

PHASE 1 CULTURAL RESOURCES CONSTRAINTS
for the
**CHOLLAS CREEK MULTI-USE PATH TO
BAYSHORE BIKEWAY PROJECT,
SAN DIEGO, CALIFORNIA**

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Acreage: approx. 1.3 acres

Keywords: U.S.G.S. 7.5-min. National City quad; Cultural Constraints Study, Bike Path, Dorothy Petway
Neighborhood Park

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NATIONAL ARCHAEOLOGICAL DATA BASE INFORMATION

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SUMMARY OF FINDINGS

This report presents the results of a Phase I cultural resources constraints study completed by ASM Affiliates, Inc. (ASM) for the proposed Chollas Creek Multi-Use Path to Bayshore Bikeway project, in the city of San Diego, California.

This study consisted of a California Historical Resources Information System (CHRIS) site files records search at the South Coastal Information Center (SCIC) and a search of the Sacred Lands Files of the Native American Heritage Commission (NAHC) for the entire project Area of Potential Effects (APE). The records search at the SCIC was conducted on March 8, 2014. The Sacred Lands Files search was conducted by the NAHC on March 12, 2014. The inventory was conducted in compliance with Section 106 of the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA).

This records search identified 22 previously recorded cultural resources that had been assigned trinomials, 61 additional cultural resources that had been assigned primary numbers, 87 cultural resources reports, and 99 historic addresses within 1 mi. of the project boundary. Two previously recorded cultural resources are located within or immediately adjacent to the project APE.

Two cultural resources were identified within the project area by records searches: CA-SDI-12093, a prehistoric archaeological site; and P-37-025680, a segment of the Union Pacific Railroad, built between 1907 and 1919. Site SDI-12093 has previously been determined not eligible for the National Register of Historic Places (NRHP), based on its poor integrity. Previous research on P-37-025680 by JRP Consulting in 2000 suggests that the resource is in good condition, but is likely not eligible under any criteria for inclusion in the NRHP. A formal determination for eligibility has not been made for this resource.

Given that portions of the project intersect known sites, additional cultural materials may be buried under developed areas within and in proximity to the APE. As such, archaeological testing and monitoring may be required along with production of a treatment plan.

1. INTRODUCTION

This report presents the results of a Phase I cultural resources constraints study conducted by ASM Affiliates, Inc. (ASM) for the 0.75-mi. extension of the Chollas Creek multi-use path proposed to link Dorothy Petway Neighborhood Park to the Bayshore Bikeway project, in the city of San Diego (Figures 1-3). The present document is substantially based on a cultural resources report previously prepared for the San Diego Association of Governments (SANDAG) in compliance with the California Environmental Quality Act (CEQA) (Garcia-Herbst and Ní Ghabhláin 2008).

PERSONNEL

Dr. Ian Scharlotta, ASM Senior Archaeologist (Ph.D. in anthropology, University of Alberta) served as the principal investigator. He meets the *Secretary of the Interior's Professional Qualifications Standards for Archaeology* [36 CFR 61].

James T. Daniels, Jr., ASM Senior Archaeologist (M.A. in anthropology, California State University, Long Beach) conducted the records searches. He meets the *Secretary of the Interior's Professional Qualifications Standards for Archaeology*.

PROJECT LOCATION AND DESCRIPTION

The City of San Diego proposes to construct a segment of a long-range plan to provide a multi-use path along Chollas Creek. The Chollas Creek Multi-Use Path to Bayshore Bikeway project involves the development of a multi-use pedestrian and bicycle path, linking Dorothy Petway Neighborhood Park in the Southeast San Diego community through the Barrio Logan community to East Harbor Drive.

The proposed 4,000-ft.-long (approximately 0.75-mi.) extension of the Chollas Creek multi-use path would be constructed along Chollas Creek and developed within public street rights-of-way. The path would be 10 to 14 ft. wide and would be primarily developed as Class I/cycletrack (separate facility) and Class II (painted bike lane) bicycle facilities, with the possibility of a Class III facility with painted sharrows along a short stretch of Rigel Street. Crossing signals would be installed at various locations to stop traffic and allow bicyclists and pedestrians to cross safely.

The proposed alignment for the multi-use path would begin at Dorothy Petway Neighborhood Park and continue southwest along the creek to Rigel Street, then follow Rigel Street to Main Street. The path would head north on the west side of Main Street until it meets Chollas Creek on the northwest side of the Interstate 15 freeway ramp. The path would then follow Chollas Creek south to 32nd Street, at which point the path would follow the 32nd Street right-of-way to its terminus at E Harbor Drive, near the Pacific Fleet Station MTS trolley stop.

The project would involve the grading and construction of the multi-use path along Chollas Creek, as well as reconfiguring public streets to allow for bike facilities. Discretionary actions for the

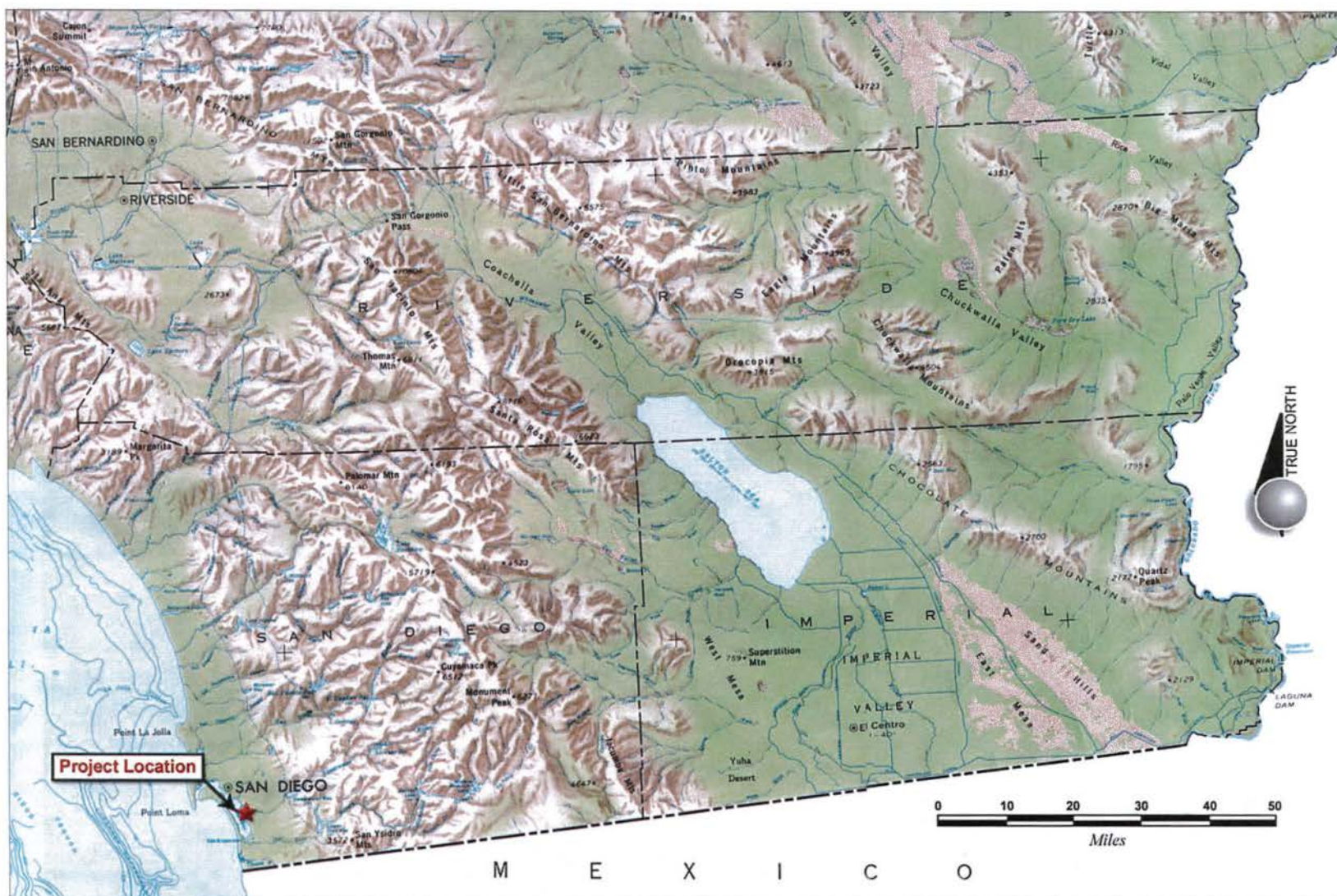


Figure 1: Project Vicinity Map

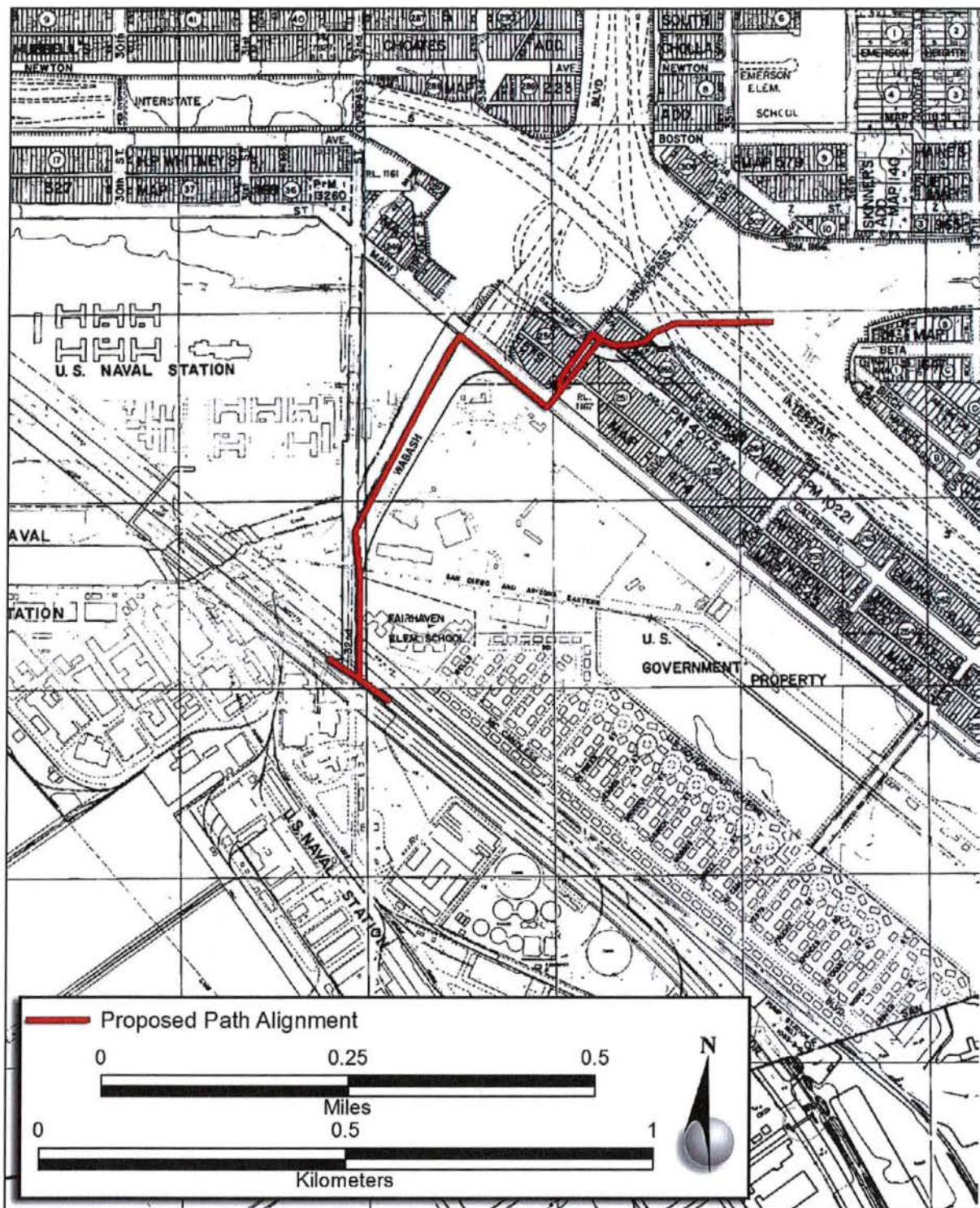


Figure 3: Location of APE on City of San Diego 1"=800' scale

proposed project include an Encroachment Agreement from Caltrans, a Letter of Request for Navy Lease from the United States Navy for development within Navy right-of-way, and various Encroachment Removal and Maintenance Agreements from the City of San Diego

The project's APE is shown in Figures 1-3. The APE is the area within which a project may directly or indirectly impact cultural resources was determined by the City of San Diego as the direct impact footprint and anticipates staging and travel areas.

SOURCES CONSULTED

A records search for the study area was conducted at the SCIC at San Diego State University on March 8, 2014. This records search identified 22 previously recorded cultural resources that had been assigned trinomials, 61 additional cultural resources that had been assigned primary numbers, 87 cultural resources reports, and 99 historic addresses within 1 mi. of the APE (Appendix A).

The records search included copying maps showing the locations of all resources with primary numbers and/or trinomials, making copies of the record forms for those resources, mapping the boundaries for previous reports, copying the National Archaeological Database (NADB) citations for those reports, copying information from the maps and database of historic properties (formerly Geofinder), and reviewing and copying historic maps.

Two cultural resources were identified within the APE by records searches: SDI-12093, a prehistoric archaeological site; and P-37-025680, a segment of the Union Pacific Railroad, built between 1907 and 1919.

SUMMARY OF NATIVE AMERICAN COORDINATION

ASM Senior Archaeologist James T. Daniels, Jr. wrote to Dave Singleton of the NAHC on February 28, 2014, requesting a Sacred Lands Search (Appendix B). Mr. Singleton replied on March 12, 2014 that no known Native American traditional cultural places were recorded in the APE, but that there are cultural places in close proximity to the APE. He also provided a list of Native American contacts in the San Diego County area (Appendix B). Further consultation with any of the recommended contacts will be conducted by the City of San Diego.

2. BACKGROUND

ENVIRONMENT

The Chollas Creek Multi-Use Path to Bayshore Bikeway project is a segment of a long-range plan to provide a multi-use path along Chollas Creek. This project involves the development of a multi-use pedestrian and bicycle path, linking Dorothy Petway Neighborhood Park in the Southeast San Diego community through the Barrio Logan community to East Harbor Drive, hugging San Diego Bay. The 0.75-mi. segment through the southern portion of San Diego extends through mostly urban developed land, some of it created by fill. San Diego Bay is between approximately 125 and 2,500 ft. to the west, and the Pacific Ocean is approximately 1.3 to 1.5 mi. west of the project area. The project vicinity is primarily developed for commercial and military use, with sparse residential use. The Bayshore Bikeway project area is located primarily on late Holocene artificial fill (Qaf) deposits resulting from historic and modern construction, mining, or quarrying activities, as well as young, Holocene and late Pleistocene alluvial floodplain deposits (Qya) and old, late to middle Pleistocene undivided paralic deposits (Qop). The fill deposits include compacted engineered and non-compacted non-engineered fill. The floodplain deposits include mostly poorly consolidated, poorly sorted, permeable floodplain deposits. The paralic deposits include mostly poorly sorted, moderately permeable, reddish-brown, interfingered strandline, beach, estuarine and colluvial deposits composed of siltstone, sandstone, and conglomerate. These deposits rest on the now-emergent wave cut abrasion platforms preserved by regional uplift (Strand 1962).

ETHNOGRAPHY

The people living in the southern part of San Diego County at the time of Spanish contact were called the Diegueño, after the mission at San Diego. However, as Hedges (1975:80) pointed out, many of the people living in the region were not affiliated specifically with the mission. In general, the term Kumeyaay has come into common usage to identify the Yuman-speaking people living in the central and southern part of the county. Luomala (1978) used the terms Tipai and Ipai to refer to the southern and northern Kumeyaay, respectively. The dividing line between the Tipai and the Ipai extends approximately from Point Loma to Cuyamaca Peak and Julian. Anthropologists have used the name Kamia to refer to the Yuman-speaking people living in the Imperial Valley. This report uses the term Kumeyaay to refer to the people who lived in the project area.

The Kumeyaay people established a rich cultural heritage that was described in detail in Waterman (1910), Spier (1923), Hohenthal (2001), and others. The people were organized into large groups, each having base camps and an extensive territory exploited for specific resources. Based on ethnohistoric and ethnographic information, a large number of village sites have been identified throughout San Diego County. Some of these villages were located along the coast, near river mouths; the varied environments offered by the ocean and riparian areas attracted large numbers of people to these areas – although a study by Christenson (1992) indicated that maritime resources were not as large a part of the diet as previously believed.

2. Background

Examples of baskets and pottery from the nineteenth and early twentieth centuries indicate a high level of artistic achievement and craftsmanship. Many different types of stone material were used for manufacturing tools, and exotic types were procured from other parts of the region. The remains of structures that were built at village sites can be seen in the archaeological record as stone foundations and circles. The Kumeyaay recognized many traditional cultural areas, and these locations continue to be held as sacred today.

In California, Spanish explorers first encountered coastal villages of Native Americans in 1769 with the establishment of Mission San Diego de Alcalá. The missions recruited coastal Native Americans to use as laborers and converted them to Catholicism. This had a dramatic effect on traditional cultural practices. Missionization, along with the introduction of European diseases, greatly reduced the Kumeyaay population. Most villagers, however, continued to maintain many of their aboriginal customs while adopting the agricultural and animal husbandry practices learned from Spaniards.

By the early 1820s, California came under Mexico's rule, and in 1834 the missions were secularized. This resulted in a series of Native American uprisings against the Mexican rancheros. Many of the Kumeyaay left the missions and ranchos and returned to their original village settlements (Cuero 1970). When California became a state in 1849, the coastal Indians were recruited as laborers. Conflicts between Native Americans and encroaching Anglo-Americans finally led to the establishment of reservations for some villages. Other Mission groups were displaced from their homes, moving to nearby towns or ranches. The reservation system interrupted the Kumeyaay social organization and settlement patterns, yet many aspects of the original culture still persist today, including certain rituals and religious practices, along with traditional games, songs, and dances.

The diet of the Kumeyaay included both plant and animal foods. There was considerable seasonality in the relative importance of plant vs. animal food, and also the types of plant and animal foods. Nutritionally, the plant foods were high in fat, carbohydrates, and protein, and thus provided a high-energy diet. Some of the plants exploited for food included acorns, annual grass seeds, yucca, manzanita, sage, sunflowers, lemonade berry, chia, and various wild greens and fruits. These plants were not available throughout the year, but only seasonally. For example, elderberries were available during July and August, chia seeds were available mainly in June, acorns only in the fall, and many grasses were summer and fall resources. Of course, some of these resources could be stored and consumed throughout the year.

The Kumeyaay treasured their culture and their way of life. Even after roads and settlements had been built on their tribal lands, the Kumeyaay continued to gather basketry materials and acorns, hold ceremonies, and use traditional ways. They were described as "passionately devoted to the customs of their fathers" (Kroeber 1925:711).

PREHISTORY

Archaeological investigations along the southern California coast have indicated that there was a diverse range of human occupation extending over the past 10,000-12,000 years, until the time of

European contact (Erlandson and Colten 1991; Jones 1991, 1992; Moratto 1984). Archaeologists have divided this time period into cultural phases or periods, each distinguished by specific material culture and occupation patterns.

Malcolm Rogers (1929, 1945) established the basic cultural sequence for San Diego County, and subsequent scholars have generally refined it by subdividing or combining cultures, or renaming the sequence. The most enduring local culture historical classifications are those generated by Rogers (1945), with a later synthetic treatment by Wallace (1955) that integrates San Diego County with other portions of the southern California coast.

This report uses the terms Paleoindian, Archaic, and Late Prehistoric to structure an overview of San Diego County prehistory. The discussion begins with a brief mention of Early Man, a controversial element of regional prehistory.

Early Man: Human Occupation Prior to 11,500 B.P. (Before the Present)

For better or worse, San Diego has been a focus of the controversy related to the earliest occupation of the New World. The antiquity of human occupation in the New World has been the subject of considerable debate over the last few decades, and a number of sites have been proposed as representing very early occupation of the Americas (Owen 1984; Taylor 1991). Several notable Early Man sites (pre-15,000 years ago) have been reported in San Diego County (e.g., Buchanan Canyon and Texas Street; see Gross 2004), but these locations have problems with context and provenience, and also argument about whether the materials are artifacts at all. Many reported Early Man sites are surface scatters of “ancient” tools, or are cobble tools extracted from geological contexts. Radiocarbon dates that supported Early Man presence in the region have been corrected with improvements in technology, with the result that these dates are now proven to be much more recent (Bada 1987). The most widely accepted model is that humans first entered North America between 15,000 B.P. and 12,000 B.P.; no North American archaeological sites are reliably dated prior to 15,000 B.P. (e.g., Haynes 1969; Jelinek 1992; Johnson et al. 2002; Meltzer 1993).

Paleoindian Period (11,200 B.P. to 10,600 B.P.)

The Paleoindian period in North America begins with Clovis occupation, a widespread phenomena across the continent. Noted for its distinctive tool kit, which is characterized by fluted points, Clovis occupation dates to the end of the Pleistocene, from 11,200 B.P. to 10,600 B.P. (Meltzer 1993). The Paleoindian period in San Diego County, called the San Dieguito culture, is considered to date to the terminal Pleistocene and the early Holocene, from approximately 11,500 B.P. to 8500 B.P. (Moratto 1984; Warren et al. 2008).

Much has been written about Paleoindian assemblages in the southern California region, and a variety of terms have been proposed. Rogers (1939, 1945) coined the term San Dieguito to refer to early artifact assemblages in San Diego County. Rogers’ use of this term developed out of his pioneering survey work during which he identified lithic artifact scatters situated on the San Dieguito Plateau of San Diego County. Key attributes of these sites included patinated scrapers, knives, rare crescentic stones (also called eccentrics), and occasional manos and metates. These sites, situated on terraces and ridge tops, lacked a substantial midden deposit and were interpreted as evidence of a hunting-focused culture. The range of possible economic adaptations during the

Paleoindian period to the paleoenvironment in San Diego County are poorly understood at present, but it is sometimes assumed that these groups followed lifeways similar to those of other Paleoindian groups in North America.

This interpretation of the Paleoindian period as the local extension of a post-Clovis big game hunting tradition is based primarily on materials from the C. W. Harris Site (Ezell 1983, 1987; Warren 1966, 1967). An unusually high percentage of large bifaces in the Harris assemblage seems indicative of a retooling station, a pattern not found at any other purported San Dieguito sites. Still, there does appear to be some evidence that large biface technology was typical of the earliest occupations of San Diego County, and that this pattern is shared by other complexes in the greater Southwest. What is less clear is how large a role these objects played in the day-to-day subsistence activities of their creators.

During the last 30 years, the relationship between San Dieguito and later La Jolla sites has been the subject of considerable debate (Bull 1983, 1987; Gallegos 1987; Moriarty 1969; Warren 1985, 1987; Warren et al. 2008). The key issues concern whether San Dieguito sites are chronologically earlier than La Jolla (Archaic) sites, whether early sites really do lack or have a notable paucity of ground stone artifacts, and whether subsequent Archaic sites attest to substantial use of bifacial tools. One interpretation considers San Dieguito and La Jolla sites as simply functional variants of a single culture, with so-called San Dieguito sites representing specialized quarrying or hunting activities (Bull 1987).

Archaic Period (8500 B.P. to 1500 B.P.)

The Archaic period is considered to have extended from 8500 B.P. until 1500 B.P. (Moratto 1984; Warren et al. 2008). This time period is differentiated from the Paleoindian cultural complex based on a focus on marine mollusks, fish, and plant resources. During the Archaic period, there was a generally reduced emphasis on hunting.

Some archaeologists have identified a distinction between shell midden Archaic sites (near the coast) and non-shell midden Archaic sites further inland. Shell middens, flaked cobble tools, basin metates, manos, and discoidal stone artifacts are characteristic of coastal Archaic sites (often termed the La Jolla complex). Inland Archaic adaptations are not well understood. True (1958) studied a series of 25 Archaic sites in inland northern San Diego County and characterized them as the Pauma complex. These sites were set on hills overlooking drainages. They were considered distinct from coastal Archaic sites because they lacked shellfish remains and bone. The economy at these sites was interpreted as oriented toward seed gathering, given the predominance of grinding stones in the tool assemblages. True (1958) initially hypothesized that Pauma sites may have similarities with San Dieguito (Paleoindian) sites based on the presence of bifaces, crescentics, and projectile points. A significant result of True's reconsideration of the Pauma complex, based on materials from the Pankey site (SDI-682) and other sites, was the differentiation between Pauma and San Dieguito complex sites (True 1980). Elaborating on his earlier study (True 1958), he pointed out that Pauma sites contain the following attributes: crescents, leaf-shaped points, felsite chipping waste, shallow cultural deposits, and site locations on knolls or hills that are currently not near water sources. No pottery, bedrock milling, or developed midden are present at Pauma complex sites. True further added that the Pauma complex appeared to be affiliated with

the coastal La Jolla complex, and had little evidence of San Dieguito cultural components (True 1980).

A focus of True's ongoing research over the next several years was evaluating whether the Pauma complex was actually an inland manifestation of the coastal La Jolla complex. While it might seem obvious that ancient use of a major drainage would have continued from the coast to the inland areas, there continues to be little chronological evidence for inland occupation as early as sites occupied on the coast. Previous work on Pauma complex sites had suggested that interior Early Milling/Archaic occupations were much later than coastal Early Milling/Archaic occupations (ca. 2500 B.P. vs. 5000-7000 B.P.).

Differentiating between Archaic-period coastal and inland sites is an ongoing research issue. Are the differences cultural, or based on resource exploitation and the environment? Research on Camp Pendleton indicates continuity in Archaic-type occupation of the coastal area from 8000 B.P. into the Late Prehistoric period. These results differ from the classic interpretation of San Diego's culture history, but are in line with current thinking that seasonal and environmental adaptations, rather than temporal or cultural differences, result in differences in site constituents. Additional research is needed on this topic.

Late Prehistoric (1500 B.P. to 200 B.P.)

The onset of the Late Prehistoric period in San Diego County is generally considered to have occurred approximately 1,500 years ago (Moratto 1984; Rogers 1945; Warren et al. 2008). The timing of this period may have varied within the region (possibly earlier in the east and later in the west). In general, the Late Prehistoric period is characterized by the appearance of small, pressure-flaked projectile points indicative of bow and arrow technology, the appearance of ceramics, the replacement of flexed inhumations with cremations, and an emphasis on inland plant food collection and processing (especially of acorns) (Meighan 1954; Rogers 1945; Warren 1964, 1968). Late Prehistoric village or base campsites are relatively large, and contain internal activity areas attesting to the complexity of behavior of site occupants (Hector 1984).

Explanations for the origin of the Late Prehistoric period are problematic and subject to differing interpretations (Meighan 1954; Moriarty 1966; Rogers 1945; True 1966). Kroeber (1925:578) speculated that Shoshonean language speakers migrated from the deserts to the southern coast of California at least 1,000-1,500 years ago. Some subsequent investigators have embraced this hypothesis and correlated it with the origins of the Late Prehistoric period (Meighan 1954; Warren 1968).

The Late Prehistoric period in southern San Diego County was first described by Rogers based on over 25 years of investigations in San Diego and Imperial counties. In his key study (Rogers 1945), he described the Yuman cultural sequence, its traits, and the range of its people. Rogers defined the Yuman people as having come from, or possessing cultural traits derived from, the Colorado River area. The Yuman culture developed into what the Spanish called the Diegueño culture during the ethnohistoric period.

A notable feature of Late Prehistoric sites is the presence of pottery, an unusual trait for hunter-gatherers and one that differentiates the Indians of San Diego County from most of the other

California Indians. Typically, Tizon Brown Ware ceramics are associated with coastal and mountain sites, while Lower Colorado Buff Ware is found in desert sites. Trade between these areas resulted in a wide diversity of ceramics present at sites throughout the county.

In the inland mountain areas, True (1970) conducted detailed surveys and limited test excavations in Cuyamaca Rancho State Park. Eleven Late Prehistoric villages were found, several of which are large and complex. Some of these sites may have been seasonal camps for groups from other areas. True (1970:54) considered a range of settlement patterns, but believed that the Cuyamaca complex was defined as a particular type of high-elevation adaptation. This adaptation was noted by Christenson (1990), who identified a difference between the western and eastern Late Prehistoric populations in the southern San Diego culture area: the eastern group moved between the mountains and the desert, while the western group moved between inland valleys and the coast.

HISTORY

The history of San Diego can be divided into three periods: Spanish, Mexican and American. This historical overview is derived from the historical context provided in the City of San Diego Historical Resources Guidelines (City of San Diego 2001:41-48) and ASM Affiliates' Background Study for Metropolitan San Diego (ASM 2008:241-296). It focuses on the American period, with particular emphasis on the role of the railroads in the development of the urban core of the San Diego Bay Front.

Spanish Period (1769-1821)

The Spanish colonization of Alta California began in 1769, over 200 years after Juan Cabrillo's landfall on Point Loma in 1542. Spurred by growing fears of potential Russian or English interest in California, the Spanish government mobilized an expedition of soldiers and missionaries to secure the northwestern borderlands. The colonization was to be accomplished through the establishment of three institutions: the presidio, mission, and pueblo. In 1769 Gaspar de Portolá led a land expedition to San Diego where they met up with an advance overland party as well as expeditions that had arrived by sea. The expedition set up camp near the Kumeyaay village of Cosoy near the San Diego River. They were joined in July of 1769 by Father Junipero Serra who was charged with establishing a system of missions. Shortly afterward the Spanish built a primitive mission and presidio on the hill near the river.

In August 1774 the missionaries moved the Mission San Diego de Alcalá 6 mi. inland on the San Diego River (in modern-day Mission Valley) near the Kumeyaay village of Nipaquay. The new mission was sacked and burned in a Kumeyaay uprising on November 5, 1775. The first adobe chapel was completed the following year. Construction on the present adobe church began in 1776. Eventually, Mission San Diego de Alcalá included a church, bell tower, sacristy, courtyard, residential buildings, workshops, corrals, gardens, and cemetery (Neuerburg 1986). Agricultural fields and orchards adjacent to the river were irrigated by a dam and aqueduct system.

Mission San Diego de Alcalá was the first in a series of 21 missions that were established between San Diego and Sonoma. In San Diego County, Mission San Luis Rey was established in 1798 and

three mission outposts were also established at Santa Ysabel, Pala and Las Flores (Englehardt 1920; Pourade 1961; Smythe 1908).

Mexican Period (1821-1846)

In 1821, Mexico won its independence from Spain, and San Diego became part of the Mexican Republic. The Mexican government permitted trade with foreign ships, and a robust trade developed exchanging cattle hides with manufactured goods from Europe and the eastern United States (Robinson 1947:12; Smythe 1908:102). A trading post developed at La Playa on the east side of Point Loma. In response to the growing trade in hides and the ensuing demand for grazing land, the Mexican government began to issue large private land grants or ranchos. Much of the land issued was carved from former mission lands following the secularization of the missions in 1833. The ranchos were the dominant land division and social institution up to the American period starting in 1846 (Killea 1966; Pourade 1963; Robinson 1947; Smythe 1908:101-106).

The Mexican period also saw the decline of the presidios and the rise of civilian pueblos. A small pueblo had begun to form below the San Diego Presidio adjacent to the river shortly after 1800, when the Presidio commandant began to grant small lots to soldiers and their families. In 1835, Mexico granted official pueblo status to the Pueblo of San Diego (now Old Town), by which time it had a population of roughly 600. The Pueblo of San Diego did not prosper as other pueblos did during the Mexican period. The secularization of Mission San Luis Rey and Mission San Diego de Alcalá in 1834 led to increasingly unstable political and economic conditions caused in part by increasing Native American hostilities toward *Californios*, particularly in outlying ranchos. In 1838, San Diego was made a subprefecture of Los Angeles Pueblo and it lost its official status as a pueblo. By 1840, the population of the former pueblo of San Diego had declined to 150 residents.

American Period (1846-Present)

When United States military forces occupied San Diego in July 1846, they met with resistance from a group of *Californios* under Andrés Pico, the brother of California's governor, Pío Pico. In December 1846, Andrés Pico's *Californios* successfully engaged U.S. Army forces under General Stephen Kearney at the Battle of San Pasqual. However, the *Californio* resistance was defeated in battles near Los Angeles and effectively ended by January 1847 (Pourade 1963).

The Americans raised the United States flag in San Diego in 1846, and assumed formal control with the Treaty of Guadalupe-Hidalgo in 1848. In the quarter of a century following 1848, they transformed an Hispanic community into a thoroughly Anglo-American one.

Urban Development in San Diego

The first attempt to establish a city on San Diego Bay was made by William Heath Davis, a San Francisco financier. In 1850, he formed a partnership with Andrew B. Gray, a surveyor with the United States Boundary Commission. They purchased 160 acres of bay front property bounded by present-day Broadway, Market Street, First Street, and Pacific Highway (MacPhail 1979:15; Pourade 1963:161). Davis and Gray persuaded the army to establish a barracks and supply depot within their proposed development, thereby providing a seed for the new metropolis.

2. Background

Davis, Gray, and their associates deeded the block bounded by present-day Colombia, India, F, and G streets as a public plaza that became the center of town. Davis purchased several prefabricated houses from Maine that became houses, hotels, and stores. Circumstances, however, doomed the enterprise to failure. Southern California was still relatively unpopulated and unknown. In addition, a fire in San Francisco cost Davis \$170,000, and he could not continue to invest in San Diego. By 1852, the fledgling metropolis had collapsed (MacPhail 1979:16). It was not until almost 20 years later when southern California's first true boom resulted in the establishment of the city of San Diego.

In 1860, San Diego was much the same as it had been 10 years earlier, consisting of a small village at present-day Old Town. The non-Indian inhabitants of the town and neighboring farms included 459 people (Lowell 1985:246). Southern California's urban development in the late 1860s and early 1870s was brought about by the establishment of a farming population and the extension of the Southern Pacific Railroad into the southern part of the state, which stimulated an interest in the region (Dumke 1944:5). This first great land boom and the boom of the 1880s had three distinct foci: Los Angeles, Santa Barbara, and San Diego. The greatest growth occurred in Los Angeles (Dumke 1942, 1944).

San Diego's first boom was due to the energy of Alonzo E. Horton, a San Francisco merchant and former land speculator who came to California to seek his fortune in the gold rush. He established a mercantile business in San Francisco (MacPhail 1979:22), and in 1867, he purchased a tract of approximately 1,000 acres on San Diego Bay surrounding Davis' earlier subdivision. Horton's addition included present-day downtown San Diego and Hillcrest. He had the parcel surveyed and laid out a park, streets, blocks, and lots on the scrub-covered hills and plains, initially giving lots free to anyone who would build a permanent structure. This method was commonly used throughout the West by speculators attempting to establish urban developments (Atherton 1970:313). In 1869, people began pouring into San Diego to buy lots from Horton, and by March 24, 124 dwellings had been erected. By 1870, San Diego was a community of 2,300 inhabitants. On April 3, 1871, the county courts moved from Old San Diego to Horton's Addition, signifying that San Diego was no longer to be identified as a small pueblo of adobe houses but as a city on the bay (MacPhail 1979:41).

A parallel development occurred at the same time approximately 5 mi. south, near the southern end of the bay. In 1868, the Kimball brothers of San Francisco purchased the 2,600-acre former Mexican government tract of Rancho de la Nación for \$30,000 and founded National City (Lowell 1985). Over the next two decades, Horton and Kimball, along with other San Diego County speculators, worked together for their common interest in promoting the San Diego region.

A primary goal of both Horton and Kimball was to establish a railroad connection to San Diego Bay. Since the 1840s, the success or failure of major metropolitan centers had been decided by railroad routes; there was an overwhelming correlation between railroad construction, population growth, and commercial activity (Fogel 1970:239; Jenks 1970). Commercial development also polarized around railroad line terminals and commercial traffic intersections (Jenks 1970:237). Horton and Kimball saw San Diego Harbor as a potential intersection between rail traffic and shipping.

In 1871, Horton, Kimball, and other San Diego speculators met with railroad entrepreneur Tom Scott, president of the Texas and Pacific Railroad. The Texas and Pacific intended to build a southern transcontinental railroad along the 32nd parallel to southern California. The Horton-Kimball coalition convinced him to make San Diego its western terminus (Lowell 1985:247). Although chartered by Congress in 1871 to build from Marshall, Texas to San Diego, the financial panic and consequent depression of 1873 destroyed the project. Still determined, Kimball negotiated with various railroads, until the Santa Fe agreed in 1879 to make National City the western terminus of its vast network (Dumke 1944:136; Lowell 1985:249; Pourade 1964).

The commitment of the Santa Fe and completion of the Southern Pacific Railroad's transcontinental line, which included a spur to Los Angeles, laid the foundation for southern California's second large growth spurt and economic boom. Migration to California increased, and the winter influx of tourists became a regular occurrence (Dumke 1944:9). This brought an economic upturn that accelerated by the middle of the decade. The boom was first felt in San Diego in 1885 when eastern land speculators, anticipating completion of the Santa Fe line to National City, bought up county land (Pourade 1965). In November 1885, the new line opened, and in 1886, the population of the city jumped from 7,500 to 12,000. This growth resulted in a surge of construction, and 1886 saw the completion of 93 buildings. During 1887, the number of buildings erected rose to 1,760 (Van Wormer 1983:23). The San Diego bay front area lay at a critical hub in this transportation network where goods could be transferred between marine and rail traffic corridors. It became the entrepôt for receiving, manufacture, and sale of critical building materials that fueled the boom of the 1880s.

Land speculation provided the real stimulus to the economic boom in the spring of 1887. Speculators formed land companies and subdivided town sites including Escondido, Coronado, Ocean Beach, El Cajon, Lakeside, and Ramona (Pourade 1964), which became thriving suburbs of San Diego or communities in their own right. The county's population of 16,000 was four times greater than it had been in 1880. In addition, a transportation infrastructure had been created that allowed for continued economic development (Pourade 1965; Starr 1986). But suddenly in the late spring of 1888, the bottom fell out of the real estate market.

During the boom of the 1880s, the Santa Fe coastal route between San Diego and Los Angeles and various trunk lines throughout eastern and southern portions of the county provided a railroad network that served an area from Oceanside and Escondido to the Mexican border and extended as far east as Lakeside (Hanft 1984:9-45). Part of this network was the independent short rail line known as the Coronado Belt Line, which was constructed in 1888 to transport materials and passengers to Coronado when San Diego's landmark hotel, the Hotel del Coronado was being built. The rail line extended from the wharf at 5th and L streets in San Diego south around the bay and over to the wharf on Coronado. This network of rail lines, together with the extension of street car lines and the introduction of the automobile, aided the successful development of outlying communities and suburbs, including Hillcrest, Mission Hills, Golden Hills, University and Normal Heights, Sherman Heights, Pacific Beach, Mission Beach, and Coronado, during the first two decades of the twentieth century.

The rail connection between Los Angeles and National City did not satisfy city promoters' desire to make San Diego a world-class center. The only way to compete with Los Angeles was to have

2. Background

a separate and direct transcontinental railroad link. In 1905, the Southern Pacific Railroad approached San Francisco sugar baron, John D. Spreckels, to lead an effort to building a railroad line across the Peninsular Range to Yuma. Spreckels moved to San Diego the year following the San Francisco earthquake, after which time he became one of San Diego's leading economic developers and downtown promoters. Although the proposed San Diego and Arizona Eastern Railroad was not constructed until 1919, anticipation of it stimulated considerable commercial activity in city.

More direct stimulation came with the construction of three new piers at the foot of 6th, 7th, and 9th avenues. Railroad spurs extended out to the piers, providing easier unloading of materials from ships directly to local businesses or for transport by rail out of the city. These improvements and the economic climate of the first three decades of the twentieth century transformed the San Diego bay front area from mixed commercial and residential use to an almost exclusively commercial and industrial zone of warehouses and factories by World War II.

The 1920s saw another land boom (Robinson 1942) that brought added development throughout the city and county, including the Point Loma, Pacific Beach, and Mission Beach areas. Development stalled during the depression years of the 1930s, but World War II ushered in a period of growth based on expanding defense industries.

3. STUDY FINDINGS AND CONCLUSIONS

Two previously recorded cultural resources are mapped within the Project Area. Site SDI-12093 has previously been determined not eligible for the NRHP, based on its poor integrity. Previous research on P-37-025680 by JRP Consulting in 2000 suggests that the resource is in good condition, but is probably not eligible under any criteria for inclusion in the NRHP. A formal determination for eligibility has not been made for this resource. The railroad line, P-37-025680, will not be affected by the proposed bikeway project.

CA-SDI-12093

This extensive site was recorded as a prehistoric temporary camp. It was first recorded by Malcolm Rogers as San Diego Museum of Man site W-194, Shelltown Midden, and was located on the neck between Las Choyas and Las Paletas sloughs. Rogers noted that the midden was very extensive but not very deep (30 cm) and dated to the Littoral II/La Jolla II and Late Prehistoric periods. Rogers also noted that grading for development in the area had probably impacted an unknown amount of midden. The site is recorded as extending from Wabash Street to Division Street and from Main Street to the Railroad Tracks.

David Van Horn conducted site testing in the vicinity of 32nd Street Bridge over Chollas Creek in 1982. Vertebrate faunal materials and shell were recovered. No site record was filed for the excavation.

In January 1991, ERC Environmental updated the site record and observed five flakes and angular waste on the ground surface. However, they also noted that the area had been developed and that shell and fill covered much of the area, making precise boundary delineation impossible. In July 1991, ERC Environmental conducted subsurface testing within the railroad right-of-way near 32nd Street and Harbor Drive. They located a 40-cm-thick pocket of intact midden containing approximately 100 pieces of lithic debitage, five burned stones, and a tool cluster consisting of one whole and eight fragmented manos (most burned), one burned metate fragment, and 10 volcanic and quartzite lithic tools, as well as 700 g of shell and 50 g of vertebrate faunal remains. They noted that after their testing project, the entire area tested and the surrounding area were graded, permanently compromising site integrity in this area. The site record submitted by ERC Environmental contains a National Register Status Code of 6Y1, indicating that the portion of the site evaluated was found ineligible by consensus as a result of Section 106 consultation.

In 1993, Broken Fragments tested a portion of the site located in a baseball field in the east corner of the site. Isolated scatters of shellfish remains were observed on the ground surface. Ten shovel test pits (STPs) and one unit were excavated. All sterile except for STP 9, which contained one utilized chert flake, one retouched volcanic flake, and seven pieces of volcanic debitage. The investigators noted that these remains were intermixed with asphalt, concrete, glass, plastic, and other modern refuse, and they concluded that the portion of the site within the area tested had been destroyed by grading, filling, irrigation, and drain excavation associated with previous development. In 1994, the California State Historic Preservation Officer (SHPO) concurred with a finding that the site was not eligible for the NRHP.

In 2000, CRM Tech revisited the site tested by ERCE in 1991. They noted that no evidence was observed of the site's presence in the Burlington Northern Santa Fe right-of-way at the previously recorded location.

In 2008, ASM monitored the upgrade of an existing 69-kV transmission line from Division Substation to the Naval Station metering facility along Harbor Drive between Vesta Street and Civic Center Drive for San Diego Gas & Electric. ASM monitored geotechnical borings, excavation and trenching across Harbor Drive, and trenching and construction inside the Division Street Substation. ASM also monitored auger excavation for electrical poles along Harbor B. ASM's monitors observed an extensive scatter of shellfish, primarily *Chione* sp., in fill soil along the strip of land between Harbor Drive and the Burlington Northern Santa Fe right-of-way and between 32nd Street and Gate 7 of Naval Station San Diego. No cultural materials were observed in any of the pole locations, geotechnical borings, or trenches.

P-37-025680

This resource is the Union Pacific Railroad, built between 1907 and 1919, which runs from El Centro, California to San Diego and is also known as the San Diego and Arizona Railway. The resource was originally recorded in 2000 by JRP Consulting, who researched the railroad in great detail. That study suggested that with the possible exception of the section of railroad through Carrizo Gorge, the railroad did not appear to be eligible under any criteria for inclusion in the NRHP. During a previous ASM survey near the current APE, a short section of railway was encountered. The railroad was in good condition, with both tracks and all of the railroad ties still in place (Daniels et al. 2013).

The following sections represent the research conducted by Wee and Ferrell (JRP 2000) on the possible NHRP eligibility of portions of the Union Pacific Railway. Much of their project took place in eastern portions of San Diego County, and may not directly reflect the portion of the resource in proximity to the APE..

The railroad begins in San Diego and goes south, crossing the Mexican border at Tijuana. From Tijuana it continues south, then swings east to begin its passage through the mountainous Mexican terrain. At an elevation of 2,200 ft., it recrosses the U.S. border east of Tecate at Lindero. The tracks then climb eastward to over the high point of line at 3,660 ft. near Tecate Divide and then descend to Jacumba. From Jacumba the tracks go north 11 mi. through Carrizo Gorge, then swing eastward again and descend to the desert floor in the vicinity of Ocotillo. From Ocotillo the tracks go northeast to a point 1.5 mi. west of Plaster City where they turn due east and continue on that alignment until reaching Seeley. At Seeley the tracks once again swing northeast for only 2.5 mi., then return to a due east alignment until they reach El Centro.

The tracks observed in the JRP study area (from Ocotillo to about 1 mi. east of Seeley) are standard-gage single track with wooden ties and steel rails set on crushed stone ballast. The line was abandoned west of Plaster City in 1977 but remains in active use to the east. The line was abandoned in the more mountainous west because of landslides, washouts, and a loss of business

due to competition with the highway transport industry. The tracks remain active through the near level terrain east of Plaster City, mostly hauling manufactured goods from the US Gypsum facility at Plaster City and agricultural product from the irrigated farmlands to the east. Although the tracks in the study area cross nearly level terrain, in places the roadbed is elevated with earth berms and crosses washes and ditches on timber stringer trestles resting on timber pile bents. Rails and tie plates east of Plaster City have dates ranging from 1943 to 1951, while west of Plaster City, along the abandoned line, the dates 1911, 1913 and 1925 were observed.

Significance

John D. Spreckels and his brother Adolph, son of Claus Spreckels the sugar millionaire of San Francisco, secretly incorporated the railroad in partnership with Edward H. Harriman, who controlled both the Southern Pacific and Central Pacific railroads (Hanft 1984).

John Spreckels acted as a front man for the new railroad, with Harriman behind the scenes secretly funding the construction. Harriman sought this arrangement in order to use the more popular local figure to instill cooperation with contractors, landowners, and government officials with whom the railroad would need to deal. Spreckels was popular with San Diegans, while Harriman was often viewed as an outsider at best and a robber baron at worst. Harriman, aware of the potential of the fertile Imperial Valley, sought direct rail connections with San Diego's harbor. Irrigation and a Southern Pacific branch line south into the Valley spurred the growth of agriculture in the valley in the first few years of the twentieth century (Steinheimer 1953).

Construction of the railroad began in 1907. The Mexican portion of the railroad was built from Tijuana to Tecate. In the San Diego region, branch lines ran to Coronado Island and northeastward approximately 25 mi. to Lakeside. A series of unexpected events, including natural disasters, revolution in Mexico, and the withdrawal and then reinstatement of Southern Pacific funding, prolonged construction until the final segment of the line in Carrizo Gorge was completed in 1989. The railroad earned the title of the "impossible railroad" because of the rugged terrain in Carrizo Gorge. The route through the gorge required the construction of multiple bridges and tunnels (Haft 1984).

From its first days of service, the dramatic increase in automotive transport brought strong competition for the railroad's passenger service, and the railroad carried freight exclusively after 1951. Landslides, flooding, and several fires on wooden trusses and in tunnels plagued the railroad and made maintenance costs too high for operation. The line was abandoned in 1977 with only a few segments remaining in operation. The abandonment of the line and the destruction of segments of track compromised the historic integrity of the railroad. Integrity, as defined by National Register guidelines, addresses a resource's physical features, including design, materials, and workmanship. Also considered are its location, setting, feeling, and association. Integrity and significance are the twin pillars upon which NRHP eligibility rests. Generally, historic built-environment properties more than 50 years old need to qualify under one or more of three criteria, Criteria A, B, and C. In some cases, Criterion D, information potential, applies to built-environment properties, but to be eligible the property itself must be the principal source of important information.

4. Study Findings and Conclusions

The railroad would be considered significant under Criterion A if it were associated with events that have made a significant contribution to the broad patterns of our history and if it were able to effectively communicate that significance. In the context of American railroad history, the San Diego to El Centro line did not make significant contributions. The railroad faced obsolescence relatively soon after it was constructed because of the simultaneous development of highway transportation. High maintenance costs due to landslides and flooding further reduced the effectiveness of the railroad. After 1976, only short segments remained in operation with only a limited amount of local traffic. The railroad made only minor contributions to the development of San Diego and to national defense by transporting military supplies to San Diego during World War II and the Korean War. Despite a short but interesting history, the railroad failed to make significant contributions to our history, so it does not appear to qualify for listing under National Register Criterion A.

Significance under Criterion B relates to the railroad's association with persons significant in our past. John D. Spreckels, his brother Adolph B. Spreckels, and Edward H. Harriman are all significant persons in California and national U.S. history, and each is associated with the financing and development of this railroad. However, all three are generally better known for other more significant accomplishments in the field of railroad history or in other fields of endeavor. The establishment of this railroad line is not among the more significant contributions of any of these individuals to California and American history. Harriman's association with the resource was brief; he died in 1909, soon after construction began. He is better remembered for his association with the Union Pacific and Southern Pacific railroads. John D. Spreckels is best known for founding the Oceanic Steamship Company in 1881. San Diego was a home for Spreckels and he played an important role in the development and growth of the city. He had interests in coal deposits and he developed wharves in the San Diego harbor. He owned the city railroad and the *San Diego Union* newspaper. Adolph B. Spreckels was involved in the family sugar business and is best known for his varied contributions to the history of San Francisco. The association of the Spreckels brothers and Harriman with the railroad fails to illustrate the most important achievements of their varied careers in either railroad history or in other fields, so significance is not achieved under Criterion B (Hart 1978).

Criterion C applies to properties that are significant for their design or construction. The 11-mi. segment of the railroad in Carrizo Gorge may be eligible for the under Criterion C, if it retains sufficient integrity. That portion, with its 17 tunnels and 14 trestles, may be a good representation of the distinctive characteristics of early twentieth-century railroad construction and engineering in difficult mountainous terrain. However, the segment of railroad in the study area does not appear to be eligible under Criterion C. The tracks cross approximately 20 mi. of nearly level desert terrain. In places, the roadbed is elevated with earth berms, and timber stringer trestles resting on timber pile bents span drainages and desert washes. These features are typical of railroads in such areas. The segment of tracks in the study area does not embody the distinctive engineering qualities needed to be considered significant under Criterion C. Nor does the railroad in this section appear to retain qualities that would make it a significant contributor to information about railroad construction technologies or methods under Criterion D.

Although some segments of track within the study area for this survey do retain physical integrity, their association with the historic railroad has been compromised by the abandonment of the line

west of Plaster City. Within the abandoned section of track there is only one at grade crossing on Imperial Highway south of Ocotillo. At this location the crossing arms are inoperative, the ties are badly deteriorated in the abandoned segment, and desert sands cover the track in places. East of Plaster City the railroad track is still in use and has been upgraded with heavier rails, new ties, and tie plates in the post-World War II era. Overall, the integrity of the tracks west of Plaster City is higher than the track to the east because it retains original materials, design, workmanship, and feeling. Because the integrity of the line has been compromised by the abandonment and modifications to modernize those sections still in use and because it fails to meet any significance criteria, the railroad within the study area does not appear eligible for listing in the NRHP.

The portion of the railroad within the APE has not been formally evaluated, nor has a determination of eligibility been made based on the work by Wee and Ferrell (JRP 2000) covering other portions of the railroad.

MANAGEMENT CONSIDERATIONS

One prehistoric resource (CA-SDI-12093) is known to lie within a portion of the APE. Previous testing projects on other portions of the site have determined it is not eligible for listing on the NHRP. Subsequent projects within the site boundaries have noted significant disturbances and the presence of fill. While the portion of the site within the APE has not been directly evaluated, it is unlikely that this portion of the site would alter the initial determination for non-eligibility.

One historical resource (P-37-025680) is known to lie within the APE and has not been formally evaluated for potential eligibility. Previous research into other portions of the railway have been conducted, but no formal determination has been made for those portions either.

Given that portions of the project intersect known sites, additional cultural materials are likely buried underneath paved features within and in proximity to the APE, as such, archaeological testing and monitoring may be required along with production of a treatment plan. Additional archaeological research will be needed if project limits are extended beyond the present study limits.

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MAPS AND TABLES

Table 1: Previously Recorded Cultural Resources Reports within a 1-mi. Radius of the APE

NADB #	SHPO ID	Report
1120304	Carrico61	Cultural Resources Reconnaissance of the San Diego Fixed Guideway Project Centre City to San Ysidro. By, Richard Carrico and Lesley C. Eckhardt. WESTEC 1978
1120540	Cupples29	An Archaeological Impact Statement Concerning Route 15 Between Interstate 5 and Interstate 805 Projects: 11-SD-15 Rte.5 to Rte.805 11201-093031; 093041; 048131. By, Sue Ann Cupples. CALTRANS. 1973
1120781	Corum47	Negative Archaeological Survey Report: First and Second Addendum for 11-SD-15 P.M. RO.6/2.2 11207-048040. By, Joyce Corum. CALTRANS 1987
1120820	Germesha02	Cultural Survey Reports for: 11-SD-805, 11-SD-15. By, Edward Germeshausen. San Diego State University 1973
1120942	Fink92	Archaeological/Historical Study of the Sander Project. By, Gary R. Fink. San Diego 1980County Department of Transportation.
1121022	Gallego26	CULTURAL RESOURCE SURVEY FOR THE MTDB BAYSIDE LRT EXTENSION. By, Dennis Gallegos, Dayle Cheever, and Richard Carrico WESTEC 1986
1121218	Crotteau03	Archaeological Survey Report for the Proposed MTDB Urban Transir Corridor (11812-634517-6T11232B). By, Karen Crotteau. CALTRANS 1983
1121269	Pettus04	A Cultural Survey of Portions of the Las Chollas, South Las Chollas, Los Coches Forester, and Loma Alta Stream Basins in San Diego County, California. By, Roy E. Pettus San Diego State University Foundation 1979
1121573	SmithB68	The Results of an Archaeological Survey and the Evaluation of Cultural Resources for the South Chollas Valley Trunk Sewer Project Dep. No. 88-0710. By, Brian F. Smith. Brian F. Smith and Associates 1989
1121632	Welty01	San Diego Bay Mounds. By, Howard O. Welty. University of California, Berkley 1913
1121772	SmithB52	The Results of an Archaeological Survey and the Evaluation of Cultural Resources Within the South Chollas Valley Sewer Interceptor Line EQD No. 88-0710. By, Brian F. Smith. Brian F. Smith and Associates.1989
1122089	ESA1	Environmental Impact Report Environmental Assessment San Diego Energy Recovery Project. Environmental Science Associates, Inc 1981
1122351	Mooney06	ARCHAEOLOGICAL SUBSURFACE TEST FOR THE CHEVERON TANK FARM- CITY OF SD. By, Brian F. Mooney. BRIAN F. MOONEY ASSOCIATES 1992
1122444	Clevenger11	HISTORIC ARCHITECTURAL AND ARCHAEOLOGICAL SURVEY, U.S. NAVAL STATION (NAVSTA). By, Joyce Clevenger, and Susan Carrico. ERCE 1991
1122476	ASI09	CULTURAL RESOURCES INVENTORY OF THE SAN DIEGO GAS AND ELECTRIC COMPANY SOUTH BAY AFC TRANSMISSION LINES REPOWER PROJECT. By, Richard V. Olson AFFINIS 1993
1122544	Cooper01	HISTORICAL ASSESSMENT FORNACA FAMILY BAKERY. By, ANNE PIERCE COOPER 1992
1122588	VanWorm12	SAVAGE TIRE FACTORY AND AZTEC BREWERY HSITORICAL AND ARCHAEOLOGICAL INVESTIGATIONS. By, Stephen Van Wormer et al. RECON. 1993

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NADB #	SHPO ID	Report
1122596	Solheid01	CULTURAL RESOURCES RECORDS SEARCH FOR THE BARRIO LOGAN PROJECT AREA WITHIN CITY OF SAN DIEGO. By, Vicki L. Solheid and Roger D. Mason. THE KEITH COMPANIES ARCHAEOLOGY DIVISION 1990
1122702	Carrillo10	CULTURAL RESOURCES SURVEY FOR THE PROPOSED STATE ROUTE 252 IN SAN DIEGO CA 11-SD-252 PROPOSED 11206-113011. By, CHARLES CARRILLO. CALTRANS 1981
1122784	Roth02	ARCHAEOLOGICAL/HISTORICAL RESOURCES SURVEY 2873-93 BOSTON AVENUE (21,000 SQUARE FEET) SAN DIEGO, CALIFORNIA DEP 91-0287. By, Linda Roth. ROTH AND ASSOCIATES 1991
1122919	Hector96	ARCHAEOLOGICAL RESOURCES INVESTIGATION FOR MILITARY CONSTRUCTION PROJECT P-254 (SDI-12093). By, Susan Hector, Marty Rosen, and Sue Wade. BROKEN FRAGMENTS. 1994
1123384	Case05	Cultural Resources Survey for the Sewer Group 623 project, Three Pipeline Segments in the Southcrest District City of San Diego, California. By, Robert P. Case and John Deitler. Mooney and Associates. 1998
1123457	BrownJ10	Archaeological Monitoring of Excavation During Contruction for the Sewer and Water Group 55 Project. By, Joan Broan. RMW Paleo Associates 1998
1123530	Carrico183	CULTURAL RESOURCES MONITORING REPORT FOR SEWER GROUP JOB 622, FOUR SEWER PIPELINE SEGMENTS IN THE SHELLTOWN DISTRICT, SAN DIEGO, CALIFORNIA. By, Richard Carrico and John Deitler. CITY OF SAN DIEGO, METROPOLITAN WASTEWATER DEPARTMENT. 1998
1123535	Pierson12	AN ARCHAEOLOGICAL AND HISTORICAL SURVEY OF THE VISTA VERDE APARTMENTS PROJECT, 33RD STREET AND OCEAN VIEW BOULEVARD, SAN DIEGO, CALIFORNIA. By, Larry J. Pierson. BRIAN F. SMITH AND ASSOCIATES. 1998
1123863	JonesS01	CULTURAL RESOURCES INVESTIGATION FOR THE NEXTLINK FIBER OPTIC PROJECT SAN DIEGO COUNTY, CALIFORNIA. JONES & STROKES 2000
1124354	Carrico207	ARCHAEOLOGICAL SURVEY, MONITORING, AND TESTING REPORT FOR THE AT&SF RAILWAY COMPANY 32ND STREET RIGHT-OF-WAY AND CROSBY STREET TOFC YARD CA-SDI-12, 093 & CA-SDI-5391, SAN DIEGO COUNTY, CALIFORNIA. By, Richard L. Carrico OGDEN 1995
1124442	MLA46	ARCHAEOLOGICAL SUBSURFACE TEST FOR THE CHEVRON TANK FARM CITY OF SAN DIEGO, CA. BRIAN F. MOONEY ASSOCIATES 1992
1124461	Dominci32	HISTORIC PROPERTY SURVEY REPORT FOR THE CONSTRUCTION OF INTERSTATE 15 (CLOSING OF IMPERIAL AVENUE INTERCHANGE AND RE-ALIGNMENT OF 36TH STREET) SAN DIEGO, COUNTY, CA. By, DEBRA DOMINICI. 1995
1125309	BeckeM01	ARCHAEOLOGICAL MONITORING OF EXCAVATION DURING CONSTRUCTION OF SEWER REPLACEMENT GROUP 628, DEP NO. 91-0093, LOCATED IN THE CITY OF SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA. By, Kenneth M. Becker and Joan C. Brown RMW PALEO ASSOC., INC 1997
1125506	Robbins67	Cultural Resouces Inventory and Significant Assessment of CA-SDI-11959 for the Encanto Trunk Sewer Project San Diego, California. By, Mary Robbins-Wade. Affinis 1991
1125507	Wade78	Historic Properties Inventory for Secondary Treatment Clean Water Program for Greater San Diego: Confidential Appendices. By, Sue Wade RECON 1990

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NADB #	SHPO ID	Report
1125551	MarvinJ01	CULTURAL RESOURCE ASSESSMENT CINGULAR WIRELESS FACILITY NO. SD 670-01 SAN DIEGO COUNTY, CALIFORNIA. By, Judith Marvin and Curt Duke. LSA ASSOC., INC 2002
1125580	Kyle116	CULTURAL RESOURCE SURVEY: PUMP 77 STATION FORCEMAIN INSPECTION. By, Carolyn Kyle. KYLE CONSULTING 2000
1125681	Sturm01	CULTURAL RESOURCES APPENDIX SAN DIEGO MILCON PROJECT P-283. By, BRADLEY STURM 1985
1125854	Dominici46	FIRST SUPPLEMENTAL HISTORIC PROPERTY REPORT FOR THE CONSTRUCTION OF INTERSTATE 15 ALONG 40TH STREET, SAN DIEGO COUNTY, CALIFORNIA (11-SD-15 (40TH STREET) P.M. M3.5/R5.6 11288-048661). By, DEBRA DOMINICI 1995
1125913	CitySD280	MITIGATED NEGATIVE DECLARATION FOR MT. ZION MISSIONARY BAPTIST CHURCH. CITY OF SAN DIEGO 1994
1126160	Alter72	CULTURAL RESOURCES SURVEY OF P-333, CHILD CARE CENTER, NAVAL STATION, SAN DIEGO, CALIFORNIA. By, Ruth C. Alter. DEPT. OF THE NAVY 1994
1126221	McKennaJ06	A PHASE 1 CULTURAL RESOURCES INVESTIGATION OF THE VESTA TELECOMUNICATIONS INC FIBER OPTIC ALIGNMENT, RIVER COUNTY TO SAN DIEGO COUNTY CALIFORNIA. By, Jeanette A. McKenna 2000
1127084	CitySD722	COMBINED FONSI/NEGATIVE DECLARATION AND NOTICE OF INTENT TO REQUEST RELEASE OF FUNDSVISTA VERDE APARTMENTS. 33RD STREET FAMILY HOUSING PARTNERSHIP. CITY OF SAN DIEGO 1998
1127198	CitySD755	PUBLIC NOTICDE OF A PROPOSED NEGATIVE DECLARATION EDCO TRANSFER STATION. EDCO DISPOSAL CORPORATION. City of San Diego 1999
1127363	Alter11	CULTURAL RESOURCES SURVEY OF P-333, CHILD CARE CENTER, NAVAL STATION, SAN DIEGO, CALIFORNIA. By, Ruth Alter, Timothy Gross, and Mary Robbins-Wade. DEPARTMENT OF THE NAVY 1994
1127380	Caltrans56	RIGEL STREET BRIDGE (#57C-0415) REPLACEMENT PROJECT, CITY OF SAN DIEGO. CALTRANS 1999
1127500	Duke112	Cultural Resource Assessment Cingular Wireless Facility No. SD669-01 San Diego County, CA. By, Curt Duke LSA Associates, Inc. 2002
1127538	Duke95	CULTURAL RESOURCE ASSESSMENT CINGULAR WIRELESS FACILITY NO. SD 805-01 SAN DIEGO COUNTY, CALIFORNIA. By, Curt Duke. LSA ASSOC. 2002
1127815	Duke161	AT&T WIRELESS SERVICES FACILITY NO. 10024. By, Curt Duke. LSA ASSOCIATES, INC 2002
1127998	MayR43	Historical Nomination of the South Park Commercial Transit Hiistoric District. By, Ronald V. May. Legacy 106. 2002
1128013	Pierson80	Results of Archaeological Monitoring at Sewer & Water Group Job 686, K01053C, CIP No. 44-215 20/73-8 2.6, LDR No. 40-0470, WO 174731/184091. By, Larry J. Pierson Brian F. Smith and Associates. 2002
1128088	Kyle154	CULTURAL RESOURCE SURVEY FOR THE SAN DIEGO HABITAT FOR HUMANITY GAMMA STREET PROJECT. By, Carolyn Kyle. KYLE CONSULTING. 1999
1128341	Pierson89	RESULTS OF ARCHAEOLOGICAL MONITORING AT MOUNTAIN VIEW COMMUNITY CENTER, K01034C, CIP NO. 29-8830, WO#298330, LDR NO. 99-0421. By, Larry Pierson. BRIAN SMITH & ASSOC. 2003
1128891	Kyle194	CULTURAL RESOURCE SURVEY FOR THE 252 CORRIDOR NEIGHBORHOOD PARK, CITY OF SAN DIEGO, CALIFORNIA. By, Carolyn Kyle. KYLE CONSULTING. 2003

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NADB #	SHPO ID	Report
1129030	Kyle202	CULTURAL RESOURCE SURVEY FOR THE 252 CORRIDOR NEIGHBORHOOD PARK CITY OF SAN DIEGO, CALIFORNIA. By, Carolyn Kyle. KYLE CONSULTING 2003
1129042	Kyle214	CULTURAL RESOURCE ASSESSMENT FOR CINGULAR WIRELESS FACILITY SD878-01, CITY OF SAN DIEGO, CALIFORNIA. By, Carolyn Kyle. KYLE CONSULTING 2002
1129516	Caterino01	The Cemeteries and Gravestones of San Diego County: An Archaeological Study. By, David Caterino. 2005
1129592	McGinnis46	Cultural Resources Monitoring Report for Sewer Group Job 744, City of San Diego, California. By, Patrick McGinnis and Michael G. Baksh. Tierra Environmental Services. 2005
1129995	Moomjia112	HISTORICAL DOCUMENTATION SURVEY OF THE ANTISEPTIC WET WASH/SNOW WHITE LAUNDRY COMPANY SITE 3481-3493 NATIONAL AVENUE SAN DIEGO, CALIFORNIA 92113 (PTS 2956). By, SCOTT MOOMJIAN, ESQ. 2005
1129997	Dominici66	HISTORIC PROPERTY SURVEY REPORT OF INTERSTATE5/28TH STREET/NATIONAL AVENUE. By, Debra Dominici and Emilo Reynon. 2006
1130016	AislinM25	Cultural Resource records Search and Site Visit Results for Sprint Telecommunications Facility Candidate SD60XR004A (Neighborhood Retail Center), 51 North Highland Avenue, National City, San Diego County, California. By, Marnie Aislin-Kay. Michael Brandman Associates. 2004
1130252	BonneW36	Cultural Resource Records Search and Site Visit Results for Cricket Telecommunications Facility Candidate SAN-637 (Corona Furniture), 3161 National Avenue, San Diego, San Diego, San Diego County, California. By, Wayne H. Bonner and Marnie Aislin-Kay. Michael Brandman Associates. 2006
1130450	Carrico289	HISTORICAL AND ARCHITECTURAL ASSESSMENT FOR THE MOUNT HOPE NEXTEL WIRELESS TELECOMMUNICATIONS PROJECT, CYPRESS VIEW MAUSOLEUM, CITY OF SAN DEIGO, CALIFORNIA. By, Richard Carrico and Stacie Wilson. Jones & Stokes. 2006
1130711	Historic66	MUTLIPLR REPORTS FOR THE BARRIO LOGAN DISTRICT
1131133	GregorC04	FINAL REEVALUATION OF NATIONAL REGISTER OF HISTORIC PLACES ELIGIBILITY FOR A NAVAL STATION SAN DIEGO HISTORIC DISTRICT. By, Carrie Gregory and Jennifer Hirsch. EDW, INC. 2007
1131340	Histori305	WELDON-GLASSON HOUSE (CHATEAU DE TOMAN), 3139 FRANKLIN STREET, SAN DIEGO, CALIFORNIA 92113.
1131460	Reddy19	A PROGRAMMATIC APPROACH FOR NATIONAL REGISTER ELIGIBILITY DETERMINATIONS OF PREHISTORIC SITES WITHIN THE SOUTHERN COAST ARCHAEOLOGICAL REGION, CALIFORNIA. By, Seetha N. Reddy. STATISTICAL RESEARCH, INC. 2007
1131826	Robbins255	ARCHAEOLOGICAL RESOURCES ANALYSIS FOR THE MASTER STORMWATER SYSTEM MAINTENANCE PROGRAM, SAN DIEGO, CALIFORNIA PROJECT. NO. 42891. By, Mary Robbins-Wade AFFINIS 2008
1131897	BonneW201	CULTURAL RESOURCE RECORDS SEARCH AND SITE VISIT RESULTS FOR T-MOBILE FACILITY CANDIDATE SD06995 (GOOD SHEPHERD BAPTIST CHURCH), 390 SOUTH 39TH STREET, SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA. By, Wayne H. Bonner and Marnie Aislin-Kay. MICHAEL BRANDMAN ASSOCIATES 2008
1131940	PotterE05	MONITORING FOR SDG&E NAVAL STATION METERING SWITCHYARD RECONDUCTOR AND UPGRADE. By, Elizabeth Potter. ASM AFFILIATES 2008

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NADB #	SHPO ID	Report
1132068	CitySD1080	HISTORICAL RESOURCE NOMINATION FOR THE OLD FIRE STATION #19. CITY OF SAN DIEGO
1132200	CitySD1081	DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MASTER STORM WATER SYSTEM MAINTENANCE PROGRAM (MSWSMP). By, Myra Herrmann. CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT 2009
1132275	Robbins283	ARCHAEOLOGICAL RESOURCES INVENTORY FOR PHASE II RESIDENTIAL PROJECT, SR 252, SAN DIEGO, CALIFORNIA. By, Mary Robbins-Wade and Timothy Gross. AFFINIS 1998
1132400	Pierson202	ARCHAEOLOGICAL RESOURCE REPORT FORM: MITIGATION MONITORING OF THE KSON TOWER PROJECT. By, Larry J. Pierson. BRIAN F. SMITH & ASSOCIATES 2009
1132429	Zepeda25	CULTURAL RESOURCES SURVEY AND TEST EXCAVATION FOR THE SEWER GROUP 698, SAN DIEGO, CALIFORNIA. By, Carmen Zepeda-Herman. RECON ENVIRONMENTAL 2009
1132470	WillisC03	ARCHAEOLOGICAL MONITORING FOR THE SDG&E EROSION CONTROL PROJECT FOR TOWER Z189532, CITY OF SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA (ETS 8484). By, Chad Willis. ASM AFFILIATES 2009
1133454	WithfgG05	SUBMISSION PACKET, FCC FORM 620, FOR PROPOSED NEW TOWER PROJECT 3220 COMMERCIAL STREET, SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA 32ND AND COMMERCIAL/ 10660. By, Ginger Weatherford. EBI CONSULTING. 2011
1133678	Rosenber75	REPORT FOR ARCHAEOLOGICAL MONITORING, POLE REPLACEMENT, P232688 (DPSS 950663-040), CITY OF SAN DIEGO. By, Seth A. Rosenberg E2M. 2009
1133679	WhitJ70	MONITORING RESULTS FOR NEW POLE INSTALLATION AND NEW ANCHOR INSTALLATION AT DISTRIBUTION POLE P1923573130, CITY OF SAN DIEGO. By, James E. Whitaker. E2M 2009
1133743	StropeT33	MITIGATION MONITORING REPORT FOR THE 43RD AND LOGAN PROJECT. By, Tracy A. Stropes and Brian F. Smith. BRIAN F. SMITH AND ASSOCIATES, INC. 2012
1133825	CitySD1106	SEWER AND WATER GROUP 949 AND 946. CITY OF SAN DIEGO 2012
1133988	YatskoA03	HAWAII-SOUTHERN CALIFORNIA TRAINING AND TESTING ACTIVITIES, VARIOUS OCEAN AREAS, SOUTHERN CALIFORNIA. By, Andy Yatsko UNITED STATES NAVY 2012
1134032	NiGhabS82	ARCHAEOLOGICAL SURVEY REPORT FOR SEGMENTS 4 AND 5 OF THE BAYSHORE BIKEWAY PROJECT, SAN DIEGO COUNTY, CALIFORNIA. By, Sinead Ni Ghabhlian ASM AFFILIATES, INC 2012
1134240	BonneW365	CULTURAL RESOURCE RECORDS SEARCH AND SITE VISIT RESULTS FOR SPRINT NEXTEL CANDIDATE SD55XC004 (CORONA FURNITURE STORE), 3161 NATIONAL AVENUE, SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA. By, Wayne Bonner, Sarah Williams, and Kathleen Crawford. MICHAEL BRANDMAN ASSOCIATES 2012
1134264	Bowden136	LETTER REPORT: ETS 22238- CULTURAL RESOURCES MONITORING FOR RFS GAS SERVICE FROM MAIN RISER AT SOUTH 32ND., SAN DIEGO COUNTY, CALIFORNIA- IO 7011100. By, Cheryl Bowden-Renna. AECOM 2012
1134265	Bowden137	LETTER REPORT: ETS 22243- CULTURAL RESOURCES MONITORING FOR GAS LINE RELOCATION ALONG MARTIN AVENUE AND SOUTH 35TH STREET, SAN DIEGO, CALIFORNIA- IO 7011100. By, Cheryl Bowden-Renna AECOM. 2012
1134313	WilsonS31	LETTER REPORT: ETS 24371- CULTURAL RESOURCES MONITORING REPORT FOR REPLACEMENT ACTIVITIES FOR POLE Z1882173299, CITY OF SAN DIEGO, CALIFORNIA- IO 7011102. By, Stacie Wilson AECOM 2013

References

NADB #	SHPO ID	Report
1134329	WilsonS45	LETTER REPORT: ETS 22345- CULTURAL RESOURCES MONITORING REPORT FOR REPLACEMENT ACTIVITIES FOR STREETLIGHT P1941173204, CHOLLAS CREEK AREA OF SAN DIEGO COUNTY, CALIFORNIA- IO 7011102. By, Stacie Wilson AECOM. 2012
1134339	WilsonS55	LETTER REPORT: ETS 25237- CULTURAL RESOURCES MONITORING REPORT FOR POLE REPLACEMENT ACTIVITIES FOR POLES P1969173167S AND P1969173167, COMMUNITY OF CHOLLAS CREEK, CITY OF SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA- IO 7011102. By, Stacie Wilson AECOM. 2013
1134370	MayV56	WILLIAM J. OAKES BOYS CLUB SAN DIEGO, CA. VONN MARIE MAY 2013

Table 2: Previously Recorded Cultural Resources within 1-mi. of APE

Designation	Relation to APE	Site Type	Recorded By, Date
CA-SDI-55	Outside	AP15. Habitation Debris	Nelson, n.d.
CA-SDI-12087	Outside	AP2. Lithic Scatter; AP16. Shell Scatter	Gross, 1990
CA-SDI-12090	Outside	AP2. Lithic Scatter; AH4. Trash Scatter	Pignolo and Briggs, 1991
CA-SDI-12091	Outside	AP15. Habitation Debris	Pignolo, 1991
CA-SDI-12092	Adjacent	AP15. Habitation Debris	Rogers, n.d., Pignolo and Briggs, 1991
CA-SDI-12093	Inside	AP15. Habitation Debris	Rogers, n.d., Pignolo and Briggs, 1991
CA-SDI-12454	Outside	HP8. Industrial Building	Wade and Van Wormer, 1990
CA-SDI-13073	Outside	AH7. Railroad Grades	Laylander, 1993
CA-SDI-16385	Outside	HP19. Railroad Bridge; AH7. Railroad Grade	Tang, 2002
CA-SDI-16644	Outside	AH4. Trash Scatter	Hunt, 2003
CA-SDI-16645	Outside	AH4. Trash Scatter	Hunt, 2003
CA-SDI-16690	Outside	AH4. Trash Scatter	Brown, 2004
CA-SDI-17099	Outside	AP15. Habitation Debris	Hector, 2004
CA-SDI-17202	Outside	AH4. Trash Scatter	McGinnis, 2004
CA-SDI-17203	Outside	AP15. Habitation Debris	McGinnis, 2004
CA-SDI-17204	Outside	AH4. Trash Scatter	McGinnis, 2004
CA-SDI-17283	Outside	AH4. Trash Scatter	Case, 2004
CA-SDI-17428	Outside	AP15. Habitation Debris; AH4. Trash Scatter	Trienen, 2005
CA-SDI-17429	Outside	AP15. Habitation Debris	Trienen, 2005
CA-SDI-14730	Outside	AH4. Trash Scatter	Trienen, 2005
CA-SDI-20688	Outside	AH4. Trash Scatter	Stropes, 2012
CA-SDI-20844	Outside	AH4. Trash Scatter	Stropes, 2013
P-37-014998	Outside	AP2. Lithic Scatter; AH4. Trash Scatter	Gross, 1990

References

Designation	Relation to APE	Site Type	Recorded By, Date
P-37-024741	Outside	HP19. Railroad Bridge	Tang, 2002
P-37-024742	Outside	HP19. Railroad Bridge	Tang, 2002
P-37-025680	Inside	AP7. Railroad Grades	Wee and Ferrell, 2000
P-37-028248	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028249	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028250	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028251	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028252	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028253	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028254	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028255	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028256	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028257	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028258	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028259	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028260	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028261	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028262	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028263	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028264	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028265	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028266	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028267	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028268	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028269	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028270	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028271	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028272	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028273	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028274	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028275	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028276	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028277	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028278	Outside	HP34. Military Property	Hirsch and Gregory, 2007

References

Designation	Relation to APE	Site Type	Recorded By, Date
P-37-028279	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028280	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028281	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028282	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028283	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028284	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028285	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028286	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028287	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028288	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028289	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028290	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028291	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028292	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028293	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028294	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028298	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028299	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028301	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028302	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028307	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028308	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028309	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028310	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028311	Outside	HP34. Military Property	Hirsch and Gregory, 2007
P-37-028471	Outside	HP34. Military Property	Hirsch and Gregory, 2007

Table 3: Historic Addresses within 1-mi. of APE

Address	Historic name	Common Name	Date	Style	APN
109 36TH ST		R.F. CONNER RESIDENCE / MORENO PROPERTY			
109 36TH ST		R.F. CONNER RESIDENCE / MORENO PROPERTY			
115 36TH ST		LARSEN RESIDENCE / MORENO PROPERTY			
115 36TH ST		LARSEN RESIDENCE / MORENO PROPERTY			
283 36TH ST		HENRY FERDINAND PROPERTY/HSING LU PROPERTY			
283 36TH ST		HENRY FERDINAND PROPERTY/HSING LU PROPERTY			
336 38TH ST					
348 28th St					
628 30TH ST					
628 30TH ST					
729 S 32ND ST			1895	QUEEN ANNE	
845 S 29TH ST			1910	COLONIAL REVIVAL	
851 S 35th St					
2230 IRVING AV			1915	CRAFTSMAN	
2262 KEARNEY AV			1900	COTTAGE	
2276 HARRISON AV			1910	CRAFTSMAN/COLONIAL REVIVAL	
2301 MAIN ST	AZTEC BREWERY	AZTEC BREWERY ART WORK	1934	UTILITARIAN	538-790-04
2341 IRVING AV			1880	TRANSITIONAL	
2616 NATIONAL AV		ADVANCED METAL FORMING	1920	MISSION REVIVAL	
2660 NATIONAL AV			1885	ITALIANATE	
2696 NEWTON AV			1910	CLASSIC BOX	
2765 BOSTON AV			1900	QUEEN ANNE COTTAGE	

References

Address	Historic name	Common Name	Date	Style	APN
2821 LOGAN AV		FORNACA HOUSE	1920	SPANISH COLONIAL REVIVAL	
2845 LOGAN AV			1900	COTTAGE	
2851 BOSTON AV			1900	COLONIAL REVIVAL	
2893 BOSTON AV			1913		
2901 BOSTON AV			1900	COLONIAL REVIVAL COTTAGE	
2902 LOGAN AV			1908	TRANSITIONAL	
2939 LOGAN AV			1910	COLONIAL REVIVAL	
2955 BOSTON AV			1895	QUEEN ANNE COTTAGE	
2981 BOSTON AV			1880	ITALIANATE	
3019 BOSTON AV			1913	NEOCLASSIC ROW HOUSE	
3059 CLAY AV					
3070 Ocean View Blvd			1910	Colonial Revival	
3139 FRANKLIN AV	CHATEAU DE TOMAN	WELDON-GLASSON HOUSE	1880		545-522-04
3140 VALLE AV					
3140 VALLE AV					
3320 MCCANDLESS BLVD					
3622 Dalbergia St					
3628 Dalbergia St					
4111 JAMUL AV					
4170 NORDICA AV					
NORMAN SCOTT RD		BUILDING 224			
NORMAN SCOTT RD		BUILDING 287			
260 WODEN ST		BUILDING 70 - DEFENSE DISTRIBUTION DEPOT			
260 WODEN ST		BUILDING 69 - DEFENSE DISTRIBUTION DEPOT			
260 WODEN ST		BUILDING 68 - DEFENSE DISTRIBUTION DEPOT			
260 WODEN ST		BUILDING 65 - DEFENSE DISTRIBUTION DEPOT			
260 WODEN ST		BUILDING 65 - DEFENSE DISTRIBUTION DEPOT			
260 WODEN ST		BUILDING 64 - DEFENSE DISTRIBUTION DEPOT			

References

Address	Historic name	Common Name	Date	Style	APN
260 WODEN ST		BUILDING 63 - DEFENSE DISTRIBUTION DEPOT			
HARBOR DR		BLDG 258; US NAVY			
HARBOR DR		DRY DOCK 25 TON CRANE			
HARBOR DR		DRY DOCK NUMBER 1			
HARBOR DR		DRY DOCK TOILET AND SHOWER FACILITY - BUILDING 84			
HARBOR DR		DRY-DOCK SUBSTATION - BUILDING 85			
HARBOR DR		PIER 12 NAVSTA SAN DIEGO			
HARBOR DR		PIER 9			
HARBOR DR		SIMA BLDG 7 - SAN DIEGO NAVAL STATION			
HARBOR DR		U.S. DESTROYER - NAVAL REPAIR BASE; SAN DIEGO; GRA			
HARBOR DR		U.S. DESTROYER-NAVAL REPAIR BASE; SDI; GEN. STORE;			
HARBOR DR		U.S. NAVAL STATION - BACHELOR OFFICERS QUARTERS -			
HARBOR DR		U.S. NAVAL STATION - BACHELOR OFFICERS QUARTERS -			
HARBOR DR		U.S. NAVAL STATION - BARRACKS - BUILDING 57			
HARBOR DR		U.S. NAVAL STATION - BARRACKS - BUILDING 91			
HARBOR DR		U.S. NAVAL STATION - BARRACKS; MESS HALL & GALLEY			
HARBOR DR		U.S. NAVAL STATION - BUILDING 135			

References

Address	Historic name	Common Name	Date	Style	APN
HARBOR DR		U.S. NAVAL STATION - BUILDING 148			
HARBOR DR		U.S. NAVAL STATION - BUILDING 206			
HARBOR DR		U.S. NAVAL STATION - BUILDING 224			
HARBOR DR		U.S. NAVAL STATION - BUILDING 287			
HARBOR DR		U.S. NAVAL STATION - BUILDING 3123			
HARBOR DR		U.S. NAVAL STATION - BUILDING 3137			
HARBOR DR		U.S. NAVAL STATION - BUILDING 3328			
HARBOR DR		U.S. NAVAL STATION - BUILDING 3334			
HARBOR DR		U.S. NAVAL STATION - BUILDING 3436			
HARBOR DR		U.S. NAVAL STATION - BUILDING 384			
HARBOR DR		U.S. NAVAL STATION - BUILDING 45			
HARBOR DR		U.S. NAVAL STATION - BUILDING 52			
HARBOR DR		U.S. NAVAL STATION - BUILDING 569			
HARBOR DR		U.S. NAVAL STATION - DISPENSARY - BUILDING 74			
HARBOR DR		U.S. NAVAL STATION - FLEET SCHOOL - BUILDING 55			
HARBOR DR		U.S. NAVAL STATION - FLEET SCHOOL - BUILDING 76			
HARBOR DR		U.S. NAVAL STATION - GENERATOR BUILDING NO. 1 - BU			

References

Address	Historic name	Common Name	Date	Style	APN
HARBOR DR		U.S. NAVAL STATION - INSTRUCTION BUILDING - BUILD1			
HARBOR DR		U.S. NAVAL STATION - INSTRUCTION BUILDING - BUILD1			
HARBOR DR		U.S. NAVAL STATION - INSTRUCTION BUILDING F-2 - BL			
HARBOR DR		U.S. NAVAL STATION - LANDING FORCE EQUIPMENT DEPOT			
HARBOR DR		U.S. NAVAL STATION - LAUNDRY - BUILDING 128			
HARBOR DR		U.S. NAVAL STATION - MARINE BARRACKS & BRIG - BUIL			
HARBOR DR		U.S. NAVAL STATION - MESS HALL AND GALLEY - BUILD1			
HARBOR DR		U.S. NAVAL STATION - NAVY INSTRUCTION BLDG #4 - BL			
HARBOR DR		U.S. NAVAL STATION - SHOP AREA - BUILDING 61			
HARBOR DR		U.S. NAVAL STATION - SWIMMING POOL - BUILDING 153			
HARBOR DR		U.S. NAVAL STATION - THEATER - BUILDING 71			
HARBOR DR		U.S. NAVAL STATION SAN DIEGO HISTORIC DISTRICT			
3139 FRANKLIN STREET	WELDON - GLASSON HOUSE (CHATEAU DE TOMAN)		0	COTTAGE VICTORIAN WITH RECTANGULAR SHIPS CABIN CUPOLA; ARCADE AT ENTRANCE WITH IONIC COLUMNS	

References

Address	Historic name	Common Name	Date	Style	APN
2301 MAIN STREET	SAVAGE TIRE CO. / AZTEC BREWERY		1911	UTILITARIAN	53879005
3601 OCEAN VIEW BOULEVARD	FIRE STATION #19		1927	SPANISH ECLECTIC	54627101

CONFIDENTIAL APPENDICES

APPENDIX A

Record Search Results

APPENDIX B

Native American Heritage Commission Record Search

