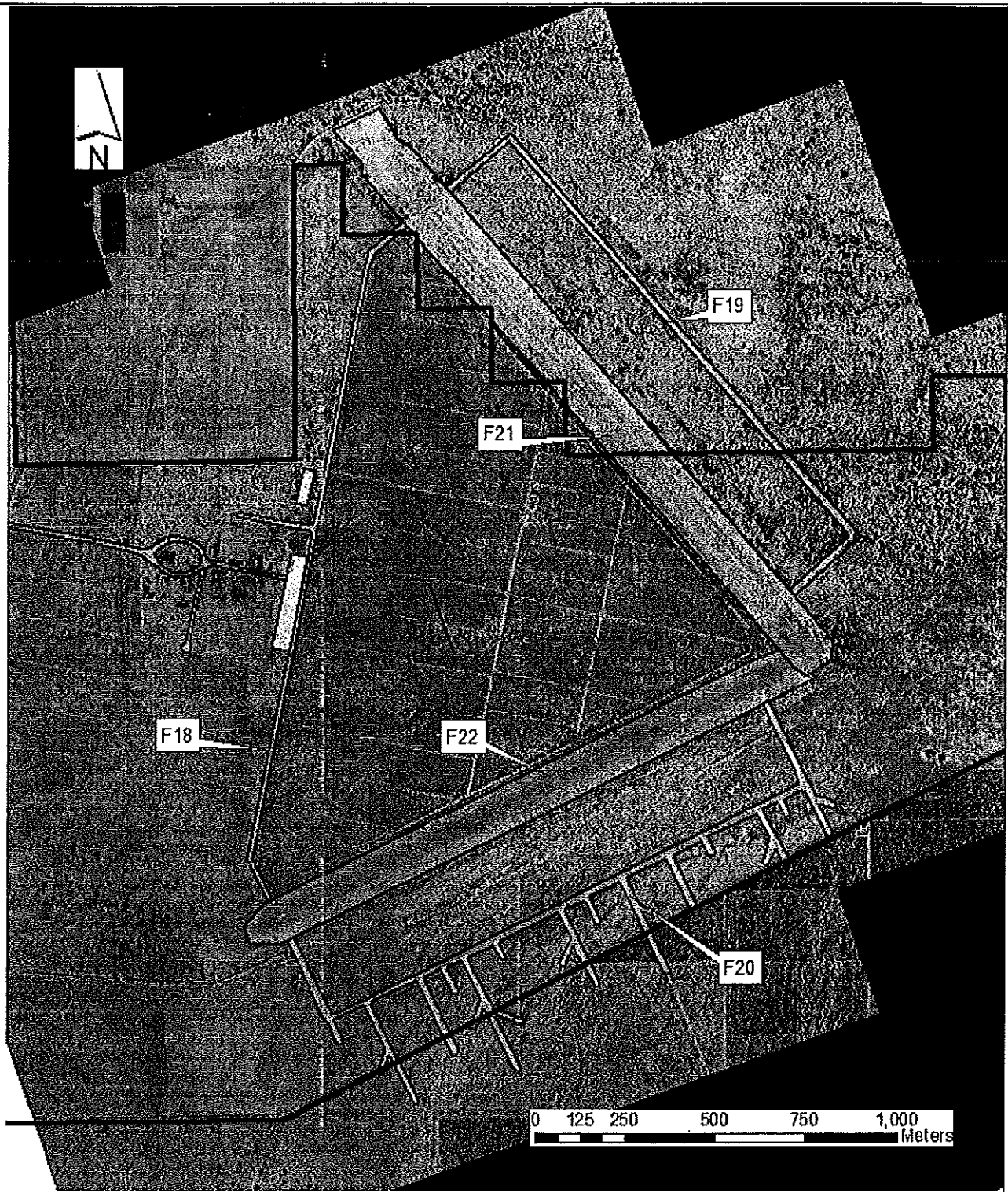
*Drawn By: M. Deering

*Date: 9/15/2008



DPR 523K (1/95)

*Required information



NOTE: Include bar scale and north arrow.

DPR 523K (1/95)

*Required Information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

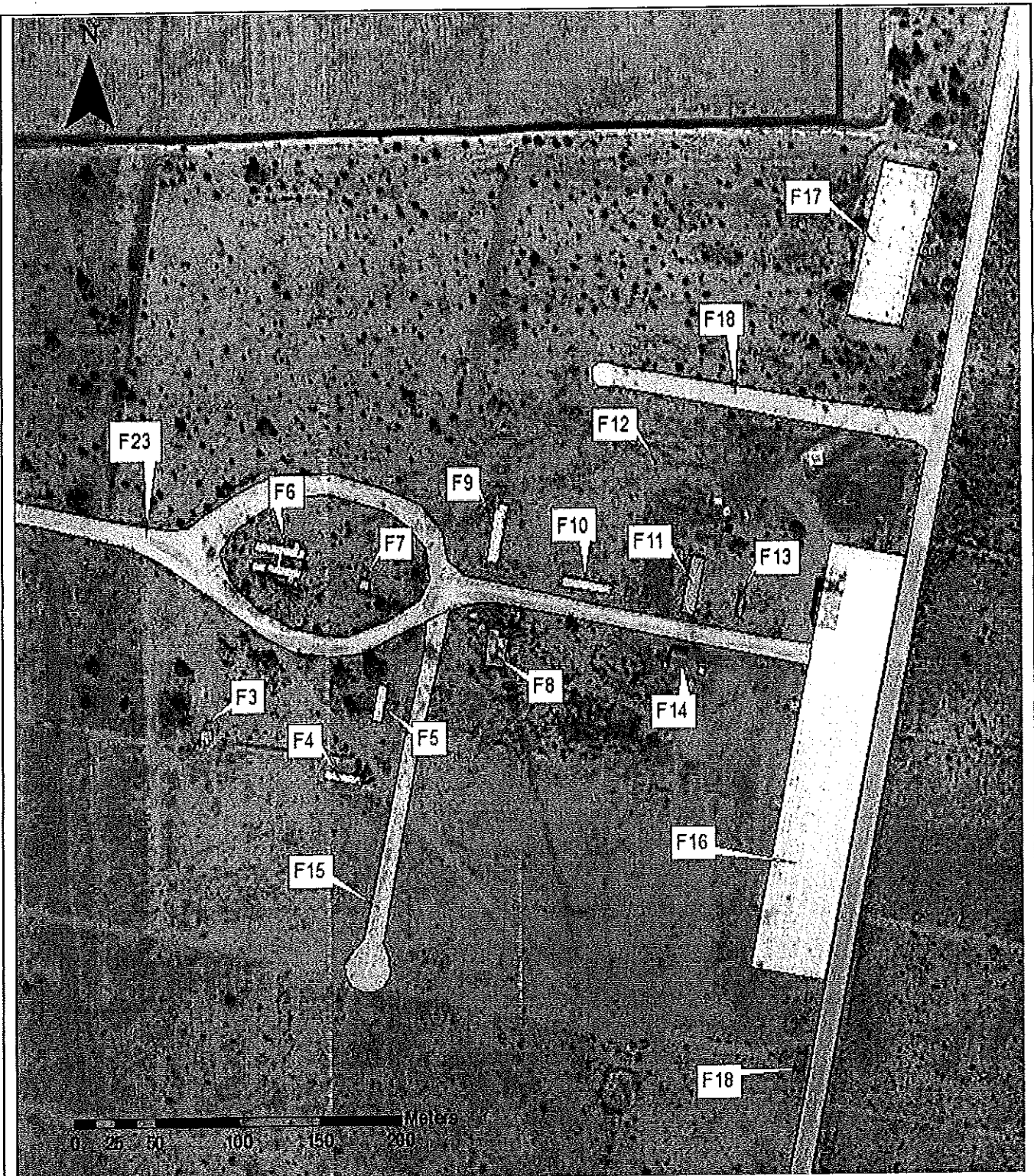
33 - 06836

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*Resource Name or # (Assigned by recorder) Desert Center Army Air Field

*Drawn By: M. Deering

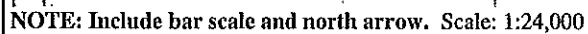
*Date: 9/15/2008



NOTE: Include bar scale and north arrow.

DPR 523K (1/95)

*Required information



***Required information**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 9 of 48

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) Desert Center Army Air Field Feature #1

B1. Historic Name: None

B2. Common Name: Garage

B3. Original Use: Garage

B4. Present Use: Garage

*B5. Architectural Style: N/A

*B6. Construction History: (Construction date, alterations, and date of alterations) Modern construction, pre-1986.

*B7. Moved? ☐No ☐Yes ☒Unknown Date: Unknown

Original Location: Unknown

*B8. Related Features: Desert Center Army Airfield feature 2-23

B9a. Architect: N/A

b. Builder: Unknown

*B10. Significance: Theme: None

Area: Desert Center Airport

Period of Significance: None

Property Type: Commercial airport

Applicable Criteria: None

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

Feature #1 is a metal garage built on the primary ramp (Feature #16) of the World-War-II-era Desert Center Army Airfield. It appears on the USGS 1986 Corn Spring 7.5-minute topographic quadrangle map. The garage and the ramp continue in use as parts of the commercial Desert Center Airport.

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

*B12. References:

B13. Remarks:

*B14. Evaluator:

*Date of Evaluation:

(Sketch Map with north arrow required.)

See sketch map, page 7 of 48.

(This space reserved for official comments.)

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 10 of 48

*NRHP Status Code 4X

*Resource Name or # (Assigned by recorder) Desert Center Army Air Field Feature #2

- B1. Historic Name: Unidentified
B2. Common Name: Incinerator with refuse scatter
B3. Original Use: Refuse disposal
*B5. Architectural Style: N/A
*B6. Construction History: (Construction date, alterations, and date of alterations) 1942-1944. Unaltered.

B4. Present Use: None

- *B7. Moved? ☒No ☐Yes ☐Unknown Date: N/A Original Location: N/A
*B8. Related Features: Desert Center Army Air Field features 1 and 3-23

- B9a. Architect: N/A b. Builder: U.S. Army
*B10. Significance: Theme: U.S. Army desert warfare training Area: U.S. Army Desert Training Center
Period of Significance: World War II, 1942-1944 Property Type: Army Airfield Applicable Criteria: C and D
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Concrete incinerator with metal piping and a scatter of mid-20th-century refuse. Refuse includes blue and aqua glass shards and bottles, burned domestic animal bone, and metal runway weights. The incinerator is approximately 11 m long, 4.5 m wide, and 3 m high, and in poor condition. It was probably built by the U.S. Army and used for refuse disposal by Army Air Base personnel in 1942-1944.

- B11. Additional Resource Attributes: (List attributes and codes) HP34, HP39, AH4, AH16

*B12. References: Yarbrough, E., M. Wetherbee, and G. Archer (2008) *Phase I Archaeological and Historical Assessment for the Chuckwalla Valley Raceway, Unincorporated Area, County of Riverside, California*. Stantec, Irvine, California. Prepared for Chuckwalla Valley Associates, Palm Desert, California. Submitted to County of Riverside, Riverside, California.

B13. Remarks:

Some refuse dumping may have occurred after the Air Field was decommissioned and when the area was used for farming.

*B14. Evaluator: E. Yarbrough and M. Wetherbee

*Date of Evaluation: 9/10/2008

(Sketch Map with north arrow required.)

See continuation sheet (page 11 of 48).

(This space reserved for official comments.)