

ADVANCED RAPID TRANSIT

North/South Corridor Project



Archeological Resources Report

April 2023

This report is currently being reviewed by the Federal Transit Administration (FTA) as part of the National Environmental Policy Act (NEPA), and related legislation, review process to determine potential impacts of the proposed project. This report and other technical studies will not be considered final until FTA completes its environmental review process and provides a categorical exclusion determination.



DRAFT
(Information is under FTA review and is subject to change.)



January 31, 2023

Dr. Emily Dylla, Project Reviewer/Regional Archeologist
Texas Historical Commission Archeology Division
P.O. Box 12276
Austin, Texas 78711-2276

Re: Review under the Antiquities Code of Texas and Section 106 of the National Historic Preservation Act for the VIA Metropolitan Transit Authority, City of San Antonio, Bexar County, Texas – Response to THC Tracking #202301892

Dear Dr. Dylla:

Please note this letter is a revised version in response to Texas Historical Commission (THC) comments to Stantec under Tracking Number 202301892.

The VIA Metropolitan Transit Authority (VIA) for the City of San Antonio (CoSA) proposes to build an Advanced Rapid Transit Project through central San Antonio in Bexar County, Texas. The project consists of a north-south line that would extend for approximately 10 miles (16 kilometers) from US Highway (US) 281 (also known as the McAllister Freeway) and the San Antonio International Airport to just beyond Interstate Highway (IH) 10 and US 87 (**Figure 1**). It would cross Loop 410 north and IH 35 (the Purple Heart Trail). The area of potential effects (APE) follows the existing right-of-way (ROW) of San Pedro Avenue, Navarro Street, North St. Mary's Street, South St. Mary's Street, and Roosevelt Avenue with some 51 cross-streets (**Figures 2 and 3**). A total of 26 stations are currently proposed. These stations will likely account for most of the archeologically relevant ground disturbance along the corridor. Although detailed designs for the stations have not yet been developed, at this stage the team is able to identify general locations and likely depth ranges. Stations will be located at main cross streets along the line as shown on **Figures 1, 2, and 3**. According to VIA's engineering team, typical disturbance depths at the stations will range from approximately 2 feet (0.6 meters) for platform slabs up to 18 feet (5.4 meters) for light poles and traffic signal masts. Some new ROW for these stations may be needed. The project will also have dedicated bus lanes, which may require roadway or sidewalk widening. Road widening is likely from Loop 410 south to the Olmos Park area. The depth of disturbance for road or sidewalk widening is expected to correspond to the current depth of the existing road base, which is approximately 1.7 feet (0.51 meters). Overall, the project footprint covers approximately 160 acres.

Known resources and potential resources are considered here based on the National Historic Preservation Act (NHPA) of 1966, as amended, which applies to transportation projects. This law requires consideration of the effects that federally funded or permitted projects may have on properties that are eligible for the National Register of Historic Places (NRHP). At the state level, the proposed project is also subject to the provisions of the Antiquities Code of Texas (ACT) because it involves "lands owned or controlled by Texas or any city, county, or local municipality thereof." The ACT allows for resources to be considered as

potential State Antiquities Landmarks (SALs) and requires that each be examined in terms of possible “significance.” Significance standards for the code are clearly outlined in Title 13, Chapter 26 of the THC’s Rules of Practice and Procedure for the ACT.

Archeological Background Information and Recommendations

The resources and potential resources within the APE and the 250-meter (820-foot) surrounding study buffer exist against a natural backdrop that can provide information relevant to the utilization of the area in prehistoric and historic times. From north to south, the APE extends from an elevation of 827 to 604 feet (252 to 184 meters) above mean sea level (AMSL). The surface geology of the APE near the San Antonio International Airport extending to IH 35 consists of the Pleistocene Leona Formation along with the Cretaceous Pecan Gap Chalk, Austin Chalk, and Marlbrook Marl. South of IH 35, the APE crosses Pleistocene fluvial terrace deposits, and the south end of the APE crosses Eocene deposits of the Wilcox Group (Bureau of Economic Geology 1983; United States Geological Survey [USGS] 2022a). Holocene deposits occur along the San Antonio River and Olmos Creek but are not mapped where the APE crosses the streams. The northern two-thirds of the APE is positioned approximately 1.5 to 2 kilometers (0.9 to 1.2 miles) west of the San Antonio River. The APE generally follows the San Antonio River’s course south eventually crossing the river in the San Antonio Downtown and River Walk Historic District (see **Figures 3i and 3j**). The APE crosses Olmos Creek near El Mio and Recoleta Roads in the northern section of the APE (see **Figure 3d**). In general, the old geologic formations within the APE indicate that archeological deposits, if present, will be located near ground surface. The soil series mapped within the APE also supports this conclusion.

The U.S. Department of Agriculture’s Web Soil Survey indicates that the main soils within the project APE consist of Houston Black clay and Branyon clay (Soil Survey Staff 2022). However, the APE crosses some 12 named soils or soil complexes (**Table 1**). Houston black clay and Branyon clay are present north of Olmos Creek along with the Heiden-Farris complex, all of which comprise southern eroded blackland soils. Also present are Austin silty clay and the gravelly clay and clay loam of the Brackett and Eddy soils. South of Olmos Creek, Branyon clay predominates along with Houston Black clay and Austin silty clay. Lewisville silty clay and Sunev clay loam occur at the southernmost part of the APE. The Tinn and Frio soils are found in the bottomlands along Olmos Creek and the San Antonio River; these soils are noted as frequently flooded. None of these soils are noted as having a buried A horizon and do not suggest the possibility of deep archeological deposits (Soil Survey Staff 2022).

Table 1. Soils within the VIA APE and Study Area

Soil or Complex Name	Slope Percentage	Depth of Ap and A horizon*
Austin silty clay	2-5	28
Brackett gravelly clay loam	3-12	13
Branyon clay	1-3	10
Eckrant very cobbly clay	5-15	30
Eddy gravelly clay	1-8	25
Frio loam	0-1	56
Heiden Farris complex	5-10	15-46
Heiden clay	3-5	46
Houston black clay	1-3 and 3-12	43
Lewisville silty clay	1-3	41
Sunev clay loam	1-3	30
Tinn clay	0-1	46

*Centimeters below surface; Source: Soil Survey Staff 2022.

The APE crosses the southern extent of the Northern Blackland Prairie ecoregion. The prairie was once dominated by grasses such as big blue stem, little blue stem, and yellow Indian grass and stream bottom lands were wooded with bur oak, hackberry, elm, ash, cottonwood, and pecan. In historic times, the prairie was converted to cropland and pasture comprised of non-native grasses (Griffith et al. 2004). Today the vegetation within the APE reflects the urbanized environment of San Antonio. Urbanization promoted the planting of many different species of trees and shrubs for beautification as was the case recently in San Pedro Springs Park. Plantings in the park included Montezuma cypress, live oak, chinkapin oak, Monterrey oak, lacey oak, Texas persimmon, Alamo Mexican Sycamore, mountain laurel, crape myrtle, and yaupon trees (Gadus and Dockall 2022).

A review of the THC online Archeological Sites Atlas (Atlas) indicates that previous archeological investigations that cross the APE and study area are numerous and include survey, monitoring, testing, and data recovery excavations (**Table 2**). These investigations mostly reflect infrastructure development activities associated with both the residential and commercial heart of the city (THC 2022). Two areas that have seen the most investigations are the Alamo Plaza and complex (41BX6), which crosses into the east side of the study buffer, and San Pedro Springs Park (41BX19) located at the west edge of the APE. Both are unique in that they represent the Native, Spanish Colonial, and Texas Republic history of San Antonio. Both are listed on the NRHP and are SALs. Excavations at the Alamo were conducted under THC Permits 704, 799, 1497 and 4194 as field schools led by the University of Texas at San Antonio's Center for Archeological Research (UTSA-CAR; Fox 1992, Guderjan 2004, Zapata 2017). At San Pedro Springs Park, intensive survey and testing projects have been carried out by UTSA-CAR under Permits 1976, 2776, and 6727 (Houk et. al 1999, Zapata and Meissner 2003, and Mauldin et. al 2015). The findings at San Pedro Springs Park were confirmed and revised by a more recent survey and monitoring project conducted under Permit 9236 and spurred by additional upgrades and landscape development within the park (Gadus and Dockall 2022).

Table 2. Previous Investigations within the VIA APE and Study Area*

Year	Type	Description	THC Permit
2005	Survey	McAllister Freeway, University of Texas at San Antonio, Center for Archeological Research, (UTSA-CAR)	3619
No Date	Survey	San Pedro Avenue north of Loop 410	N/A
2016	Monitoring	Tree Planting at San Antonio City Parks, UTSA-CAR	5786
2016	Survey	San Pedro Driving Range, Pape Dawson Engineers	7552
2004	Survey	San Antonio Water System (SAWS), Geo-Marine Inc.	3411
2011	Survey, Monitoring	Monte Vista Residential Historic District, SWCA Inc.	5132
1979	Survey	Historic Resources from Olmos Creek Dam south to South Alamo Street, UTSA-CAR	N/A
1999	Survey	San Pedro Springs Park (41BX19), UTSA-CAR	1976
2009	Monitoring	San Pedro Springs Park (41BX19), South Texas Archeological Research, LLC.	3596
2013	Monitoring	San Pedro Springs Park (41BX19), UTSA-CAR	6359
2014	Survey, Testing	San Pedro Springs Park (41BX19), UTSA-CAR	6727
2016	Monitoring	San Pedro Springs Park (41BX19), UTSA-CAR	5786
2015	Monitoring	San Pedro Springs Park (41BX19), UTSA-CAR	7103
2017	Monitoring	San Pedro Springs Park (41BX19), Raba Kistner Environmental, Inc.	8123
2021	Monitoring	San Pedro Springs Park (41BX19), UTSA-CAR	9060
2020-21	Survey and Monitoring	San Pedro Springs Park (41BX19), Cox McLain Environmental Inc. (CMEC)	9236
2019	Survey	Alamo Community College, Raba Kistner Environmental Inc.	8891
1991	Survey	Ursuline Academy, (41BX235) UTSA-CAR	675
1973	Survey	41BX2393, UTSA-CAR	N/A
2019	Survey	Fox Technical High School and Parking Project, San Antonio ISD	2272
2002	Monitoring	San Antonio River channel improvement project, PBS&J	2542
2002	Monitoring	San Antonio River channel improvement project, PBS&J	8977
2016	Survey	Tobin Center Parking Garage (41BX2133, 41BX2134), Pape-Dawson Engineers	N/A
2014	Survey	Travis Park (41BX2142, 41BX2134), UTSA-CAR	6779
2014	Survey	Travis Park, (41BX2142), UTSA-CAR	6781
2019	Monitoring	Verizon Wireless Small Cells (41BX2418), Stone Point Services	8692
1988-89	Data Recovery	Alamo Plaza, UTSA-CAR	704, 799
1991	Survey	Alamo Complex, UTSA-CAR	657
1995	Data Recovery	Alamo Wells Project, Field School, St. Mary's University	1497
2006	Data Recovery	Alamo Complex, Field School, UTSA-CAR	4194
2015	Survey	Alamo Complex, Texas Historical Commission (THC)	7485

Year	Type	Description	THC Permit
2017	Testing	Alamo Complex, Gallagher parking lot, UTSA-CAR	7428
2016-17	Survey	Alamo Plaza (41BX6), Raba Kistner Environmental, Inc.	7692
2018	Monitoring	Installation of Cannon in Alamo Complex, UTSA-CAR	8335
1985	Survey	La Villita Earthworks (41BX617), UTSA-CAR	480
1993	Monitoring	La Villita Historic District (41BX917), UTSA-CAR	N/A
2008	Testing	Hemisfair Park, ECOMM	5067
2015	Monitoring	Hemisfair Park, Prewitt and Associates, Inc.	6846
1976	Survey	Mission Parkway, (41BX1665) THC	N/A
1980	Survey	Mission Parkway (41BX2179) National Park Service (NPS)	N/A
2005	Survey	Acequias and related Mission features, NPS, Geo-Marine, Inc.	N/A
2006	Survey	Texas Parks and Wildlife Department (TPWD)	4077
2009	Survey	Roosevelt Park, URS	5187
2011	Survey	Mission Trails, PBS&J	5704

**Projects are presented in this table from north to south along the APE; Source: THC 2022.*

The Atlas also indicates that the APE and 250-meter study buffer contain numerous resources associated with the prehistory and history of San Antonio (THC 2022). The APE and study buffer skirt or cross 11 NRHP districts, parks, and landmarks, including (from north to south): the Monte Vista Residential Historic District, San Pedro Springs Park, the Goad Motor Company Building landmark, the San Antonio Downtown and River Walk Historic District, the Main and Military Plazas Historic District, the La Villita Historic District, King William Historic District, Lavaca Historic District, South Alamo Street-South Mary Street Historic District, the Mission Parkway, and the San Antonio Missions National Historical Park. Some of these National Register districts overlap with or are expanded by City of San Antonio historic districts, which include the Olmos Park Terrace, the Ursuline Academy, Auditorium Circle, Alamo Plaza, Hemisfair Park, Lavaca, South Alamo Street-South Mary Street, Arsenal, King William, and Mission Historic Districts. Along the APE and within the study buffer there are some 43 National Register Properties, 25 Registered Texas Historic Landmarks (RTHLs), 35 Texas historic markers, and 68 archeological sites (see **Figures 2a-n**). The only recorded cemetery within the APE study area is the one associated with the Alamo Plaza Historic District (THC 2022).

Based on available CoSA OHP maps, multiple acequias cross the APE and study area. The Principal, San Pedro (41BX337), Arocha, Alazán (41BX620), and Upper Labor (41BX2043) acequias intersect the study area in and south of San Pedro Springs Park. The Principal, San Pedro, Arocha, and Alazán acequias remain at the west edge of the study area away from the APE (see **Figures 2i-l**). However, the Upper Labor acequia is projected south along the east side of San Pedro Springs Avenue with a lateral crossing the road in the vicinity of Jackson Street before cutting to the east side of the study area and again intersecting the APE again near Navarro and Augusta Streets (see **Figures 3h-i**). Segments of the Upper Labor acequia were identified archeologically as 41BX2043 both east and west of the APE (see **Figure 3h-i**). A section of the Navarro acequia (41BX2134) has been identified archeologically in the vicinity of Navarro Street; it crosses the APE south of E Pecan Street (see **Figure 3i**). The Alamo/Madre acequias stay east of the APE and study area but cross the into the study area in the vicinity of the Alamo Complex (see **Figure 3j**). Also, the south

extension of the Alamo acequia is projected to cross the APE at St. Mary's Street in the vicinity of South Alamo Street (**Figure 3j**). Another lateral of the Alamo acequia is projected to follow the east side St. Mary's Street south before it enters the San Antonio River (**Figure 3j**). The Pajalache Concepción acequia is projected to extend along the west side of St. Mary's Street crossing Roosevelt Avenue and the APE on its way south to the missions (Cox 2005:25-30). The northern end of the Pajalache Concepción acequia starts as a series of canals coming of the San Antonio River in the vicinity of the St Mary's, Navarro, and W Nueva Street intersections (see **Figure 3j**). Today, the presence of the Pajalache Concepción acequia is noted within the APE by a Texas Historical Marker on East Commerce Street, which places the acequia in the area of the Yturi Mill west of Roosevelt Ave (see **Figures 3j-l**).

Due to the extensive resources along the APE and within the study area only those National Register properties, RTHLs, historic markers, and archeological sites that are immediately adjacent to the APE are enumerated below, as these could be directly affected by construction (see **Figures 2h-n**). A total of 28 historic resources are present from north to south along the APE (**Table 3**). Most of these are standing structures in the downtown area of the city and date from the mid-19th to the early 20th century. The Yturri-Edmunds House and Yturri Mill, located off Roosevelt Avenue at the southwest edge of the study area, date to the 1700's and as noted above the mill is associated with the Pajalache Concepción acequia (Hanson 2011). Only the historical marker for the Yturri-Edmunds House is adjacent to the APE.

The many known sites and historic properties adjacent to the APE indicate that there is high potential for the APE to contain unrecorded archeological resources. Examples are the first and second locations of the of the Mission San Antonio de Valero (the Alamo). The first location, which included the Governor's Villa and Presidio, is said to be located south of the springs in the vicinity of the San Pedro Springs Park, possibly along San Pedro Springs Road. Archeological investigations within the park did not find evidence of this first location (Mauldin et al. 2015). The second location, which is reported to be south of the present location of the Alamo and east of the San Antonio River, may be in the vicinity of the APE along Navarro and Nueva Streets. This second location consisted of "a stone tower and group of huts" (Fox 1992). Also, there is always the possibility of encountering evidence of the historic Alamo-related battle away from the site itself. A report in the San Antonio Daily Express dated 1909 chronicled the finding of the grave of a "Soldier of the Republic," possibly from the Alamo era, along South Alamo Street. Note (Note: Stantec is currently working directly with CoSA to investigate this potential burial zone along South Alamo Street in support of local bond-funded street improvements.)

Table 3. Historic Resources Adjacent to the VIA APE*

Name/Description	Type
Woodward, David J. and May Bock house	NRHP property and RTHL
Ursuline Convent and Academy	RTHL
The Havana	NRHP property
Builders Exchange Building	NRHP property
St. Mark's Episcopal Church	NRHP property and RTHL
Gunter Hotel	NRHP property

Name/Description	Type
Travis Park United Methodist Church	Historic Marker
Saint Anthony Hotel	NRHP property
Old Military Headquarters	Historic Marker
Central Trust Company Building	NRHP property
Majestic Theater	NRHP property and RTHL
Brady Building and Empire Theater	NRHP property
St Mary's College	RTHL
Aztec Theater	NRHP property
First National Bank of San Antonio	NRHP property
Casino Club Building of San Antonio	NRHP property
Old San Antonio Bank Building	NRHP property and RTHL
Stevens Building	NRHP property and RTHL
Pajalache Acequia	Historic Marker
Groos National Bank and Staacke Brothers Building	Historic Marker
Staacke Brothers Building	NRHP property
San Fernando Cathedral	NRHP property
San Antonio Drug Company	NRHP property
Bowen's Island	Historic Marker
Smith-Young Tower	NRHP property
Janes Butler Bonham Elementary School	NRHP property
Yturri House	Historic Marker
L. T. Wright House	NRHP property

** Resources are presented in this table from north to south along the APE; Source: THC 2022*

The following section contains redacted information regarding the location of archeological sites. Most nearby sites consist of structural remains or artifact scatters associated with the 19th and 20th century occupation of San Antonio, but others include prehistoric components that indicate native people were in the San Antonio area as far back as the Early Archaic period, ca. 8,800 to 6000 years before present (BP; Gadus and Dockall 2022).

Table 4. Archeological Resources Adjacent to the VIA APE*

Trinomial	Name/Description	NRHP/SAL Eligibility
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****Redacted Information****

At THC's request, the team performed a high-level preliminary review of Sanborn Fire Insurance maps to define potential areas or targets of historic importance along the VIA APE. The maps provide voluminous data ranging from the late 1800s to the 1950s, with hundreds of relevant sheets (Sanborn Map Company 1950). Often intersections of interest are shown on multiple sheets from a single year, compounding the effort. However, at this preliminary stage, this major task would not be productive; the plans have not been sufficiently refined to determine precise disturbance parameters at individual locations. Once detailed plans have been developed and VIA directs the team to prepare an Antiquities Permit application, the team proposes to conduct the Sanborn map review at that stage and present the results in the archeological investigation scope attached to the application.

Aerial imagery from the years 1955, 1963, 1966, 1973, 1983, 1986, 1995, 2004, 2008, 2010, 2012, 2014, and 2016 was reviewed to determine how the VIA APE and study area evolved in the recent past.

Overall, these photographs paint a picture of extensive ground disturbance (NETR 2022). Imagery from 1955 shows that the area north of Olmos Creek toward what would become Loop 410 north had relatively few residential and commercial structures. The San Antonio International Airport is present but limited in extent, and IH 35 appears to be under construction. South of Olmos Creek the tight residential grid of the city begins; it extends both north and south of the downtown San Antonio to the vicinity of IH 10 and US 87. Industrial structures appear mainly west of the San Antonio River in this southern area of the APE. By 1963, residential development north of Olmos Creek increases such that it reaches Loop 410 north and the airport doubles in size. City parkland on the north and east side of Olmos Creek is maintained, and IH 35 is fully constructed. By 1966, density within the city center both north and south of downtown appears to increase with residential neighborhoods expanding north of Loop 410. In 1973 and 1983 images, commercial structures appear to line San Pedro Avenue north of Olmos Creek and a business district develops around the Loop 410 north interchange at San Pedro Avenue. At the south end of the APE, IH 10 appears in the 1966 image linking up with the McAllister Freeway to the east of the APE. Later images show much of the same infrastructure footprint; color images after 2004 show the extent of the urban forest (NETR 2022; USGS 2022b).

Topographic maps from 1953, 1967, 1992, 2010, 2013, and 2019 were also reviewed (USGS 2022b). These quadrangle maps included San Antonio East, San Antonio West, and Longhorn, Texas (all at 1:24,000 scale). These maps confirm the general sequence of commercial, residential, and industrial development documented by the aerial imagery.

Recent work by archeologists from Cox|McLain Environmental Consulting, Inc. (CMEC) and Stantec has documented extensive previous roadway and utility disturbance in and near various city streets, such as San Pedro Avenue (e.g., Gadus and Dockall 2022). At the same time, previous disturbances are so discontinuous throughout downtown San Antonio that such findings cannot be used to support a recommendation for no further work. The numerous NRHP Districts, CoSA Historic Districts, NRHP properties, RTHLs, CoSA landmarks, acequia segments, and archeological sites discussed above indicate potential for both prehistoric- and historic-age sites to be encountered if construction extends below the existing street surfaces and subgrade. Some of these sites may be potentially eligible for listing on the NRHP or for designation as SALs. Examples are the acequia segments marked as sites 41BX2043 and 41BX2134 (see **Figures 2i** and **2k**) and San Pedro Springs Park (41BX19).

Based on the information presented above, Stantec recommends pre-construction survey with shovel testing within areas of new ROW along the VIA APE and at stations if construction will extend outside or below zones of previous disturbance (street surface, subgrade, etc.) and if those new ROW areas are unpaved. Such areas may be present between Loop 410 to just south of Olmos Park. Otherwise, construction-phase monitoring by a qualified professional archeologist is recommended in areas of new ROW both at stations and along the roadway if construction will extend below zones of previous disturbance (street surface, subgrade, etc.) (see **Figures 3a-3l**). Although the design has not advanced enough to identify all potential target areas in granular detail, the team has identified the following general examples of possible high-potential new ROW areas that may require monitoring or pre-construction survey:

- On the west and east of San Pedro Avenue immediately north and south of San Pedro Springs Park;
- West of San Pedro Avenue, north and south of the intersection of San Pedro Avenue and Quincy Street;
- East and west of St. Mary's Street, north and south of the intersections of St. Mary's Street and Pereida Street and St. Mary's Street and Eagleland Drive;
- East and west of Roosevelt Avenue, south of the intersection of Roosevelt Avenue and Mission Road;
- East and west of Roosevelt Avenue, south of the intersection of Roosevelt Avenue and Yellowstone Street; and
- South of IH 10 both east and west of Roosevelt Avenue.

As the design continues to advance, additional areas with archeological potential will be identified, and the example areas listed above will be refined. The team expects that at the Antiquities Permit application stage, designs sufficient for resource-specific targeting will be available. At that stage, the team proposes to conduct the additional historic map review requested in your previous response under THC Tracking #202301892.

We ask for your concurrence with these recommendations.

Sincerely,



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Figures

Figure 1. Project Location (Road Base)

Figure 2. Location of Archeological APE (Topographic Base)

Figure 3. Project APE Detail (Aerial Base)

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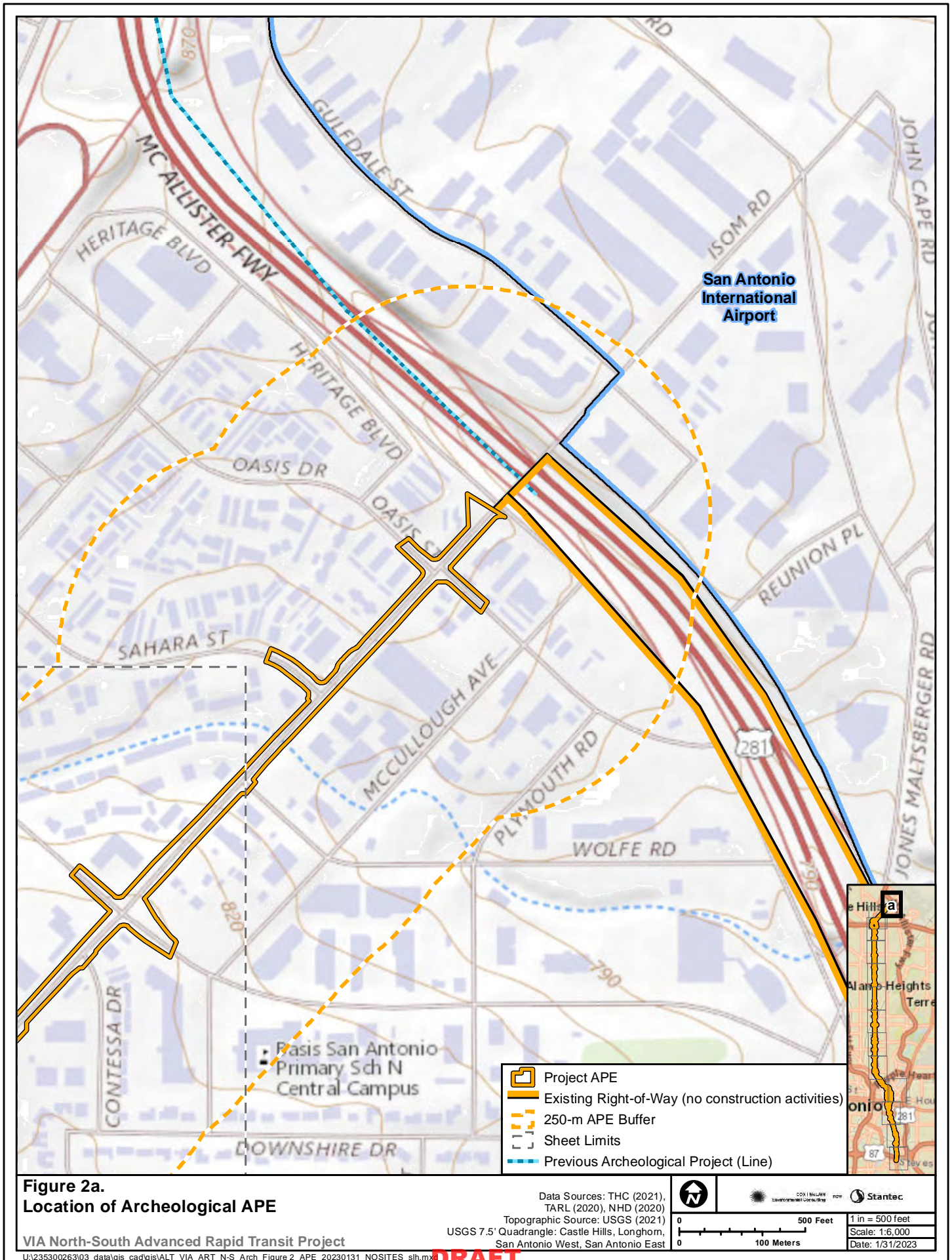
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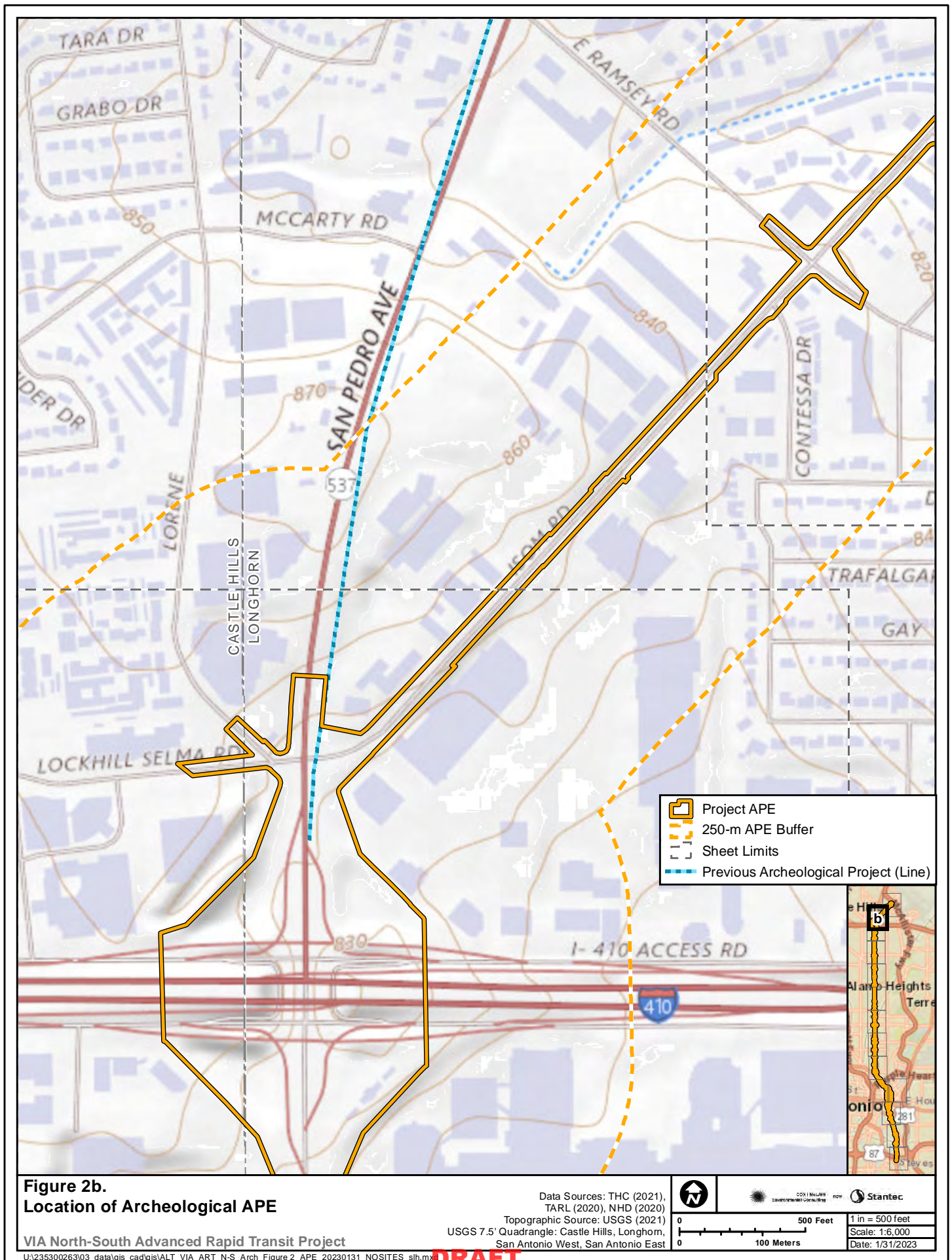
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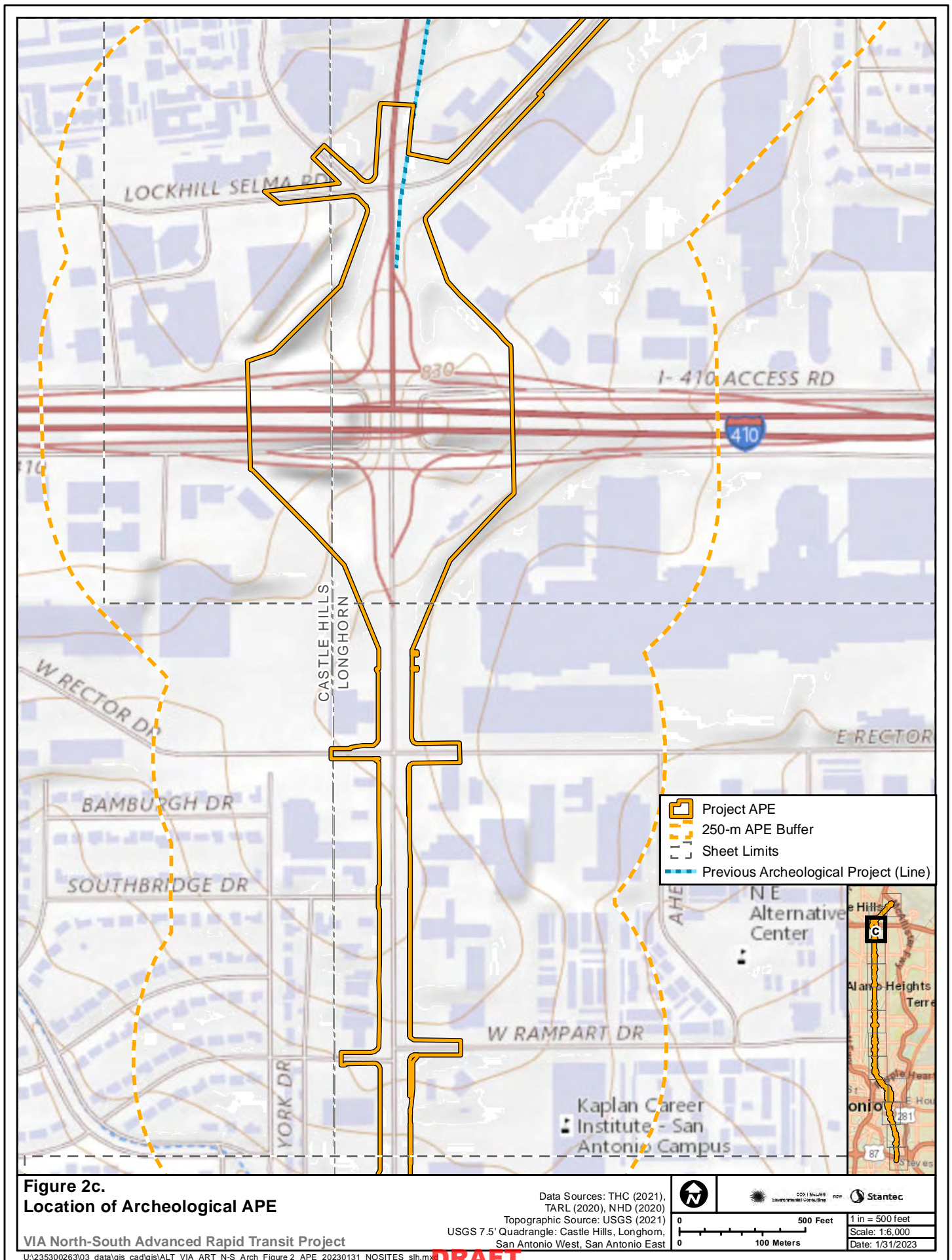
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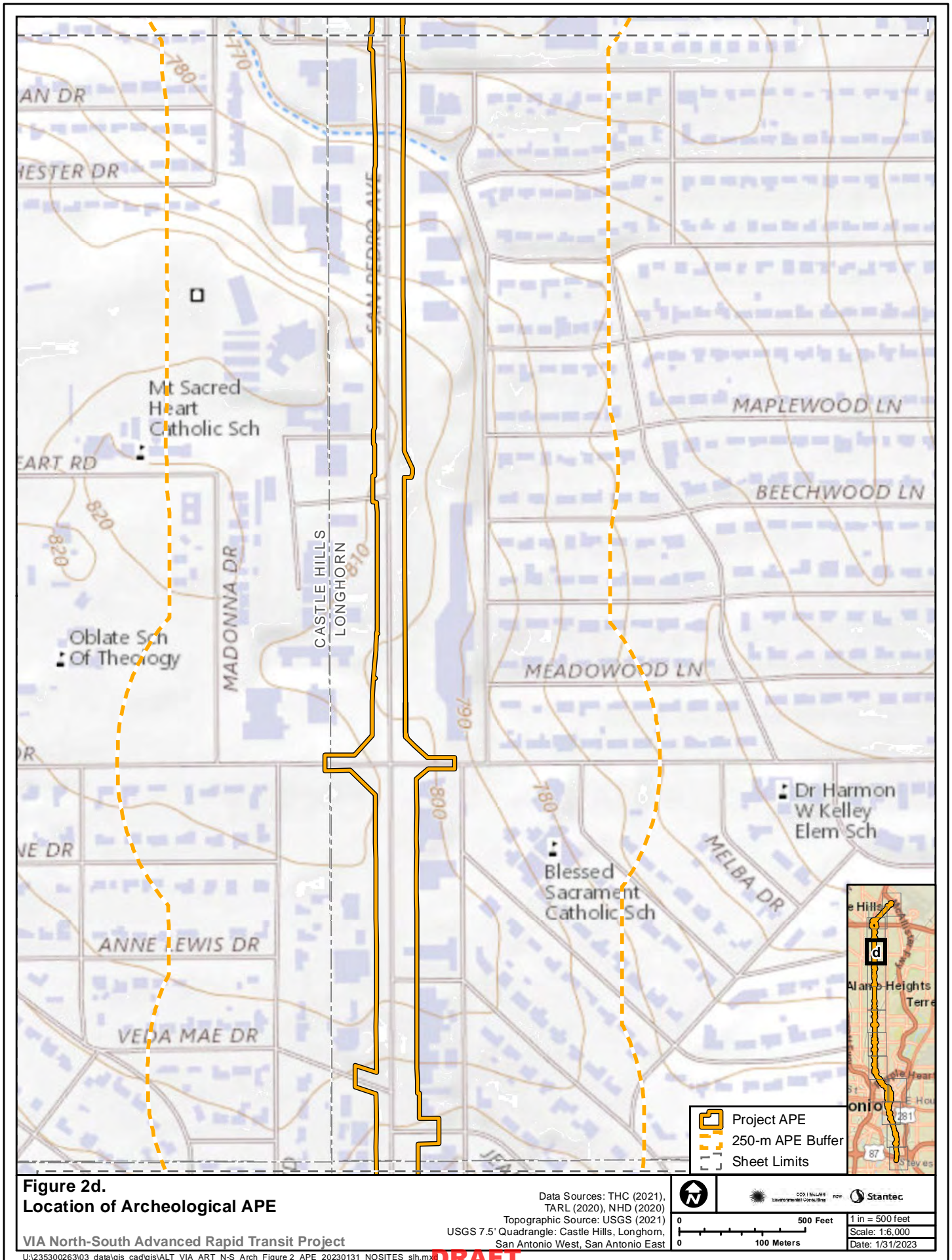
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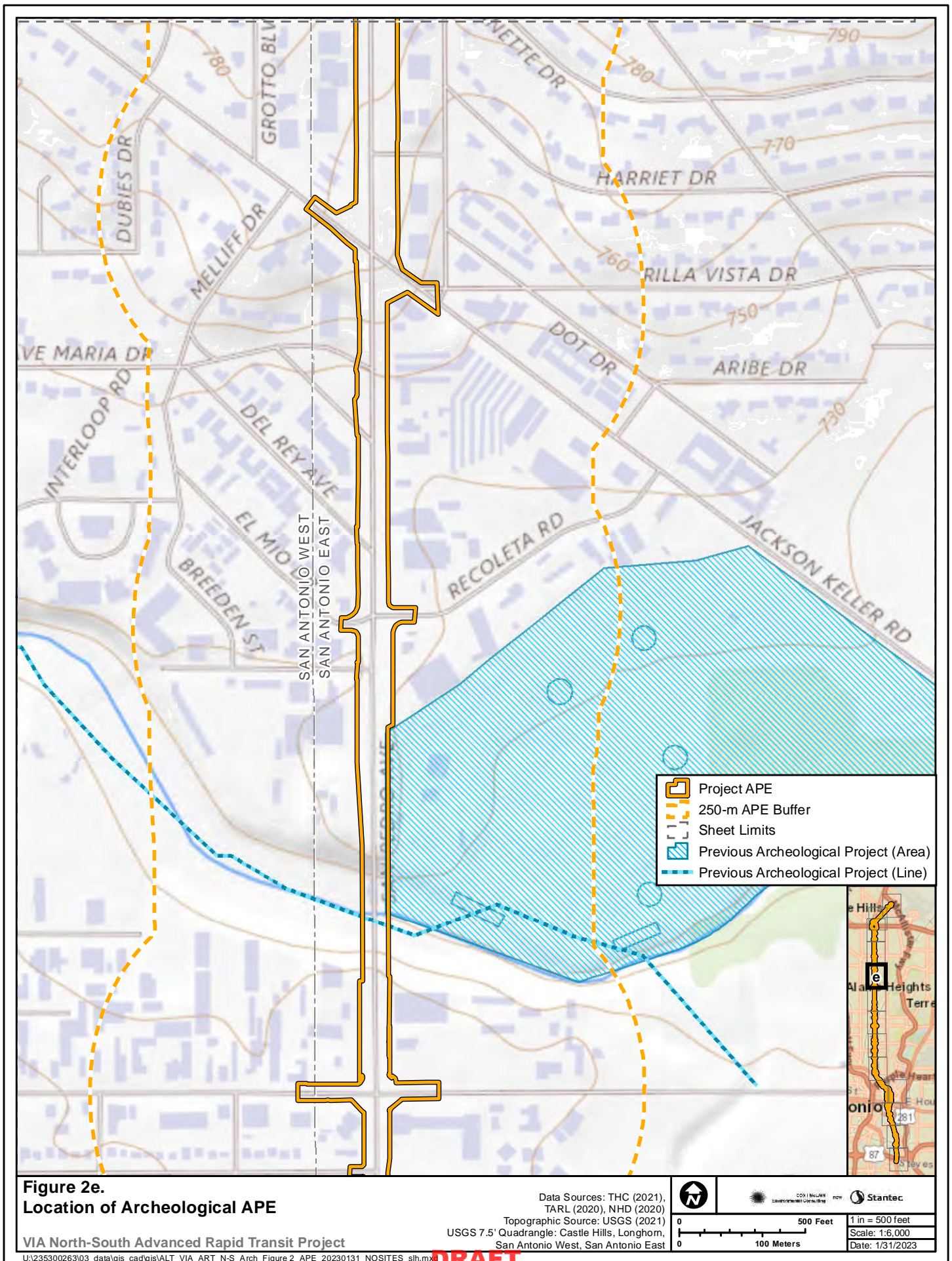
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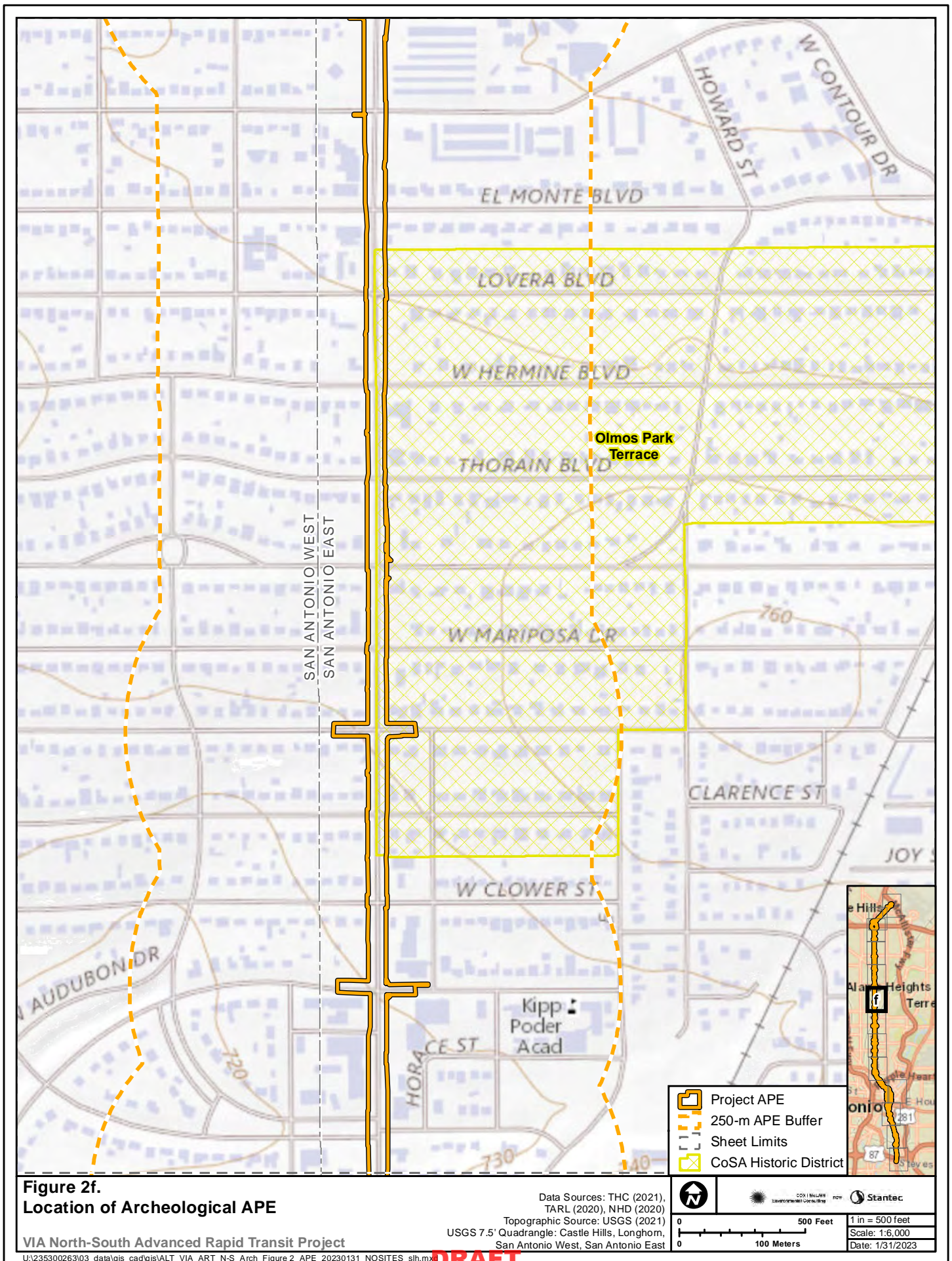
(Information is under FTA review and is subject to change.)



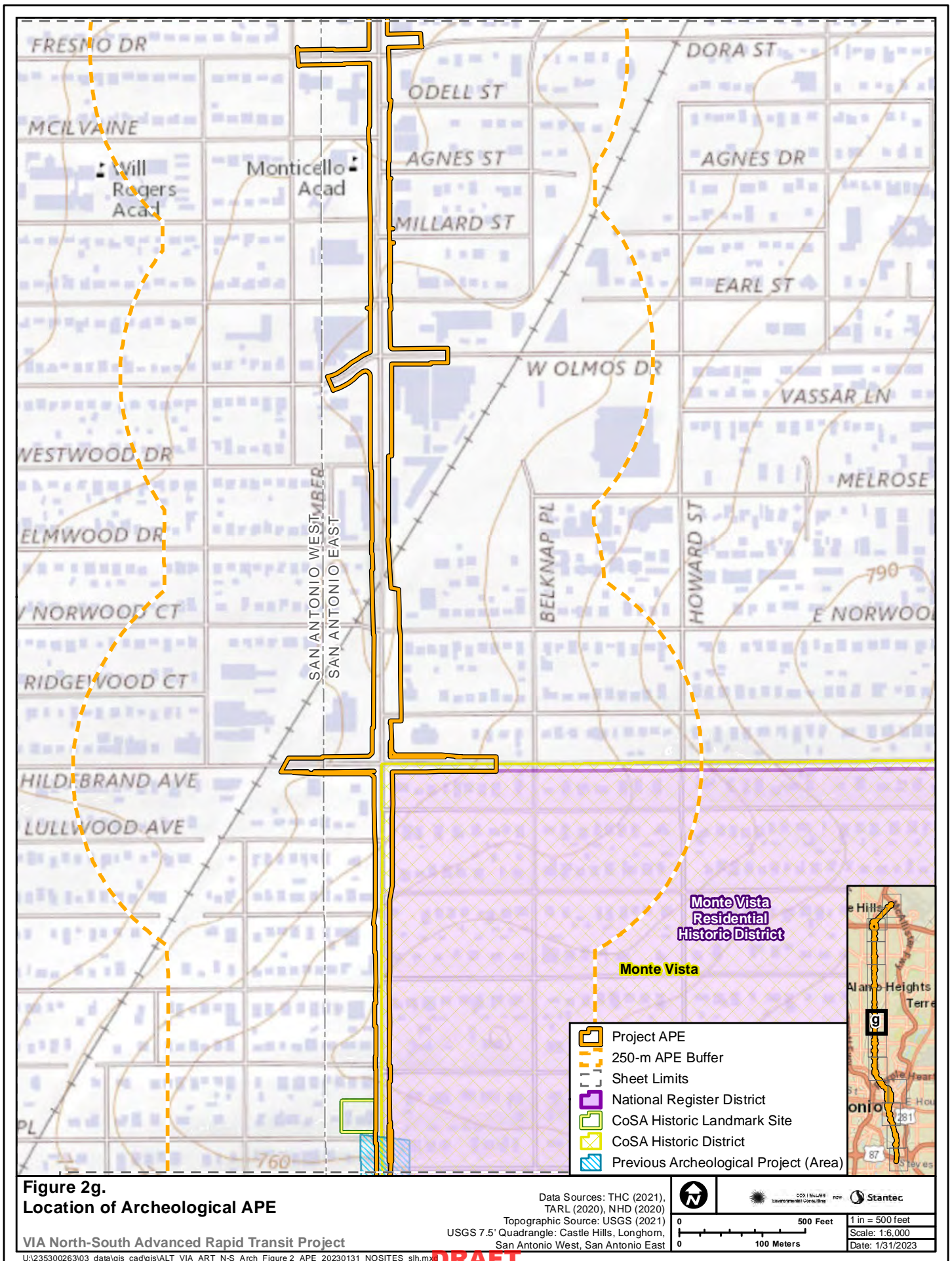
(Information is under FTA review and is subject to change.)



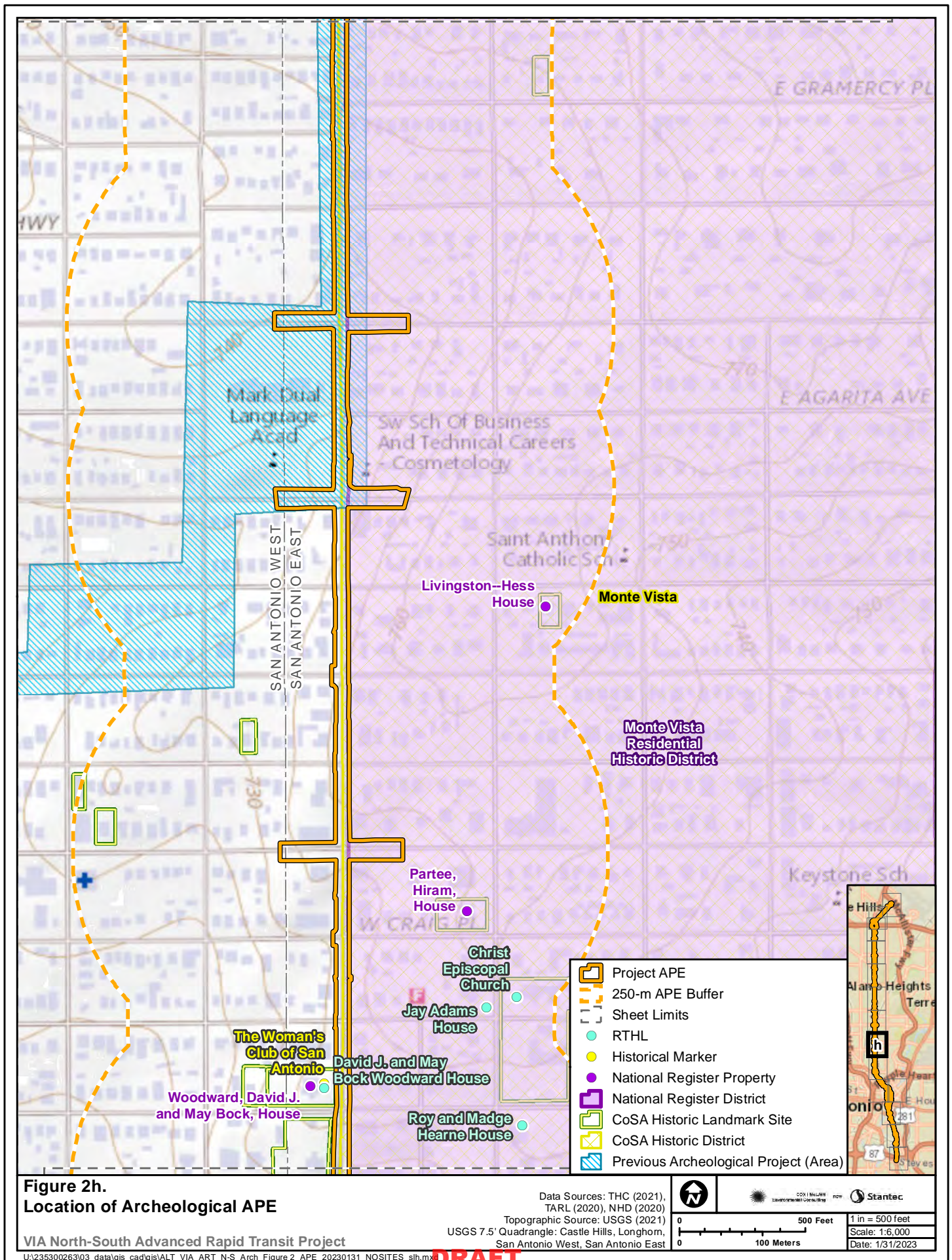
(Information is under FTA review and is subject to change.)



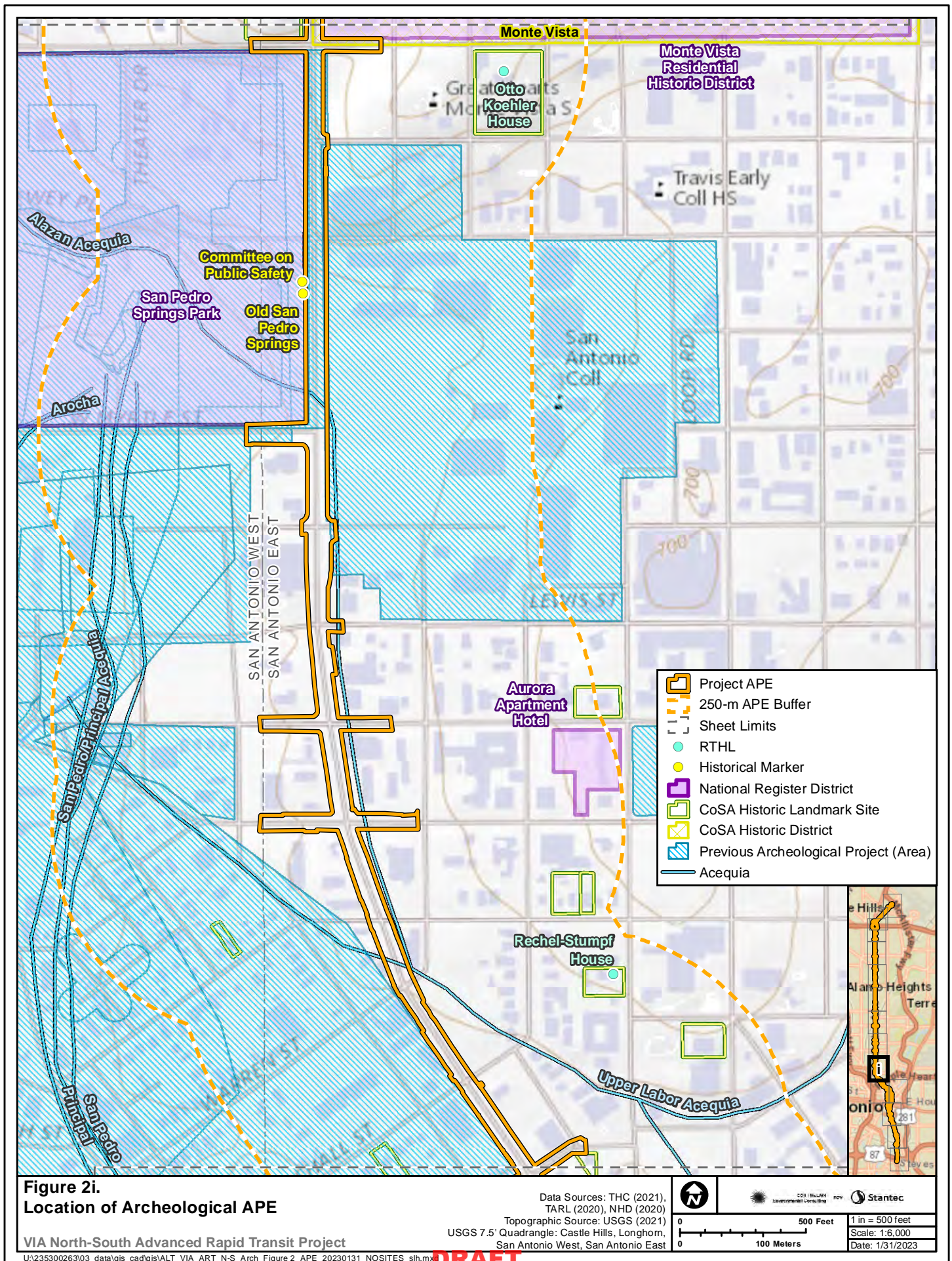
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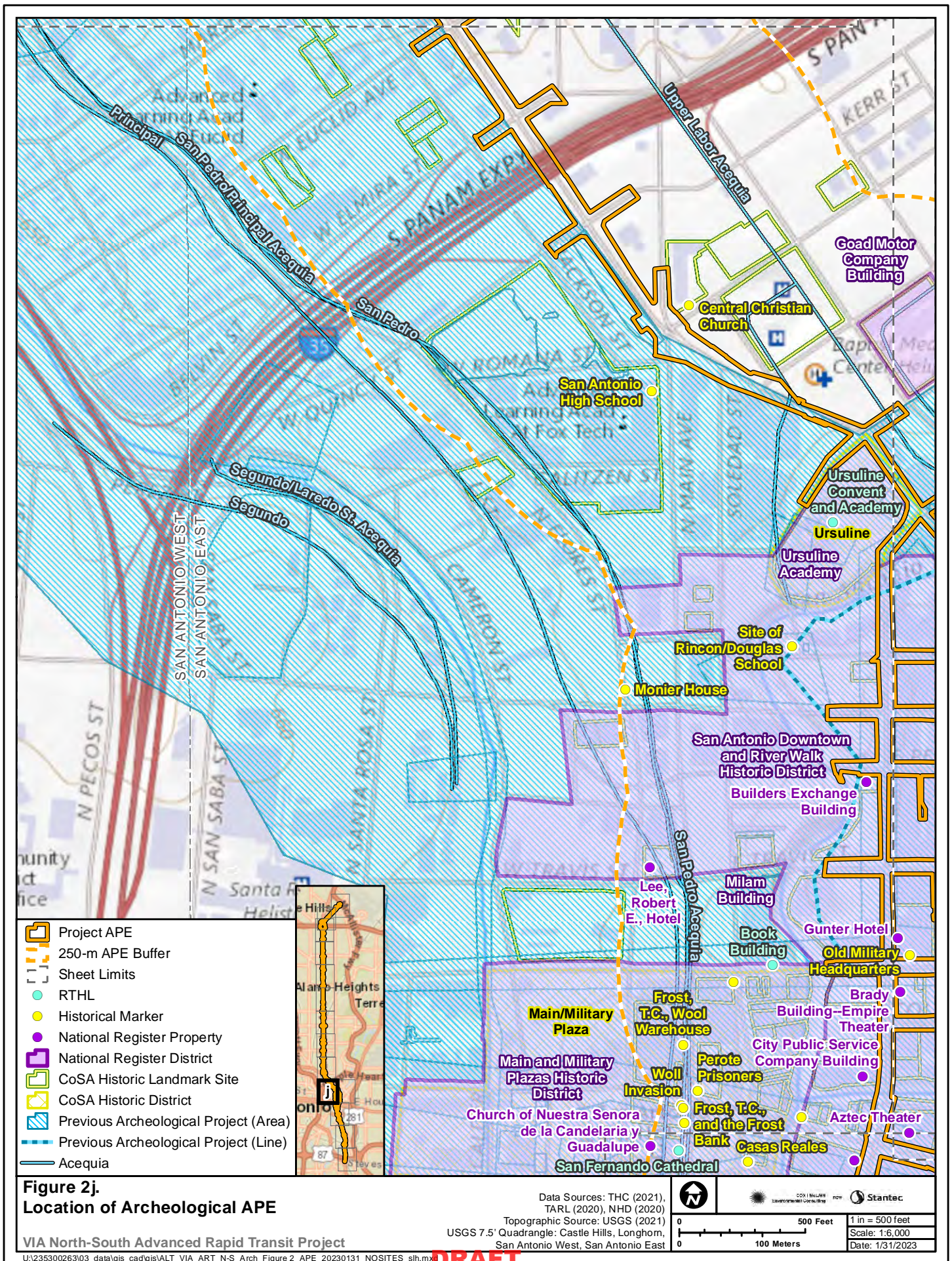
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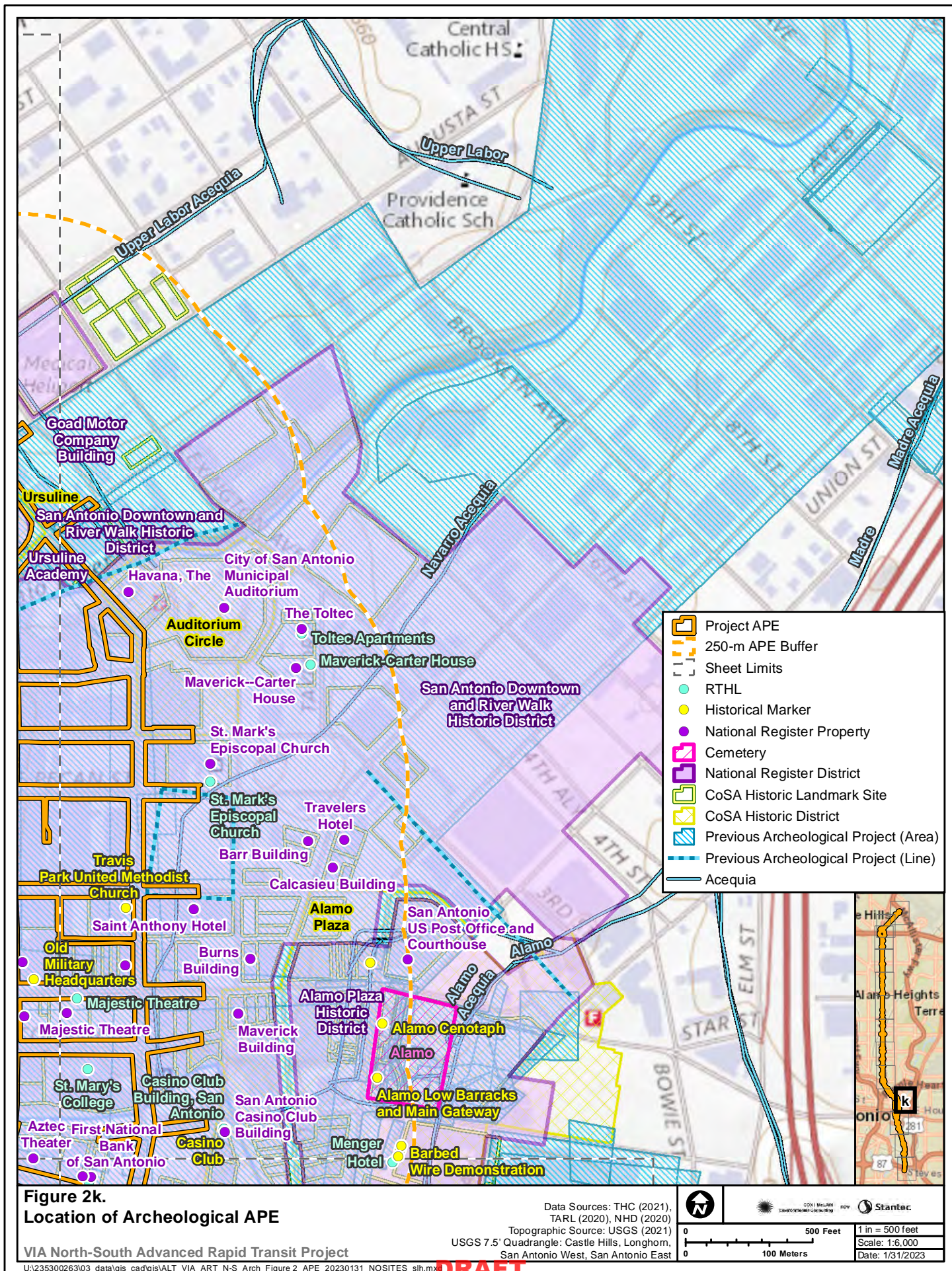
(Information is under FTA review and is subject to change.)



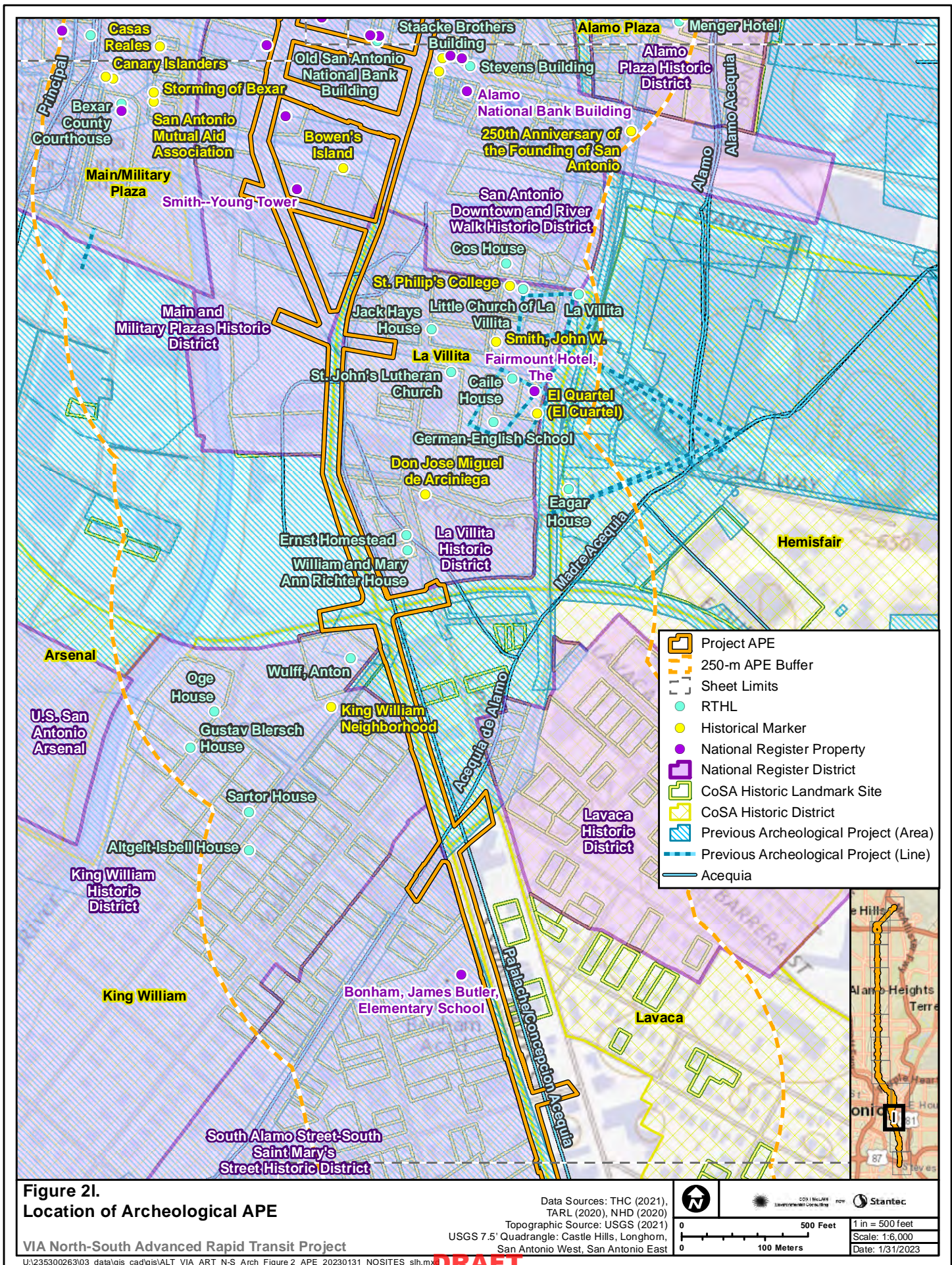
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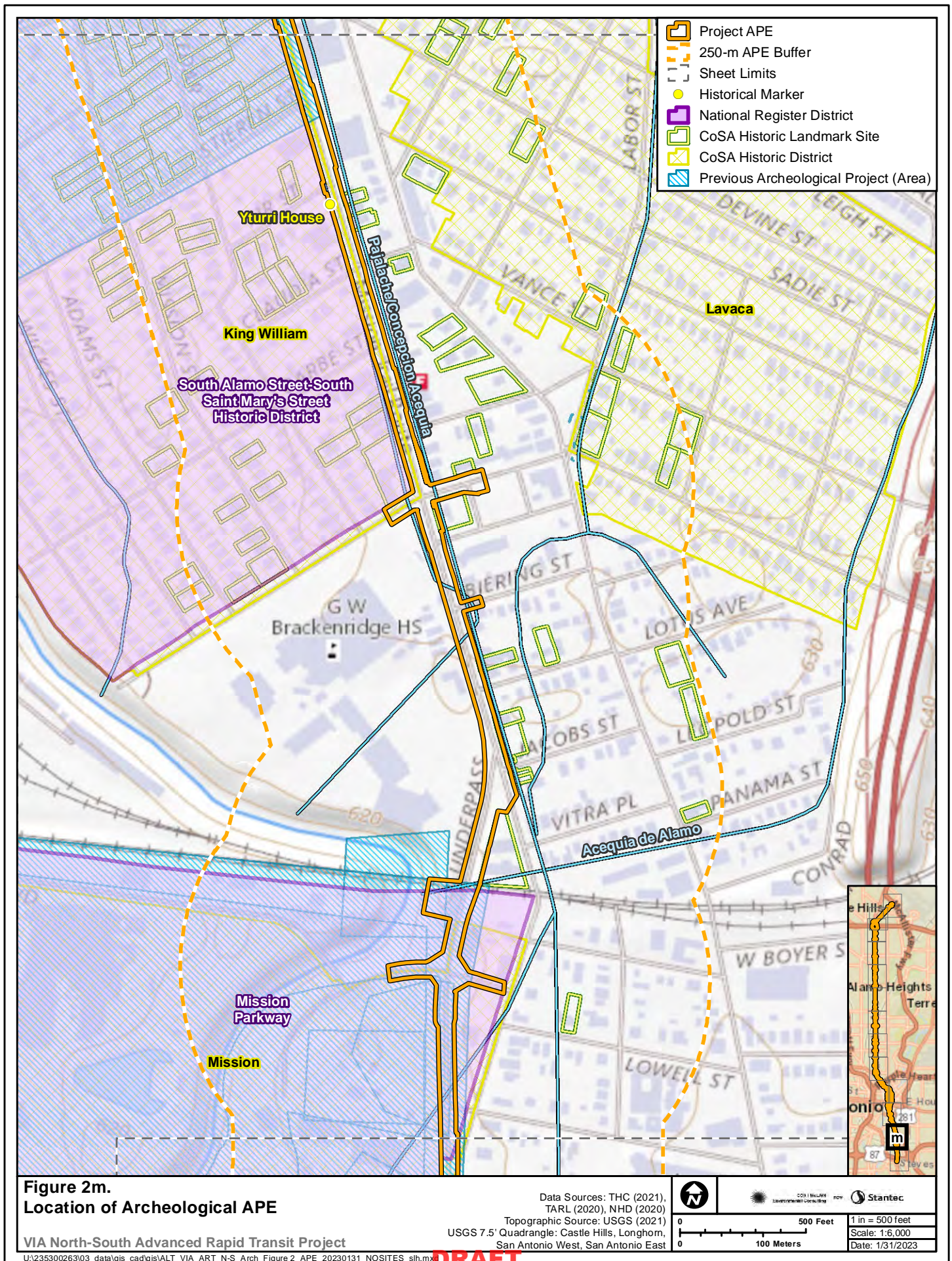
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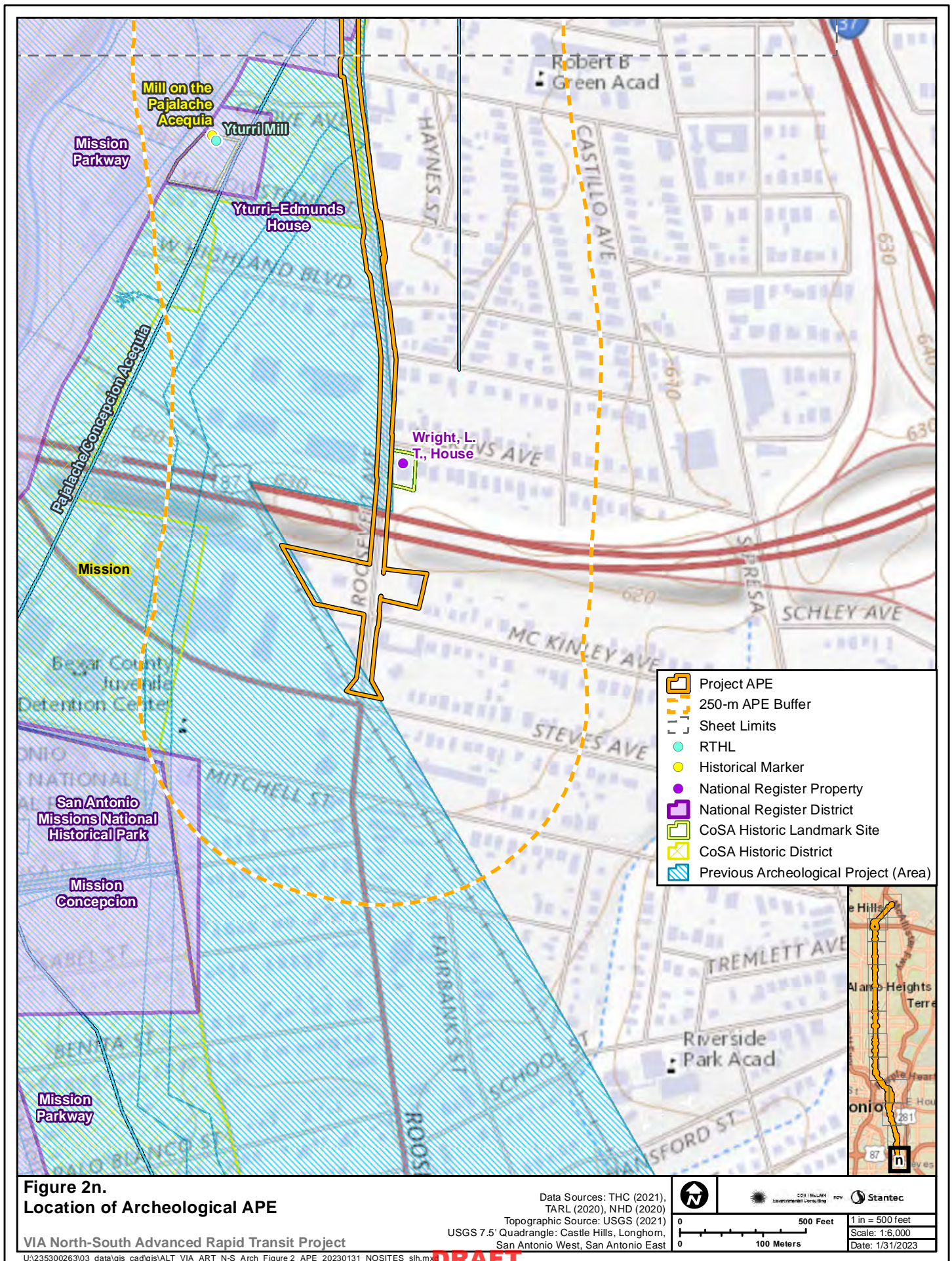
(Information is under FTA review and is subject to change.)



(Information is under FTA review and is subject to change.)



(Information is under FTA review and is subject to change.)



(Information is under FTA review and is subject to change.)



Figure 3a. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

0	500 Feet	1 in. = 500 feet
0	150 Meters	Scale: 1:6,000
		Date: 3/8/2023

Path: U:\235300263\03_data\gis\ART_Corridors_Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308 sgl

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(Information is under FTA review and is subject to change.)

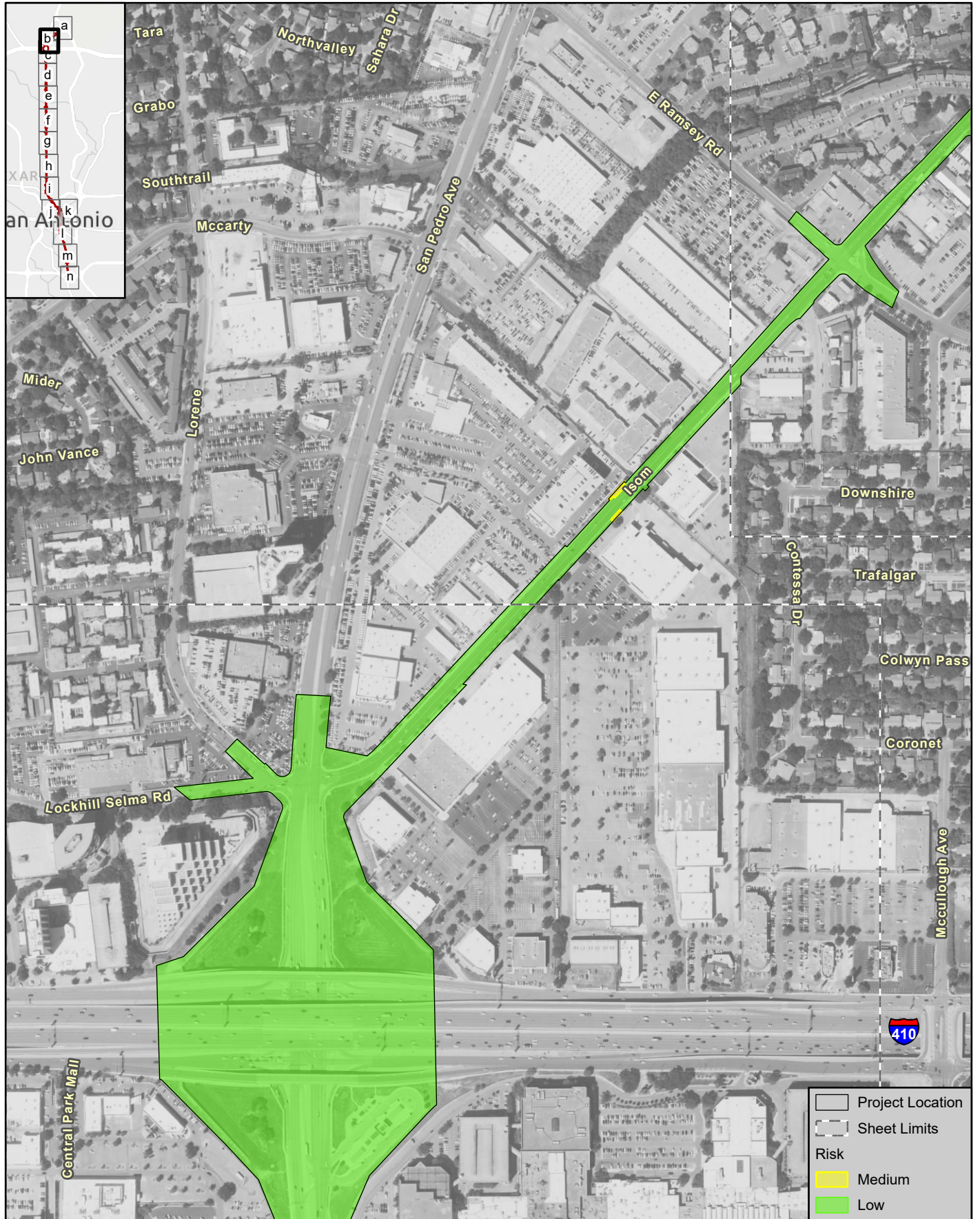


Figure 3b. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Path: U:\235300263\03_data\gis\ART_Corridors_Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308.sgl

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(Information is under FTA review and is subject to change.)

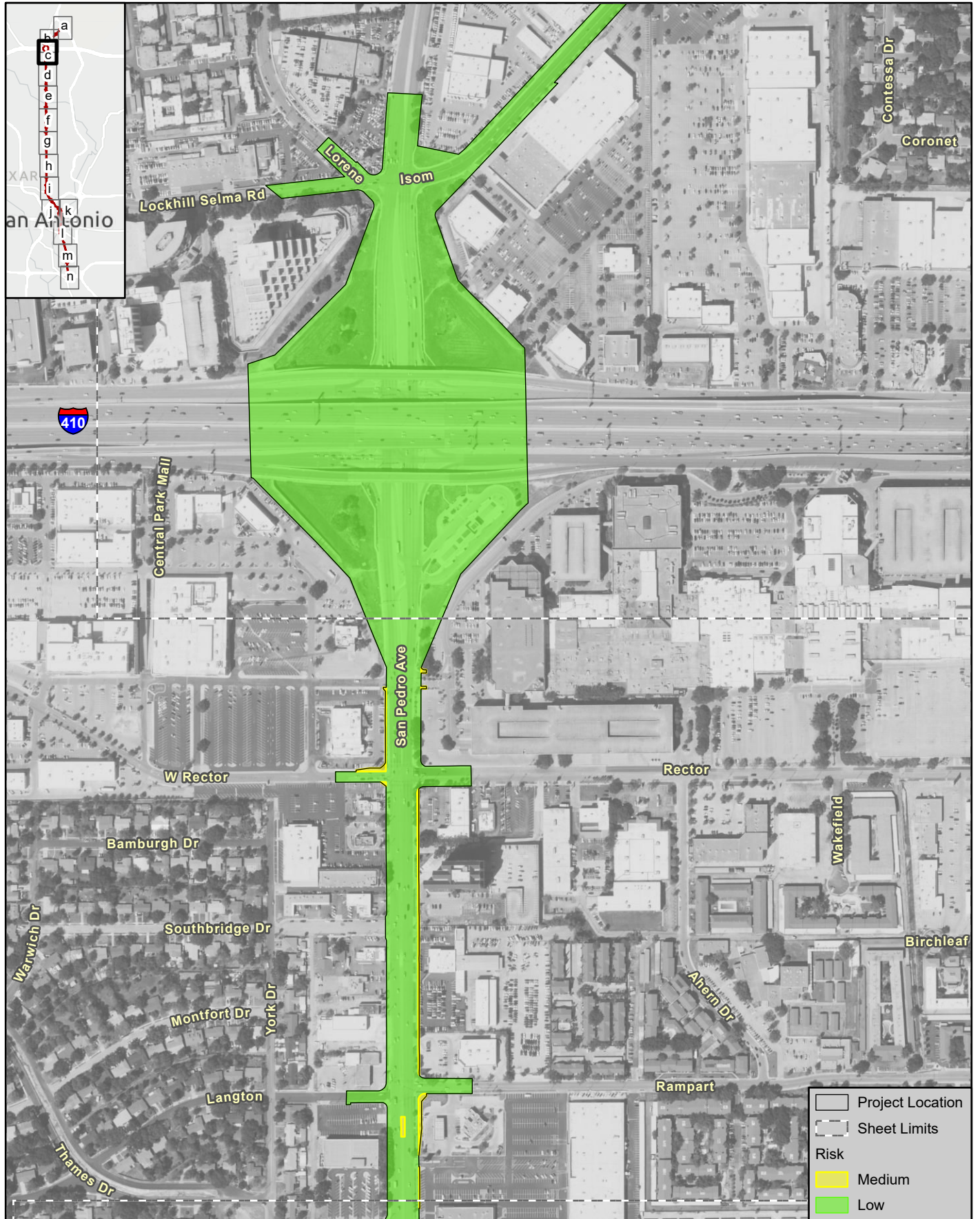


Figure 3c. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

Path: U:\235300263\03_data\gis\ART Corridors Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308.sgl

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0 150 Meters		Date: 3/8/2023	

(Information is under FTA review and is subject to change.)

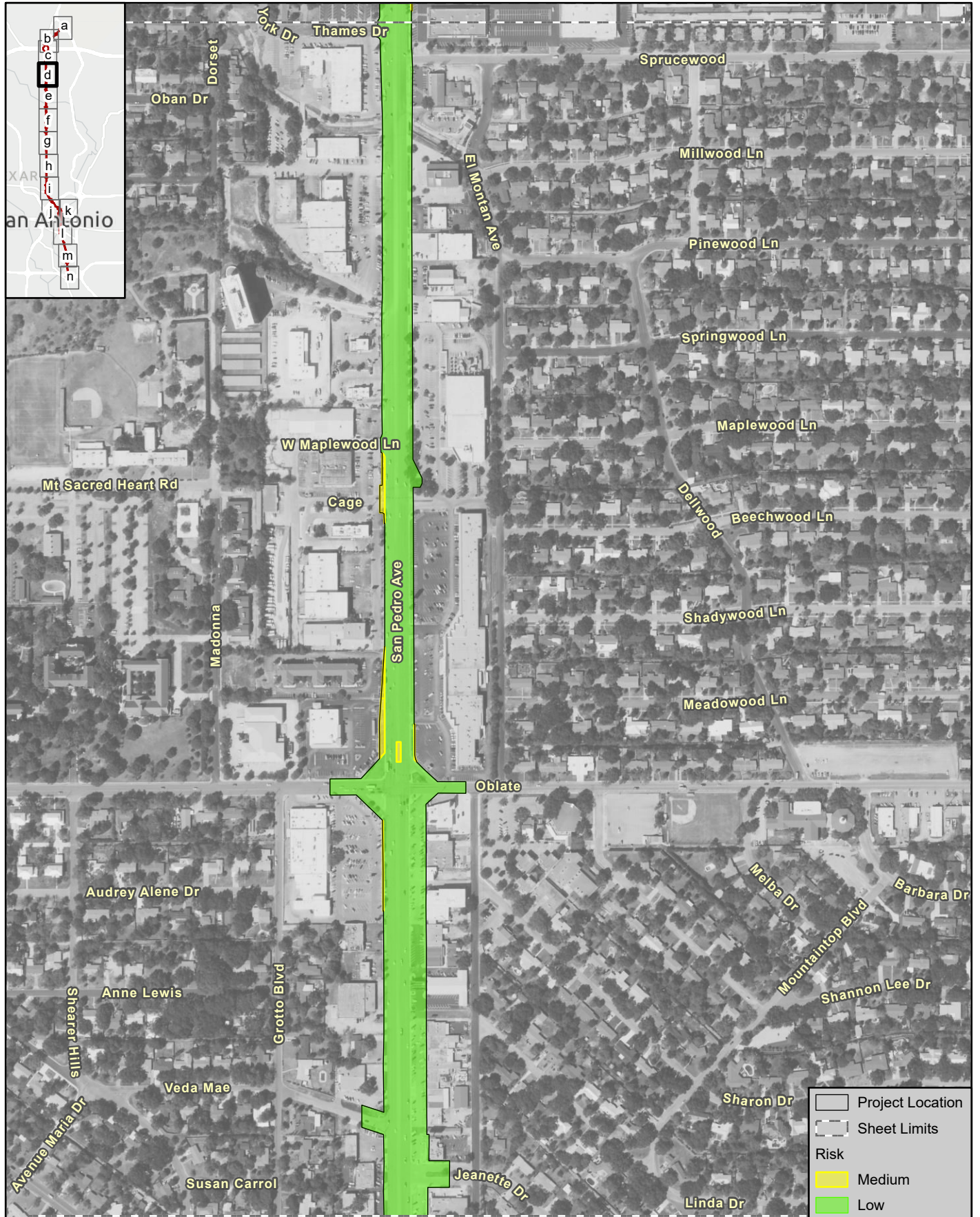




Figure 3d. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

 	
0 500 Feet 150 Meters	1 in. = 500 feet Scale: 1:6,000 Date: 3/8/2023

Path: U:\235300263\03_data\gis\ART_Corridors_Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308 sgl

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(Information is under FTA review and is subject to change.)

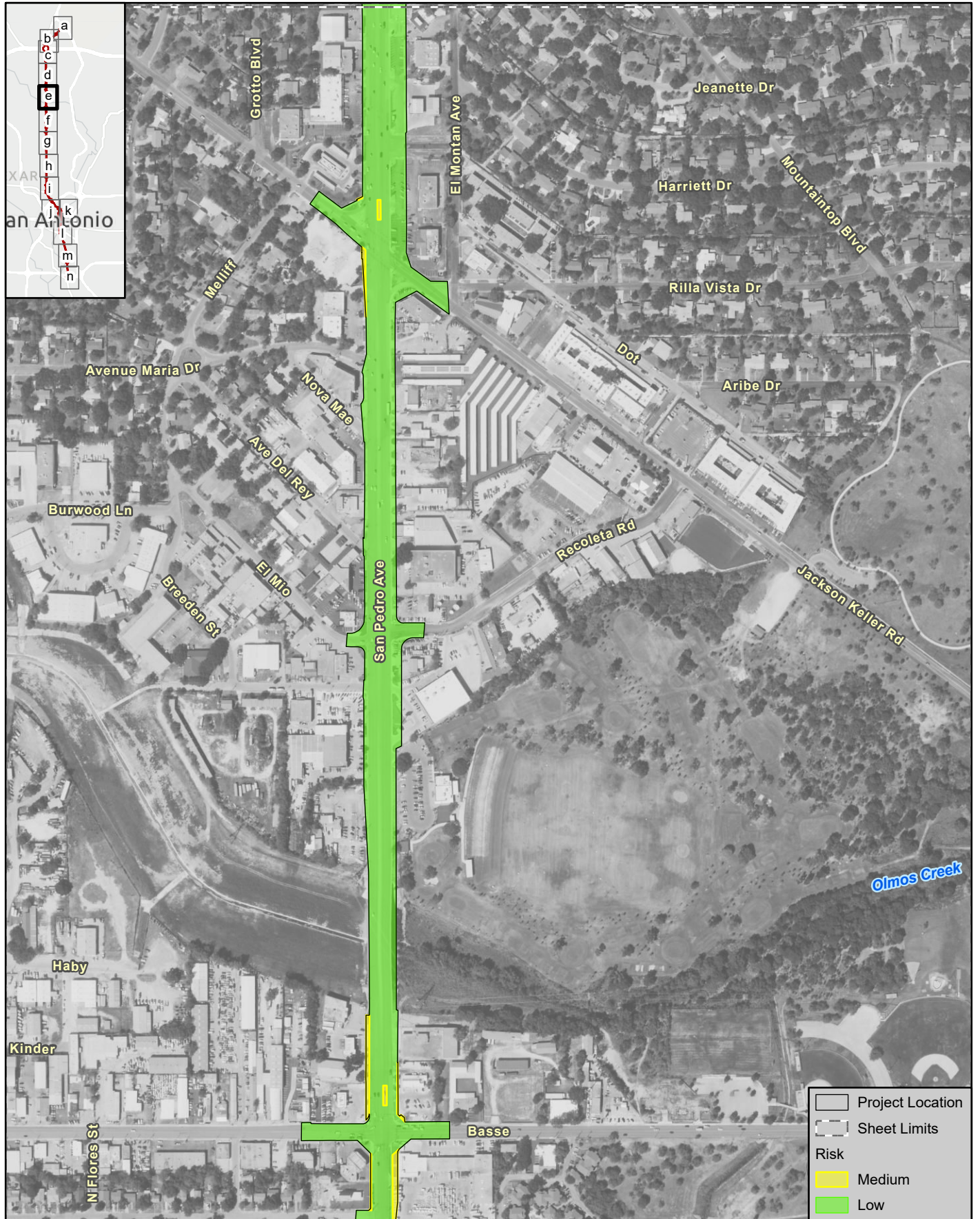


Figure 3e. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

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(Information is under FTA review and is subject to change.)

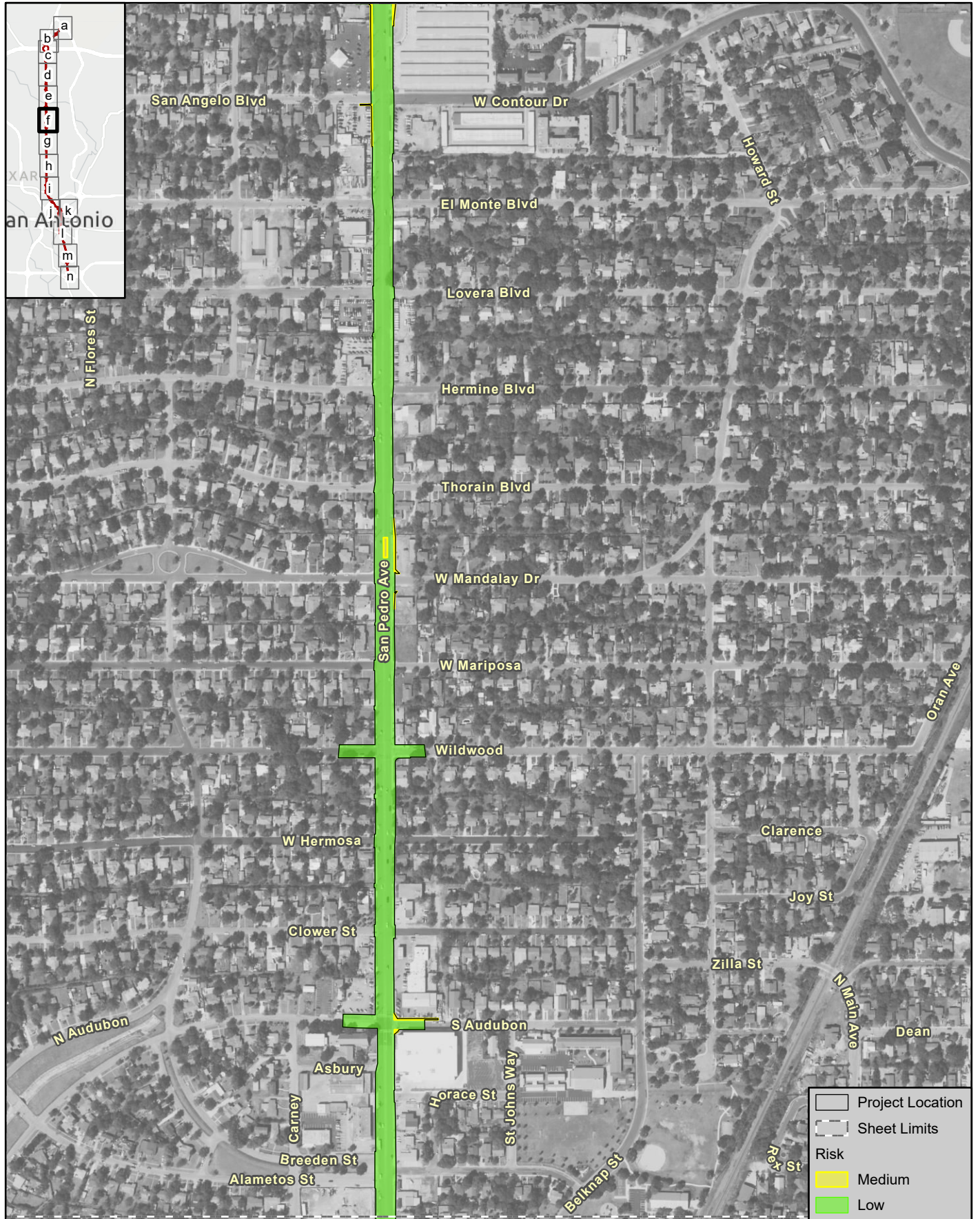


Figure 3f. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

Path: U:\235300263\03_data\gis\ART Corridors Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308 sgl

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(Information is under FTA review and is subject to change.)

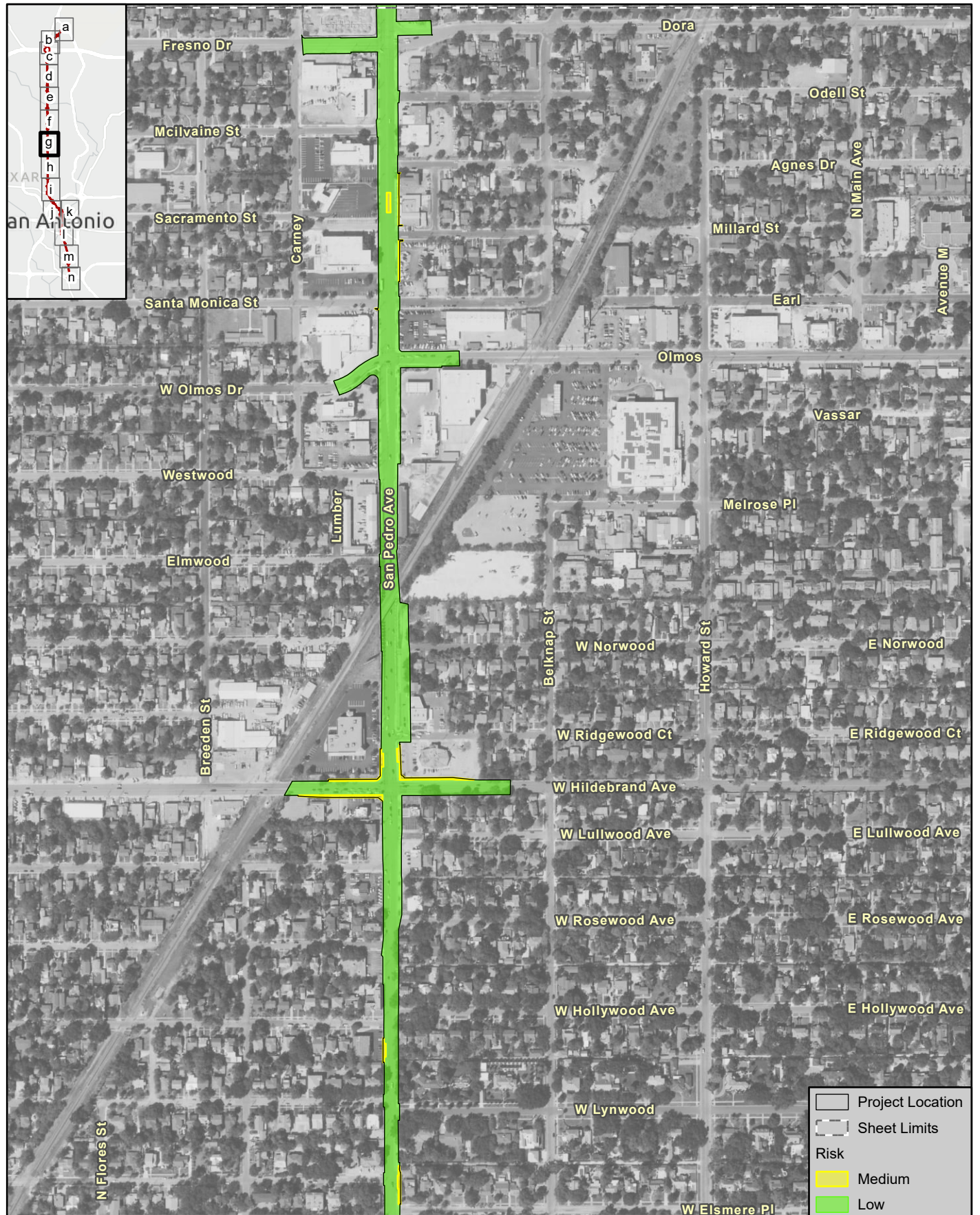


Figure 3g. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

0	500 Feet	1 in. = 500 feet
0	150 Meters	Scale: 1:6,000
		Date: 3/8/2023

Path: U:\235300263\03_data\gis\ART_Corridors_Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308 sgl

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(Information is under FTA review and is subject to change.)

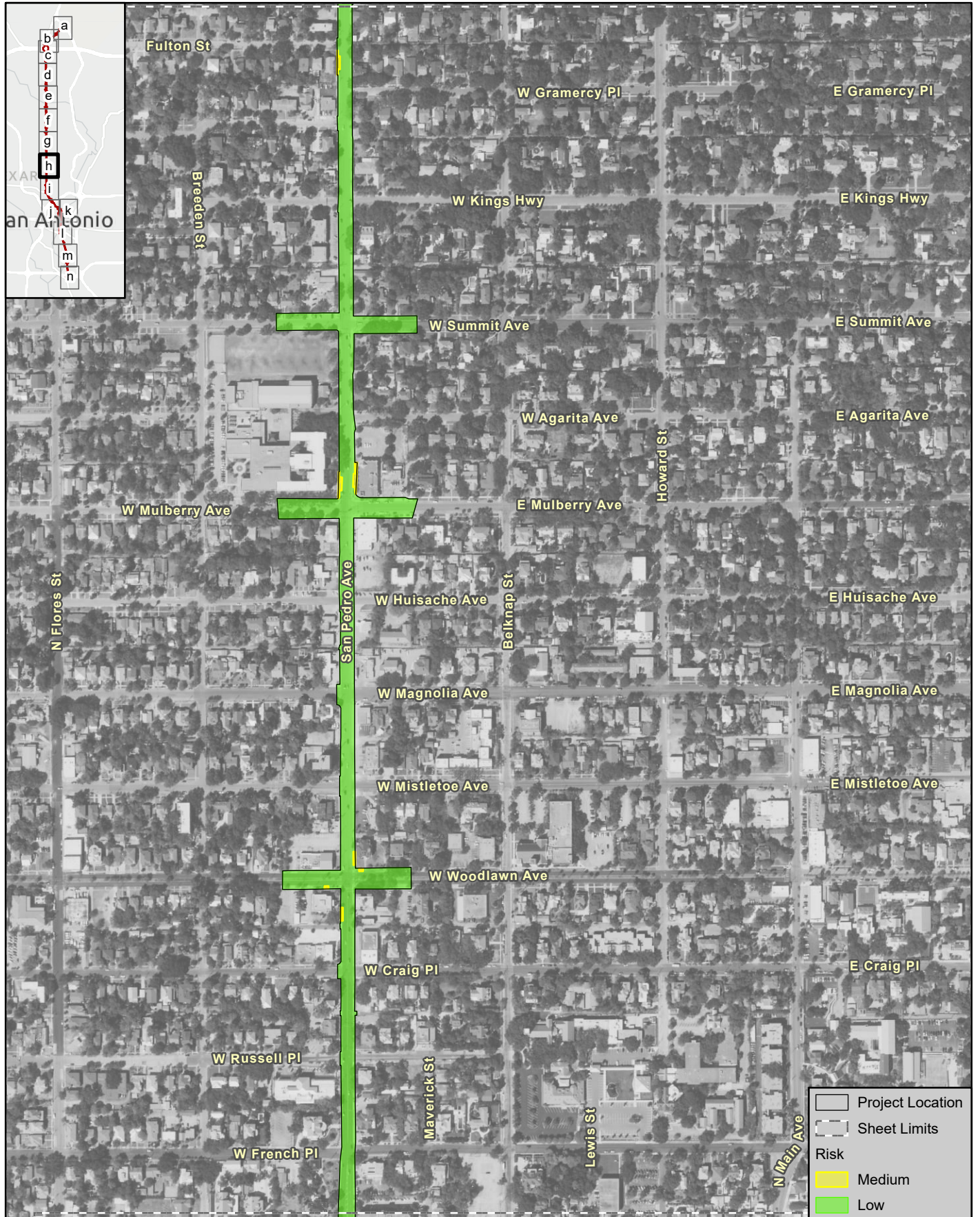


Figure 3h. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

Path: U:\235300263\03_data\gis\ART_Corridors_Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308 sgl

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(Information is under FTA review and is subject to change.)

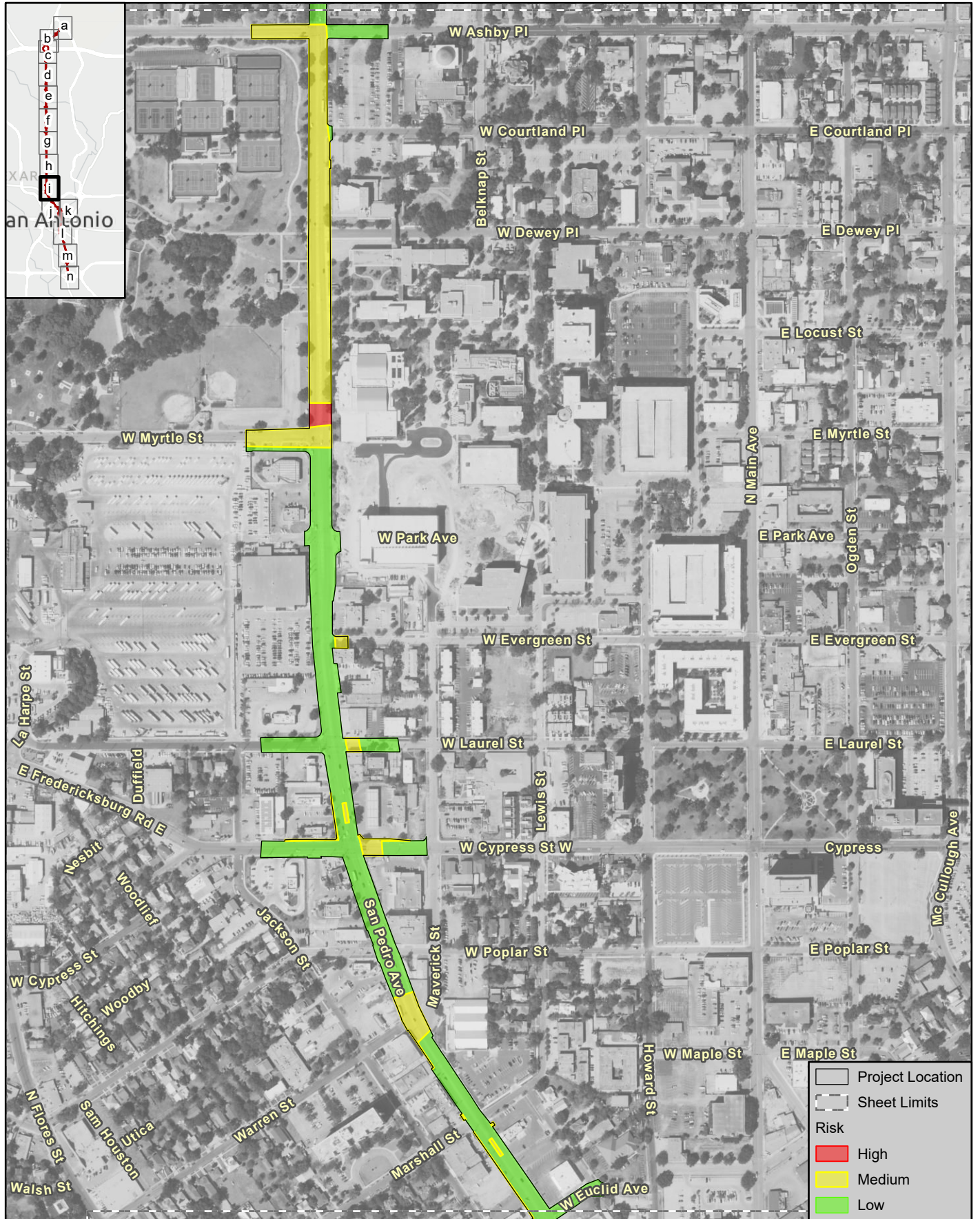


Figure 3i. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

Stantec

0 500 Feet 1 in. = 500 feet
0 150 Meters Scale: 1:6,000
Date: 3/8/2023

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(Information is under FTA review and is subject to change.)

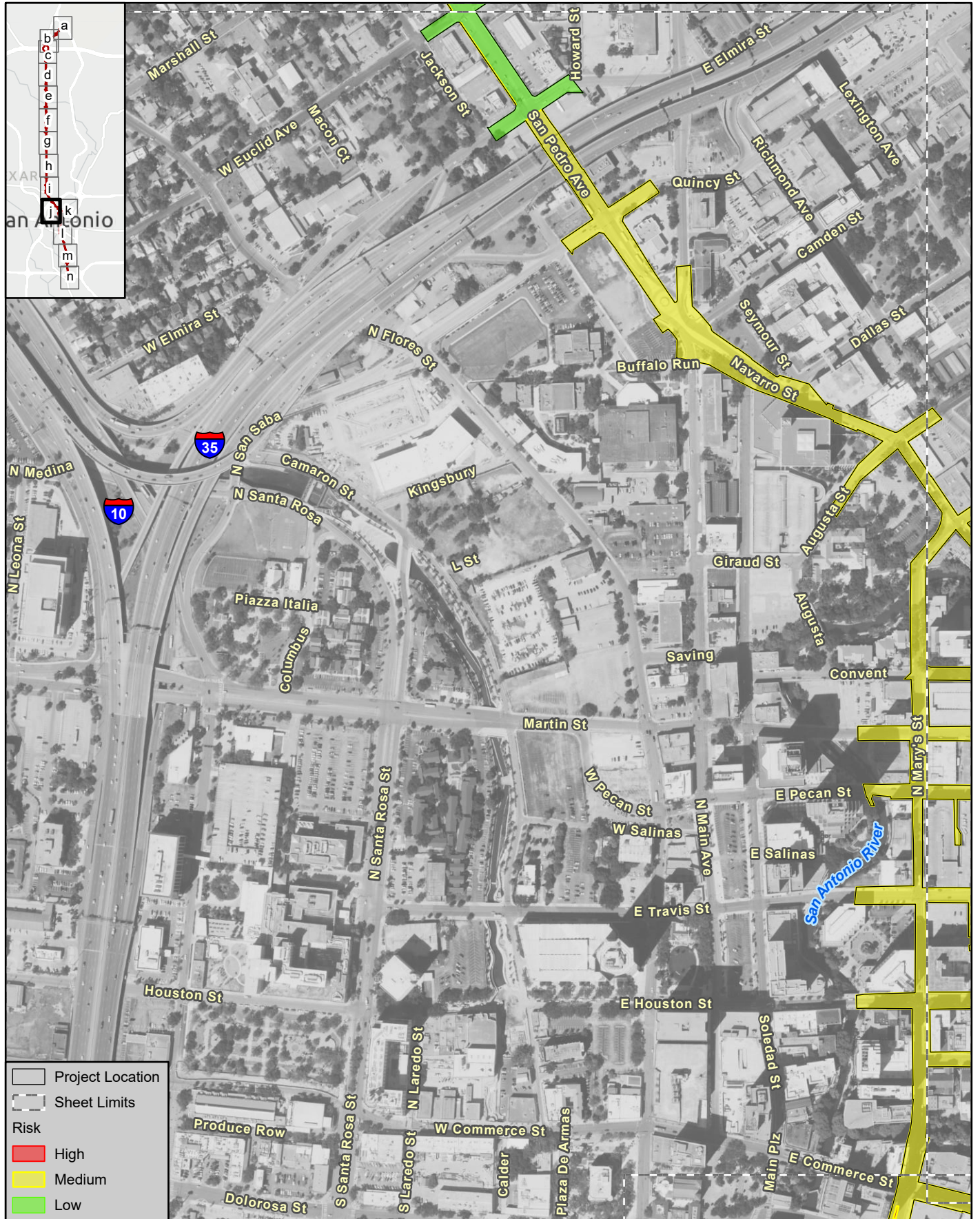


Figure 3j. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

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0 500 Feet 1 in = 500 feet		Scale: 1:6,000	
0 150 Meters		Date: 3/8/2023	

(Information is under FTA review and is subject to change.)

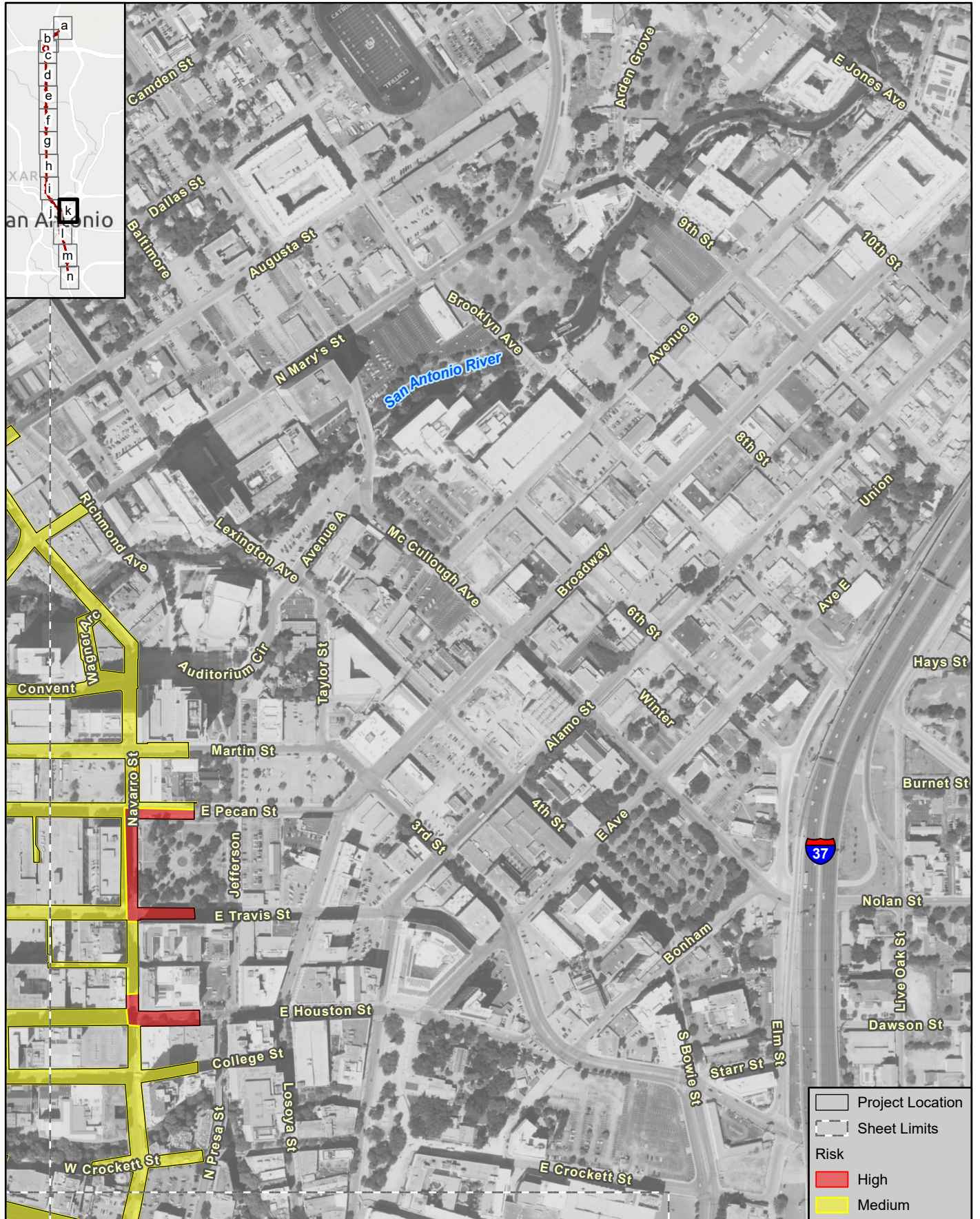


Figure 3k. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

Path: U:\235300263\03_data\gis_cad\gisART_Corridors_Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308 sgl

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0 500 Feet 1 in = 500 feet		Scale: 1:6,000	
0 150 Meters		Date: 3/8/2023	

(Information is under FTA review and is subject to change.)

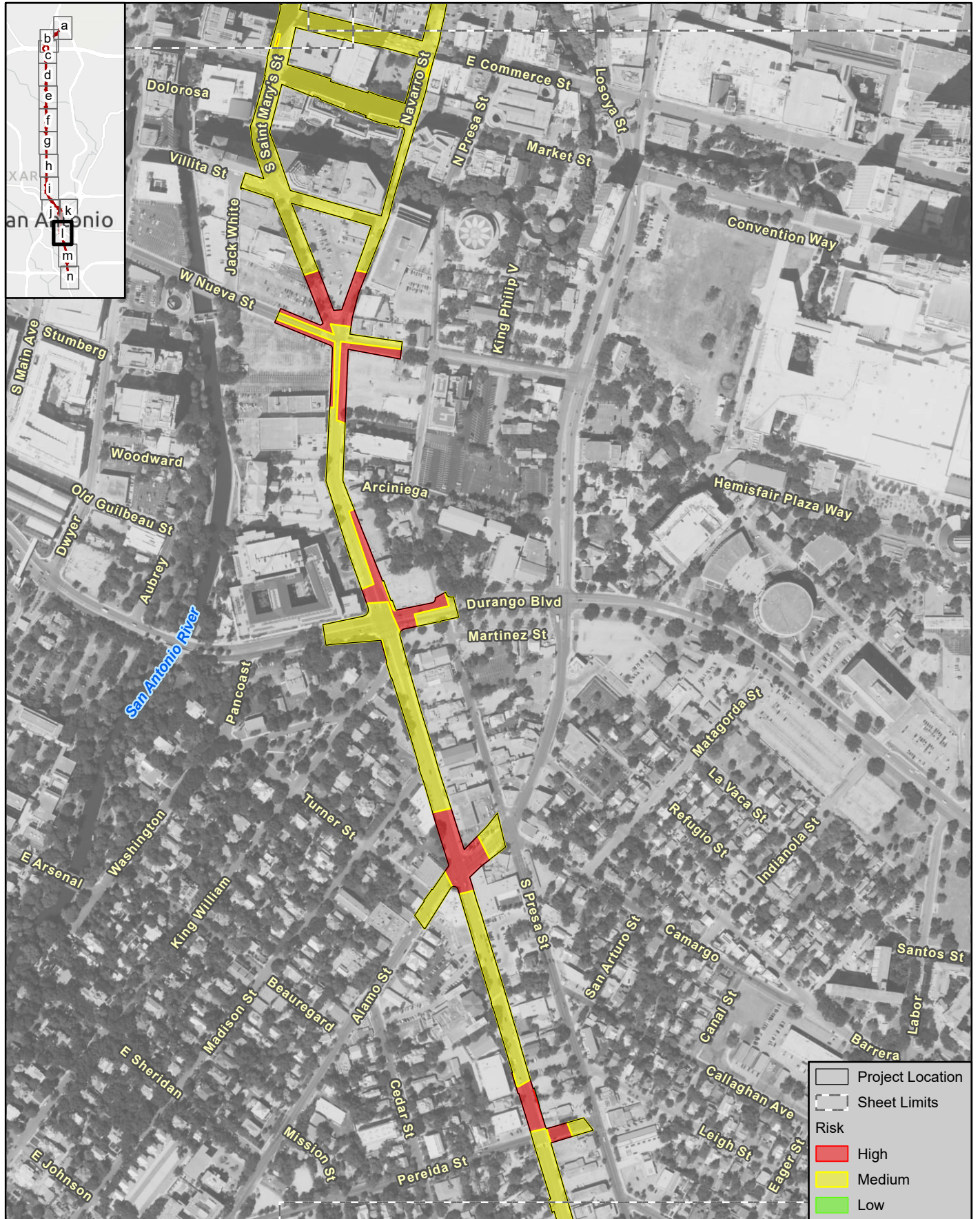


Figure 3I. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

Path: U:\235300263\03_data\gis\ART_Corridors_Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308.sgl

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Stantec

0 500 Feet 1 in = 500 feet
0 150 Meters Scale: 1/8,000
Date: 3/8/2023

(Information is under FTA review and is subject to change.)



Figure 3m. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

Path: U:\235300263\03_data\gis\ART Corridors Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308.sgl

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0 500 Feet 1 in = 500 feet		Scale: 1:6,000	
0 150 Meters		Date: 3/8/2023	

(Information is under FTA review and is subject to change.)

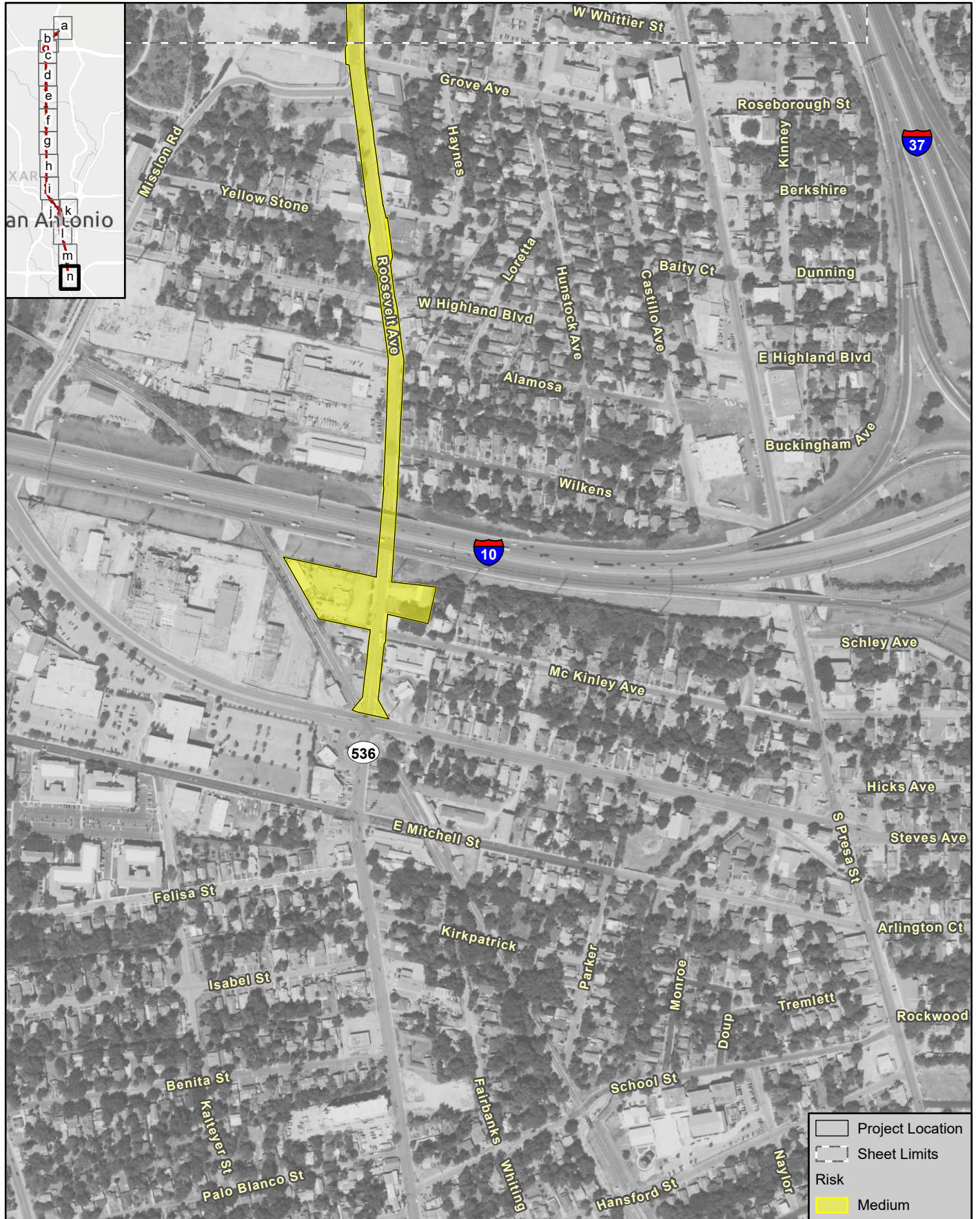


Figure 3n. Proposed Monitoring Locations

VIA North-South Advanced Rapid Transit Project

Data Source: Stantec (2023)
Aerial Source: NAIP (2020)

 	 1 in = 500 feet Scale: 1:6,000 Date: 3/8/2023

Path: U:\235300263\03_data\gis\ART_Corridors_Arch.aprx - via art ns coridor arch figure 3 proposed monitoring 2023308.sgl

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(Information is under FTA review and is subject to change.)

MARCH 2023 ADDENDUM



DRAFT

(Information is under FTA review and is subject to change.)



April 2, 2023

Dr. Emily Dylla, Project Reviewer/Regional Archeologist
Texas Historical Commission Archeology Division
P.O. Box 12276
Austin, Texas 78711-2276

Re: Addendum to Previous Coordination Letter: Proposed Monitoring Plan for VIA Metropolitan Transit Authority's North-South Advanced Rapid Transit Project, City of San Antonio, Bexar County, Texas

Dear Dr. Dylla:

The Federal Transit Administration (FTA) is considering providing federal funding to VIA Metropolitan Transit (VIA) for the proposed North/South Advanced Rapid Transit Project (Undertaking) in central San Antonio, Bexar County, Texas. The Undertaking consists of approximately 10 miles (16 kilometers) of transit system improvements, including bus rapid transit (locally known as advanced rapid transit) alignments, surface stations, sidewalks and other ancillary facilities. The FTA, in consultation with the Texas Historical Commission (THC; which serves as the State Historic Preservation Office [SHPO] for Texas), VIA, and the City, has defined the Undertaking's APE for direct effects as the approximately 160-acre proposed project footprint, within which all stations, sidewalks, and ancillary facilities would be built.

Following THC review and comment on a coordination letter submitted in January 2023, FTA and VIA, along with the Texas SHPO and City have determined that a Construction Monitoring and Inadvertent Discovery Plan will be implemented in order to satisfy the FTA's compliance with Section 106 (36 CFR § 800). The FTA will take into account potential effects of the Undertaking on archeological resources and ensure that the following stipulations will be adhered to as a condition of any approval of federal funding for the Undertaking. This Construction Monitoring and Inadvertent Discovery Plan will be coordinated in a separate document.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Sandrock".

David Sandrock, MA, RPA
Senior Archeologist, Principal Investigator
Stantec
8711 Burnet Road, Suite C-24
Austin, Texas, 78757



CONSTRUCTION MONITORING AND INADVERTENT DISCOVERY PLAN

DRAFT

(Information is under FTA review and is subject to change.)



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

April 3, 2023

Mark Wolfe
State Historic Preservation Officer
Executive Director, Texas Historical Commission
P.O. Box 12276
Austin, TX 78711-2276

Attn: Justin Kockritz, Lead Project Federal Reviewer, Emily Dylla, Regional Archeologist

RE: Section 106 Finding for the VIA Advanced Rapid Transit North/South Corridor Project, San Antonio, Bexar County, Texas (THC Tracking No. 202304635)

Dear Mr. Wolfe:

The Federal Transit Administration (FTA) appreciates the continued collaboration the Texas Historical Commission has had with us for the **VIA Advanced Rapid Transit North/South Corridor Project** (the Project) under Section 106 of the National Historic Preservation Act. We acknowledge there are numerous historic properties within the study area and there is the potential to encounter archeological resources during Project construction. You recently approved our proposed Construction Monitoring and Inadvertent Discovery Plan for the Project.

In consultation with your office, this letter formally documents FTA's finding under Section 106 that the Project would have no adverse effect on historic or archaeological properties. Per applicable regulations (36 CFR 800.13(a)(2)), we enclose a final version of the Project's Construction Monitoring and Inadvertent Discovery Plan for your records.

FTA respectfully requests your concurrence with our finding. FTA will notify all consulting parties of our finding and provide them supporting documentation. In addition, we will add the finding to our project file and will make this information public through VIA's project website. If you have any questions, please contact Terence Plaskon at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

David E. Bartels
Director of Planning and Program Development
Federal Transit Administration, Region VI

Enclosure: Construction Monitoring and Inadvertent Discovery Plan

DRAFT
(Information is under FTA review and is subject to change.)

VIA Advanced Rapid Transit North/South Corridor Project Construction Monitoring and Inadvertent Discovery Plan

Construction Monitoring

The Federal Transit Administration (FTA), in coordination with VIA Metropolitan Transit (VIA), proposes the following construction monitoring and plan for archeological discoveries for the Advanced Rapid Transit North/South Corridor Project (the Project). Additional information regarding the Project's construction can be found in *VIA North/South Advanced Rapid Transit Project Construction Scope Memo* and supporting figures.

1. VIA, on behalf of FTA, will conduct construction monitoring for archeological resources under a valid Texas Antiquities Permit.
2. VIA will ensure that all construction monitoring is carried out by, or under the direct supervision of, persons meeting the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61).
3. Initial excavations required for construction (e.g., small diameter shaft drilling for traffic signals and light poles, structural soil for trees in medians, etc.) outside of downtown San Antonio, approximately Augusta Street to Nueva Street, will be monitored. Once the ground has been disturbed in a given area, no additional monitoring of construction activities (e.g., installation of poles, pouring of slab) will be required.
4. VIA will monitor construction in a phased manner corresponding to the high, medium, and low probability locations shown in attached Figure 3., Proposed Monitoring Locations. High probability areas (red areas) are those within the project area that have a high chance of containing NRHP-eligible archeological deposits based on factors including, but not limited to, archeological deposits being previously found within the vicinity, located in high-probability areas as identified by locations where artifacts were previously recorded, locations with multiple overlapping features (e.g., historic districts, previous archeological projects, NRHP-listed districts and sites, etc.), areas known to have been occupied or developed during the Spanish colonial era, and portions of the project area that are very likely to incur construction impacts beyond the extent of modern development/disturbance. Medium probability areas (yellow areas) were identified by their approximate location to high probability areas and where there are one or two archeological features (e.g., historic districts, previous archeological project, NRHP districts and sites, etc.), and portions of the project area that could potentially incur construction impacts beyond the extent of modern development/disturbance. Low probability areas (green areas) are those within the project area with low potential of containing deposits as defined by lack of findings from previous surveys, locations where there has been extensive previous roadway and utility disturbance, and portions of the project area that will not incur construction impacts that extend beyond surficial improvements (such as roadway re-striping or re-surfacing).
 - High: Each initial construction-phase monitoring location identified as high archeological probability will be continuously monitored by at least one qualified professional archeologist. The frequency of monitoring visits in highly disturbed

- areas can be reduced (e.g., from every day to every other day) through consultation between FTA, the Texas SHPO, and/or COSA OHP.
- Medium: Each construction-phase monitoring location identified as medium archeological probability will be observed regularly by at least one qualified professional archeologist. The frequency of monitoring visits in highly disturbed areas can be reduced (e.g., from every other day to once per week) through consultation between FTA, the Texas SHPO, and/or COSA OHP.
 - Low: While these locations are expected to have low to no potential of containing deposits, at least one qualified archeologist will be available within the project corridor to provide spot monitoring during initial construction phase excavation.
5. If potentially diagnostic archeological materials, deposits, features, or sites (e.g., buried organic layers, *in situ* bricks or masonry, infilled pit outlines, identifiable/dateable ceramics, glass, lithics, coins) are observed in any monitoring location, excavation and construction activities near the finds will cease immediately while the finds are examined. Project archeological personnel may clean or stabilize exposures and/or excavate small, controlled test units (e.g., 50-by-50- centimeter or 1-by-1-meter blocks) to more fully characterize the finds. If the observed resource appears to be potentially significant, FTA, Texas SHPO, and COSA OHP will be notified within 24 hours, and construction will not resume in the area of the potential archeological find until authorized by FTA, Texas SHPO, and COSA OHP.
 6. For all archeological sites observed and documented during the monitoring, FTA and VIA will apply NRHP criteria in accordance with 36 CFR 800.4 and 36 CFR 60.4, considering applicable prehistoric and historic contexts, management plans, and previous projects in the area. If FTA and VIA determine that any of the NRHP criteria are met for a given site, and the Texas SHPO agrees, the site will be considered eligible for the NRHP.
 7. If FTA and VIA determine that the NRHP criteria are not met, and the Texas SHPO agrees, the site will not be considered eligible for the NRHP.
 8. Since the Project will be implemented over an extended period of time, VIA will prepare reports on a quarterly basis describing work done to date and monitoring results within segments of the Project, with the size of the segments to be determined based on field observations and in consultation with the Texas SHPO. Quarterly reports will be distributed to all consulting parties and made public on VIA's project website. Reports will ensure that shared data, including data concerning the precise location and nature of historic properties and properties of religious and cultural significance, are protected from public disclosure to the greatest extent permitted by law.
 9. Within one year of completing all monitoring and associated archeological investigations conducted under the same Texas Antiquities Permit, VIA will prepare a draft report for submittal to FTA and COSA OHP, and then to the Texas SHPO for review. The review period will be 30 days from receipt of the document. FTA and VIA will fully consider Texas SHPO comments before finalizing the report. Distribution of the final report will be similar

to the quarterly reports.

Assessment of Effects, Treatment, and Mitigation

1. If any unanticipated archeological materials or deposits are found at any stage of construction, work will cease, and VIA will contact appropriate COSA OHP and Texas SHPO personnel within 24 hours. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archeological resource. At its discretion, pursuant to 36 CFR 800.13(c), FTA may assume any unanticipated potential archeological resources uncovered during construction activities would be treated as potentially eligible for the NRHP or as a SAL until further research can be undertaken.
2. If one or more archeological resources uncovered during construction-phase excavations are determined to be eligible for the NRHP, and may be affected by the Project, VIA, in consultation with FTA, Texas SHPO, and/or COSA OHP, will make a reasonable effort to avoid effects through design modification or through other mitigative means.
3. If effects to one or more archeological resources encountered and evaluated pursuant to these stipulations cannot be avoided, FTA and VIA will apply the criteria of adverse effect in accordance with 36 CFR 800.5.
4. If the Project will have an adverse effect on an archeological resource, FTA, in consultation with VIA, the Texas SHPO, COSA OHP, and consulting parties, will notify the ACHP of the adverse effect and develop a treatment plan to resolve/mitigate the adverse effect. The plan will be submitted to the Texas SHPO and other consulting parties, including Native American Tribes, for review and comment, and will also be made available to the public for comment. The treatment plan may include controlled archeological excavations of stratified deposits, precision drawings of acequias or other features, educational signage and/or exhibits, and/or other mitigative measures to be determined in consultation with the Texas SHPO and other consulting parties.

Inadvertent Discovery Plan for Burial/Funerary Objects

1. If evidence of burials or human remains are discovered during the Project, construction within 50 feet of the discovery will immediately cease and VIA will immediately notify FTA and consulting parties. All work will be undertaken with dignity and respect for the individual and will follow the Texas Health and Safety Code (Chapter 711) and Chapter 49 of the Texas Code of Criminal Procedure.
2. If the remains appear to be of Native American origin, VIA will immediately notify FTA so FTA can consult with the appropriate federally recognized Tribe(s) to determine the appropriate response, including cessation of construction activities, protection of burial/funerary objects, notification of appropriate parties, consultation, and implementation of agreed upon action. The remains and associated items will be treated in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA).
3. VIA will be responsible to either preserve in place or repatriate human remains and/or objects, depending on the agreed upon determination of the Tribe(s).