HISTORIC PROPERTY SURVEY REPORT

1. UNDERTAKING DESCRIPTION AND LOCATION

District	County	Federal Project Number (Prefix, Agency Code, Project No.)	Location
11	*SD*	*CML-5004(131)*	*Gilman Drive, San Diego, CA*

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

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

Project Description:

The project site is located on an approximately 1.8 mile segment of Gilman Drive, between University of California San Diego and the Rose Canyon Bikeway, in the City of San Diego, San Diego County. Specifically, the proposed project is located on the La Jolla 7.5 minute quadrangles, in the Pueblo Lands of San Diego (unsectioned). This segment of paved Gilman Drive is adjacent to both developed and undeveloped terrain. Of the total 25.8 acres of the APE, approximately 11.1 acres are unpaved and were surveyed for archaeological resources.

The proposed project consists of the development of the Gilman Drive segment of the Coastal Rail Trail (CRT). The proposed project includes a one-way protected cycle track on each side of Gilman Drive and a continuous sidewalk on the west side of Gilman Drive over a project distance of approximately 8,800 linear feet. The cycle-track would include a raised buffer between traffic or parking and the cycle track. To accommodate the cycle tracks, the project would include roadway widenings on the west side of Gilman Drive from Villa La Jolla Drive southerly to an existing private driveway and on the east side of Gilman Drive from Via Alicante to Interstate 5 southbound off-ramp. In addition to roadway widening, the project includes roadway re-striping, street lighting, landscaping, retaining walls, drainage improvements, bus stop improvements, and traffic signal modifications at the existing traffic signals at Interstate 5, Via Alicante, Villa La Jolla Drive, and La Jolla Village Drive.

The CRT Project will develop nearly 40-miles of continuous corridor of multi-use, Class I, Class II and Class III bicycle facilities along the railroad right of way. The CRT is a regional project that will establish a multi-use trail to better connect the coastal cities of Oceanside, Del Mar, Carlsbad, Encinitas, Solana Beach, and San Diego.

Project vicinity map and project topographic map are in Appendix A and Exhibit B-1.

2. AREA OF POTENTIAL EFFECTS

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Kevin Hovey, PQS, PI-Prehistoric Archaeology, and Bing Luu, District Local Area Engineer, on April 12, 2018. The APE maps are located in Exhibit B-1of this Historic Property Survey Report.

The APE was established as approximately 25.8 acres, within which, direct impacts of project construction, including staging and other ancillary areas, may have an effect on cultural resources. All potential impacts were considered to be direct, as no historical built environment buildings or structures are in proximity to the APE. The APE is linear improvements at the northern end and the new bridge and staging/ancillary areas are the blade portion to the south. The vertical extent of the APE is anticipated to extend to 3 feet along the east side of Gilman Drive. On the west side of the road, grading cuts are anticipated to be up to 10 feet in depth.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

☒ Local Government
The City of San Diego is the Lead Agency for this project

☒ Native American Heritage Commission
A sacred lands record search was requested by AECOM staff from the California Native American Heritage Commission (NAHC) on February 28, 2018. The Commission responded on March 2, 2018 that there are sites within the one-mile radius of the APE. The NAHC requested that the Viejas Band of Mission Indians of the Viejas Reservation be contacted by telephone for more information about sites. The NAHC also provided and list of 20 Native American tribes or individuals be contacted for further information regarding the general Project vicinity (Attachment B-3).

☒ Native American Tribes, Groups and Individuals
A contact program was conducted by AECOM to solicit information regarding cultural resources in the project area. The 20 Native American tribes or individuals identified by the NAHC were contacted by letter on March 16, 2018. To date, a single response has been received: the Sycuan Band of the Kumeyaay Nation has requested a copy of the report once completed. The contact program is on-going and any additional contact attempts and/or responses will be noted in the contact log (Attachment B-3).

AB52 consultation will be conducted by the City of San Diego.

4. SUMMARY OF IDENTIFICATION EFFORTS

☒ National Register of Historic Places (NRHP)
☒ California Register of Historical Resources (CRHR)
☒ California Historical Landmarks (CHL)
☒ California Points of Historical Interest
☒ California Historical Resources Information System (CHRIS)
☒ Other Sources consulted:

- NETR Online Historic Aerials and Topographic Maps (various maps and images)
- San Diego Historical Society Journal of San Diego History online archives

☒ Results:
A search for archaeological and historical records was completed by Nick Doose of the South Coastal Information Center (SCIC) of the California Historical Resources Inventory System (CHRIS) on February 19, 2018. The record search covered a one-mile radius around the APE boundaries.

The record search determined that there are no previously recorded cultural resources within the APE. Seventy-two cultural resources were previously identified and documented within a one-mile radius of the APE (Exhibit B-2 in ASR). As detailed in Appendix B, These resources include 37 archaeological sites, nine structures, one archaeological site/structure, eight buildings, 15 isolates, and two objects. Of the 37 archaeological sites, 28 are prehistoric, four are historic, four are multi-component, and one is unknown. All of the structures and buildings are historic, while all of the isolates are prehistoric.

Previously, 239 cultural resources investigations have been completed within a one-mile radius of the APE (Appendix B in ASR). Of these, 14 studies included a portion of the APE.

5. PROPERTIES IDENTIFIED

☒ **No cultural resources are present** within the APE.

HISTORIC PROPERTY SURVEY REPORT

6. FINDING FOR THE UNDERTAKING

☒ Caltrans, pursuant to Section 106 PA Stipulation IX.A and as applicable PRC 5024 MOU Stipulation IX.A.2, has determined a Finding of **No Historic Properties Affected** is appropriate for this undertaking because there are no historic properties within the APE.

7. CEQA CONSIDERATIONS

☒ Not applicable; **Caltrans is not the lead agency under CEQA**. Further discussion on impact findings is in Appendix C.

8. LIST OF ATTACHED DOCUMENTATION

☒ Project Vicinity, Location, and APE Maps
- Appendix A - Project Vicinity and Location Maps
- Exhibit B-1 - APE map

☒ Archaeological Survey Report (ASR)
Wahoff, Tanya and Marcos Ramos-Ponciano 2018; Appendix B

☒ Other
- Potential Impacts to Cultural Resources (Appendix C)
- AB52 Consultation (to be conducted by the City of San Diego before completion of project)

9. HPSR PREPARATION AND CALTRANS APPROVAL

Tanya Wahoff

Tanya Wahoff, Registered Professional Archaeologist

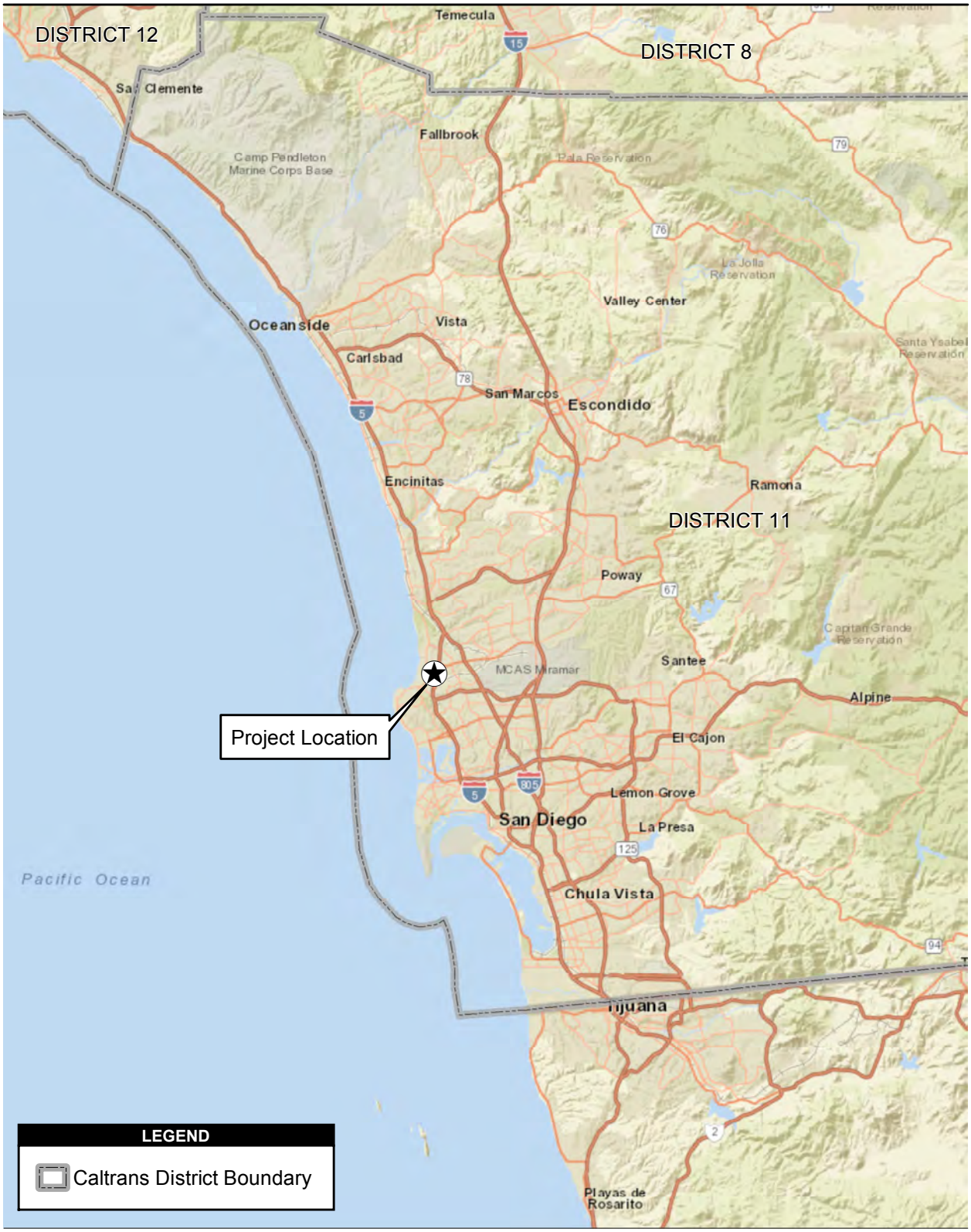
Prepared by: *AECOM, San Diego* May 7, 2018
Date

Reviewed for
Approval by: _____ _____
District 11 Caltrans *PQS, PI-Prehistoric Archaeology* Date

Approved by: _____ _____
District 11 EBC *Environmental Branch* Date

APPENDIX A

FIGURES



Source: ESRI, AECOM, Caltrans, City of San Diego

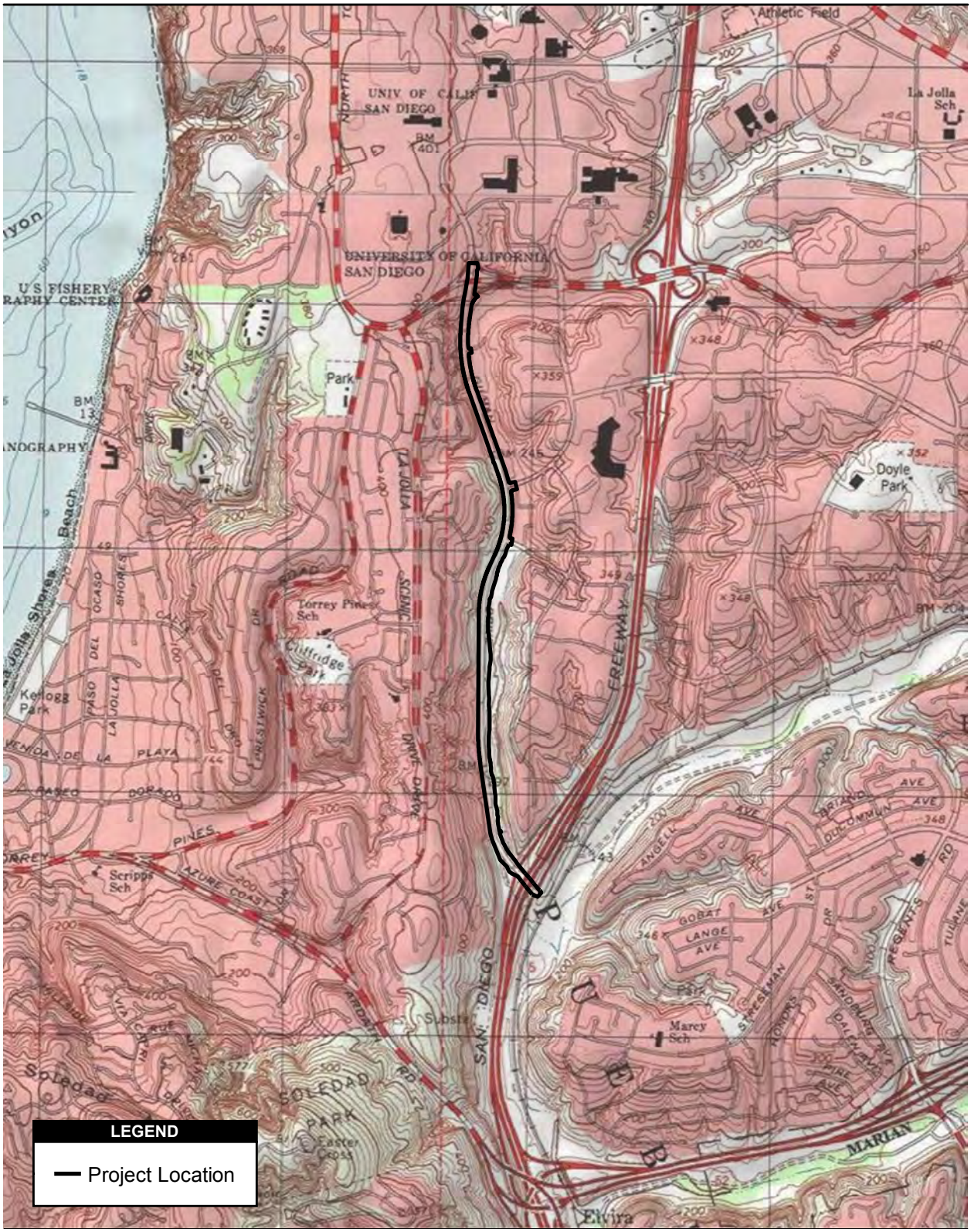
0 5 10 20 Miles

Scale: 1 = 633,600; 1 inch = 10 mile(s)

Figure 1
Project Vicinity

City of San Diego Coastal Rail Trail Project

Path: P:\2013\60297845_CstlRailTrl\900-CAD-GIS\920-929 GIS-Graphics\922_Maps\Cultural\Report_Figures\Figure1_ProjectVicinity_CRT.mxd, 3/26/2018, downsl1



Source: ESRI, AECOM, City of San Diego, National Geographic Society; USGS 7.5' Topographic Quadrangle: La Jolla

2,000 1,000 0 2,000 Feet

Scale: 1 = 24,000; 1 inch = 2,000 feet

Figure 2
Project Location

Path: P:\2013\60297845_CstlRailTrl\900-CAD-GIS\920-929 GIS-Graphics\922_Maps\Cultural\Report_Figures\Figure2_ProjectLocation_CRT.mxd, 3/26/2018, downsl1

CONFIDENTIAL

APPENDIX B

ARCHAEOLOGICAL SURVEY REPORT

FINAL

ARCHAEOLOGICAL SURVEY REPORT FOR THE COASTAL RAIL TRAIL PROJECT, SAN DIEGO, CALIFORNIA

Federal Project No. CML-5004(131)

Caltrans District 11

Prepared by: Tanya Wahoff May 7, 2018

Tanya Wahoff, Registered Professional Archaeologist Date
AECOM
401 West A. Street, Suite 1200, San Diego, CA 92101

Authors:
Tanya Wahoff M.A., Marcos Ramos-Ponciano, M.A.

Reviewed by: _____ _____
District 11 Caltrans PQS, PI-Prehistoric Archaeology Date

Approved by: _____ _____
District 11 EBC Environmental Branch D Date

May 2018

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LIST OF FIGURES (EXHIBIT B-1)

LIST OF PHOTOS (EXHIBIT B-4)

SUMMARY OF FINDINGS

AECOM was retained by Nasland Engineering to conduct cultural resources studies for the Coastal Rail Trail (CRT) project. This Archaeological Survey Report has been prepared to present the results of the identification efforts conducted for the project, as a result of archival and background research, record searches, and field survey, and to provide management recommendations. Maps of the CRT project area of potential effect (APE), project vicinity, and project location are provided in Exhibit B-1.

The studies for this undertaking were carried out in a manner consistent with California Department of Transportation's (Caltrans) regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations Part 800) and the implementing regulations of the Advisory Council on Historic Preservation, and pursuant to the January 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation regarding Compliance with Section 106 of the National Historic Preservation Act (Section 106 PA). The study has also been completed in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act Guidelines using the criteria outlined in Section 5024 of the California Public Resources Code, and the City of San Diego's (City) Historical Resources Regulations and the City's Significance Determination Thresholds.

A records search conducted at the South Coastal Information Center indicated that 72 previously recorded archaeological sites are located within 1 mile of the project; none are within the CRT project area of potential effect (APE). No built environment resources were identified on any historic maps or aerial photographs within or adjacent to the APE. Information from the records searches is included in Exhibit B-2.

Native American consultation conforming with Assembly Bill 52 will be conducted by the City of San Diego. AECOM conducted a Native American contact program to gather information regarding cultural resources in or near the project APE. The contact program is ongoing; contacts and responses are in Exhibit B-3.

An archaeological survey of the APE was performed March 2, 2018, by archaeologist Marcos Ramos-Ponciano, M.A., under the direction of Tanya Wahoff, M.A., RPA, who meets the Secretary of the Interior's Professional Qualification Standards in Archaeology. A Native American monitor from Red Tail Monitoring & Research, Inc. was present and consulted throughout the field effort. The archaeological survey consisted of a reconnaissance-level pedestrian survey, which covered 100 percent of the unpaved proposed ground disturbance locations within the APE. Photographs from the survey are included in Exhibit B-4. No artifacts or features of prehistoric or historic age were observed during the survey.

It is Caltrans's policy to avoid cultural resource whenever possible. Further investigations may be needed if the sites cannot be avoided by the project. If buried cultural materials are

encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed.

1.0 INTRODUCTION

The City of San Diego (City), in cooperation with the Federal Highway Administration and the California Department of Transportation (Caltrans), proposes to develop the Coastal Rail Trail (CRT) in San Diego, California. The purpose of this study is to determine the potential effects on cultural resources of construction-related activities for the CRT Project. An archaeological survey of the area of potential effects (APE) was performed on March 3, 2018, by AECOM archaeologist Marcos Ramos-Ponciano, under the direction of Tanya Wahoff, M.A., RPA. Exhibit B-1 contains the Project Location and Survey Area maps for the project.

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations Part 800) and the implementing regulations of the Advisory Council on Historic Preservation, and pursuant to the January 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation regarding Compliance with Section 106 of the National Historic Preservation Act (Section 106 PA). The study has also been completed in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act Guidelines using the criteria outlined in Section 5024 of the California Public Resources Code, the City's Historical Resources Regulations and the City's Significance Determination Thresholds.

1.1 PROJECT PERSONNEL

Tanya Wahoff, M.A., RPA, served as principal investigator for this ASR and oversaw all aspects of the study. Ms. Wahoff meets the Secretary of the Interior's Professional Qualification Standards in Archaeology. Ms. Wahoff has been involved in the field of cultural resources management for more than 25 years. She has worked on projects within federal and state regulatory frameworks, directing inventories, evaluations, data recovery efforts, and monitoring programs for projects throughout the western United States. She is experienced in the identification and analysis of both prehistoric and historic era artifacts. Ms. Wahoff currently serves as the Cultural Resources Laboratory Director for the AECOM San Diego office.

Marcos Ramos-Ponciano, M.A., conducted the archaeological survey and contributed to the report preparation. Mr. Ramos-Ponciano is an archaeologist with a M.A. in Anthropology and has nine years of experience in cultural resources management within San Diego County, Imperial County, Riverside County, and Los Angeles County. Mr. Ramos-Ponciano has served as field director for survey, testing, and data recovery efforts, and is a qualified site safety officer. He authors or coauthors technical reports and has extensive experience in the analysis of flaked stone and ground stone tools.

1.2 PROJECT LOCATION AND DESCRIPTION

Located in the La Jolla area of the City of San Diego (Maps 1 and 2), the APE extends along Gilman Drive from La Jolla Village Drive south to Interstate 5 (I-5). More specifically, the project is located on the United States Geological Survey (USGS) La Jolla, California 7.5-Minute Topographic Map, in the Pueblo Lands of San Diego (unsectioned).

The CRT Project will develop nearly 40 miles of continuous corridor of multi-use, Class I, Class II, and Class III bicycle facilities along the railroad right-of-way (ROW). The CRT is a regional project that will establish a multi-use trail to better connect the coastal cities of Oceanside, Del Mar, Carlsbad, Encinitas, Solana Beach, and San Diego, as identified in the Coastal Rail Trail Project Study Report (PSR; Chapin and Transtech 2000) Each city entered into a Memorandum of Understanding to plan, design, and construct segments of the trail within their respective jurisdictions. The City of San Diego will develop approximately half of the CRT. San Diego's portion is proposed to run for approximately 20 miles extending from the City's border with Del Mar south to downtown San Diego.

The proposed project is the Gilman Drive segment that will follow Gilman Drive between University of California San Diego (UCSD) and the Rose Canyon Bikeway, an approximately 1.8-mile segment representing Segment 9 as identified in the PSR. This segment is located in an urban area of apartments and single-family homes. Natural open space is present on steeper, eroded slopes, and in a drainage that parallels Gilman Drive from Via Alicante to the I-5 freeway (at the base of the slope along the east side of the roadway). The site is located within the City of San Diego's Multiple Species Conservation Program Subarea Plan. The proposed project includes a one-way protected cycle track on each side of Gilman Drive and a continuous sidewalk on the west side of Gilman Drive over a project distance of approximately 8,800 linear feet. The cycle-track would include a raised buffer between traffic or parking and the cycle track. To accommodate the cycle tracks, the project would include roadway widenings on the west side of Gilman Drive from Villa La Jolla Drive southerly to an existing private driveway (an approximate distance of 3,000 linear feet) and on the east side of Gilman Drive from Via Alicante to I-5 southbound off-ramp (an approximate distance of 4,500 linear feet). In addition to roadway widening, the project includes roadway re-striping, street lighting, landscaping, retaining walls, drainage improvements, bus stop improvements, and traffic signal modifications at the existing traffic signals at I-5, Via Alicante, Villa La Jolla Drive, and La Jolla Village Drive. Acquisition of additional roadway ROW is required from several parcels east of Gilman Drive, south of Via Alicante, and temporary construction easements are required for several parcels for slope grading and retaining wall construction.

The CRT project will result in a number of benefits to regional mobility, including:

- Providing a direct north-south connection for bicycles, pedestrians, and joggers
- Links to regional employment centers in Sorrento Valley, UCSD, and University City for residential communities to the north and south
- Providing connections to Coaster stations and future trolley stations in the project area

The needs that will be served by the development of the CRT are as follows:

- Regional Connectivity and Intermodal Relationships. North coastal San Diego has various bike paths and trails; however, they are intermittent and discontinuous. The CRT project would both improve the already existing Class II facilities and create new Class I trails that would link many of the intermittent segments of existing trails, thereby enhancing the overall trail network. The quality of recreation bicycle use on this system would be greatly enhanced. Significant efforts have been made throughout San Diego County to encourage and foster use of the Coaster Commuter Train—the commuter rail link servicing north coastal San Diego County. Better access to and connection with Coaster stations is needed to make Coaster commuting a convenient alternative to driving. The proposed CRT project connects bicycle commuter trail users to existing and proposed Coaster Stations, specifically the Sorrento Valley Coaster Station and the proposed Nobel Drive Coaster Station.

- Transportation Demand. The 2050 SANDAG Regional Transportation Plan has estimates of $3.4 billion for bicycle and pedestrians facilities by 2050 and is promoting sustainable bicycle transportation for everyday travel to increase mobility, reduce greenhouse gases, improve public health, and improve quality of life. Options need to be available to move people through the region. While the automobile is the most popular way to travel in southern California and San Diego, adequate funding and ROW will not be available to widen highways in order to meet the increased transportation demands. The CRT, as a continuous 40-mile trail, would provide an attractive alternative to vehicle commuting to help to reduce traffic congestion.

- Improve Regional Air Quality. The Air Pollution Control District of San Diego also contends that the primary way to fight air pollution is to reduce driving, and suggests methods such as combining errands, carpooling, telecommuting, walking, and bicycling. The CRT project would promote better air quality by providing a transportation alternative to the use of the private automobile. The reduction in vehicle miles traveled would contribute to improved air quality.

- Support for Environmental Stewardship and Conservation Initiatives. A number of environmental conservation and stewardship proposals, such as the San Diego Civic Solutions Canyon Lands initiative and the Rose Creek Watershed Alliance Opportunities Assessment, call for protection and preservation of San Diego's undeveloped canyons and watersheds through education and stewardship. One specific need outlined by San Diego Civic Solutions is to support communities and canyon lands with green infrastructure and connections to and between canyons. The CRT would preserve the natural corridors of Roselle Canyon and Rose Canyon while better linking these undeveloped, ecological sanctuaries to their surrounding communities and to one another.

1.3 AREA OF POTENTIAL EFFECTS

The proposed area of potential effects (APE) for the project is linear in shape and encompasses paved Gilman Drive; the road shoulder; portions of La Jolla Village Drive ramp and intersections with Evening Way, Via La Jolla Drive, and Via Alicante; and portions of the slope on either side of the road that will be used for temporary access, staging, slope grading, and construction of a retaining wall near the south end of the segment. The CRT APE encompasses 25.8 acres. Of this area, approximately 11.1 acres within which, direct impacts of project construction, including staging and other ancillary areas, may have an effect on cultural resources. The remaining approximately 14.7 acres is paved, with little or no potential for effects to cultural resources from project activities. No built environment resources were identified on historic maps or aerial photographs within or adjacent to the APE, nor have any sensitive Native American cultural properties been identified within the APE; therefore, no indirect impacts from project activities will occur. The vertical extent of the APE is anticipated to extend to 3 feet along the east side of Gilman Drive. On the west side of the road, grading cuts are anticipated to be up to 10 feet in depth. The signed APE map is in Exhibit B-1).

2.0 SOURCES CONSULTED

2.1 SUMMARY OF METHODS AND RESULTS

Investigations for the cultural resources assessment included a records search, archival and background research, and a field survey. The records search provided information on previous cultural resource investigations and identified resources in the area. Background research was conducted to develop the prehistoric and historic context for the region and gain more specific information of the proposed project's study area. The field survey was conducted to identify cultural resources within the project's study area.

2.2 RECORDS SEARCH

The records search for this project was conducted at the South Coastal Information Center (SCIC) housed at San Diego State University on February 19, 2018. Per the project scope, the records search included the proposed project plus a 1-mile surrounding radius. These searches were conducted to determine previous survey coverage, identify previously recorded resources, and assess the likelihood of impacting archaeological resources.

The records search reviewed previous cultural resource investigation reports, cultural resources site records, historic topographic maps, and historic property inventories. Inventories of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR California Historical Landmarks, and California Points of Historical Interest were reviewed to identify cultural resources within the project's study area. Copies of relevant records search and archival research are included in Exhibit B-2.

Previous Cultural Resources Investigation Reports

The records search results identified 239 previous cultural resource surveys or studies within or partially within the proposed project and/or the 1-mile surrounding radius. Of the 239 mapped reports, 14 occurred within or partially within the proposed project. The 14 reports within the study area include four cultural inventories, a survey, two environmental impact reports, two cultural resource overviews, one Section 106 consultation, one cultural resource analysis, one survey, one archaeological and geospatial investigation, and one historic property effects report. Table 1 presents the previous studies within the project APE; a full listing is provided in Appendix B-2.

Table 1. Previous Studies within the CRT APE

Report Number	Date	Author	Title
SD-00827	1989	Gallegos, Dennis, Roxana Phillips, Andrew Pigniolo, Tom Demere, and Patricia M. Masters	A Cultural and Paleontological Inventory Update for the University of California at San Diego and Scripps Institution of Oceanography
SD-01920	1980	Hanna, David Jr.	A Cultural Resource Inventory of the University of California at San Diego
SD-02163	1974	Barbara Loughlin	An Environmental Impact Report (Archaeology) for Science Applications Incorporated for a Parcel Consisting of One Thousand Acres in La Jolla California
SD-04383	1989	ERC Environmental and Energy Services	A Cultural and Paleontological Inventory Update for the University of California at San Diego and Scripps Institution of Oceanography
SD-09376	2004	Kyle, Carolyn	Cultural Resource Inventory Update and Recommendations for the University of California at San Diego 2004 Long Range Development Plan
SD-09754	2005	Hector, Susan	Cultural Resource Overview of Rose Canyon and San Clemente Canyon, City of San Diego, California
SD-10885	2007	Mattingly, Scott A.	Archaeological and Geospatial Investigations of Fire-Altered Rock Features at Torrey Pines State Reserve, San Diego, California
SD-11142	2007	Hector, Susan	Update - Cultural Resource Overview of Rose Canyon and San Clemente Canyon, City of San Diego, California
SD-11826	2008	Robbins-Wade, Mary	Archaeological Resources Analysis for the Master Stormwater System Maintenance Program, San Diego, California Project. No. 42891
SD-12200	2009	Herrmann, Myra	Draft Environmental Impact Report for the Master Storm Water System Maintenance Program (MSWSMP)
SD-13491	2011	U.S. Department of Transportation	Section 106 Consultation for the Mid Coast Corridor Transit Project, San Diego County, CA
SD-15065	2012	Carole Denardo, Rachael Greenlee, and Caprice Harper	Mid-Coast Corridor Transit Project: Archaeological Survey Report, San Diego, California
SD-15065			(No additional information available)
SD-15066	2013	SANDAG	Mid-Coast Corridor Transit Project: Historic Property Effects Report

Previously Recorded Cultural Resources Site Records

The records search identified 72 cultural resources within either the proposed project or a 1-mile radius buffer. These resources include 37 archaeological sites, nine structures, one archaeological site/structure, eight buildings, 15 isolates, and two objects. Of the 37 archaeological sites, 28 are prehistoric, four are historic, four are multi-component, and one is unknown. All of the structures and buildings are historic, while all of the isolates are prehistoric. Of these 72 resources, none are within the APE. Of the three resources previously recorded within 200 feet of the APE (Table 2), two are isolated artifacts (lithic tools and a sandstone metate) and one is the Atchison, Topeka, and Santa Fe Railway, located south of the project. The two isolates were recorded at the top of the steep bluffs west of Gilman Drive, P-37-014863, in an area that is now developed.

Table 2. Previously Recorded Cultural Resources within 200 Feet of the APE

Primary Number	Permanent Trinomial	Resource Type	Site Constituents	Time Period	Date Recorded (or most recent update)
P-37-014863	Not applicable	Isolate	Lithic tools	Prehistoric	1987
P-37-024739	CA-SDI-016385	Structure	Atchison, Topeka and Santa Fe Railway	Historic	2002, 2009, 2011, 2012, 2013, 2014, 2015
P-37-034754	Not applicable	Isolate	Sandstone metate	Prehistoric	2014

Historic Maps and Aerials

Historic topographic maps consulted include the 1953 USGS Del Mar Quadrangle and the 1953 USGS La Jolla Quadrangle (Table 3). Other historic maps consulted include the 1872 Map of San Diego County California and the 1769 to 1885 Map of Historic Roads in San Diego County. The 1953 USGS Del Mar Quadrangle and the 1953 USGS La Jolla Quadrangle depict the somewhat developed land surrounding the proposed project area. Landmarks include the La Jolla school; La Jolla Shores Drive; Highway 101; Camp Mathews Naval Reservation; Scripps Institute of Oceanography; the Atchison, Topeka and Santa Fe Railway; and Elvira Train Station, as well as several unnamed creeks and roads surrounding the project area.

Table 3. Historic Maps and Aerials

Map Name/Year	Scale	Source	Coverage
Historic Topographic Maps			
Del Mar (1953)	1:24,000	SCIC	Overview of the proposed project area
La Jolla (1953)	1:24,000	SCIC	Overview of the proposed project area
Historic Aerials			
1953	Not available	NETR online*	Overview of the proposed project area
Other Historic Maps			
San Diego County California (1872)	1,100,00	SCIC	San Diego County California (1872)
Historic Roads, San Diego County (1769–1885)	1:100,000	SCIC	Historic Roads, San Diego County (1769–1885)
Modern Topographic Maps			
La Jolla (1975)	1:24,000	USGS; ESRI	Overview of the proposed project area

* Historic Aerials by NETRonline; http://www.historicaerials.com

2.3 OTHER SOURCES

In addition to the records at the SCIC, a variety of sources were consulted in February and March 2018 to obtain information regarding the APE. Sources include the NETR Online Historic Aerials and Topographic Maps (various maps and images, March 2018) and the San Diego Historical Society Journal of San Diego History online archives.

The historic aerials from 1953, 1964, 1966, 1973, and 1980 show a segment of the Coast Route/U.S. Highway Route 101(now Gilman Drive), with Camp Matthews Naval Reservation north of the project APE and the Atchison, Topeka and Santa Fe Railway immediately south. By 1978, housing development(s) are present in the northern portion of the project area, and by 1980, most of the structures currently in the vicinity of the project appear to have been built.

2.4 NATIVE AMERICAN CONSULTATION/CONTACTS

Assembly Bill (AB) 52 consultation for the CRT project will be performed by the City of San Diego for government-to-government consultation with local Native American Tribes. A contact program was conducted by AECOM to solicit information regarding cultural resources in the project area. A sacred lands record search was requested by AECOM from the California Native American Heritage Commission (NAHC) on February 28, 2018. The Commission responded on March 2, 2018, that there are sites within the 1-mile radius of the APE. The NAHC requested that the Viejas Band of Mission Indians of the Viejas Reservation be contacted by telephone for more information about sites. The NAHC also provided a list of 20 Native American tribes or individuals to be contacted for further information regarding the general project vicinity.

A letter and a map were sent on March 16, 2018 to the tribal contacts previously identified by the NAHC as having knowledge about cultural resources in or near the APE. The contact program is ongoing. All consultation correspondence and a contact log are provided in Attachment B to the HPSR; the log is updated when new contacts are made or responses are received. The following summarizes the pertinent correspondence from these efforts.

- On March 28, AECOM contacted the Ernest Pingleton, Cultural Resources Specialist, via telephone for information on cultural resources in the project area, per the NAHC's request. Mr. Pingleton requested a copy of the information letter and map and stated that he would contact AECOM when he had the information. The contact package was sent to Mr. Pingleton that same day via email. No further response has been received by AECOM to date.

- On March 29, Ms. Lisa Haws of the Sycuan Band of the Kumeyaay Nation responded via telephone that the Tribe is requesting a copy of the report once it has been completed.

- On March 27, Mr. Ray Teran of the Viejas Band of Kumeyaay Indians, responded via USPS that the project site has cultural significance or ties to the Viejas, and requested that a Kumeyaay cultural monitor be present during all ground-disturbing activities.

- On March 29, Mr. Cody Martinez of the Sycuan Band of the Kumeyaay Nation responded via USPS that the Band is requesting Red Tail monitoring or a qualified Kumeyaay cultural monitor during all ground-disturbing activities; copies of the report(s); avoidance or mitigation of cultural resources; inclusion of a Kumeyaay-specific section in environmental reports; and curation within Kumeyaay territory for any archaeological collections, with a priority on curating at tribal facilities.

3.0 BACKGROUND

The environmental setting section presented below provides information on the environmental factors that affect cultural resources, while the following discussion of prehistoric and historical settings provides information on the land use history of the general project region.

3.1 ENVIRONMENT

Located within the coastal plain of the Peninsular Ranges Geomorphic Province, the project study area consists of marine and non-marine terraces. The sediments in the project area consist of recent alluvium, Eocene marine, and Pleistocene marine and marine terrace deposits (Rogers 1965). Gilman Drive is situated on the east-facing slopes of a terrace, overlooking a generally south-trending drainage that parallels the road between Via Alicante to the north and I-5 to the south. The roadbed has been partially cut into the steep slopes of the terrace.

3.2 ETHNOGRAPHY

By the time the Spanish began to visit California, the project area was within the territory of a loosely integrated cultural group historically known as the Kumeyaay (also known as the Kamia, Ipai, and Northern Diegueno), whose territory encompassed most of the southern two-thirds of San Diego County. They lived in semi-sedentary, politically autonomous villages that were placed in areas with access to reliable water and a variety of resources. The Kumeyaay people spoke a Yuman language of Hokan stock. The Kumeyaay were organized into bands that followed a seasonal round of resource exploitation. Subsistence was plant-based, supplemented by game and also by shellfish on the coast. Acorns from a variety of oaks (*Quercus* spp.) were a staple, and the variety of seeds that also formed an important part of the diet included chia (*Salvia columbarie*), buckwheat (*Eriogonum fasciculatum*), and grasses (*Bromus/Stipa* spp., *Hordeum* sp., *Phalaris* sp. and *Sporobulus* sp.) (Byrd and Raab 2007; Luomala 1978). Trading networks moved coastal resources such as salt and shells inland and acorns, agave, and mesquite beans toward the coast (Luomala 1978).

3.3 PREHISTORY

Although the general outlines of the prehistory of coastal southern California have been in place for many decades, recent years have seen some important refinements. Many of these relate less to changes in assemblages and more to shifts in settlement and land use, and are thus especially relevant to models pertaining to archaeological landscapes and investigations on a more regional scale. In the following discussion, current knowledge of major prehistoric developments is reviewed as it may relate to regional land use models.

Initial Occupation: Paleoindian and Early Coastal Adaptations (11,500–8500 years before present [B.P.])

Despite decades of research, the early prehistory of coastal southern California remains poorly understood. The archaeological record does reveal that humans had appeared by about 12,000 years ago on the Channel Islands, where they lived primarily by fishing and shellfishing. These early island components are of interest in that they seem to reflect fully developed maritime economies that were distinct from, but roughly contemporaneous with, the Clovis tradition represented throughout much of interior North America. Identified late Pleistocene components are lacking on the mainland coast of southern California, although several sites have yielded calibrated dates in excess of 9,000 years (Erlandson et al. 2007:58–59). Archaeological complexes represented at these early sites include the San Dieguito complex with its finely worked scrapers and leaf-shaped and stemmed projectile points (Warren 1968; Warren et al. 1993), and the La Jolla complex represented by simple flaked cobble tools, relatively abundant groundstone, and flexed burials. Although the temporal and cultural relationship between San Dieguito and La Jolla continues to be debated, it is increasingly clear that human populations were well established along the coast of southern California very early in the Holocene.

The Archaic (8500–1300 B.P.)

During the early Holocene, sea levels continued to rise, as they had been since the last glacial maximum at about 18,000 years ago. By around 8000 B.P., however, it appears that sea levels had begun to slow to a rate of about 0.25 meter per century, a process that, as noted above, allowed the formation of a complex mosaic of productive lagoon and estuary habitats at many locations along the San Diego County coastline (Carbone 1991; Masters and Gallegos 1997). These habitats seem to have supported a significant coastal population during the early Archaic, as numerous coastal components have been found that date to this interval. Archaeological remains in these components typically represent the La Jolla complex and often contain abundant shellfish and fish remains, along with flaked cobble tools, basin metates, manos, discoidals, stone balls, and flexed burials. At the same time, it has been suggested that the contemporaneous Pauma complex of inland San Diego County may represent seasonal movements of early Archaic populations between coastal and inland resource areas (True and Pankey 1985; Warren et al. 1961). If so, a relatively broad seasonal range is implied for the early portion of the Archaic. Overall, a pattern of increasing subsistence diversification is seen for the Archaic, with a decreased reliance on shellfish procurement and a corresponding increase in hunting and fishing (Erlandson 1997).

Although the basic toolkit represented by the La Jolla complex appears to have remained consistent throughout the Archaic, there are some indications of significant shifts in settlement. Compilations of radiocarbon assays for Batiquitos Lagoon (Gallegos 1985; Warren et al. 1961), for example, provide evidence for disuse of this location between about 3000 and 1500 B.P. This, and evidence from some other locations in San Diego County, led Warren (1964, 1968; Warren et al. 1961) and others (Gallegos 1985; Masters and Gallegos 1997) to postulate a population movement inland and southward in response to siltation and declining productivity of coastal lagoons in the northern portion of the county. Warren (1964) suggested that San Diego

and Mission Bays would have continued to provide productive wetland resource areas at this time.

The Late Prehistoric (1300–200 B.P.)

Data suggest that Late Prehistoric land use and settlement systems increasingly focused on inland settings, with settlements appearing at a variety of interior and upland locations. Coastal settings continued to be used as well. The pattern of large residential camps with satellite short-term campsites that developed during this period (Byrd and Raab 2007; Rosenthal et al. 2001;True 1966;) is seen as an indicator of economic intensification (Byrd and Reddy 1999, 2002)—a shift toward exploitation of smaller, more abundant resources—in response to stresses from increased populations and variable climatic conditions. Although more labor intensive to procure, these smaller resources were available in greater numbers and easily accessible for a range of age groups. The small satellite camps are seen as short-term campsites or activity areas focused on specific resources. An example of Late Prehistoric period intensification practices is the numerous Late Prehistoric period shell middens composed of bean clam (*Donax gouldii*) (Byrd 1996, 1998; Gallegos et al. 1998), a species that likely appeared in quantity with the expansion of sandy beaches in the Late Prehistoric period (Masters 1998).

In southern California, the appearance of small arrowhead-sized projectile points, ceramics, and the practice of cremation mark the beginning of the Late Prehistoric period. In northern San Diego County, the Late Prehistoric is represented mainly by the San Luis Rey complex, originally defined by Meighan (1954) and refined by True (1966; True and Waugh 1982, 1983; True et al. 1974). Meighan distinguished between San Luis Rey I (A.D. 1400–1750) and San Luis Rey II (A.D. 1750–1850), the principal differences being the addition of ceramics, pictographs, steatite arrowshaft straighteners, and Euroamerican artifacts (glass and metal) in San Luis Rey II. The timing of San Luis Rey as proposed by Meighan was seen as problematic by some archaeologists, primarily because it would create a time gap between San Luis Rey I and the earlier Archaic patterns, and because the inception of common ceramic use would be essentially a historic period phenomenon. Based on these issues, True and Waugh (1982) proposed a somewhat longer time frame, with San Luis Rey II occurring primarily during the prehistoric period and San Luis Rey I appearing sometime before A.D. 1000. Prior to San Luis Rey I, a generalized San Luis Rey pattern was proposed (see True et al. 1974). Later, however, True and Waugh presented new radiocarbon data that they believed supported a very late (probably A.D. 1600s) inception for the common use of pottery (True and Waugh 1983).

In southern San Diego County, the Late Prehistoric is represented mainly by the Cuyamaca complex, originally defined by True (1970). True noted an artifact assemblage similar to the San Luis Rey complex represented in northern San Diego County, but distinguished by a steatite industry, a wide range of ceramic vessel types; and a higher incidence of small side-notched points and some flaked stone tool types (scrapers, scraper planes, and choppers). True also attributed a higher incidence of groundstone milling implements to the Cuyamaca complex. Burial practices involved cemetery areas separate from living areas, cremations in ceramic urns, specialized grave goods, and the use of grave markers (True 1970).

3.4 HISTORY

Cultural activities within San Diego County between the late 1700s and the present provide a record of changing Native American, Spanish, Mexican, and American occupation and land use. A brief overview of the history of San Diego County is presented as a general background to the region. This is followed by a more specific history of the project area.

The Spanish period (1769–1821) represents a time of European exploration and settlement. Dual military and religious contingents established the San Diego Presidio and the Mission San Diego de Alcala. The missions used Native American labor to build the infrastructure needed for European settlement. By circa 1821, traditional Native American lifeways were disrupted and Native American populations were tied economically to the missions. In addition to providing new construction methods and architectural styles, the mission system introduced horses, cattle, and other agricultural goods and implements. The cultural systems and institutions established by the Spanish continued to influence the region beyond 1821, when California came under Mexican rule.

The Mexican period (1821–1848) retained many of the Spanish institutions and laws that were already in place in California; however, in 1834, the mission system became secularized. Secularization allowed for increased Mexican settlement in the region, but it also meant that many Native Americans were dispossessed. After secularization, large tracts of land were granted to individuals and families, and a rancho system was established throughout California. Rancho land was used primarily for grazing cattle (Pourade 1963). Cattle ranching dominated the agricultural activities of the ranchos, as the hide and tallow trade within the United States increased during the early part of this period. The Pueblo of San Diego was established at this time, and the Native American population greatly declined. The Mexican period ended when Mexico ceded California to the United States after the Mexican-American War (1846–1848).

Very early in the American period (1848–present), gold was discovered in California. This led to a large influx of settlers to the region. Few Mexican ranchos remained intact because of land claim disputes thereby opening up much of the land for development. Establishment of railroads also opened up much of the country to settlement. The homestead system encouraged American settlement beyond the coastal plain, and the growth and decline of communities occurred in response to an increasing and shifting population, fostering a “boom and bust” cycle (Quastler 1992).

Marine Corps Camp Matthews was established in the La Jolla area in 1920 on San Diego’s Pueblo Lands leased from the City of San Diego. A segment of the Coast Road/U.S. Highway Route 101, now Gilman Drive, formed the western boundary of the Camp. Camp Matthews operated as a rifle range until the 1960s and, in 1964, the lands were transferred to the University of California for a new campus (Shragge 2001).

Major transportation routes developed along the coast in the late 19th and early 20th centuries provided easier access to the area. These included the Atchison, Topeka, and Santa Fe Railroad (Quastler 1992) and the Coast Route (later known as U.S. Highway 101). The San Diego County

Road Commission was formed in 1908 to develop roads to meet San Diego County's transportation needs, and a coastal road from San Diego to Los Angeles was considered a priority (Arnold 2002). Work began on the road in 1912 and, in 1925, the Coast Route was formally designated U.S. Highway Route 101. As communities in San Diego County continued to develop through the 20th century, so did the need for improved transportation routes. Among the many highways constructed to meet this need was I-5 along coastal San Diego County.

4.0 FIELD SURVEY METHODS AND RESULTS

4.1 SURVEY METHODS

An intensive pedestrian field survey of the APE was conducted on March 3, 2018 by Marcos Ramos-Ponciano, M.A. A Native American monitor, Nick Ruis from Red Tail Monitoring & Research, Inc., was present and consulted throughout the survey.

Per the scope of work, the archaeological survey only included the current non-paved portions of the APE. Attempts to survey areas of 20 percent slope or greater were made on a subjective basis. The areas principally surveyed were those unpaved areas past the east and west shoulders of Gilman Drive. Within the total 25.8-acre APE, the field survey encompassed approximately 11.1 acres of unpaved terrain. These areas were primarily along cut slopes and toe slopes adjacent to Gilman Drive. Areas of 30 percent slope or greater were visually inspected, however, for safety reasons, no consistent attempt was made to survey transect in these locations. These steep areas are also unlikely to have *in situ* archaeological materials.

Field survey methods consisted of systematic intensive pedestrian survey. The intensive pedestrian survey methods consisted of an AECOM archaeologist walking in parallel transects spaced every 10 meters (32.8 feet) in all areas where slope, vegetation, and/or terrain would allow transects to be maintained. If not precluded by dense vegetation, the archaeologist checked all cleared areas and rodent burrows and backdirt piles disturbed by rodents along and between the transect lines. Most of the project area was covered with thick growth of southern coastal sage-chaparral transition, coastal sage scrub, and non-native plant communities. In relatively level areas of the APE, surface visibility ranged from nearly 0 percent to as much as 100 percent within an area of eucalyptus trees near the north end of the survey area and portions of the cut on the west side of Gilman Drive. Some of the areas were also densely vegetated with coastal sage scrub, ornamental vegetation, and ice plant.

Reconnaissance survey methods were used in areas that could not be walked systematically. Although the ground surface was visible in some reconnaissance areas, systematic transect coverage was generally precluded by dense vegetation and/or steep terrain. Consequently, such areas could not be covered consistently using a 10-meter transect methodology. Reconnaissance survey methods consisted of surveying the visible areas where they were present and/or accessible.

No archaeological resources were identified within the APE during the intensive pedestrian survey.

5.0 STUDY FINDINGS AND CONCLUSIONS

The archival research identified 72 archaeological resources within the 1-mile-radius buffer surrounding the APE; however, no previously recorded resources are within the project boundaries. Additionally, the pedestrian intensive survey did not identify any new archaeological resources within the project's APE.

Contacts with Native American groups and individuals to identify resources within the project APE is ongoing. To date, the contacts have identified no resources within the project APE. AB 52 consultation will be performed by the City of San Diego, and the results summarized in the final HPSR for this project.

The archaeological survey of the CRT unpaved APE found that much of the project APE is disturbed. The north end of the project area has been heavily impacted by construction of the overpass and ramps for La Jolla Village Drive, and the south end by construction of I-5 and associated ramps. Most of the steep slopes along the west side of Gilman drive have been previously graded, most likely road cuts for the construction and development of Gilman Drive. To the east of Gilman Drive, the northern portion of the project between La Jolla Village Drive and Via Alicante has been developed. In those locations, the project APE extends into the landscaping associated with housing developments. The landscaping immediately adjacent to Gilman Drive consists primarily of grass lawn with scattered non-native trees. From Via Alicante south to I-5, the area immediately east of Gilman Drive is an undeveloped slope with native vegetation, with ice plant in the road shoulder and upper slopes. The portion immediately adjacent to Gilman Drive is flattened, and although visibility was obscured by ice plant, it is likely that these flat areas were wholly or partially graded during construction of Gilman Drive.

Ground surface visibility was limited through much of the APE due to the dense vegetation, consisting mainly of ice plant; grass lawn; and ornamental and native bushes and shrubs, including poison oak. Visibility was 100 percent in the area of eucalyptus trees and ranged from 0 to 15 percent for most of the remaining APE.

Due to extensive prior mechanical disturbance and the local geology of marine and non-marine terrace, the project has a low potential for encountering buried archaeological deposits, including potential tribal cultural resources.

If buried cultural materials are encountered during construction, it is Caltrans's policy that work be halted in that area until a qualified archaeologist can assess the nature and significance of the find. If the discovery is Native American in origin, interested Native American parties will be consulted to determine whether the resource is a tribal cultural resource and to seek their input as to the interpretation and treatment of the find. Additional archaeological survey will be needed if the project limits are extended beyond the present survey limits. Further investigations may be needed if the sites cannot be avoided by the project.

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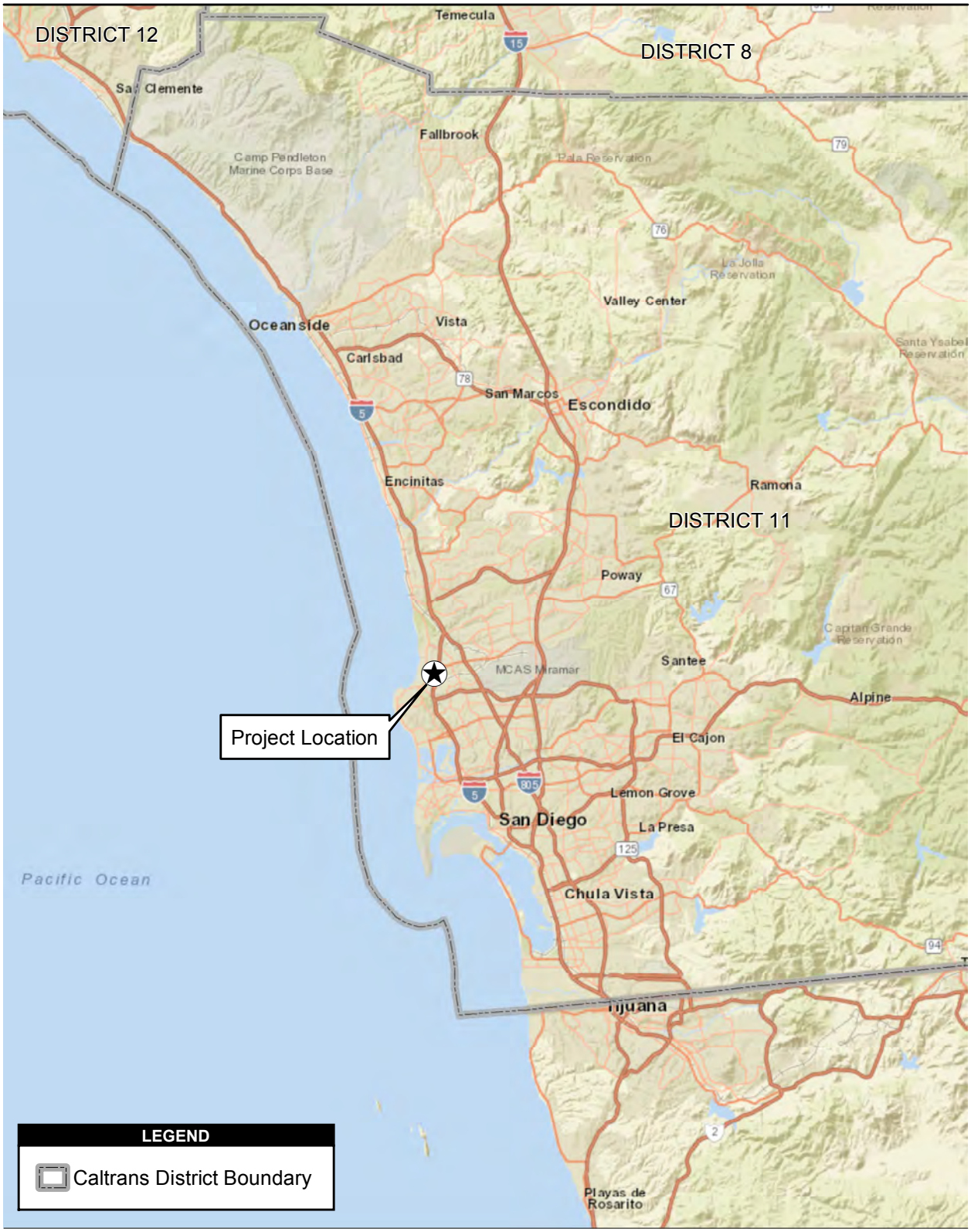
EXHIBIT B-1

FIGURES



Source: ESRI, AECOM, Caltrans, City of San Diego

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Scale: 1 = 633,600; 1 inch = 10 mile(s)

Figure 1
Project Vicinity

City of San Diego Coastal Rail Trail Project

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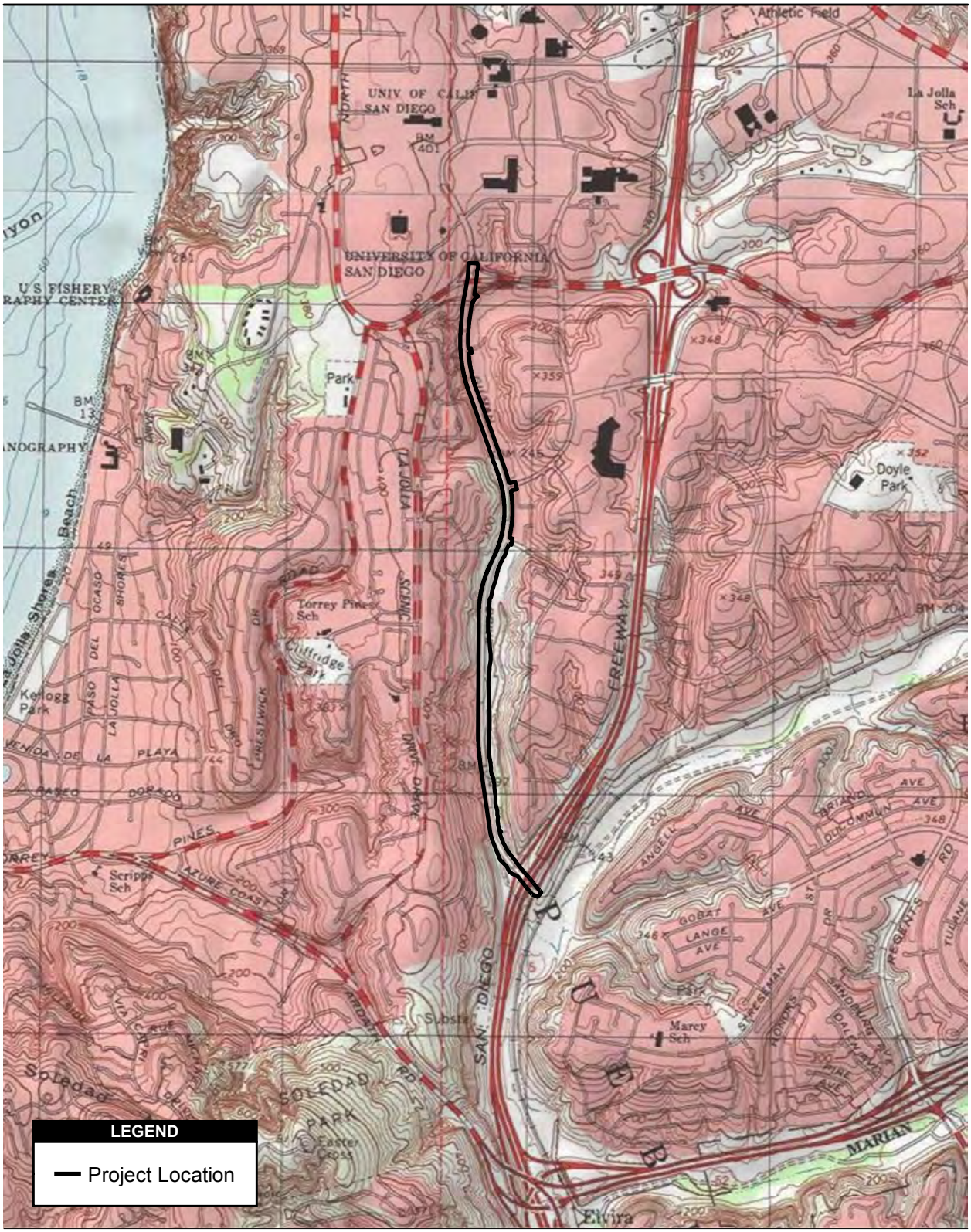

Source: ESRI, AECOM, City of San Diego, National Geographic Society; USGS 7.5' Topographic Quadrangle: La Jolla

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Scale: 1 = 24,000; 1 inch = 2,000 feet

Figure 2
Project Location

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Kevin Hovey, Caltrans District 11 PQS Date

Bing Luu, District Local Area Engineer Date

Source: SANDAG 2014; SanGIS 2016, Nasland 2016, 2018

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Scale: 1:600; 1 inch = 50 feet

Direct Effects APE
Parcel boundaries
Right of Way
Road Curb
Temporary Work Area and/or Grading (To be revegetated after construction)

Gilman Drive Road Improvements
Area of Potential Effects (APE) Map
Page 1 of 21

Gilman Drive

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Direct Effects APE
Parcel boundaries
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Road Curb
Temporary Work Area and/or Grading (To be revegetated after construction)

Gilman Drive Road Improvements
Area of Potential Effects (APE) Map
Page 2 of 21

Gilman Drive

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Direct Effects APE
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Right of Way
Road Curb
Temporary Work Area and/or Grading (To be revegetated after construction)

Gilman Drive Road Improvements
Area of Potential Effects (APE) Map
Page 6 of 21

Gilman Drive

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Direct Effects APE
Parcel boundaries
Right of Way
Road Curb
Road Wall
Temporary Work Area and/or Grading (To be revegetated after construction)

Gilman Drive Road Improvements
Area of Potential Effects (APE) Map

Gilman Drive

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Parcel boundaries
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Road Curb
Road Wall
Temporary Work Area and/or Grading (To be revegetated after construction)

Gilman Drive Road Improvements
Area of Potential Effects (APE) Map
Page 8 of 21

Gilman Drive

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Grading Marks
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Gilman Drive Road Improvements
Area of Potential Effects (APE) Map
Page 11 of 21

Gilman Drive

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Source: SANDAG 2014; SanGIS 2016, Nasland 2016, 2018

50 25 0 50 Feet

Scale: 1:600; 1 inch = 50 feet

Direct Effects APE
Parcel boundaries
Right of Way
Road Curb
Road Berm
Road Wall
Grading Marks
Temporary Work Area and/or Grading (To be revegetated after construction)

Gilman Drive Road Improvements
Area of Potential Effects (APE) Map

Gilman Drive

Path: P:\2013\60297845_CstlRailTrl\900-CAD-GIS\920-929 GIS-Graphics\922_Maps\Cultural\APE_series20180327.mxd, 3/27/2018, augellop

Source: SANDAG 2014; SanGIS 2016, Nasland 2016, 2018

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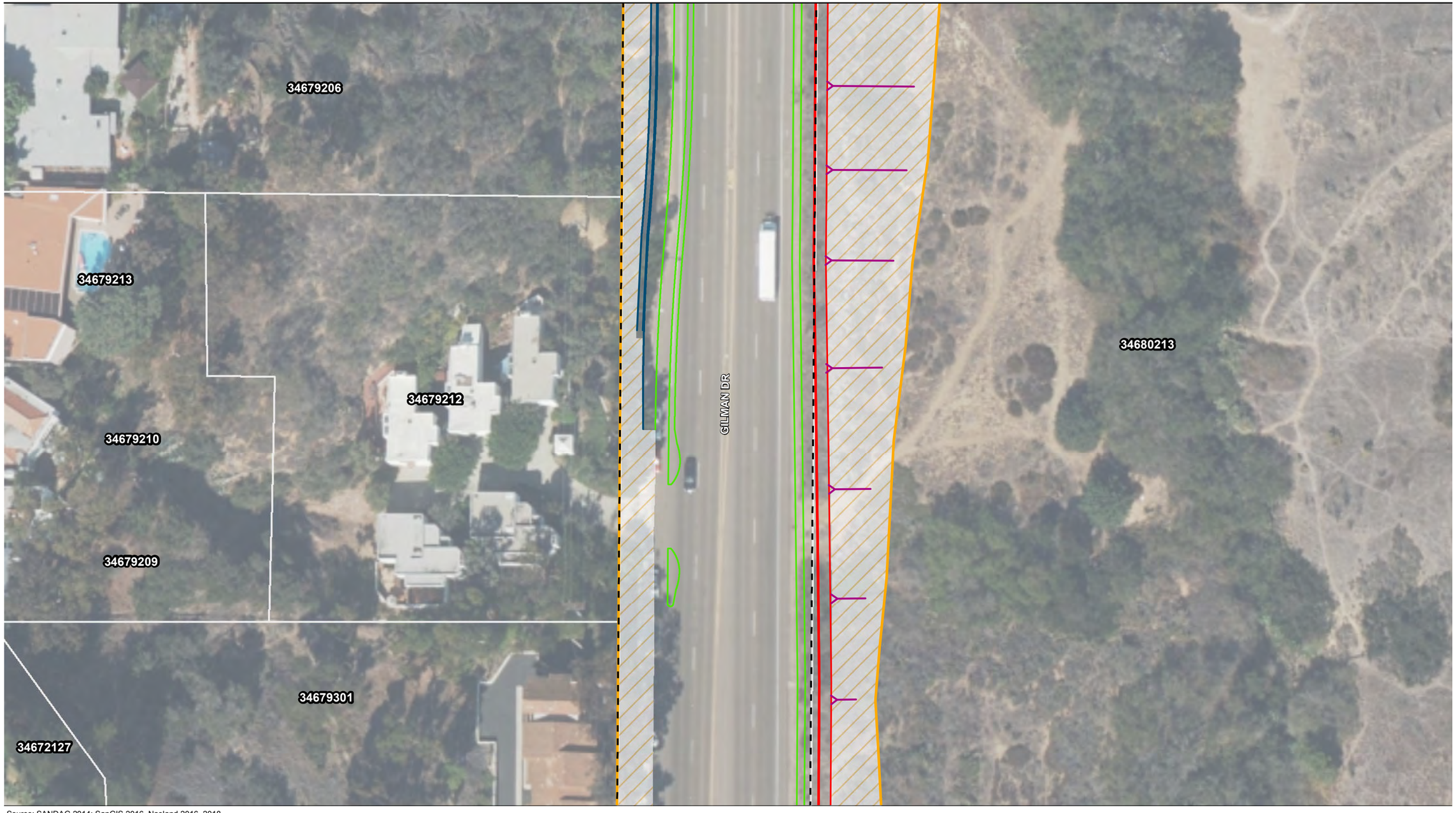

Source: SANDAG 2014; SanGIS 2016, Nasland 2016, 2018

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Source: SANDAG 2014; SanGIS 2016, Nasland 2016, 2018

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Parcel boundaries
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Gilman Drive Road Improvements
Area of Potential Effects (APE) Map
Page 17 of 21

Gilman Drive

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Source: SANDAG 2014; SanGIS 2016, Nasland 2016, 2018

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Gilman Drive Road Improvements
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Source: SANDAG 2014; SanGIS 2016, Nasland 2016, 2018

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Gilman Drive

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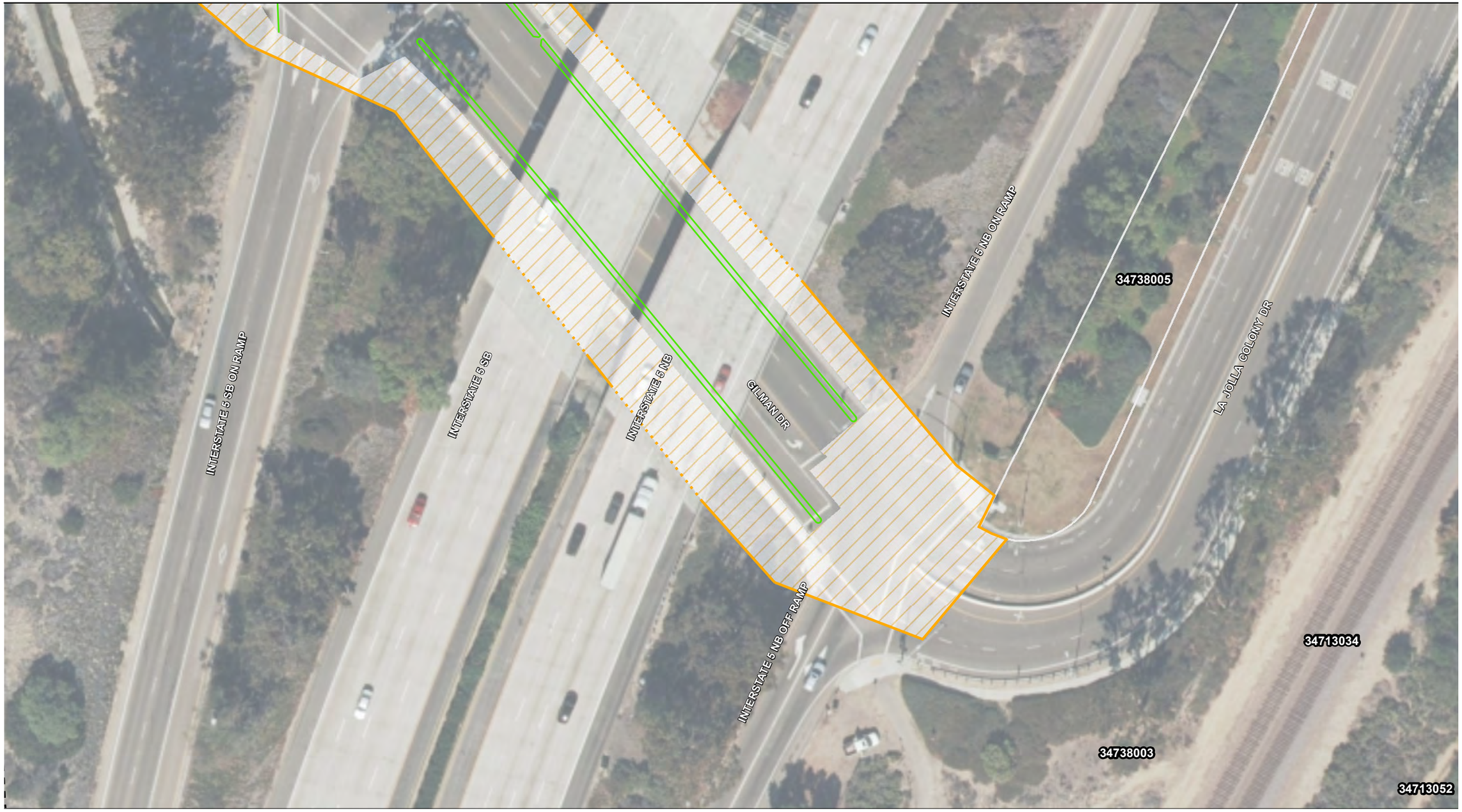

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Gilman Drive

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EXHIBIT B-2

RECORDS SEARCH RESULTS

(CONFIDENTIAL)

EXHIBIT B-3

CONTACTS

Coastal Rail Trail Project
Native American Consultation/Communication Log

Updated March 29, 2018

Date	From Whom /Whom Involved	To Whom /Whom Involved	Description
2/28/2018	AECOM	Native American Heritage Commission (NAHC)	Sacred Lands files search request
3/2/2018	NAHC	AECOM	Email response identifying site within project APE and requested that Viejas be contacted by telephone for additional information; provided contact list.
3/16/2018	AECOM	• Edwin Romero, Barona Group of the Capitan Grande • Ralph Goff, Campo Band of Mission Indians • Robert Pinto, Ewiiaapaayp Tribal Office • Michael Garcia, Ewiiaapaayp Tribal Office • Virgil Perez, Iipay Nation of Santa Ysabel • Clint Linton, Iipay Nation of Santa Ysabel • Rebecca Osuna, Inaja Band of Mission Indians • Erica Pinto, Jamul Indian Village • Carmen Lucas, Kwaaymii Laguna Band of Mission Indians • Thomas Rodriguez, La Jolla Band of Luiseno Indians • Gwendolyn Parada, La Posta Band of Mission Indians • Javaughn Miller, La Posta Band of Mission Indians • Angela Elliott Santos, Manzanita Band of Kumeyaay Nation • Virgil Oyos, Mesa Grande Band of Mission Indians • Mario Morales, Mesa Grande Band of Mission Indians • Allen E. Lawsen, San Pasqual Band of Mission Indians • John Flores, San Pasqual Band of Mission Indians • Cody Martinez, Sycuan Band of the Kumeyaay Nation • Lisa Haws, Sycuan Band of the Kumeyaay Nation • Julie, Hagen, Viejas Band of Kumeyaay Indians • Robert Welch, Viejas Band of Kumeyaay Indians	Letter requesting information on cultural resources within or near the CRT project area.
3/28/2018	AECOM	Ernest Pingleton, Cultural Resources Specialist, Viejas	Follow-up telephone call requesting information on cultural resources within or near the CRT project area, per the NAHC's request. Mr. Pingleton requested a copy of the contact package, and will contact AECOM when he has the resource information.
3/28/2018	AECOM	Ernest Pingleton, Cultural Resources Specialist, Viejas	Email providing information letter and maps.
3/29/2018	Lisa Haws, Sycuan Band of the Kumeyaay Nation	AECOM	Telephone call; the Tribe requests a copy of the report once it is completed.
3/27/2018	Ray Teran, Viejas Band of Kumeyaay Indians	AECOM	Response via USPS. The project site has cultural siginificance or ties to Viejas. The Band requests that a Kumeyaay cultural monitor be on-site for all ground-disturbing construction activities.
3/29/2018	Cody Martinez, Sycuan Band of the Kumeyaay Nation	AECOM	Response via USPS. The Band requests Red Tail monitoring or qualified Kumeyaay cultural monitor during all ground-disturbing activities; copies of reports to the Band; avoidance or mitigation of cultural resources; inclusion of a Kumeyaay-specific section in environmental reports; and curation of any archaeological collections within Kumeyaay territory, with a priority on curating at tribal facilities.

AECOM
401 West A Street
Suite 1200
San Diego, CA 92101
www.aecom.com

619.610.7600 tel
619.610.7601 fax

Memorandum

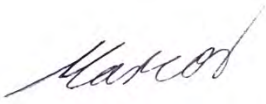
To	Gayle Totton	Page	1 of 3
Fax	916-657-5390		
Subject	Coastal Rail Trail		
From	Marcos Ramos Ponciano		
Date	February 28, 2018		

I am contacting you to request a Sacred Lands file check for the City of San Diego's proposed Coastal Rail Trail Project. The proposed project consists of creating a bicycle path along Gilman Drive, between la Jolla Village Drive and the Interstate 5. The project site is located within the Unsectioned Pueblo Lands of San Diego land grant in the La Jolla USGS 7.5' topographic quadrangle. Attached please find the "Sacred Lands File & Native American Contacts List Request" form and a map showing the project area and requested Sacred Lands file search one-mile buffer located within the following:

> Unsectioned Pueblo Lands of San Diego land grant of the La Jolla USGS 7.5-minute quadrangle, San Bernardino Baseline and Meridian

Please contact me if you have any questions.

Sincerely,



Marcos Ramos Ponciano
Archaeologist
Marcos.Ramos-Ponciano@aecom.com
619-610-7626

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100 West Sacramento, CA 95691 916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Coastal Rail Trail Project

County: San Diego

USGS Quadrangle Name: La Jolla Unsectioned Pueblo Lands of San Diego Land Grant

Township: _____ **Range:** _____ **Section(s):** _____

Company/Firm/Agency: AECOM

Street Address: 401 West A Street, Suite 1200

City: San Diego **Zip:** 92101

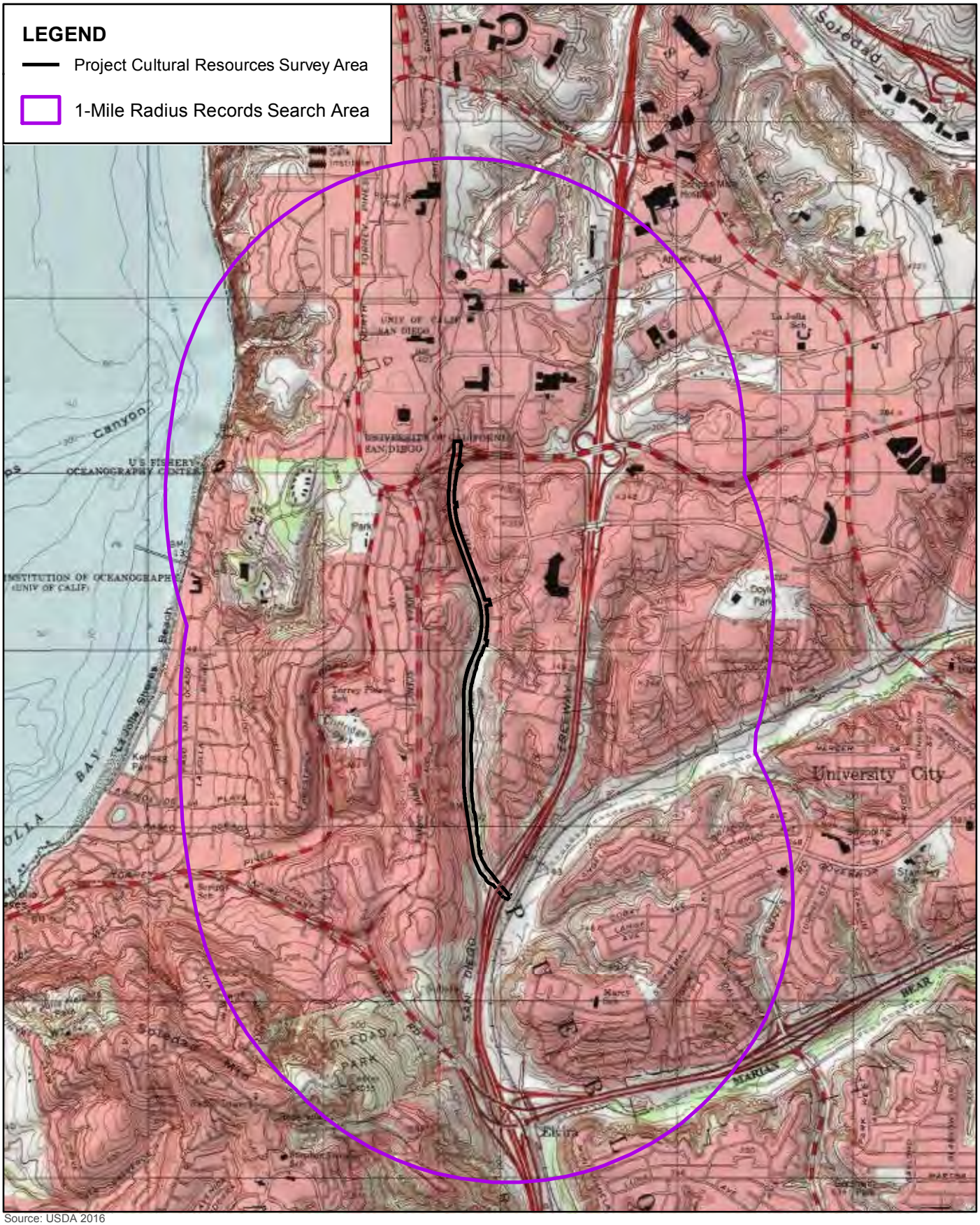
Phone: 619-610-7626

Fax: 619-610-7601

Email: Marcos.Ramos-Ponciano@aecom.com

Project Description:

The proposed project consists of creating a bicycle path along Gilman Drive, between la Jolla Village Drive and the Interstate 5. The project site is located within the Unsectioned Pueblo Lands of San Diego land grant in the La Jolla USGS 7.5' topographic quadrangle.



Source: USDA 2016

CITY OF SAN DIEGO
COASTAL RAIL TRAIL PROJECT
NAHC SLF SEARCH REQUEST MAP

2,000 0 2,000 Feet

Scale: 1:30,000 1 in = 2,500 feet

USGS 7.5' Quad: Bonsall, CA

AECOM

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STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710

March 2, 2018

Marcos Ramos-Ponciano
AECOM

Sent by E-mail: marcos.ramos-ponciano@aecom.com

RE: Proposed Coastal Rail Trail Project, City of San Diego: La Jolla USGS Quadrangle, San Diego County, California

Dear Mr. Ramos-Ponciano:

Attached is a list of tribes that have cultural and traditional affiliation to the areas of potential project effect (APE) referenced above. I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult, as may be required under particular state statutes. If a response has not been received within two weeks of notification, the Native American Heritage Commission (NAHC) requests that you follow-up with a telephone call to ensure that the project information has been received.

THIS INFORMATION IS CONFIDENTIAL! PLEASE DO NOT INCLUDE IN PUBLIC DOCUMENTS.
A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* (SLF) was completed for the area of potential project effect (APE) for the above referenced project. Sites have been located within the APE you provided that may be impacted by the project. Please immediately contact the Viejas Band of Mission Indians of the Viejas Reservation at (619) 445-3810 for more information about these sites.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance, we are able to assure that our lists contain current information. If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

Native American Heritage Commission
Native American Contact List
San Diego County
3/2/2018

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
1095 Barona Road Kumeyaay
Lakeside, CA, 92040
Phone: (619) 443 - 6612
Fax: (619) 443-0681
cloyd@barona-nsn.gov

Campo Band of Mission Indians
Ralph Goff, Chairperson
36190 Church Road, Suite 1 Kumeyaay
Campo, CA, 91906
Phone: (619) 478 - 9046
Fax: (619) 478-5818
rgoff@campo-nsn.gov

Ewiiaapaayp Tribal Office
Michael Garcia, Vice Chairperson
4054 Willows Road Kumeyaay
Alpine, CA, 91901
Phone: (619) 445 - 6315
Fax: (619) 445-9126
michaelg@leaningrock.net

Ewiiaapaayp Tribal Office
Robert Pinto, Chairperson
4054 Willows Road Kumeyaay
Alpine, CA, 91901
Phone: (619) 445 - 6315
Fax: (619) 445-9126

Iipay Nation of Santa Ysabel
Virgil Perez, Chairperson
P.O. Box 130 Kumeyaay
Santa Ysabel, CA, 92070
Phone: (760) 765 - 0845
Fax: (760) 765-0320

Iipay Nation of Santa Ysabel
Clint Linton, Director of Cultural Resources
P.O. Box 507 Kumeyaay
Santa Ysabel, CA, 92070
Phone: (760) 803 - 5694
cjlinton73@aol.com

Inaja Band of Mission Indians
Rebecca Osuna, Chairperson
2005 S. Escondido Blvd. Kumeyaay
Escondido, CA, 92025
Phone: (760) 737 - 7628
Fax: (760) 747-8568

Jamul Indian Village
Erica Pinto, Chairperson
P.O. Box 612 Kumeyaay
Jamul, CA, 91935
Phone: (619) 669 - 4785
Fax: (619) 669-4817

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas,
P.O. Box 775 Kumeyaay
Pine Valley, CA, 91962
Phone: (619) 709 - 4207

La Posta Band of Mission Indians
Javaughn Miller, Tribal Administrator
8 Crestwood Road Kumeyaay
Boulevard, CA, 91905
Phone: (619) 478 - 2113
Fax: (619) 478-2125
jmiller@LPtribe.net

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
8 Crestwood Road Kumeyaay
Boulevard, CA, 91905
Phone: (619) 478 - 2113
Fax: (619) 478-2125
LP13boots@aol.com

Manzanita Band of Kumeyaay Nation
Angela Elliott Santos, Chairperson
P.O. Box 1302 Kumeyaay
Boulevard, CA, 91905
Phone: (619) 766 - 4930
Fax: (619) 766-4957

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Coastal Rail Trail Project, San Diego County.

Native American Heritage Commission
Native American Contact List
San Diego County
3/2/2018

Mesa Grande Band of Mission Indians
Mario Morales, Cultural Resources Representative
PMB 366 35008 Pala Temecula Rd.
Pala, CA, 92059
Phone: (760) 622 - 1336
Kumeyaay

Mesa Grande Band of Mission Indians
Virgil Oyos, Chairperson
P.O Box 270
Santa Ysabel, CA, 92070
Phone: (760) 782 - 3818
Fax: (760) 782-9092
mesagrandeband@msn.com
Kumeyaay

San Pasqual Band of Mission Indians
John Flores, Environmental Coordinator
P. O. Box 365
Valley Center, CA, 92082
Phone: (760) 749 - 3200
Fax: (760) 749-3876
johnf@sanpasqualtribe.org
Kumeyaay

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
P.O. Box 365
Valley Center, CA, 92082
Phone: (760) 749 - 3200
Fax: (760) 749-3876
allenl@sanpasqualtribe.org
Kumeyaay

Sycuan Band of the Kumeyaay Nation
Cody J. Martinez, Chairperson
1 Kwaaypaay Court
El Cajon, CA, 92019
Phone: (619) 445 - 2613
Fax: (619) 445-1927
ssilva@sycuan-nsn.gov
Kumeyaay

Sycuan Band of the Kumeyaay Nation
Lisa Haws, Cultural Resources Manager
1 Kwaaypaay Court
El Cajon, CA, 92019
Phone: (619) 312 - 1935
lhaws@sycuan-nsn.gov
Kumeyaay

Viejas Band of Kumeyaay Indians
Robert Welch, Chairperson
1 Viejas Grade Road
Alpine, CA, 91901
Phone: (619) 445 - 3810
Fax: (619) 445-5337
jhagen@viejas-nsn.gov
Kumeyaay

Viejas Band of Kumeyaay Indians
Julie Hagen,
1 Viejas Grade Road
Alpine, CA, 91901
Phone: (619) 445 - 3810
Fax: (619) 445-5337
jhagen@viejas-nsn.gov
Kumeyaay

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Coastal Rail Trail Project, San Diego County.

AECOM
401 West A Street
Suite 1200
San Diego, CA 92101
www.aecom.com

619.610.7600 tel
619.610.7601 fax

March 15, 2018

<Native American Contact Name>
<Address>
<City, State Zip >

Dear <Native American Contact Name>:

AECOM has conducted a cultural resource survey for a segment of the proposed Coastal Rail Trail (CRT) Project located in the City of San Diego, California. The survey will support the City of San Diego in its environmental review process to evaluate potential impacts associated with creating, and enhancing the cycle tracks and sidewalks on both sides of Gilman Drive, between UCSD and the Rose Canyon Bikeway.

Project Location

The project site is located within the City of San Diego, on both sides of the street, including the shoulder and sidewalk, along an approximately 1.8-mile section of Gilman Drive. The project site is located within the unsectioned Pueblo Lands of San Diego land grant in the La Jolla USGS 7.5' topographic quadrangle (see enclosed map).

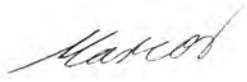
Cultural Resources

A records search conducted at the South Coastal Information Center identified no cultural resources within the CRT project area of potential effect (APE). A Native American cultural monitor was present and consulted throughout the survey. No resources were identified during the pedestrian survey.

The purpose of this letter is to notify you of this project and to solicit your knowledge regarding any cultural resources of concern within the study area. A record search of the Native American Heritage Commission (NAHC) Sacred Lands Files failed to indicate the presence of Native American traditional cultural places within the proposed project area. The NAHC requested that AECOM solicit input from you regarding any traditional cultural places or sites that may be affected by the project.

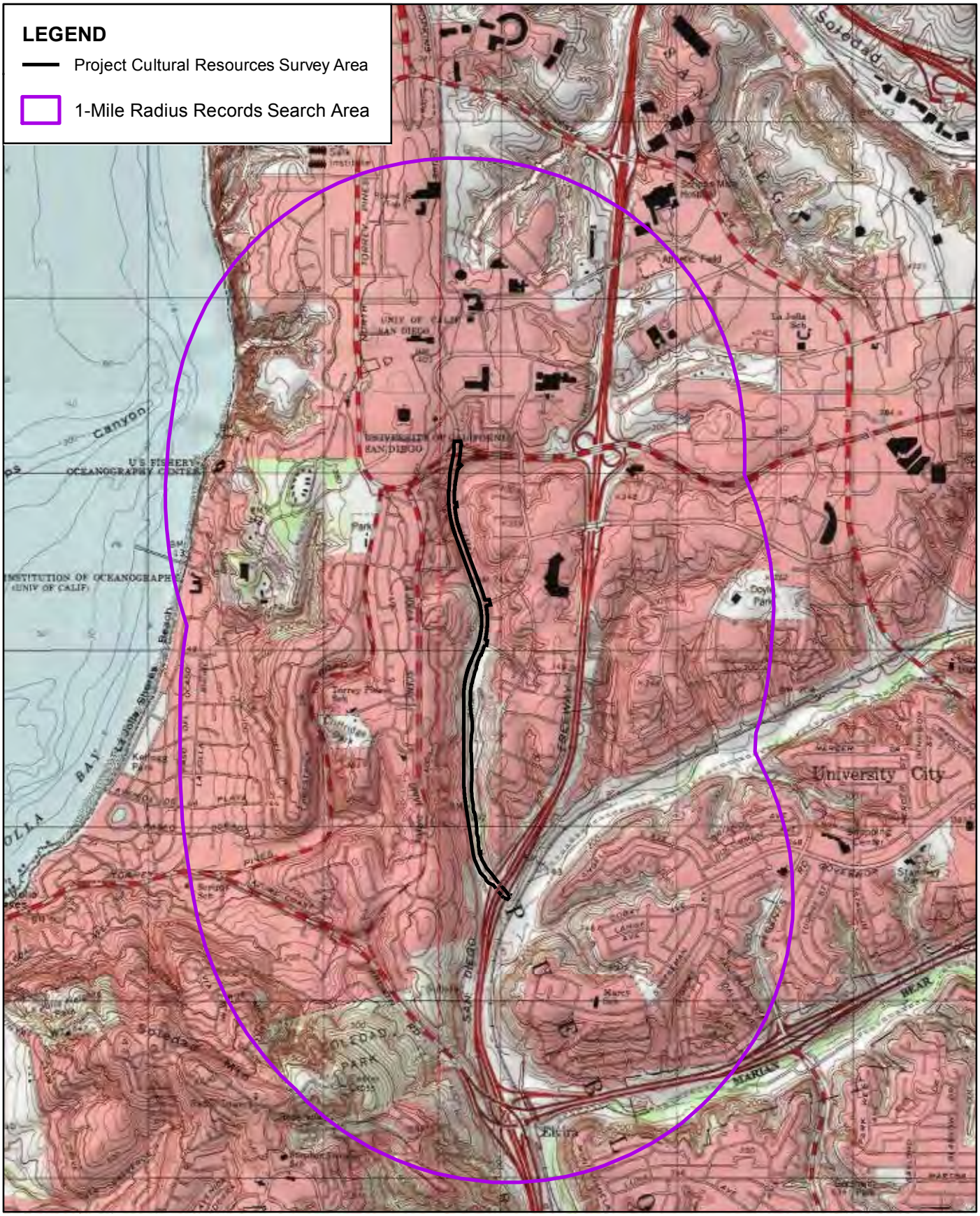
Please contact us if you have knowledge that you would like to contribute about cultural resources in the project area. We would like to include your input in the cultural resources survey report that will be submitted to the City. A project map, a reply form, and a self-addressed stamped envelope have been included for your convenience. Providing comments now does not limit your ability to comment at a later time. Assembly Bill 52 government-to-government consultation may occur at a later date, independent of this cultural resources information request.

Sincerely,



Marcos Ramos Ponciano, M.A.
Archaeologist
Marcos.Ramos-Ponciano@aecom.com
619-610-7626

Enclosures: Map
Response form
Stamped reply envelope



CITY OF SAN DIEGO
COASTAL RAIL TRAIL PROJECT
VICINITY MAP

2,000 0 2,000 Feet

Scale: 1:30,000 1 in = 2,500 feet

USGS 7.5' Quad: LA JOLLA, CA

AECOM

Path: P:\2013\60297845_CstlRailTrl\900-CAD-GIS\920-929 GIS-Graphics\922_Maps\Cultural\SLR_Vicinity.mxd, RamosponcianoM,

CONTACT PROGRAM RESPONSE FORM
Coastal Rail Trail (CRT) (60297845)

<Native American Contact Name>
<Address>
<City, State Zip >

Please check all that apply:

- ❑ Please call me to discuss the project further; my day-time phone number is (_____)_____

  or my evening phone number is (_____)_____

- ❑ I have further comments as provided below

- ❑ I do not have any comments

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

_____

Signature:

_____ _____
<Native American Contact Name> Date

NATIVE AMERICAN CONTACT LIST
Coastal Rail Trail (CRT) Project

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
1095 Barona Road
Lakeside, CA 92040
(619)443-6612
cloyd@barona-nsn.gov

Campo Band of Mission Indians
Ralph Goff, Chairperson
36190 Church Road, Suite 1
Campo, CA 91906
(619)478-9046
rgoff@campo-nsn.gov

Ewiiaapaayp Tribal Office
Robert Pinto, Chairperson
4054 Willows Road
Alpine, CA 91901
(619)445-6315

Ewiiaapaayp Tribal Office
Michael Garcia, Vice Chairperson
4054 Willows Road
Alpine, CA 91901
(619)445-6315
michaelg@leaningrock.net

Iipay Nation of Santa Ysabel
Virgil Perez, Chairperson
P.O. Box 130
Santa Ysabel, CA 92070
(760)765-0845

Iipay Nation of Santa Ysabel
Clint Linton, Director of Cultural Resources
P.O. Box 507
Santa Ysabel, CA 92070
(760)803-5694
cjlinton73@aol.com

Inaja Band of Mission Indians
Rebecca Osuna, Chairperson
2005 S. Escondido Blvd
Escondido, CA 92025
(760)737-7628

Jamul Indian Village
Erica Pinto, Chairperson
P.O. Box 612
Jamul, CA 91935
(619)669-4785

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775
Pine Valley, CA 91962
(619)709-4207

La Jolla Band of Luiseno Indians
Thomas Rodriguez, Chairperson
22000 Highway 76
Pauma Valley, CA 92061
(760)742-3771

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
8 Crestwood Road
Boulevard, CA 91905
(619)478-2113
LP13boots@aol.com

La Posta Band of Mission Indians
Javaughn Miller, Tribal Administrator
8 Crestwood Road
Boulevard, CA 91905
(619)478-2113
jmiller@LPtribe.net

Manzanita Band of Kumeyaay Nation
Angela Elliott Santos, Chairperson
P.O. Box 1302
Boulevard, CA 91905
aelliottsantos7@aol.com
(619)766-4930

Mesa Grande Band of Mission Indians
Virgil Oyos, Chairperson
P.O. Box 270
Santa Ysabel, CA 92070
(760)782-3818

Mesa Grande Band of Mission Indians
Mario Morales, Cultural Resource Representative
PMB 366 35008 Pala-Temecula Rd.
Pala, CA 92059
(760)622-1336

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
P.O. Box 365
Valley Center, CA 92082
allenl@sanpasqualtribe.org
(760)749-3200

San Pasqual Band of Mission Indians
John Flores, Environmental Coordinator
P.O. Box 365
Valley Center, CA 92082
(760)749-3200
johnf@sanpasqualtribe.org

Sycuan Band of the Kumeyaay Nation
Cody J. Martinez, Chairperson
1 Kwaaypaay Court
El Cajon, CA 92019
(619)445-2613
ssilva@sycuan-nsn.gov

Sycuan Band of the Kumeyaay Nation
Lisa Haws, Cultural Resources
1 Kwaaypaay Court
El Cajon, CA 92019
(619)312-1935
lhaws@sycuan-nsn.gov

Viejas Band of Kumeyaay Indians
Julie Hagen
1 Viejas Grade Road
Alpine, CA 91901
(619)445-3810
jhagen@viejas-nsn.gov

Viejas Band of Kumeyaay Indians
Robert Welch, Chairperson
1 Viejas Grade Road
Alpine, CA 91901
(619)445-3810

AECOM
401 West A Street
Suite 1200
San Diego, CA 92101
www.aecom.com

619.610.7600 tel
619.610.7601 fax

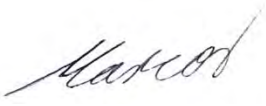
Memorandum

To	Ernest Pingleton	Page	1 of 3
Email	epingleton@viejas-nsn.gov		
Subject	Coastal Rail Trail		
From	Marcos Ramos Ponciano		
Date	March 28, 2018		

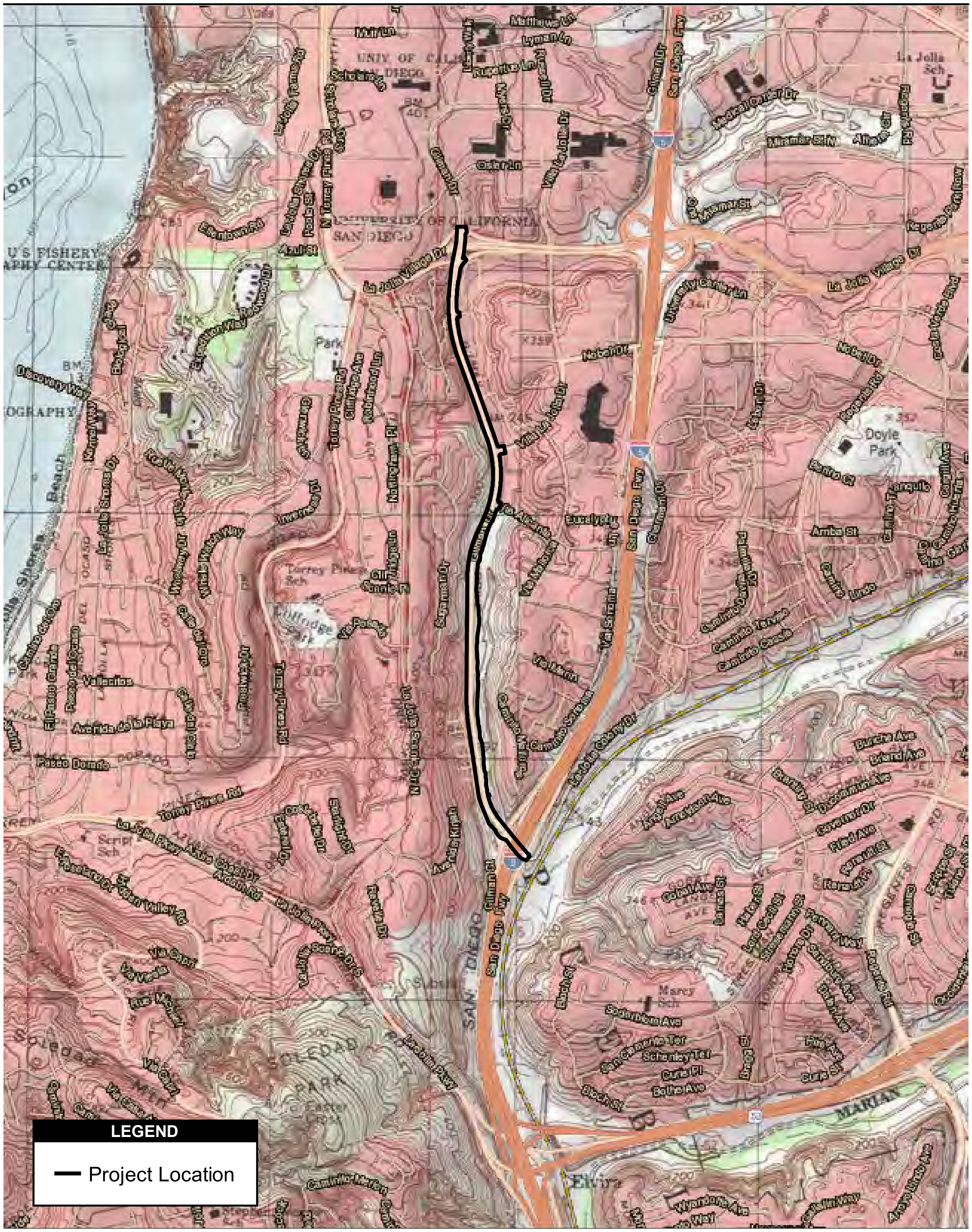
I am contacting you to request information on sites located near the project's APE. The NAHC Sacred Lands file check for the City of San Diego's proposed Coastal Rail Trail Project identified resources within the project's APE and requested that we contact the Viejas Band of Mission Indians of the Viejas Reservation. The proposed project consists of creating a bicycle path along Gilman Drive, between la Jolla Village Drive and the Interstate 5. The project site is located within the Unsectioned Pueblo Lands of San Diego land grant in the La Jolla USGS 7.5' topographic quadrangle. Attached please find two maps showing the project area. The project is located in the Unsectioned Pueblo Lands of San Diego land grant of the La Jolla USGS 7.5-minute quadrangle, San Bernardino Baseline and Meridian

Please contact me at your earliest convenience.

Sincerely,



Marcos Ramos Ponciano
Archaeologist
Marcos.Ramos-Ponciano@aecom.com
619-370-0126

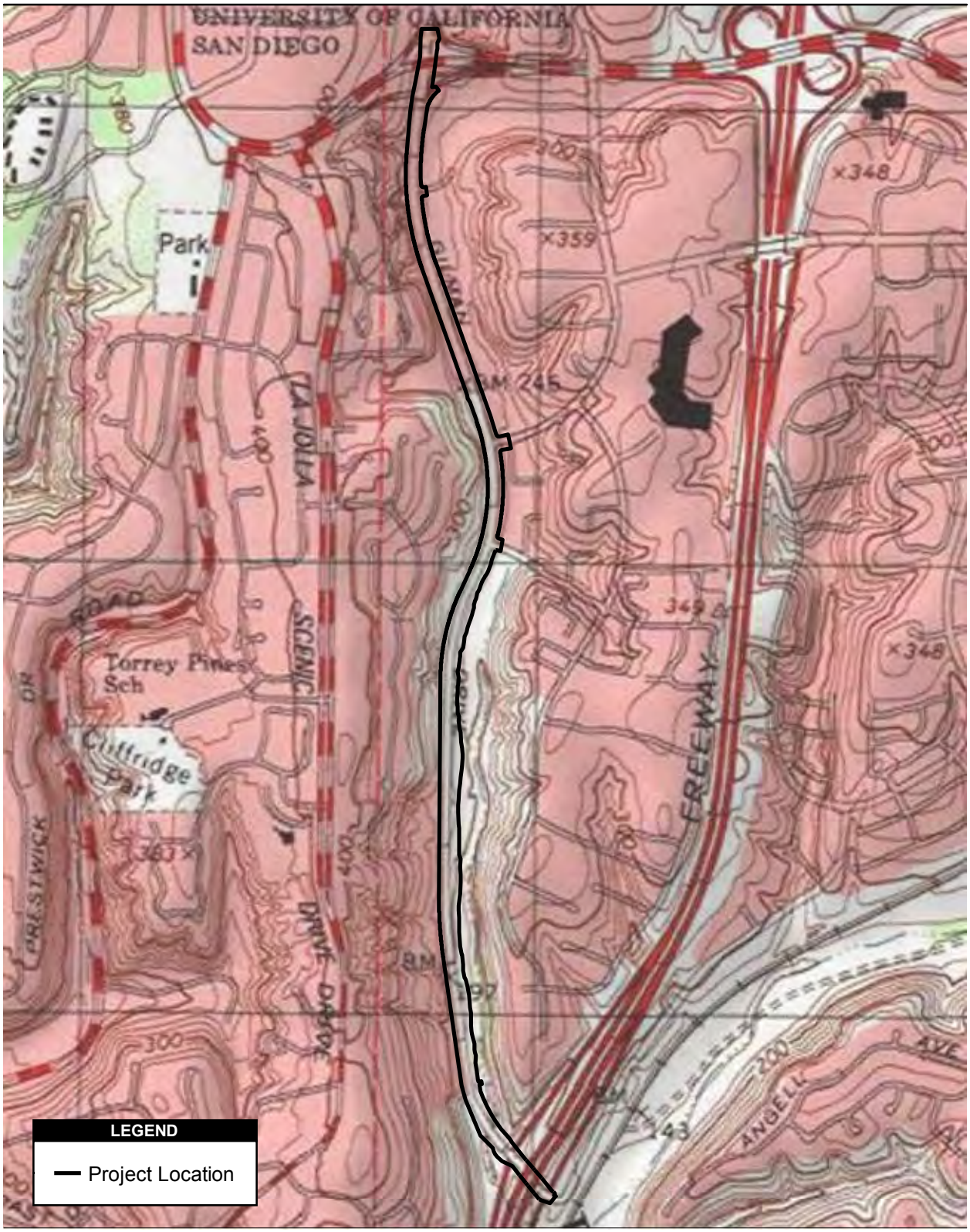


Source: ESRI, AECOM, City of San Diego, National Geographic Society; USGS 7.5' Topographic Quadrangle: La Jolla

1,000 500 0 1,000 Feet

Scale: 1 = 12,970; 1 inch = 1,081 feet

Project Location



Source: ESRI, AECOM, City of San Diego, National Geographic Society; USGS 7.5' Topographic Quadrangle: La Jolla

1,000 500 0 1,000 Feet

Scale: 1 = 12,970; 1 inch = 1,081 feet

Project Location

City of San Diego Coastal Rail Trail Project

Path: P:\2013\60297845_CstlRailTrl\900-CAD-GIS\920-929 GIS-Graphics\922_Maps\Cultural\Report_Figures\Figure2_ProjectLocation_CRT.mxd, 3/28/2018, ramosponcianom

AECOM
401 West A Street
Suite 1200
San Diego, CA 92101
www.aecom.com

DISTRIBUTION:

Contact Report Form

AECOM Contact: Marcos Ramos Ponciano
Date: 03/28/2018 **Project No.:** 60297845 - Coastal Rail Trail

CONTACT INFORMATION

Individual Contacted:	Ernest Pingleton		
Agency/Organization/ Address:	Cultural resource specialist for the Viejas Band of Mission Indians	**Phone No.:**	epingleton@viejas-nsn.gov

ITEMS DISCUSSED

The NAHC response stated that their records search came out positive for sacred lands within or in proximity to the projectsAPE and requested that we contact the Viejas Band of Mission Indians of the Viejas Reservation.

Ernest Pingleton, cultura resources specialist for the Viejas Band of Mission Indians responded to my call and requested more information about the project. A memo letter with project information and two maps showing the project's APE was sent to him via email.

Still waiting on a response

FOLLOW UP

AECOM
401 West A Street
Suite 1200
San Diego, CA 92101
www.aecom.com

DISTRIBUTION:

Contact Report Form

AECOM Contact: Marcos Ramos Ponciano
Date: 03/29/2018 **Project No.:** 60297845 - Coastal Rail Trail

CONTACT INFORMATION

Individual Contacted: Lisa Haws
Agency/Organization/ Address: Cultural resource manager for the Sycuan Band of Indians **Phone No.:** lhaws@sycuan-nsn.gov

ITEMS DISCUSSED

Lisa Haws requested a copy of the survey report once it is completed.

FOLLOW UP

VIEJAS
TRIBAL GOVERNMENT

P.O Box 908
Alpine, CA 91903
#1 Viejas Grade Road
Alpine, CA 91901

Phone: 6194453810
Fax: 6194455337
viejas.com

March 27, 2018

Marcos Ramos Ponciano
Archaeologist
AECOM
401 West A Street, Suite 1200
San Diego, CA 92101

RE: Coastal Rail Trail

Dear Mr. Ponciano,

The Viejas Band of Kumeyaay Indians ("Viejas") has reviewed the proposed project and at this time we have determined that the project site has cultural significance or ties to Viejas.

Viejas Band request that a Kumeyaay Cultural Monitor be on site for ground disturbing activities to inform us of any new developments such as inadvertent discovery of cultural artifacts, cremation sites, or human remains.

Please call me at 619-659-2312 or Ernest Pingleton at 619-659-2314 or email, rteran@viejas-nsn.gov or epingleton@viejas-nsn.gov , for scheduling. Thank you.

Sincerely,

Ray Teran, Resource Management
VIEJAS BAND OF KUMEYAAY INDIANS

March 29, 2018

Mr. Marcos Ramos Ponciano, M.A.
Archaeologist
AECOM
401 West A Street, Suite 1200
San Diego, CA 92101

RE: Coastal Rail Trail Project

Dear Mr. Ponciano:

The Sycuan Band of the Kumeyaay Nation ("Sycuan Band") is a federally-recognized Indian Tribe organized under Articles of Association initially approved by the Secretary of Interior on August 18, 1972. Please be advised the Sycuan Tribal Offices were closed for business December 19, 2016 through January 2, 2017

Kumeyaay cultural resources have been documented throughout the Kumeyaay Territory. The Coast Rail Trail Project is located in an area of San Diego with known cultural resources and should be considered as a "high value" resource area. In addition, the absence of visible cultural resources does not preclude their existence. Certain plants, animals, habitats and use areas are also considered cultural resources. Below ground cultural resources may also be present without any manifestation on the surface. The Sycuan Band believes this land is highly likely to host additional environmental and cultural resources.

To ensure adequate resource protection, the Sycuan Band requests the continuation of Red Tail Monitoring or qualified Kumeyaay Cultural Monitor during all ground disturbing activities. In addition, the Sycuan Band requests a copy of any archeological survey reports currently on file for the area or conducted as part of the project development.

If development is planned in the immediate vicinity or adjacent areas of a known cultural resource(s), mitigation measures shall be incorporated to reduce potential impacts. Avoidance is the preferred mitigation. When avoidance is not feasible, consideration shall be given to creative and alternative strategies to avoid, minimize or mitigate adverse effects to cultural resources. The Sycuan Band requests notice and consultation should mitigation measure be needed.

Should the project require an environmental report, a Kumeyaay prepared cultural context section is appropriate. The Kumeyaay Nation has been here since the beginning of time.

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There is a continuum of Kumeyaay ancestry from the first Kumeyaay people to the present. To acknowledge the Kumeyaay perspective is beneficial to fully understanding potential impacts to the broad range of natural and environment that are Cultural Resources.

Should it be necessary to curate any archeological collections, including prehistoric and historic artifacts and associated records, the curation should occur within the traditional Kumeyaay Territory and with priority placed on tribal facilities that provide professional, systematic, and accountable curatorial services on a long-term basis.

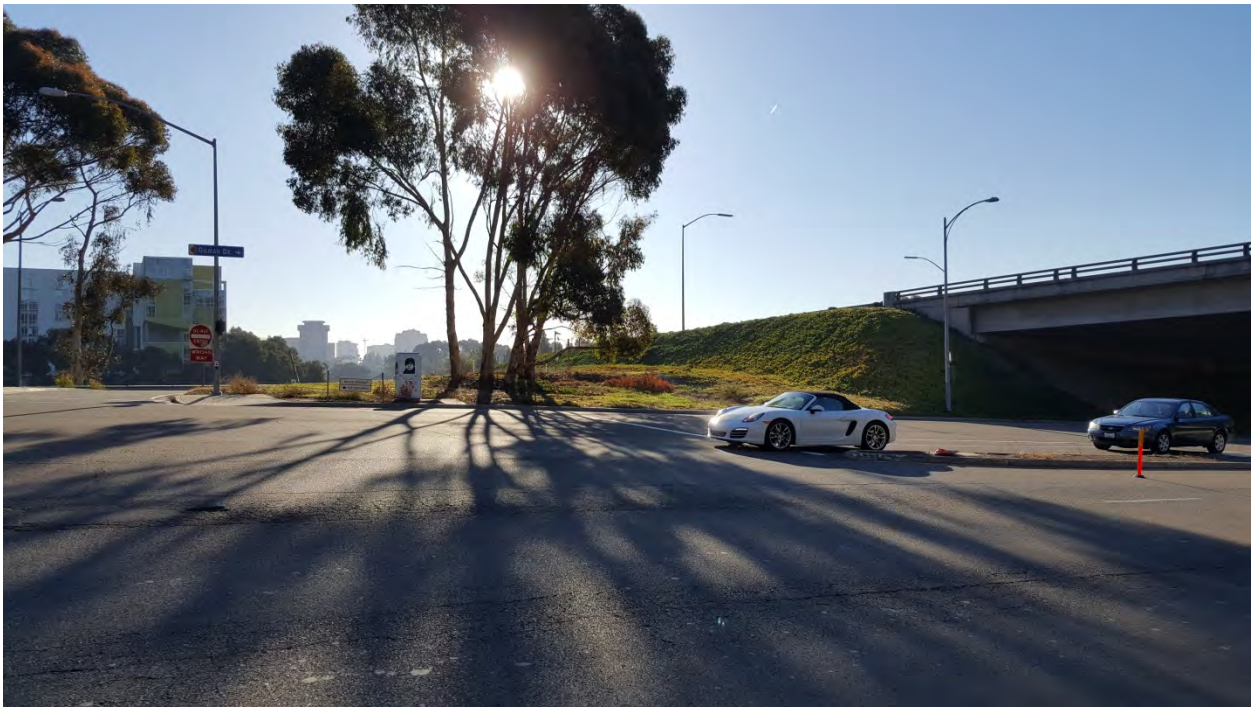
If you need any additional information or continued discussion regarding project impacts, please contact Lisa Haws, Cultural Resource Manager, at (619) 312-1935 or lhaws@sycuan-nsn.gov. Thank you.

Sincerely,

Cody J. Martinez
Chairman

EXHIBIT B-4

PHOTOGRAPHS



Photograph B-4.1. West side of Gilman Drive, north of La Jolla Village Dr. Bridge; facing east. Showing modern landscape.

Photograph B-4.2. East side of Gilman Drive facing south and 70 meters south of La Jolla Village Drive; showing modern vegetation on cut slope.

Photograph B-4.3. Gilman Drive and Evening Way facing south; showing modern landscaping and cut bank.

Photograph B-4.4. Gilman Drive with Solazzo Apartments in the background; facing north.

Photograph B-4.5. East side of Gilman Drive and south of Villa La Jolla Drive, facing south; showing dense scrub vegetation on shoulder slope.

Photograph B-4.6. East side of Gilman Drive and south of Villa La Jolla Drive facing north; showing dense scrub vegetation on shoulder slope and modern landscape in the background.

Photograph B-4.7. East side of Gilman Drive and south of Villa La Jolla Drive, facing south; showing ice plant vegetation on road shoulder.

Photograph B-4.8. Gilman Drive, north of Via Alicante; facing north. Showing dense brush on steep cut bank.

Photograph B-4.9. Gilman Drive, 200 meters north of Gilman court; facing north. Showing modern landscape.

Photograph B-4.10. Gilman Drive with La Jolla Terrace Condominiums in the background; facing north. Showing dense brush and steep slope.

Photograph B-4.11. Gilman Drive, north of Caminito Viva; facing north. Showing modern landscape.

Photograph B-4.12. Gilman Drive and I5 ramp, facing northwest; showing I-5 bridge.

APPENDIX C

POTENTIAL IMPACTS TO CULTURAL RESOURCES

APPENDIX C
POTENTIAL IMPACTS TO CULTURAL RESOURCES

Potential for Impacts to Cultural Resources

Per the City of San Diego's significance thresholds (City of San Diego 2016), Historical Resources include all properties (e.g. archaeological sites, buildings, structures, objects, cultural landscapes, or traditional cultural properties) eligible or potentially eligible for listing to the National Register of Historic Places (NRHP) (36 Code of Federal Regulations [CFR] 60.4), or the California Register of Historical Resources (CRHR). Any resource that is determined to be significant at the federal or state level is also significant at the local level. Resources that are not listed or eligible for listing in the NRHP or CRHR may be determined to be significant at the local level and eligible for the City of San Diego Historical Resources Register. Criteria determining eligibility for the City Register are similar to those of the NRHP and CRHR, but the resource is evaluated with respect to the City of San Diego's history and cultural heritage (City of San Diego 2016).

Impacts to historic properties, cultural resources, or CRHR-eligible resources may be either direct or indirect. Direct impacts are caused by and are immediately related to a project such as ground-disturbing activities. Indirect impacts are not immediately related to the project, but they are caused indirectly by a project. An indirect impact is to be considered only if it is a reasonably foreseeable impact that may be caused by the project. An example of an indirect impact would be the placement of a pedestrian bridge next to a cultural resource, which could impact cultural resources indirectly through the surface collection of artifacts by bridge users. Indirect impacts can also occur as a result of changes to the setting or feeling of an NRHP- or CRHR-eligible cultural resource. The resources most often affected include historic buildings, structures, objects, or districts, as well as areas used by Native Americans for ceremonial or traditional activities. Direct impacts to historic properties, cultural resources, or CRHR-eligible resources occur as a result of ground-disturbing activities.

The archival research and field survey performed for the CRT project found no archaeological resources within the project APE, nor have any cultural resources or Native American traditional properties been identified within the APE to date through the ongoing contact program. Reviews of historic aerial photographs and USGS topographic maps identified no historical built environment resources within or adjacent to the CRT APE. Therefore, no direct or indirect impacts to known cultural resources will occur from the project.

Due to extensive prior mechanical disturbance and the local geology of marine and non-marine terrace, the project has a low potential for encountering buried archaeological deposits, including potential tribal cultural resources.

If buried cultural materials are encountered during construction, it is Caltrans's policy that work be halted in that area until a qualified archaeologist can assess the nature and significance of

the find. If the discovery is Native American in origin, interested Native American parties will be consulted to determine whether the resource is a tribal cultural resource and to seek their input as to the interpretation and treatment of the find. Additional archaeological survey will be needed if the project limits are extended beyond the present survey limits. Further investigations may be needed if the sites cannot be avoided by the project.

References Cited:

City of San Diego. 2016. California Environmental Quality Act Significance Determination Thresholds. City of San Diego Development Services.