



THE CITY OF SAN DIEGO

Report to the Historical Resources Board

DATE ISSUED: March 8, 2018 REPORT NO. HRB 18-013

ATTENTION: Historical Resources Board
Agenda of March 22, 2018

SUBJECT: **ITEM #5 – Midway-Pacific Highway Community Plan Update**

APPLICANT: City of San Diego

LOCATION: Midway-Pacific Highway Community, Council District 2

DESCRIPTION: Review and consider the Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey (Reconnaissance Survey); the Prehistoric Cultural Resources Study (Cultural Resources Study); the Historic Preservation Element of the Midway-Pacific Highway Community Plan update (HPE); and the Program Environmental Impact Report (PEIR) related to Cultural/Historical Resources for the purposes of making a Recommendation on the adoption of the Reconnaissance Survey, Cultural Resources Study, HPE, and the PEIR to the City Council.

STAFF RECOMMENDATION

Recommend to the City Council adoption of the Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey (Reconnaissance Survey); the Prehistoric Cultural Resources Study (Cultural Resources Study); the Historic Preservation Element of the Midway-Pacific Highway Community Plan update (HPE); and the Program Environmental Impact Report (PEIR) related to Cultural/Historical Resources.

BACKGROUND

The City Council authorized the update to the Midway-Pacific Highway Community Plan in 2008. The following year, the City entered into a contract with GPA to prepare a Historic Resources Reconnaissance Survey consisting of a historic context statement identifying the historical themes and property types significant to the development of the Midway-Pacific Highway community, and a survey report documenting properties which may be associated with those themes in an important way. The information in the Reconnaissance Survey, along with the Prehistoric Cultural Resources Study (AECOM 2015) was used to identify locations in the Midway-Pacific Highway community that may contain significant historical resources. The information in these documents was used to shape the Historic Preservation Element of the Midway-Pacific Highway Community Plan Update (MPHCPU); inform other Plan elements, including Land Use; and prepare the Historical and Tribal Cultural Resources section of the PEIR.

The Reconnaissance Survey, Cultural Resources Study and HPE were presented to the Historical Resources Board as an Information Item in February of 2017. Information presented included an overview of the MPHCPU process to date, the results of the Reconnaissance Survey and Cultural Resources Study, and an overview of the goals and policies of the HPE. The Staff Report and meeting audio from the February 2017 meeting are included as Attachments 1 and 2, respectively. At the meeting, the Board was supportive of the documents presented, with only minor comments related to formatting, clarifications, and minor changes to language. No significant issues were identified for any of the documents reviewed. During public testimony, SOHO commented that a potential historic district or Multiple Property Listing (MPL) should be identified for both aerospace related resources and motor courts.

Following the hearing, staff reviewed all comments received and completed edits to the Reconnaissance Survey and the HPE. In regard to the HPE, staff also added a Policy to the "Identification of New Historic Resources" section, HP-2.6, which states, "Evaluate the possibility of a multi-community or Citywide historic context statement and Multiple Property Listing related to the aerospace industry in San Diego." Staff did not add a policy related to motor courts. While motor courts were historically more common in the plan area, only one extant motor court remains, which has been identified as a potentially significant resource. If the City does pursue a City-wide MPL related to motor courts in the future, Midway-Pacific Highway would certainly fall within the scope of such an effort.

The Midway-Pacific Highway Community Plan Update Draft Program Environmental Impact Report (PEIR) was posted for public review on December 20, 2017, with public review ending on February 20, 2018. Limited comments were received in regard to the Historical and Tribal Cultural Resources Section. Staff is currently preparing a formal response to comments, which will be incorporated into the Final PEIR. Because the MPHCPU schedule requires HRB review prior to the publishing of the final PEIR, the relevant comment letters received have been included as Attachment 8, and staff responses to those comments are summarized here.

In regard to the built environment, the comment letter from SOHO reiterated their comments regarding the aerospace and motor court MPLs. However, the issue of the aerospace MPL was addressed through the additional policy in the HPE, and the motor court MPL was not included for the reasons identified above. The Midway-Pacific Highway and Peninsula planning groups provided very limited comments related to Historical and Tribal Cultural Resources, commenting only that the La Playa Trail should be more prominently included in the update. While the HPE currently addresses the La Playa Trail and the need to coordinate with organizations like the La Playa Trail Association on public outreach and education efforts, staff has added an additional policy to the "Educational Opportunities and Incentives" section of the HPE (HP-3.3) which states, "Explore options to better demarcate, either physically or visually, the La Playa Trail and inform the public of its location and history."

In regard to Tribal Cultural and archaeological resources, the comment letters from the Pala Tribal Historic Preservation Office and the Rincon Band of Luiseño Indians note that the planning area is not within the boundaries of the territory that Pala considers its Traditional Use Area (TUA), nor within the Luiseno Aboriginal Territory. The comment letter from the Viejas Tribal Government states that the project area may contain many sacred sites to the Kumeyaay people, and requests that these sacred sites be avoided with adequate buffer zones. The letter also requests that all NEPA/CEQA/NAGPRA laws be followed, and that Viejas be contact immediately in regard to any changes or inadvertent discoveries. All applicable laws will be followed in regard to Tribal Cultural and archaeological resources. Furthermore, for future development projects implemented in accordance with the MPHCPU that could directly affect an archaeological or tribal cultural resource, the mitigation framework in the PEIR provides for a multi-step process to determine (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources that may be impacted by a development activity. This

includes the requirement for tribal consultation in accordance with AB 52 once a potential for impacting a resource has been identified during the earliest stage of the CEQA review process.

Lastly, the comment letter from the San Diego County Archaeological Society (SDCAS) noted that the Cultural Resources Study states that the records search were most recently obtained in 2011 and this is in excess of the normal five years threshold for acceptability. However, a supplemental records search was conducted in 2014 to verify that no new sites had been recorded within the MPHCPU area. SDCAS also requested monitoring of any geotechnical testing of the West Point Loma Dump site. Again, the mitigation framework of the PEIR already addresses monitoring requirements for future development projects.

Based upon a thorough review of the comments received, the addition of Policy HP-3.3 is the only change to the HPE, and staff finds that no edits to the Historical and Tribal Cultural Resources Section of the PEIR are required in response to public comment.

ANALYSIS

Historic Resources Reconnaissance Survey

The Historic Resources Reconnaissance Survey prepared by GPA (Attachment 3) provides a project overview, including public outreach efforts; discusses the project methods and survey approach; discusses the criteria used for evaluating properties; provides a historic context addressing the themes significant to development of the plan area and the property types that reflect those significant themes; and identifies potential individual resources and potential historic districts which may be eligible for designation based upon the historic context. The following periods and themes were identified in the Historic Context:

- Spanish Period (1769-1822)
- Mexican Period (1822-1846)
- American Period (1846-1970)
- Theme: Transportation Improvements and Early Industrial Development (1882-1914)
- Theme: Military, Aerospace, and Related Industrial Development (1901-1953)
- Theme: Post War Commercial and Residential Development (1945-1970)

Based upon the historic context statement and the reconnaissance-level survey, GPA and the City of San Diego identified 43 properties that may be eligible for individual listing, nearly all of which are non-residential. The vast majority – 36 – of these 43 resources relate to the theme “Post War Commercial and Residential Development (1945-1970). The Reconnaissance Survey did not identify any significant concentration of resources which may be eligible as a potential historic districts. In addition, the Reconnaissance Survey did not find and potential Multiple Property Listings (MPLs) present in the Midway-Pacific Highway community. However, should a City-wide context and MPL ever be developed for a resource type present in the Midway-Pacific Highway community, those properties could certainly be evaluated within that City-wide MPL.

Prehistoric Cultural Resources Study

The City contracted with AECOM to prepare a constraints analysis and cultural resources sensitivity analysis for prehistoric resources in support of the community plan update for the community of

Midway-Pacific Highway. The Prehistoric Cultural Resources Study (Attachment 4) provides a discussion of the environmental and cultural setting; defines archaeological and tribal cultural resources; summarizes the results of archival research and outreach to the Native American Heritage Commission and local tribal representatives; analyzes the cultural sensitivity levels within the community; and provides recommendations to best address archaeological and tribal cultural resources in the Midway-Pacific Highway Community.

Historic Preservation Element

The Historic Preservation Element (HPE) of the MPHCPU (Attachment 5) guides the preservation, protection and restoration of historical and cultural resources within the community plan area. The element includes goals and policies for addressing the history and historic resources unique to the Midway-Pacific Highway community in order to encourage appreciation of the community's history and culture. The policies within the HPE fall within two general categories, 1) identification and preservation of historical resources, and 2) educational opportunities and incentives related to historical resources. Broadly, the goals and policies of the HPE include protection of designated historical resources; preservation of notable buildings, structures, objects and community features; outreach to and collaboration with the community and property owners on the identification of new resources; identification and protection of archaeological and tribal cultural resources; and promotion of educational and interpretive programs and heritage tourism opportunities. These policies were informed by the results of the Reconnaissance Survey and the Prehistoric Cultural Resources Study, and were developed in collaboration with the community.

Environmental Analysis of Historical Resources

A Program Environmental Impact Report (PEIR) was prepared (Attachment 6) and includes a CEQA-level analysis of potentially significant impacts to Historical Resources (prehistoric, historic archaeological, tribal cultural and built environment resources), which is detailed in Section 5.3 "Historical and Tribal Cultural Resources" of the PEIR (Attachment 7). Although the proposed Midway-Pacific Highway CPU and associated discretionary actions do not propose specific development, future development could result in the alteration of historical resources as defined in the Land Development Code (e.g. historic building, structure, object, or site.) The mitigation framework provided in the PEIR (HIST-5.3-1 and HIST 5.3-2) would be required of all development projects with the potential to impact significant historical resources. A complete copy of the Draft PEIR, is provided on the City's website through the link at the end of this report. Staff is currently preparing responses to comments received during the public review period; however, comments related to Historical and Tribal Cultural Resources were limited and minor, as detailed in the Background section of this report, and no changes to PEIR Section 5.3 will occur as a result of comments received.

CONCLUSION

In conclusion, the information provided in the Reconnaissance Survey and Cultural Resources Study have been incorporated into the planning process for Midway-Pacific Highway CPU and are reflected in the goals and policies of the Historic Preservation Element. In addition, the PEIR includes a mitigation framework for cultural and historical resources that would reduce impacts anticipated from future projects, although not below a level of significance for built environment resources.

Therefore, staff recommends that the HRB recommend to the City Council adoption of the Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey (Reconnaissance Survey); the Prehistoric Cultural Resources Study (Cultural Resources Study); the Historic Preservation Element of the Midway-Pacific Highway Community Plan update (HPE); and the Program Environmental Impact Report (PEIR) related to Cultural/Historical Resources.



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Senior Planner

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Attachments:

1. Report No. HRB-17-014: INFORMATION ITEM A – Draft Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey, Prehistoric Cultural Resources Study and Historic Preservation Element (without attachments)
2. Link to Digital Audio Recording of HRB Hearing of February 23, 2017
(Note that Information Item A, Draft Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey, Prehistoric Cultural Resources Study and Historic Preservation Element, begins 3 hours, 31 minutes and 10 seconds into the audio file.)
http://granicus.sandiego.gov/MediaPlayer.php?publish_id=25b1d9db-029a-11e7-ad57-f04da2064c47
3. Draft “Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey: Historic Context and Survey Report,” Updated February 2017
4. Prehistoric Cultural Resources Study prepared by AECOM, dated January 2015.
5. Historic Preservation Element from the Draft Midway-Pacific Highway CPU, dated March 2018.
6. Midway-Pacific Highway Environmental Impact Report (available online at: https://www.sandiego.gov/sites/default/files/midway-pacific_hwy_cpu_peir_draft_dec2017.pdf)
7. Draft Midway-Pacific Highway PEIR Section 5.3, Historical and Tribal Cultural Resources, dated December 2017
8. Public Comment Letters Received on the Midway-Pacific Highway PEIR Related to Historical and Tribal Cultural Resources.



THE CITY OF SAN DIEGO

Report to the Historical Resources Board

DATE ISSUED: February 9, 2017 REPORT NO. HRB-17-014

ATTENTION: Historical Resources Board
Agenda of February 23, 2017

SUBJECT: **INFORMATION ITEM A – Draft Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey, Prehistoric Cultural Resources Study and Historic Preservation Element**

APPLICANT: City of San Diego Planning Department

LOCATION: Midway-Pacific Highway Community Planning Area, Council District 2

DESCRIPTION: Review the Draft Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey, the Prehistoric Cultural Resources Study and the Historic Preservation Element from the Draft Midway-Pacific Highway Community Plan Update. No formal action will be taken by the Historical Resources Board.

BACKGROUND

The City Council authorized the update to the Midway-Pacific Highway Community Plan in 2008. The following year, the City entered into a contract with GPA to prepare a Historic Resources Reconnaissance Survey (Attachment 1) consisting of a historic context statement identifying the historical themes and property types significant to the development of the Midway-Pacific Highway community, and a survey report documenting properties which may associated with those themes in an important way. The information in the Reconnaissance Survey, along with the Prehistoric Cultural Resources Study (AECOM 2015) was used to identify locations in the Midway-Pacific Highway community that may contain significant historical resources. The information in these documents was used to shape the Historic Preservation Element of the Midway-Pacific Highway Community Plan Update (MPHCPU), and inform other Plan elements, including Land Use.

The first working draft of the Midway-Pacific Highway Historic Resources Reconnaissance Survey was released in February 2011. That same month, Historic Resources staff presented the draft and the preliminary findings to the Midway Community Plan Update Advisory Committee, and received some comments and questions (Attachment 2). Staff returned to the Advisory Committee one year later with a revised draft and received only minor comments (Attachment 3). Later that year, in September 2012 Historic Resources staff and GPA presented the draft survey and findings to the Historical Resources Board as an information item (Attachment 4) while the survey was underway. As an information item, no action was taken by the Board; however, comments and questions from the public and Board were welcomed. Following the presentation by staff and GPA, no comments were received from the public or the Board and the item concluded (Attachments 5 and 6). Since 2012, minor revisions and corrections

have been made to the Reconnaissance Survey, but no major changes have occurred. The revised draft was published in November 2016.

The Prehistoric Cultural Resources Study (Attachment 7) was first released in March 2012 and was presented to the Midway Community Plan Update Advisory Committee that same month along with the Reconnaissance Survey. Similar to the Reconnaissance Survey, staff received only minor comments and questions regarding the Prehistoric Cultural Resources Study (Attachment 3). Outreach to the Native American Heritage Commission and consultation with local tribal representatives also occurred, as described in the Study.

A Discussion Draft of the MPHCPU which included a Historic Preservation Element (HPE) was released in November 2013. A revised draft of the MPHCPU was released to the community in mid-February 2017. Given the volume of information and documentation associated with a CPU, staff is providing the HRB with an opportunity to review and become familiar with the Reconnaissance Survey, the Prehistoric Cultural Resources Study and the HPE for the MPHCPU in advance of the adoption hearing process scheduled for later this year.

HISTORIC RESOURCES RECONNAISSANCE SURVEY

The Historic Survey prepared by GPA provides a project overview, including public outreach efforts; discusses the project methods and survey approach; discusses the criteria used for evaluating properties; provides a historic context addressing the themes significant to development of the plan area and the property types that reflect those significant themes; and identifies potential individual resources and potential historic districts which may be eligible for designation based upon the historic context.

Historic Context

The Historic Context Statement presents an overview of the history of the Midway-Pacific Highway community, with a specific emphasis on describing the historic themes and patterns that have contributed to the community's physical development. It presents the history of the community's built environment from the Spanish Period to the present in order to support and guide identification and evaluation of historic properties throughout the community, as well as to inform future planning decisions. It is important to note that the Reconnaissance Survey is intended only to address extant built environment resources. Archaeological resources are addressed in the Prehistoric Cultural Resources Study. The following periods and themes were identified in the Historic Context:

- Spanish Period (1769-1822)
- Mexican Period (1822-1846)
- American Period (1846-1970)
 - Theme: Transportation Improvements and Early Industrial Development (1882-1914)
 - Theme: Military, Aerospace, and Related Industrial Development (1901-1953)
 - Theme: Post War Commercial and Residential Development (1945-1970)

Detailed Reconnaissance Survey

A reconnaissance-level survey, as defined by the National Park Service, is a "once over lightly" inspection of an area. In contrast, an intensive-level survey includes a detailed inspection of the survey area in order to identify "precisely and completely" all historic resources in an area. The Reconnaissance Survey for the MPHCPU is more detailed than a reconnaissance-level survey, but without the degree of documentation required for an intensive-level survey. The purpose of this survey is to identify potentially historic

properties within the community plan area for consideration in the community plan update process and for possible future designation.

Fieldwork for the Midway-Pacific Highway Historic Resources Reconnaissance Survey began in 2010 and was completed by GPA, with oversight from the City's historical resources staff. GPA conducted a detailed, property-by-property inspection of the entire community plan area, evaluating all built resources constructed prior to 1970 – a total of 228 properties - for potential eligibility to the National, State and local registers. All properties identified as potentially significant – either as an individual site or as a feature of a potential historic district, were documented and a California Historic Resource Status Code was assigned to each property. Public outreach began early in the process and has been ongoing. Information received during the preparation of the Reconnaissance Survey was considered and incorporated as appropriate into the results and recommendations of the survey.

Based upon the historic context statement and the reconnaissance-level survey, GPA and the City of San Diego identified 44 properties that may be eligible for individual listing, nearly all of which are non-residential. The vast majority – 37 – of these 44 resources relate to the theme “Post War Commercial and Residential Development (1945-1970). It should be noted that one of the properties identified, the Midway Post Office, was not designated by the Board when it was considered for designation last fall. The Reconnaissance Survey will be updated to reflect the correct status code based upon the Board's action prior to the preparation of the environmental document.

The Reconnaissance Survey did not identify any significant concentration of resources which may be eligible as a potential historic districts. In addition, the Reconnaissance Survey did not find and potential Multiple Property Listings (MPLs) present in the Midway-Pacific Highway community. However, should a City-wide context and MPL ever be developed for a resource type present in the Midway-Pacific Highway community, those properties could certainly be evaluated within that City-wide MPL.

PREHISTORIC CULTURAL RESOURCES STUDY

The City contracted with AECOM to prepare a constraints analysis and cultural resources sensitivity analysis for prehistoric resources in support of the community plan update for the community of Midway-Pacific Highway. The Prehistoric Cultural Resources Study provides a discussion of the environmental and cultural setting; defines archaeological and tribal cultural resources; summarizes the results of archival research and outreach to the Native American Heritage Commission and local tribal representatives; analyzes the cultural sensitivity levels within the community; and provides recommendations to best address archaeological and tribal cultural resources in the Midway-Pacific Highway Community.

The Prehistoric Cultural Resources Study concluded that the community has a moderate cultural sensitivity level for prehistoric resources. However, based on the original natural setting of mud and salt marshes, and the fact that the majority of the area has been developed, the cultural sensitivity for the majority of the community of Midway-Pacific Highway is considered low. One portion of the community of Midway-Pacific Highway located along the periodic shoreline of the San Diego River and at the base of the hills is considered to have moderate sensitivity. Several prehistoric campsites, as well as a possible location for the ethnographic village of Kotsi/Cosoy/Kosaii/Kosa'aay, have been mapped by the SCIC in this area. The Study further concludes that, “Native American participation is required for all levels of future investigations in the Midway-Pacific Highway community, including those areas that have been previously developed, unless additional information can be provided to demonstrate that the property has been graded to a point where no resources could be impacted. Areas that have not been previously developed should be surveyed to determine potential for historical resources to be encountered, and whether additional evaluation is required. In areas that have been previously developed, additional ground-disturbing activities may require further evaluation and/or monitoring.”

HISTORIC PRESERVATION ELEMENT

The Historic Preservation Element (HPE) of the MPHCPU (Attachment 8) guides the preservation, protection and restoration of historical and cultural resources within the community plan area. The element includes goals and policies for addressing the history and historic resources unique to the Midway-Pacific Highway community in order to encourage appreciation of the community's history and culture. The policies within the HPE fall within two general categories, 1) identification and preservation of historical resources, and 2) educational opportunities and incentives related to historical resources. Broadly, the goals and policies of the HPE include protection of designated historical resources; preservation of notable buildings, structures, objects and community features; outreach to and collaboration with the community and property owners on the identification of new resources; identification and protection of archaeological and tribal cultural resources; and promotion of educational and interpretive programs and heritage tourism opportunities. These policies were informed by the results of the Reconnaissance Survey and the Prehistoric Cultural Resources Study, and were developed in collaboration with the community.

NEXT STEPS

At this time, staff is presenting the Reconnaissance Survey, Prehistoric Cultural Resources Study and HPE for review by the Historical Resources Board and responding to any questions. The Program Environmental Impact Report (PEIR) for the CPU will be prepared over the next several months, and is anticipated to be released for public review and comment sometime in summer of this year. The adoption hearing process for the MPHCPU is expected to begin in early fall, with review by the HRB tentatively scheduled for September, at which time the Board will provide a recommendation to the City Council on the adoption of the Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey, the Prehistoric Cultural Resources Study, the Historic Preservation Element of the CPU, and the environmental mitigation related to impacts to historical resources.



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- Attachments:
1. Draft "Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey: Historic Context and Survey Report," Updated November 2016
 2. Midway Community Plan Update Advisory Committee Meeting Summary of February 16, 2011.
 3. Midway Community Plan Update Advisory Committee Meeting Summary of March 21, 2012.
 4. Midway-Pacific Highway Historic Resources Reconnaissance Survey PowerPoint Presentation for HRB hearing of September 27, 2012.
 5. Minutes of Historical Resources Board hearing of September 27, 2012.
 6. Link to Digital Audio Recording of Historical Resources Board Hearing of September 2012 (*Note that Information Item B, Midway-Pacific Highway Survey begins 29 minutes and 10 seconds into the audio file, and concludes at 39 minutes and twenty seconds.*)
http://granicus.sandiego.gov/MediaPlayer.php?publish_id=1437
 7. Prehistoric Cultural Resources Study prepared by AECOM, dated January 2015.
 8. Historic Preservation Element from the Draft Midway-Pacific Highway CPU.

Link to Digital Audio Recording of HRB Hearing of February 23, 2017

(Note that Information Item A, Draft Midway-Pacific Highway Community Plan Area Historic Resources Reconnaissance Survey, Prehistoric Cultural Resources Study and Historic Preservation Element, begins 3 hours, 31 minutes and 10 seconds into the audio file.)

http://granicus.sandiego.gov/MediaPlayer.php?publish_id=25b1d9db-029a-11e7-ad57-f04da2064c47

GalvinPreservationAssociates



**City of San Diego
Midway – Pacific Highway Community Plan Area
Historic Resources Survey Report:
Historic Context & Reconnaissance Survey**

Prepared for

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Updated February 2017
Updated November 2016
March 2012

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Executive Summary

Summary

This report presents the results of a historic resources survey of the Midway - Pacific Highway Community Plan Area. In September 2009, the City of San Diego retained Galvin Preservation Associates Inc. (GPA) to complete this survey as part of its community plan update process. GPA conducted a reconnaissance-level survey of the community plan area, focusing on properties constructed prior to 1970. Surveyors identified properties that appeared eligible for individual designation, as well as geographically definable areas that appeared eligible for designation as historic districts. All identified properties were evaluated using the City of San Diego's local designation criteria and documented in a Microsoft Access database provided by the City. All properties were assigned a corresponding California Historical Resource Status Code. In total, 228 properties were surveyed resulting in the identification of 43 potential individual resources.

In conjunction with the survey, GPA prepared a historic context statement for the Midway - Pacific Highway Community Plan Area. The historic context statement describes the broad patterns of development in the area, organized by period and then theme. It also identifies associated property types and registration requirements to aid in the City's ongoing efforts to identify historic resources in the community plan area.

The survey was conducted by GPA on behalf of and under the guidance of the City of San Diego Planning Department. The project was managed by Kelley Stanco, Senior Planner, and Cathy Winterrowd, Principal Planner, with the City of San Diego. The GPA project team consisted of professionals that meet the Secretary of Interior's Professional Qualifications for Historic Preservation, including Teresa Grimes, Principal Architectural Historian; and Nicole Collum, Jennifer Krintz, and Elysha Dory, Architectural Historian IIs.

Other Applicable Contexts and Surveys

This survey of the Midway - Pacific Highway Community Plan Area was intended to capture the overarching themes and property types important to the development of the community. However, other multi-community or Citywide contexts and surveys may also be applicable within the Midway-Pacific Highway community. These include the San Diego Modernism Historic Context Statement and the San Diego Citywide Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ) Historic Context Statement. Additionally, new contexts and surveys relevant to the community may be developed in the future. Please contact Historic Preservation Planning staff in the Planning Department for information on other documents that may be applicable to the Midway - Pacific Highway Community Plan Area.

Project Overview

Introduction

In March 2008, the San Diego City Council unanimously approved a comprehensive update to the City’s General Plan. The plan sets out a long-range vision and policy framework for how the City should plan for projected growth and development, provide public services, and maintain the qualities that define San Diego over the next 20 to 30 years. It represents a shift in focus from how to develop vacant land to how to design infill development and reinvest in existing communities.

The General Plan also calls for the update of the City’s various community plans. As a policy document, community plans provide goals and objectives for the development of communities and designate where specific land uses should go and are further implemented by citywide and localized zoning programs. One of the goals of the update process will be to revise the Midway - Pacific Highway Community Plan to reflect current conditions and the long-term vision for the community, as well as align a number of existing plan elements with community plan update guidelines and elements of the recently approved General Plan. As a first step to updating the Midway - Pacific Highway Community Plan, the City commissioned the preparation of a reconnaissance survey of the area to identify potential historic resources constructed prior to 1970.

Public Participation

Throughout the community plan update process, the City engaged the public by conducting workshops and meetings. A Community Plan Update Advisory Committee (CPUAC) was formed. The function of the CPUAC is to facilitate community involvement and represent the interests of the residents and other stakeholder groups. On February 16, 2011, the Draft Historic Context Statement for the Midway - Pacific Highway Community Plan Area was presented at a CPUAC meeting. GPA and the City staff also provided an introduction to the known historic resources in the area and described how the survey fit into the larger community plan update process. During the meeting, the public was invited to comment on the significant themes related to the development of the community and on the location of significant historic resources.

Survey Area

The Midway - Pacific Highway Community Plan area encompasses approximately 800 acres of relatively flat land, which is situated north of Downtown between Old Town and the north end of the Peninsula Community Plan area. The community is comprised of two basic elements: the Midway area and the narrow, linear-shaped Pacific Highway corridor. The Midway area consists of an urbanized commercial core containing numerous retail centers, motels and institutional facilities that cater to the needs of nearby residential and visitor populations.

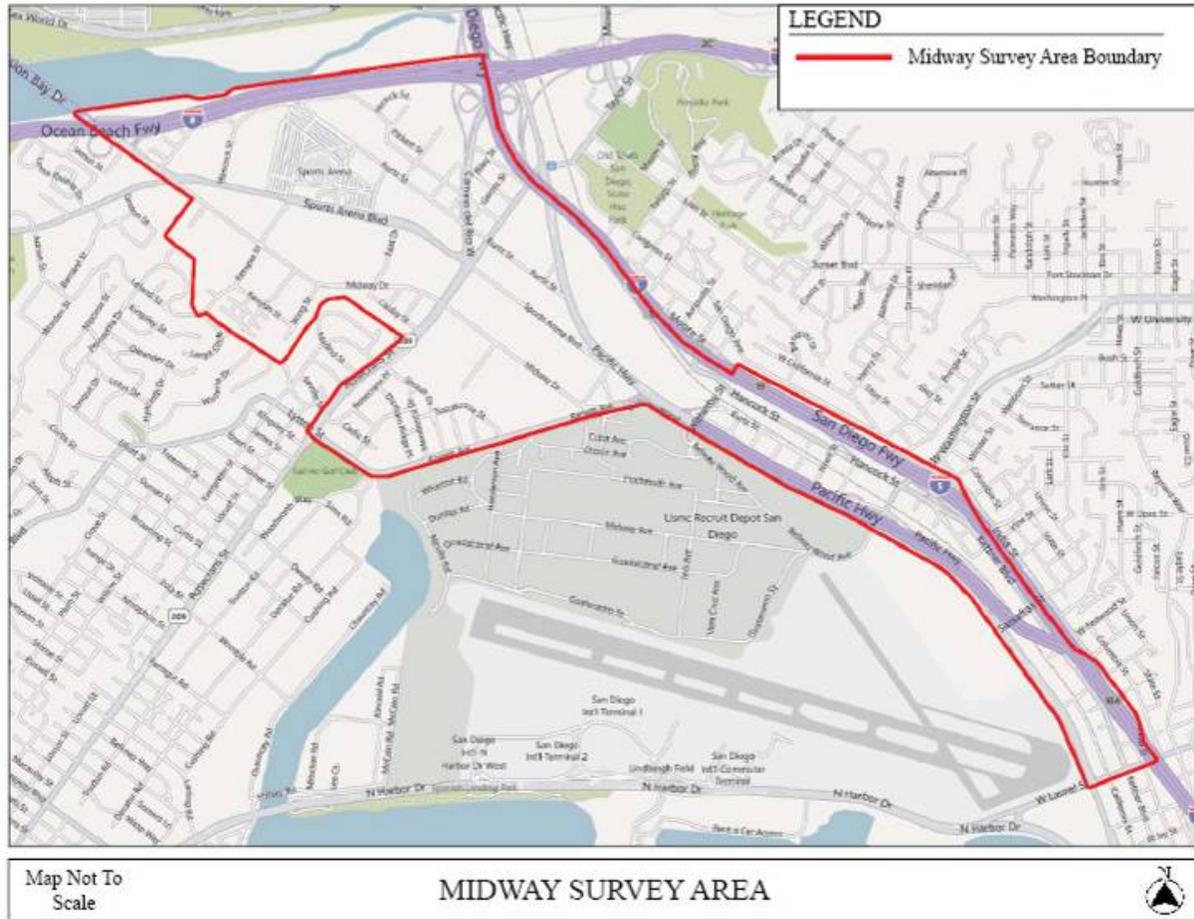


Figure 1: Map of survey area. **Source:** Bing Maps and Galvin Preservation Associates.

Interstate 8 (I-8) functions as the northern boundary. The San Diego River and the Mission Bay area are located north of I-8. The Pacific Highway corridor, located between Interstate 5 (I-5) and the Lindbergh Field (San Diego International Airport), contains some of the City’s older industrial areas.

The Midway - Pacific Highway Historic Resource Reconnaissance Survey included the completion of a historic context statement, identification of known and potential historic resources, and preparation of a survey report. The purpose of the historic context statement was to provide a description of the broad patterns of development within the plan area, identify the historical themes significant to the development of the community, and describe the property types that convey those themes in a significant way. In keeping with the history of San Diego that is provided in the General Plan as Appendix E, HP-1, the historic context statement is organized by period and then theme, when appropriate. The property types that reflect those periods and themes were identified during the reconnaissance survey of the area. All parcels containing structures built before 1970 were surveyed. The project team recorded basic information on these buildings and documented the information in the City’s Microsoft Access database. The City will use this database to generate State Inventory Forms (DPR 523 A). Evaluation codes were assigned based upon the eligibility requirements and integrity thresholds developed in the historic context statement.

Methods

Introduction

The historic context statement and reconnaissance survey were developed in accordance with the *Secretary of Interior's Standards and Guidelines for Historic Preservation* and *National Register Bulletin #24, Guidelines for Local Survey: A Basis for Preservation Planning*.

A historic context statement is a technical document that consists of specific sections recommended by the Secretary of the Interior in *National Register Bulletin #24: Guidelines for Local Surveys*. The bulletin defines a historic context as a body of information about historic properties organized by theme, place, and time. Historic context is linked with tangible historic resources through the concept of property type. A property type is a group of individual properties based on shared physical or associative characteristics. A historic context statement provides a framework for determining the relative significance of properties and evaluating their eligibility for landmark designation.

There are two types of historic resource surveys: reconnaissance and intensive. A reconnaissance survey includes a “once over” inspection of a community or neighborhood. Reconnaissance surveys are used to form the basis for more intensive, detailed survey efforts. During a reconnaissance survey, descriptive information about buildings, structures, and objects are collected and analyzed primarily through architecture and dates of construction.¹ Property specific research is not conducted and evaluations are considered preliminary.

Project Approach

The approach employed to complete this project included the following:

1. Meeting with the City Staff. The project team met with the City staff to identify the specific needs of the survey and to gather information on previous studies and known historic resources. The project manager clarified the goals for the City and reviewed the project scope and schedule.
2. Existing Information. The project team collected and reviewed existing information on the area including:
 - Local landmark application forms.
 - Midway - Pacific Highway Community Plan.
 - Historical Resources Inventory for Middletown Area.
 - San Diego History, San Diego General Plan.
3. Contextual Research. The project team identified information gaps and conducted additional contextual research. Archival research was conducted at the San Diego

¹ Historic Resource Survey Guidelines, City of San Diego, City Planning and Community Investment Division, July 2008, p. 1.

- Historical Society (historic photographs, historical documents and newspaper articles), San Diego Public Library (Historical San Diego Tribune newspaper database, San Diego city directories and newspaper clippings) and the Los Angeles Public Central Library (ProQuest Historical Los Angeles Times database and Sanborn maps). This information was used as a foundation for developing the historic contexts for the plan area.
4. Outline and Bibliography. The existing information and contextual research was used to develop the outlines and bibliographies for the historic context statement. The historic maps were used to identify the development patterns and determine the approximate build dates for the individual buildings. The general reference material was used to identify the significant themes and property types. The outline and bibliography were submitted to the City staff for comments and were revised accordingly.
 5. Historic Context Statement. A historic context statement was developed for the plan area. The historic context establishes the significant themes and property types that reflect those themes. Eligibility requirements and integrity thresholds were developed based upon the reconnaissance survey using local designation criteria. In keeping with the history of San Diego that is provided in the General Plan as Appendix E, HP-1, the historic context statement is organized by period: Spanish, Mexican, and American. But as the resources associated with the first two periods are either gone, addressed by a separate historic context statement for archeological resources, or already designated, themes were only developed for the American period. The context statement was submitted to the City staff for comments and was revised accordingly.
 6. Reconnaissance Survey. The project team conducted a reconnaissance level survey of all properties constructed prior to 1970 in the plan area. The project team digitally photographed each property that appeared to have been constructed prior to 1970 and took field notes on the materials, condition, alterations, and integrity of each property.
 7. Database. The City provided GPA with a Microsoft Access database that included a record for all parcels included in the Plan Area. The assessor parcel number was included for each record. In most cases, the record also included a street address and year built. When the address and/or year built were missing, the project team attempted to obtain the information from Parcel Quest. In some cases, the information was not available. Thus, circa dates were developed and based upon the physical attributes of the subject buildings. The project team also completed the fields in the database involving the descriptive and physical features of each property constructed prior to 1970 and attached photographs to the records. The City will use the information entered in the database to generate State Inventory Forms (DPR 523 A).
 8. Final Report. All survey results were analyzed and synthesized into this final report, including the historic context statement and reconnaissance survey data.

Criteria for Evaluating Properties

GPA worked with the City to identify buildings within the plan area that have the potential to meet federal, state, or local landmark criteria. The project team evaluated the buildings within their identified historic contexts to determine if they might be potentially eligible historic resources. Primarily, this project focused on City criteria to determine potential eligibility; however, surveyors also considered the National Register and California Register criteria in their evaluations. The following is a discussion of each set of the evaluation criteria.

National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."²

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of four established criteria:³

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

Physical Integrity

Integrity is the ability of a property to convey its significance. To be listed in the National Register, a property must not only be shown to be significant under the criteria, but it also must have integrity. The evaluation of integrity is grounded in an understanding of a property's physical features and how they relate to its significance. The California Office of Historic Preservation and the City of San Diego utilizes the same aspects of integrity as the National Register.

Historic properties either retain integrity (this is, convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognize seven aspects or qualities

² Title 36 Code of Federal Regulations Part 60.2.

³ Title 36 Code of Federal Regulations Part 60.4.

that, in various combinations, define integrity. These seven aspects include location, setting, design, materials, workmanship, feeling and association. To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant. The seven aspects of integrity are defined as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

Criteria Consideration G

Certain kinds of properties, like those less than 50 years of age, are not usually considered eligible for listing in the National Register. Fifty years is the general estimate of the time needed to develop historical perspective and to evaluate significance. These properties can be eligible for listing, however, if they meet special requirements called Criteria Considerations, in addition to meeting the regular requirements. *National Register Bulletin #15* states that a property less than 50 years of age may be eligible for the National Register if it is of exceptional importance.⁴ Demonstrating exceptional importance requires the development of a historic context statement for the resource being evaluated, a comparative analysis with similar resources, and scholarly sources on the property type and historic context.

California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups and citizens to identify historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.

⁴ *National Register Bulletin #15*, p. 2.

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process.⁵ The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- California Registered Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

The criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property must be at least 50 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Historic resources eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. Resources less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.⁶

San Diego Register of Historic Resources

The Historical Resources Guidelines of the City of San Diego's Land Development Manual identifies the criteria under which a resource may be historically designated. It states that any improvement, building, structure, sign, interior element and fixture, site, place, district, area, or object may be designated a historic resource by the City of San Diego Historical Resources Board if it meets one of the following designation criteria:

⁵ Public Resources Code Section 5024.1.

⁶ Public Resources Code Section 4852.

- A. Exemplifies or reflects special elements of the City’s, a community’s, or a neighborhood’s, historical, archeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development; or
- B. Identified with persons or events significant in local, state, or national history; or
- C. Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship; or
- D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman; or
- E. Is listed or has been determined eligible by the National Park Service for listing in the National Register of Historic Places or is listed or has been determined eligible by the State Historic Preservation Office for listing in the California Register of Historical Resources; or
- F. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

In addition to meeting one or more of the above criteria, a City of San Diego Register-eligible property must also retain sufficient integrity to convey its significance. Although the City’s municipal code does use a 45-year threshold to review properties, which may be adversely impacted by development, a property need not be 45 years of age to be eligible for listing on the City’s register.

The City’s historic preservation program provides for the designation of individually significant resources as well as historic districts. A historic district is defined by the City’s municipal code as “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are united historically, geographically, or aesthetically by plan or physical development and that have a special character, historical interest, cultural or aesthetic value, or that represent one or more architectural periods or styles in the history and development of the City.”

California Historical Resource Status Codes

As part of this survey effort, once the properties were evaluated for their historic significance they were each assigned a California Historical Resource Status Code. The California Historical Resource Status Codes are codes that were created by the Office of Historic Preservation (OHP) to classify historical resources in the state’s inventory, which had been identified through a regulatory process or local government survey. The code system was initially created as National Register Status Codes in 1975 but has since been updated and changed in 2004 due to the ambiguity of the early coding system and changes in the needs of local governments’ registration programs statewide to convey the significance of resources for purposes of the California

Environmental Quality Act (CEQA). Implicit within the status codes is a hierarchy reflecting the level of identification, evaluation, and designation to which a property had been subjected.

The evaluation instructions and classification system proscribed by OHP in its *Instructions for Recording Historical Resources* provide a three-digit evaluation code for use in classifying potential historic resources. The first digit indicates the general category of evaluation. The letter code indicates whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a code that describes some of the circumstances or conditions of the evaluation. The following codes were used in this survey:

- 5S1. Individual property that is listed or designated locally.
- 5S3. Appears to be individually eligible for local listing or designation through survey evaluation.
- 6Z. Found ineligible for the National Register, California Register, or local designation through survey evaluation.
- 7R Identified in Reconnaissance Level Survey: Not evaluated.

Historic Context Statement

Introduction

The Midway - Pacific Highway Community Plan area encompasses approximately 800 acres of relatively flat land, which is situated north of Downtown between Old Town and the north end of the Peninsula Community Plan area. The community is comprised of two basic elements: the Midway area and the narrow, linear-shaped Pacific Highway corridor.

The Midway area consists of an urbanized commercial core containing numerous retail centers, motels and institutional facilities that cater to the needs of nearby residential and visitor populations. Wide streets, flat topography, and a mixture of large and small commercial buildings characterize the area. There are pockets of multi-family residential buildings in the western portion of the community, adjacent to the Peninsula Community Plan area. The Sports Arena, which is surrounded by acres of surface parking lots, is a focal point of the area. Interstate 8 (I-8) functions as the northern boundary. The San Diego River and the Mission Bay area are located north of I-8.

The Pacific Highway corridor, located between Interstate 5 (I-5) and the Lindbergh Field (San Diego International Airport), contains some of the City's older industrial areas. The image of the corridor is defined by large-scale buildings and unscreened commercial parking lots in the southern portion, and a group of smaller scale, low lying industrial buildings located between Witherby Street and Washington Street in the northern portion.

As part of the Midway - Pacific Highway Reconnaissance Survey, the following historic context statement was prepared. Historic context statements are intended to provide an analytical framework for identifying and evaluating resources by focusing on and concisely explaining what aspects of geography, history, and culture significantly shaped the physical development of a community or region's land use patterns and built environment over time; what important property types were associated with those developments; why they are important; and what characteristics they need to have to be considered an important representation of their type and context.

The significant themes and property types identified in the context will assist City staff in identifying significant extant resources within the built environment. The pre-contact and early contact periods and associated archaeological and cultural resources are addressed separately in the archaeology study prepared for the Community Plan Update.

The following context statement is organized in the same fashion as the historic context statement in the General Plan in that it is divided into periods based upon the government in power. The Spanish and Mexican Periods are included only as background as there are no extant property types associated with these periods in the plan area. The designated and potential historic resources in the plan area date from the American Period. The themes that influenced the development of the plan area during the American Period are discussed, as are the associated property types that represent those themes.

Spanish Period (1769-1822) ⁷

In spite of Juan Cabrillo's earlier landfall on Point Loma in 1542, the Spanish colonization of Alta California did not begin until 1769. Concerns over Russian and English interests in California motivated the Spanish government to send an expedition of soldiers, settlers, and missionaries to occupy and secure the northwestern borderlands of New Spain. This was to be accomplished through the establishment and cooperative inter-relationship of three institutions: the presidio, mission, and pueblo. In 1769 a land expedition led by Gaspar de Portola reached San Diego Bay, where they met those who had survived the trip by sea on the ships San Antonio and San Carlos. Initially camp was made on the shore of the bay in the area that is now downtown San Diego. Lack of water at this location, however, led to moving the camp in May to a small hill closer to the San Diego River and near the Kumeyaay village of Cosoy. Father Junípero Serra arrived in July of the same year to find the presidio serving mostly as a hospital. The Spanish built a primitive mission and presidio structure on the hill near the river. The first chapel was built of wooden stakes and had a roof made of tule reeds. Brush huts and temporary shelters were also built.

Just four months after the colonial project was initiated, the Kumeyaay staged an uprising. The Kumeyaay seized some of their possessions; however, the Spaniards themselves were not taken.⁸ While the mission attracted a few converts, friction between the Kumeyaay and Spanish lingered. By 1772 a stockade was constructed and included barracks for the soldiers. The Spanish also constructed a storehouse for supplies, a house for the missionaries, and the chapel, which had been improved. The original log and brush huts were gradually replaced with buildings made of adobe bricks. Pitched roofs with rounded roof tiles eventually replaced flat earthen roofs. Clay floors were eventually lined with fired brick.

In August 1774, the Spanish missionaries moved the Mission San Diego de Alcalá to its present location six miles up the San Diego River valley (modern Mission Valley) near the Kumeyaay village of Nipaguay. The presidio remained at its location on Presidio Hill. Begun as a thatched *jacal* chapel and compound built of willow poles, logs, and tules, the new mission was sacked and burned in the Kumeyaay uprising of November 5, 1775. The first adobe chapel was completed in October 1776, and the present church was begun the following year. A succession of building programs through 1813 resulted in the final rectilinear plan that included the church, bell tower, sacristy, courtyard, residential complex, workshops, corrals, gardens and cemetery.⁹ Orchards, reservoirs, and other agricultural installations were built to the south on the lower San Diego River alluvial terrace and were irrigated by a dam and aqueduct system. The mission system had a great effect on all Native American groups from the coast to the inland areas and was a dominant force in San Diego County.

As early as 1791, presidio commandants in California were given the authority to grant small

⁷ This section was largely extracted from "Appendix E, HP-1 San Diego History" in the *City of San Diego General Plan*. Adopted March 10, 2008.

⁸ The uprising took place on August 12 and 15, 1769. <http://www.kumeyaay.com/kumeyaay-history/40-spanish-contact.html>; accessed September 1, 2011.

⁹ Neuerburg 1986.

house lots and garden plots to soldiers and their families and some time after 1800, soldiers and their families began to move down from Presidio Hill and settle near the San Diego River. Historian William Smythe noted that Don Blas Aguilar, who was born in 1811, remembered at least 15 such grants below Presidio Hill by 1821, of which only five within the boundaries of what would become Old Town had houses in 1821. These included the retired commandant Francisco Ruiz adobe (now known as the Carrillo Adobe), another building later owned by Henry Fitch on Calhoun Street, the Ybanes and Serrano houses on Juan Street near Washington Street, and a small adobe house on the main plaza owned by Juan Jose Maria Marron.

Associated Property Types

There are no known or potential historic resources from the Spanish Period in the plan area. The La Playa Trail ran through the Midway area, generally corresponding to present-day Rosecrans Street. It was the main link between Old San Diego, the mission, and La Playa, which served as the port until Alonzo Horton founded New San Diego in 1869.¹⁰ Although it is considered the oldest European trail on the Pacific Coast, La Playa Trail is also known to have been an ancient Kumeyaay path.¹¹ The San Diego Historical Society initiated a program of marking the 12-mile trail in the early 1930s. Rose Hanks designed a four-foot high concrete marker that was placed in six locations. Olive trees were planted next to the markers and at half-mile intervals staggered from the left to the right side of the trail. One such marker is located west of the intersection of Midway Drive and Rosecrans Street.

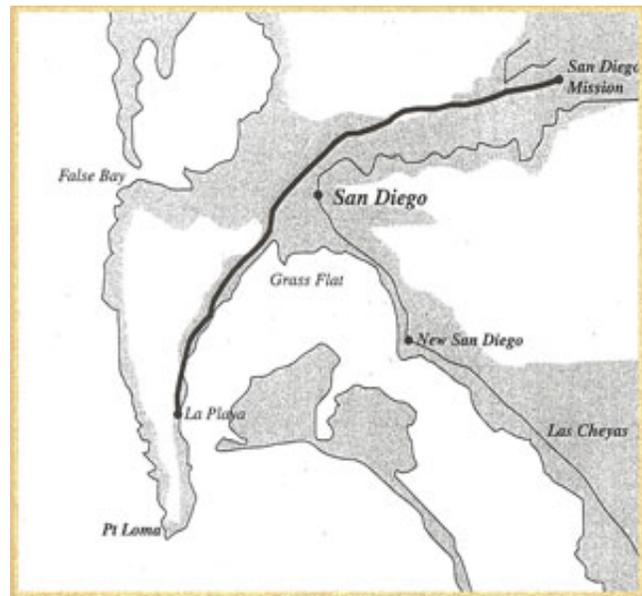


Figure 2: The Midway-Pacific Highway area was located on La Playa Trail.

Source: <http://www.laplayatrail.org/index.html>

Mexican Period (1822-1846)¹²

In 1822 the political situation changed as Mexico won its independence from Spain and San Diego became part of the Mexican Republic. The Mexican government opened California to foreign trade; began issuing private land grants in the early 1820s, creating the rancho system of large agricultural estates; began secularizing the Spanish missions in 1833; and oversaw the rise of the civilian pueblo. By 1827, as many as 30 homes existed around the central plaza in Old

¹⁰ “Marker Designed for Historic Old La Playa Trail,” *San Diego Union*. July 9, 1933, p. 1.

¹¹ La Playa Trail, <http://www.laplayatrail.org/trail-history.html>; accessed September 7, 2011.

¹² This section was largely extracted from “Appendix E, HP-1 San Diego History” in the *City of San Diego General Plan*. Adopted March 10, 2008.

Town and in 1835, Mexico granted San Diego official pueblo status. At this time the town had a population of nearly 500 residents, later reaching a peak of roughly 600. But the location several miles away from navigable water was less than ideal. Imports and exports had to be carried over the La Playa Trail to anchorages in Point Loma.

Mission San Diego de Alcalá fared little better. In 1834 the Mexican government secularized the San Diego and San Luis Rey missions. The secularization in San Diego County had the effect of triggering increased Native American hostilities against the Californios during the late 1830s. The attacks on outlying ranchos, along with unstable political and economic factors helped San Diego's population decline to around 150 permanent residents by 1840. San Diego's official pueblo status was removed by 1838, and it was made a sub-prefecture of the Los Angeles pueblo. The town and the ship landing area at La Playa (present-day Point Loma) were now the centers of activity in Mexican San Diego. When the Americans took over after 1846, the situation had stabilized somewhat, and the population had increased to roughly 350 non-Native American residents.¹³

Associated Property Types

There are no known or potential extant historic resources from the Mexican Period in the plan area.

American Period (1846 - 1970)

When United States military forces occupied San Diego in July 1846, the town's residents split on their course of action. Many of the town's leaders sided with the Americans, while other prominent families opposed the United States invasion. In December 1846, a group of Californios under Andres Pico engaged U.S. Army forces under General Stephen Kearney at the Battle of San Pasqual near present-day Escondido and inflicted many casualties. However, the Californio resistance was defeated in two small battles near Los Angeles and effectively ended by January 1847. The Americans assumed formal control with the Treaty of Guadalupe-Hidalgo in 1848 and introduced Anglo culture and society, American political institutions, and especially American entrepreneurial commerce.

On February 18, 1850, the California State Legislature formally organized San Diego County. The first elections were held at San Diego and La Playa on April 1, 1850 for county officers. San Diego grew slowly during the next decade. Old Town remained the largest development within San Diego, it occupied a total of 48,557 acres of former pueblo land and consisted of approximately 65 buildings, many of which were of adobe construction.¹⁴ A small portion of the Midway - Pacific Highway area northeast of present-day Kurtz Street and northwest of present-day Witherby Street was historically part of Old Town.

¹³ Killea 1966:24-32; Hughes 1975:6-7.

¹⁴Ibid.

In the 1850s when the first attempt was made to build a city on the present area of Downtown, a group of Old Town citizens bought the land to the south of Old Town and established a rival subdivision closer to the bay. The subdivision began around present-day Witherby Street and extended south along the shoreline of the bay to about present-day A Street. The land was granted by Joshua H. Bean to a group of ten investors including Oliver S. Witherby, William H. Emory, Thomas W. Sutherland, Jose Maris Estudillo, and Charles P. Noell. The portion of the land that was subdivided and laid out into streets, squares, blocks, and lots was designated Middletown. The Pacific Highway corridor occupies the other, undivided portions referred to as the reservations and the tidelands.¹⁵

The development of Middletown, as well as Old Town, was stymied by a severe drought, followed by the onset of the Civil War. The troubles led to an actual drop in the town's population from 650 in 1850, to 539 in 1860.¹⁶ Not until land speculator and developer Alonzo Horton arrived in 1867 did San Diego begin to develop fully into an active American town.¹⁷

Alonzo Horton's development of New Town in 1867 began to swing the community focus away from Old Town and began the urbanization of San Diego. He purchased 800 acres and began an aggressive promotional campaign, offering free lots to anyone who would build a house worth \$500 on it. Horton's successful promotion attracted other speculators and developers to San Diego, and within the next five years 15 new subdivisions were laid out around Horton's Addition. Development centered on 5th Avenue and Market Street, and spread beyond downtown based on a variety of factors, including the availability of potable water and transportation corridors. Factors such as views and access to public facilities affected land values, which in turn affected the character of neighborhoods that developed.

1868 and 1869 were boom years, with steady growth over the next four years until the economic panic of 1873. Population dropped to 1,500 in 1875, but then rebounded. San Diego's civic

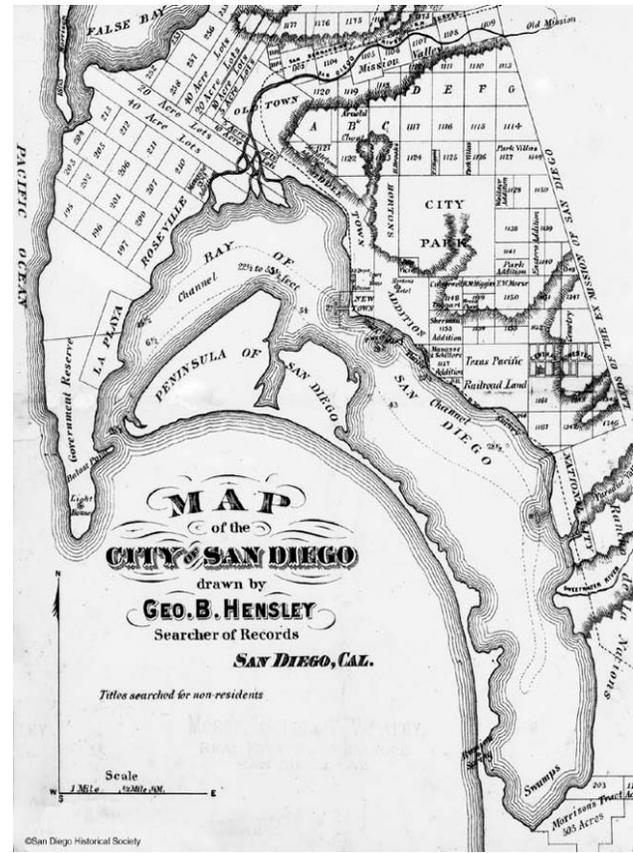


Figure 3: Historically, the Midway-Pacific Highway area included the southwest edge of Old Town and portions of Middletown at the mouth of the San Diego River.
Source: Hensley's Map of San Diego, 1873.

¹⁵ Brandes, Dr. Ray. Historic Resources Inventory for the Middletown Area, University of San Diego, 1981.

¹⁶ Garcia 1975:77.

¹⁷ MacPhail 1979.

leaders continued to focus on the development of the railroad. Construction of the Santa Fe Railroad began in 1880 and the first trains arrived in San Diego in 1882, leading to a period of renewed and steady growth. During the late 1800s and early 1900s, the areas of Golden Hill, Uptown, Banker's Hill, and Sherman Heights, located on hills immediately adjacent to downtown, were developed.

This period of steady growth was followed by another boom that resulted in a population of 35,000 and a full-fledged land investment and speculation frenzy, which created 30 new real estate tracts countywide by 1888. These new tracts included the areas of Hillcrest and University Heights, located roughly two miles outside of the downtown core and accessed by new streetcar lines running along 4th Avenue and Switzer Canyon into the Uptown area. These and other first ring subdivisions located on the periphery of downtown became San Diego's first streetcar suburbs. The boom resulted in over \$10 million in new improvements, including paving, electrical street lights and railways, sewage systems, and new construction before ending suddenly when the bottom fell out of the real estate market in the spring of 1888. By the 1890's the city's population settled to around 17,000.

Although it would appear that the Midway - Pacific Highway corridor area was conveniently located between Old Town and New Town, attempts at development floundered because of the swamp-like conditions. Historically, the Midway area was part of the San Diego River delta, comprising the flat land between the hill of the San Diego Presidio and the hills of Point Loma. The San Diego River switched back and forth between emptying into Mission Bay and emptying through the Midway area into the San Diego Bay. The silt it carried built sand bars and eventually blocked channels. To protect the main harbor from these deposits, the U.S. Army Corps of Engineers decided to make the Mission Bay route of the river permanent. In 1853 George Derby, an army land surveyor, engineered the construction of a dike just south of the present flood channel, extending northeasterly from what is now the junction of Midway Drive and Sports Arena Boulevard. The building of this dike decided the supremacy of San Diego Bay. Later known as Derby's Dike, it was rebuilt in 1877.¹⁸ Now gone, the Derby Dike Site at the foot of Presidio Hill is designated San Diego Historical Resources Board Site #28.

One of the early settlers to the area was Louis Rose, the first Jewish resident in San Diego. He arrived in 1850 and began to purchase land between Old Town and La Playa. Eventually the area was called Roseville.¹⁹ Soon more Jews settled in San Diego. By 1861, they organized Adath Joshurun under the leadership of Marcus Schiller. Top priority would be acquiring land for a Jewish cemetery. Rose answered the need by deeding Adath Joshurun five acres on present-day Kenyon Street. Rose and Schiller were both buried there.

¹⁸ Papageorge, Nan Taylor. "The Role of the San Diego River in the Development of Mission Valley," *The Journal of San Diego History*. Vol. 17, No. 2, Spring 1971.

¹⁹ While Roseville was based further south in the Point Loma area, it apparently reached into the southwest portion of Midway. Rose also owned property in Old Town.



Figure 4: Louis Rose. Source: <http://www.sandiegohistory.org/bio/rose/rose.htm>

Rose aimed to establish a new town site whose first settlers would be the employees of one of his business ventures. Sale of lots was recorded in 1873, with prices ranging from \$75 to \$125. But while Old Town grew south and Horton's Addition was taking off, Roseville failed to attract settlers. As such the cemetery was not in a fitting location for the Jewish community. Congregation Beth Israel petitioned the City for land in Mount Hope Cemetery for a new Jewish burial ground. They received the land in 1892, establishing the Home of Peace Cemetery. With Home of Peace available, the Jewish community discontinued use of the old cemetery. In 1937, they reinterred those buried at the old cemetery into the Home of Peace, but retained ownership of the land.²⁰ The site is known as the Hebrew Cemetery and is designated San Diego Historical Resources Board Site #48.

The forces that shaped the development of the Midway - Pacific Highway Plan Area during the late 19th and early 20th centuries were transportation improvements and early industries as well as the presence of the airport and military.

Yet large sections of the area remained undeveloped. During World War II, areas along Pacific Highway were used for numerous defense industries. The post-war development of the area mainly consisted of small warehouses and commercial buildings that sprang up in a rather haphazard fashion. The remainder of the historic context statement explores these themes in more detail and discusses the associated property types.

Theme: Transportation Improvements and Early Industrial Development (1882 – 1914)

At the turn of the century, Horton's Addition was firmly established as the new town site and development spread from there. During this period neighborhoods such as Golden Hill, Uptown, and Sherman Heights were subdivided. The fact that the Pacific Highway corridor was bypassed for residential development allowed it to emerge as a transportation corridor for railroads, streetcars, and automobiles. However, it mainly functioned as a place one passed through rather than as a destination.

Since the 1830s, the citizens of San Diego had attempted to establish a direct rail link to the east. A rail link was an integral component to the vision some held of San Diego as a major seaport. Various companies were formed and routes were surveyed. The desired route was a direct connection with the Atlantic & Pacific in eastern California. Despite the fact that the community raised funds to subsidize the ventures, they all ended in failure. The line that was eventually opened is called the Surf Line, because much of the line is within a 100 feet of the Pacific Ocean. The line started as the California Southern Railroad. The first section opened in 1882 and

²⁰ Bissell, Laurie. "San Diego Cemeteries: A Brief Guide," *The Journal of San Diego History*, Vol. 28, No. 4, Fall 1982; During World War II Congregation Beth Israel leased the land to the federal government for a housing project called the Frontier Homes.

connected National City to Oceanside, passing through the Midway-Pacific Highway Plan Area. The line became part of the Santa Fe Railroad's transcontinental rail line in 1885 via an extension of the California Southern from Colton to Barstow. The line through the Midway - Pacific Highway Plan Area was located at the bottom of and along the bluff that separates the area from Old Town. Without a stop in the area, however, the railroad line failed to ignite development.

A real estate boom in the spring of 1887 brought thousands of people to Southern California, many of them traveling on the Santa Fe Railroad to San Diego. During the boom, developers realized the need for convenient public transportation. In 1887, San Diego's Electric Rapid Transit Company introduced the first electric street railway system in the western U.S. It traversed the Pacific Highway corridor from D Street (now Broadway) in downtown to Old Town along Arctic Street (now Kettner Boulevard). The line was called the San Diego & Old Town Railway. A number of other lines emerged and faded. No fewer than 17 streetcar and interurban companies vied for track space in downtown.²¹ Eventually John D. Spreckels consolidated virtually all of them under the banner of the San Diego Electric Railroad Company.

The streetcar line through the Midway - Pacific Highway Plan Area is remembered as the Old Number Sixteen. It traveled north on Kettner Boulevard, then to Hancock and the Five Points area. It generally paralleled the Santa Fe Railroad line until it turned south around Witherby to connect to Barnett. The line serviced the Marine Corps Recruit Depot. Even during the 1930s, streetcar passengers traveling through the area described it as a salt marsh with open meadows.²² During the early 1940s, the line was discontinued and the tracks were paved over in an effort to improve the roadway for automobiles.²³

Pacific Highway was one of the first paved roads through the area. At one time, it was part of Highway 101. While the southern terminus of Highway 101 is now Los Angeles, it used to travel all the way south through San Diego to the Mexican border in San Ysidro. However, this part was decommissioned and replaced in the late 1960s by Interstate 5. Significant portions of Highway 101 were historically part of El Camino Real, the route that connected Alta California's missions, presidios, and pueblos. It served as the main north-south road in California until the 1920s. Highway 101 was one of the first highways designated by the Bureau of Public Roads in 1925. Existing sections of roadway were designated as routes and marked by signs so that motorists could find their way from one town to the next. Long distance automobile runs became a popular form of amusement, and soon auto camps were developed to provide over night accommodations.

During the late 19th and early 20th centuries, development in the area remained limited. There were a few isolated residential and commercial buildings. Located at 1751 Hancock Avenue, one

²¹ Holle, Gena. "Transit in San Diego: ASCE Anniversary Project," *The Journal of San Diego History*, Vol. 48, No. 1, Winter 2002.

²² Locker, Zelma Bays. "Remembering Old Number Sixteen," *The Journal of San Diego History*, Vol. 23, No. 4, Fall 1977.

²³ "Opening of Side Streets Seen Between Kettner, Highway," *San Diego Union*, January 19, 1940.

of the earliest businesses in the area was the Mission Brewery. August Lang, a German immigrant purchased block 183 of the Middletown Addition in 1912 for the purposes of building a brewery. He hired another German immigrant as his architect, Richard Griesser. The quality of the local water was noted as an important reason for locating in San Diego. A bottling plant was constructed across Washington Street. With the impending passage of the National Prohibition Act, the brewery closed in 1918. The property was sold to the American Agar Company in 1923. The Mission Brewery is designated San Diego Historical Resources Board Site #232 and is also listed in the National Register of Historic Places. The Mission Brewery Bottling Plant is designated San Diego Historical Resources Board Site #1040.

Associated Property Types



Figure 5: The Mission Brewery is listed in the National Register of Historic Places. **Source:** <http://www.sandiegohistory.org/collections/brewery/brewery.htm>

While the early transportation improvements during the late 19th and early 20th centuries influenced the later development of the plan area, there are no directly related property types remaining. The research indicated that industrial buildings were constructed in the plan area during this period; the only ones remaining are the Mission Brewery and Bottling Plant, which are already listed. According to the reconnaissance survey, the other buildings remaining from this period are isolated single-family residences.

Residential – Single-family Residences

A few individuals constructed small houses in the plan area in the early part of the 20th century. They are not concentrated in any particular area, but rather scattered about. Most can be described as vernacular turn of the century cottages or Craftsman bungalows. They are one-story in height, sheathed in wood clapboard or shingles, and covered by gabled roofs. Some have been converted to commercial uses.

Criteria: San Diego Register Criteria A, B & C

Evaluation of Individual Resources: Single-family residences may be individually significant under Criterion A as a rare surviving example of a property type that played an important role in the development of the community. Examples of this property type may also be eligible under Criterion B if they were the homes of persons significant in local history. Additionally, single-family residences may be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent (see the Architectural Styles in Appendix I). Considering the fact that there were once many but now few, even representative examples of

single-family residential types and styles may qualify.

Essential Factors of Integrity: Under Criterion B, location, setting, feeling, and association must be strongly present. Setting, design, materials, and feeling must be retained in the evaluation under Criterion C. In both cases, the use of the building may have changed. It is assumed that the general setting will have changed since the period of significance; however, the immediate setting should remain intact.

Theme: Military, Aerospace, and Related Industrial Development (1901 - 1953)

As early as 1900, San Diegans initiated efforts to attract the attention of the Navy Department in hopes that officials would choose it for naval bases and other shore activities. The military presence in San Diego began in 1901 with the establishment of the Navy Coaling Station in Point Loma. William Kettner is credited with the expansion of the military presence during the 1920s. In 1908, Kettner, a local businessman and recent transplant to San Diego, headed the program to welcome Theodore Roosevelt's "Great White Fleet" to San Diego harbor in April as it completed a circumnavigation of the world. Kettner immediately recognized the benefit of a military presence in San Diego, which would bring federal resources and national attention to the City. San Diego's harbor required immediate attention. Dredging was urgently needed to enable large



Figure 6: Marine Corps Recruit Depot under construction.
Source: <http://www.sandiegohistory.org/timeline/images/6917.jpg>

ships to enter. It seemed a logical sequence would then follow: goods, trade, employment, and the development of a respectable commercial center. Upon his election to Congress in 1912, Kettner eventually convinced George Dewey, Admiral of the Navy, that the dredging of San Diego Bay was not only feasible, but also advantageous to the Navy. With Dewey's endorsement, the Senate Commerce Committee came forth with several large appropriations for San Diego.

Kettner brought congressmen, senators, and high ranking government officials from all over the United States through the 1915 Exposition grounds, including Franklin D. Roosevelt, Assistant Secretary of the Navy, who gave Kettner the impression he felt Naval recruits would fare better, health-wise, in a climate such as San Diego's. Kettner was introduced to Colonel Joseph Pendleton and Major General George Barnett. Kettner caught Barnett's attention and convinced him of his idea for the location of a new Marine base in Dutch Flats south of present-day Barnett Avenue and Pacific Highway.²⁴ Together Kettner and Barnett reached Roosevelt, already

²⁴ Shrage, Abraham. "I Like the Cut of Your Jib: Culture of Accommodation Between the U.S. Navy and Citizens of San Diego, California, 1900-1951," *The Journal of San Diego History*, Vol. 48, No. 3, Summer 2002.

enthusiastic about San Diego as the location for a new Naval Training Center. Both the Naval Training Center and the Marine Corps Recruit Depot were built in the early 1920s. Construction on the low-lying Dutch Flats area was accomplished only after a massive dredging and filling operation. Although they are located outside of the Midway - Pacific Highway Plan Area, they had a profound influence over the development of the area.

The development of the aerospace industry in San Diego also began in the Dutch Flats area. In 1922, T. Claude Ryan opened up a flying school in the Dutch Flats area, which led to the opening of a manufacturing plant. Ryan Airlines developed some of the most creative designs in aviation history, including a custom M 1 monoplane for Charles Lindbergh. Lindbergh tested the plane called the *Spirit of St. Louis* at Ryan Field before his 1927 nonstop solo flight from New York to Paris. The first regularly scheduled airline in America, the San Diego – Los Angeles Airline, operated out of this field beginning in 1925.²⁵ In 1934 Ryan formed the Ryan Aeronautical Company, and the school eventually became a subsidiary. During World War II, the school trained thousands of Army pilots. Ryan also had contracts with the Navy to build aircraft. Teledyne acquired the company in 1968. Now gone, Ryan Field was located near the intersection of Midway Drive and Barnett Avenues.²⁶ The Dutch Flats/Ryan Field site was designated as HRB Site #249 in 1990.



Figure 7: Ryan Field was located in the Dutch Flats area near the present-day intersection of Midway Drive and Barnett Avenue. **Source:** http://www.dmairfield.org/places/sandiego_ca/images/Ryan_Field_SDAM.jpg

Inspired by Lindbergh's historic flight, the City of San Diego passed a bond issue in 1928 for construction of a two-runway municipal airport. Lindbergh himself encouraged the idea and agreed to lend his name to it. Dedicated on August 16, 1928, it was called San Diego Municipal Airport – Lindbergh Field. The airport was the first federally certified airport to serve all types of aircraft, including seaplanes. The original terminal was located on the northeastern side of the field, along Pacific Highway.

World War II brought significant change to the airfield when the Army Air Corps took it over in 1942 to support the war effort. The infrastructure of the airport was improved to handle the

²⁵ City of San Diego Historical Site Board Register Form, no date.

²⁶ Ryan Aeronautical Company <http://www.centennialofflight.gov/essay/Aerospace/Ryan>; accessed January 26, 2010.

heavy bombers being manufactured in the region during the war. This transformation, including the 8,750-foot runway, made the airport jet ready long before jet passenger plans came into widespread service. After the war, commercial air service at Lindbergh Field expanded rapidly. In 1960, Lindbergh Field gained its first jet service.

The greatest impact to San Diego's aerospace industry was the arrival of Consolidated Aircraft. The company was founded in 1923 by Reuben H. Fleet in Buffalo, New York. He served as a pilot in the U.S. Army during World War I and organized the first airmail service in 1918. In 1935, Fleet moved the company to San Diego because the weather in Buffalo was not suitable for test flights much of the year. Consolidated Aircraft constructed a new plant on the northeast side of Lindbergh Field. In his dedicatory address, Major Fleet noted that, "We have now \$9 million of unfilled orders which will occupy the new plant at 80% capacity on a one-shift basis for a year and a half. We have 874 employees now, should have 2,000 within six months and about 3,000 next summer....Our directors seriously questioned the advisability of moving here [to San Diego] because we were in the valley of the world's worst depression. Finally we made up our minds to have faith in the future...."²⁷



Figure 8: Consolidated Aircraft, early 1940s, looking southwest.
Source: <http://www.spawar.navy.mil/sti/visualmedia/photos/otc40s.html>.

By the end of the Depression, 9,000 employees worked for Consolidated and the physical plant doubled in size. Still not large enough, another plant was constructed between Pacific Highway and Kurtz Street, northwest of Witherby Street in 1943. That same year Vultee Aircraft Inc. bought operating control of Consolidated Aircraft and became Consolidated Vultee Aircraft (Convair). Convair was headquartered in San Diego. A majority interest in Convair was purchased by General Dynamics in 1953. The company continued to produce aircraft and aircraft components until being sold to McDonnell Douglas in 1994.

Consolidated Aircraft was the giant among San Diego manufacturing companies and brought about the establishment of smaller firms, all designed to produce aircraft tooling, parts, and sub-

²⁷ Wagner, William. *Reuben Fleet and the Story of Consolidated Aircraft*. Fallbrook: Aero Publishing Inc., 1976, p. 182-183.

assemblies. During the war years, San Diego's population soared due to a massive influx of military personnel and defense workers. The population of San Diego County grew from 289,348 in 1940 to over 400,000 in 1945. The impact of the population growth affected housing, transportation, and schools.



Figure 9: Frontier Housing Project, 1946, looking northwest along Midway Drive. Fordham Street crosses Midway Drive in the foreground.
Source: <http://www.johnfry.com/pages/PhotoRozelle48.html>.

The City attempted to assist in the search for homes by developing a Defense Housing Commission, which listed available vacancies within the area. The City also lifted ordinances against rooming houses in residential zones, but nothing could meet the continuous immigration of defense workers. Finally, in 1940, the federal government passed the Lanham Act, which appropriated \$150 million to the Federal Works Agency to provide massive amounts of housing in congested defense industry centers. The development of defense housing units within San Diego would be located in undeveloped areas both east and north of the city's downtown.²⁸ The Frontier Housing

Project was one of the largest such developments.²⁹ It was located at the intersection of Midway and Rosecrans. In 1943, the Federal Public Housing Agency took bids for the construction of 3,500 temporary dwelling units. By May of 1944, 1,100 units were ready for occupancy. Although the buildings were only intended to last for two years, some remained for 20. Between 1954 and 1955, the Federal government relinquished control of the property to the City of San Diego. But by then, Navy families and San Diego State University students occupied many of the units.

Associated Property Types

Property types associated with this theme include industrial buildings, which can be categorized by type relating to their specific function. The two most common types of industrial buildings present in the plan area are multi-use warehouses such as the building at 1929 Hancock Avenue and light manufacturing buildings like the one at 3430 Hancock Avenue. They are mostly concentrated in two areas: the Pacific Highway corridor and the northeast area of Midway. The residential buildings specifically constructed to house defense workers have been demolished.

²⁸ *San Diego Modernism Context Statement*, City of San Diego, 2007, p. 33.

²⁹ Linda Vista was the largest project. It consisted of 3,000 permanent dwelling units that were sold after the war.

Industrial – Multi-use Warehouses

There are numerous multi-use warehouses in the plan area that are concentrated in the two areas described above. Warehouses used for industrial or commercial purposes generally have the same physical characteristics. More often than not, these buildings were designed without the benefit of an architect. Most constructed during this period have reinforced concrete or steel-framed structures. The development of steel truss roof systems allowed for large unbroken expanses of floor areas for the storage of goods. Many of the warehouses in the plan area are utilitarian in design and box-like in shape. Some are sheathed in sheet metal, while others are concrete block structures. They may have flat or gabled roofs. A few Quonset huts are present in the area and are used as warehouses. While some warehouses have loading docks, others have large sliding doors so that automobiles and trucks can drive directly into the building.

Criteria: San Diego Register Criteria A & C

Evaluation of Individual Resources:

Multi-use warehouses may be individually significant under Criterion A, if they reflect a special element of the plan area's historical or economic development and are directly related to this theme. They must be strongly associated with a company or business enterprise that played an important role in the history of the military, aerospace, and



Figure 10: 1929 Hancock Avenue

related industrial development of the plan area. These buildings may also be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. Good examples of multi-use warehouses will reflect their original function and the era in which they were constructed. A few buildings or structures on a single parcel should be evaluated as a single resource. Large collections of buildings or structures on multiple parcels may be evaluated as individual resources or as historic districts, as appropriate.

Essential Factors of Integrity: Location, setting, association, and feeling are the essential factors of integrity under Criterion A. Setting, design, materials, and workmanship must be strongly present in the evaluation of integrity under Criterion C.

Industrial – Light Manufacturing Buildings

Light manufacturing buildings tend to be more substantial in size and construction than warehouses. In terms of architectural treatment, they fall into two categories: those clothed in the popular styles of the day and those purely functional and utilitarian in design. The application of a style is often limited to the façade or front office portion of the building. Most constructed during this period have reinforced concrete or steel-framed structures. Unlike warehouses with

solid exterior walls, the spaces between the columns are filled with steel-framed windows or maximum daylight. Light manufacturing buildings often feature repeating rows of north facing clerestory windows that create a saw tooth roof shape. Operable sections allow for ventilation.

Criteria: San Diego Register Criteria A & C

Evaluation of Individual Resources: Light manufacturing buildings may be individually significant under Criterion A, if they reflect a special element of the plan area's historical or economic development and are directly related to this theme. They must be strongly associated with a company or business enterprise that played an important role in the history of the military, aerospace, and related industrial development of the plan area. Buildings that exemplify the architectural development of the plan area will possess the character-defining features of the style they represent (see the Architectural Styles in Appendix I). These buildings may also be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. Good examples of light manufacturing buildings will reflect their original function and the era in which they were constructed. A few buildings or structures on a single parcel should be evaluated as a single resource. Large collections of buildings or structures on multiple parcels may be evaluated as individual resources or historic districts, as appropriate.

Essential Factors of Integrity: Under Criterion A, location, setting, feeling, and association must be strongly present. Setting, design, materials, and workmanship must be strongly present in the evaluation of integrity under Criterion C. Manufacturing equipment should not play a role in the evaluation of integrity as it is replaced as technology changes.

Theme: Post War Commercial and Residential Development (1945-1970)

After World War II small warehouses and industrial buildings began to fill in the undeveloped areas along the Pacific Highway corridor. The Consolidated Aircraft plant continued to be a strong visual element and economic force in the area. The Midway area gave way to commercial strip and shopping center development that mainly catered to nearby residential and visitor populations. Streets were widened, removed, and renamed to facilitate the movement of automobiles. Interstate 5 and 8 were constructed, which formed rigid barriers between the neighborhoods on the north and east.

Prior to World War II, the commercial and residential development of the area was random and sparse. A few homesteaders constructed small houses, but the earth was too sandy or salty for agriculture. Commercial businesses were largely related to the airport, aircraft plants, and military bases. The city directory for 1941



Figure 11: The Loma Theater opened in 1944.
Source: <http://www.sandiegohistory.org/collections/theaters/theaters.htm>.

lists one house and one business on Midway south of Rosecrans. The few other businesses in the area were mostly gas stations and drive-in restaurants like Topsy's and the Bali. The Loma Theater opened in 1944, just before the end of war. However, it is more closely associated with the post-war history of the area. It was designed by the renowned theater architect S. Charles Lee. The *Sound of Music* opened in the theater in 1965 and played for an astounding 133 weeks. The theater closed in 1988 and is now a book store.

During the 1950s, several of the large parcels occupied by the Frontier Housing Project were purchased by the City of San Diego and later sold for development. According to an article in the *San Diego Union*, the population of the area declined by 10,000, which caused a major drop in sales at local retail establishments. A master plan was developed for 500 acres, but failed to attract interest. Instead commercial business continued to be oriented toward the automobile and mainly consisted of freestanding buildings surrounded by large surface parking lots. Consequently, they are physically and architecturally disconnected from each other. The 1956 Sanborn map documents the presence of several motels and auto camps in the area interspersed with single-family residences, commercial buildings, and vacant lots. Businesses that required large flat parcels such as lumberyards, drive-in theaters, and nurseries also began to locate in the area. For example, the Midway Drive-in Theater opened in 1948 at the intersection of Midway Drive and West Point Loma Boulevard. It was demolished in 1981 and replaced with an apartment complex.

The character of the area that exists today began to take shape during the 1960s. Modern commercial buildings were constructed on vacant lots or replaced older commercial and residential buildings. The building at 3564 Kettner Boulevard is one of several automobile showrooms that were constructed during this decade. Automobile related businesses such as service stations and garages were also attracted to the Pacific Highway area. This can be attributed to the car culture that blossomed after World War II as well as the development of two freeways in the area, Interstate 5 and 8. Multi-family residential complexes also began appearing in the Midway area during the 1960s. The Loma Portal Apartment complex at 3131 Cauby Street is representative of this type.

The greatest change to the area in the 1960s was the construction of the International Sports Arena. It was constructed by Trepte Construction Company and designed by Victor Meyer, an architect who was vice president of development and design. As early as the 1950s, San Diego had been seeking to attract professional sports franchises. Robert Breitbard acquired the Gulls, then a member of the Western Hockey League and then laid plans for the construction of an indoor arena. The land was formerly part of the Frontier Housing Project and owned by the City of San Diego; however, the \$6,500,000 for construction was privately financed. The arena opened in November of 1966. It was designed for seating 13,500 hockey and 16,000 for other sporting and public events. Within a year a professional basketball team, the San Diego Rockets, was added. The Gulls continued to play in the arena until 1995 when the team disbanded. A variety of restaurants cropped up in the area to feed hungry sports fans before or after games.



Figure 12: San Diego International Sports Arena, artist's rendering. **Source:** [http://www.the-doorsworld.com/pics/clubs%2Bhallen/ USA/ Offene%20 Arena/San-Diego-International-Spo.jpg](http://www.the-doorsworld.com/pics/clubs%2Bhallen/USA/Offene%20Arena/San-Diego-International-Spo.jpg)

Associated Property Types

The San Diego Modernism Historic Context Statement was prepared in 2007. It should be used in the evaluation of property types from the post-war period. Property types associated with this theme in the plan area include residential and commercial buildings. Residential buildings are almost exclusively apartment buildings, while commercial buildings are represented by a wide variety of types including restaurants, retail buildings, shopping centers, motels, gas stations, branch banks, grocery stores, and automobile dealerships. Residential buildings are concentrated in the Midway area, northwest of Rosecrans Avenue. Post-war commercial buildings are found throughout the plan area. Those in the Pacific Highway corridor tend to be oriented toward the airport such as rental car businesses. When only one or two examples of a property type from the period were observed in the field, separate registration requirements were not developed.

Residential – Single-family Residences

Sanborn maps from the 1950s indicate that at one time there were significant concentrations of single-family residences in the area. They were usually mixed with commercial and industrial uses. Most have been demolished so those that remain are isolated. There is one small pocket of single-family residences near Rosecrans and Lytton. Most single-family residences are one-story in height and have no particular style. A few have Minimal Traditional characteristics.

Criteria: San Diego Register Criterion C

Evaluation of Individual Resources: Single-family residences may be individually significant under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they

represent (see the Architectural Styles in Appendix I as well as the San Diego Modernism Historic Context Statement).

Essential Factors of Integrity: Setting, design, materials, and workmanship must be strongly present in the evaluation of integrity under Criterion C.

Residential - Apartment Buildings

The post-war period was marked by the construction of an increasing number of apartment buildings. This was largely in response to the overall housing shortage that created a need for higher density to accommodate the influx of new residents. It should be noted that apartment buildings from this period typically include at least six units and usually more. The two most common multi-family housing types in the area are dingbats and apartment complexes. Dingbats are two-story apartment buildings with parking tucked under the second story. They are rectangular in shape and entry to the units is from the exterior. There are also several large apartment complexes in the plan area. They are typically comprised of two-story buildings with very minimal setbacks and surface parking lots or carports along the edges. Open space takes the form of interior courtyards, often occupied by swimming pools. These buildings typically have flat roofs, steel sash windows, and minimal ornamentation. While they make no specific references to historical styles, they are not truly modern. Stylistically they are best described as Minimal Traditional because of their solid walls and punched windows. In some cases they have Googie style elements.



Figure 13: 3131 Cauby Street

Criteria: San Diego Register Criterion C

Evaluation of Individual Resources: Apartment buildings may be individually significant under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent (see the Architectural Styles in Appendix I as well as the San Diego Modernism Historic Context Statement).

Essential Factors of Integrity: Setting, design, materials, and workmanship must be strongly present in the evaluation of integrity under Criterion C.

Commercial – Restaurants

There are numerous restaurants in the plan area. Most are located in one-story freestanding buildings surrounded by surface parking lots. While it can be said that virtually all are oriented toward customers arriving by automobile, only some were developed as drive-ins with curbside service. Restaurants constructed toward the end of the period featured drive-through windows. Regional and national restaurant chains also formed during this period and constructed outlets in the plan area including Denny's and IHOP. The designs of such buildings are usually based on prototypes that can be found throughout the country.



Figure 14: 3335 Midway Drive

Criteria: San Diego Register Criterion C

Evaluation of Individual Resources: Restaurants may be individually significant under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent (see the Architectural Styles in Appendix I as well as the San Diego Modernism Historic Context Statement).

Essential Factors of Integrity: Setting, design, materials, and workmanship must be strongly present in the evaluation of integrity under Criterion C. Signage may have changed unless it was an integral component of the architecture.

Commercial – Retail Stores

Popular from the 1930s through the 1970s, the stand-alone retail building is noted for its accommodation of the automobile. These detached single-use buildings feature a dedicated surface parking lot on one or more sides. They may or may not share a common front setback with neighboring commercial buildings. These buildings can take various forms and styles. They typically have flat roofs, steel sash windows or storefronts, and minimal ornamentation.

Criteria: San Diego Register Criterion C

Evaluation of Individual Resources: Retail stores may be individually significant under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent (see the Architectural Styles in Appendix I as well as the San Diego Modernism Historic Context Statement).

Essential Factors of Integrity: Setting, design, materials, and workmanship must be strongly present in the evaluation of integrity under Criterion C. Signage may have changed unless it was an integral component of the architecture.

Commercial – Motels



Figure 15: Twin Palms Motor Hotel, 4430 Pacific Highway

The motel developed as a property type in the 1920s as a hybrid between auto camps and conventional hotels. The combination of easy access to rooms and to the highway, reasonable prices, and privacy caught on in the lodging industry. The earliest motels in the plan area were one-story buildings organized in rows or U-shapes. Customers parked directly in front of their units. Constructed in 1948, the Twin Palms Motor Hotel is representative of this type in its early form. As the type evolved, it grew in size. Motels constructed in the 1960s are typically two-story buildings. Units are still accessed from the exterior, but parking could be on the rear or sides of the building.

Criteria: San Diego Register Criterion C

Evaluation of Individual Resources: Retain stores may be individually significant under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent (see the Architectural Styles in Appendix I as well as the San Diego Modernism Historic Context Statement).

Essential Factors of Integrity: Setting, design, materials, and workmanship must be strongly present in the evaluation of integrity under Criterion C. Signage may have changed unless it was an integral component of the architecture.

Survey Results

The survey focused on built resources within the Midway - Pacific Highway Community Plan Area constructed before 1970 that have not been previously identified or designated as historic resources. Based on these criteria, the project team recorded a total of 228 properties. Information, such as physical characteristics, alterations, and integrity level, was entered in the City’s Access database. Additionally, each surveyed property was evaluated using the City’s local designation criteria and assigned a California Historical Resource Status Code.

Previously Identified Resources

To inform the context statement, the project team compiled a list of previously identified resources. In addition to the Access database, the City gave the project team a list of properties designated by the San Diego Historical Resources Board. Based on these two sources, as well as independent research in state and national databases, the project team concluded that the survey area contains four properties that were identified and designated as historic resources before the start of this project. It should be noted, however, that the Mission Brewery is designated as one Historical Resources Board Site (#232), but it includes two buildings on two parcels. The previously identified resources are grouped by type and/or location and organized by applicable status codes:

Map Key	Address	APN	HRB Site Number	Historic Name	Year Built	Status Code
A	Kenyon Street	4412902818	48	Hebrew Cemetery Site	N/A	5S1
B	Bounded by Barnett Avenue, Midway Drive, Rosecrans Street, and Sports Arena Boulevard	N/A	249	Dutch Flats/Ryan Field	N/A	5S1
C	1751 Hancock Street	451590063 451590065	232	Mission Brewery/ American Agar Co.	1913, 1918, 1925, 1930	5S1
D	1747 Hancock Street	451590030	1040	Mission Brewery Bottling Plant	1913	5S1

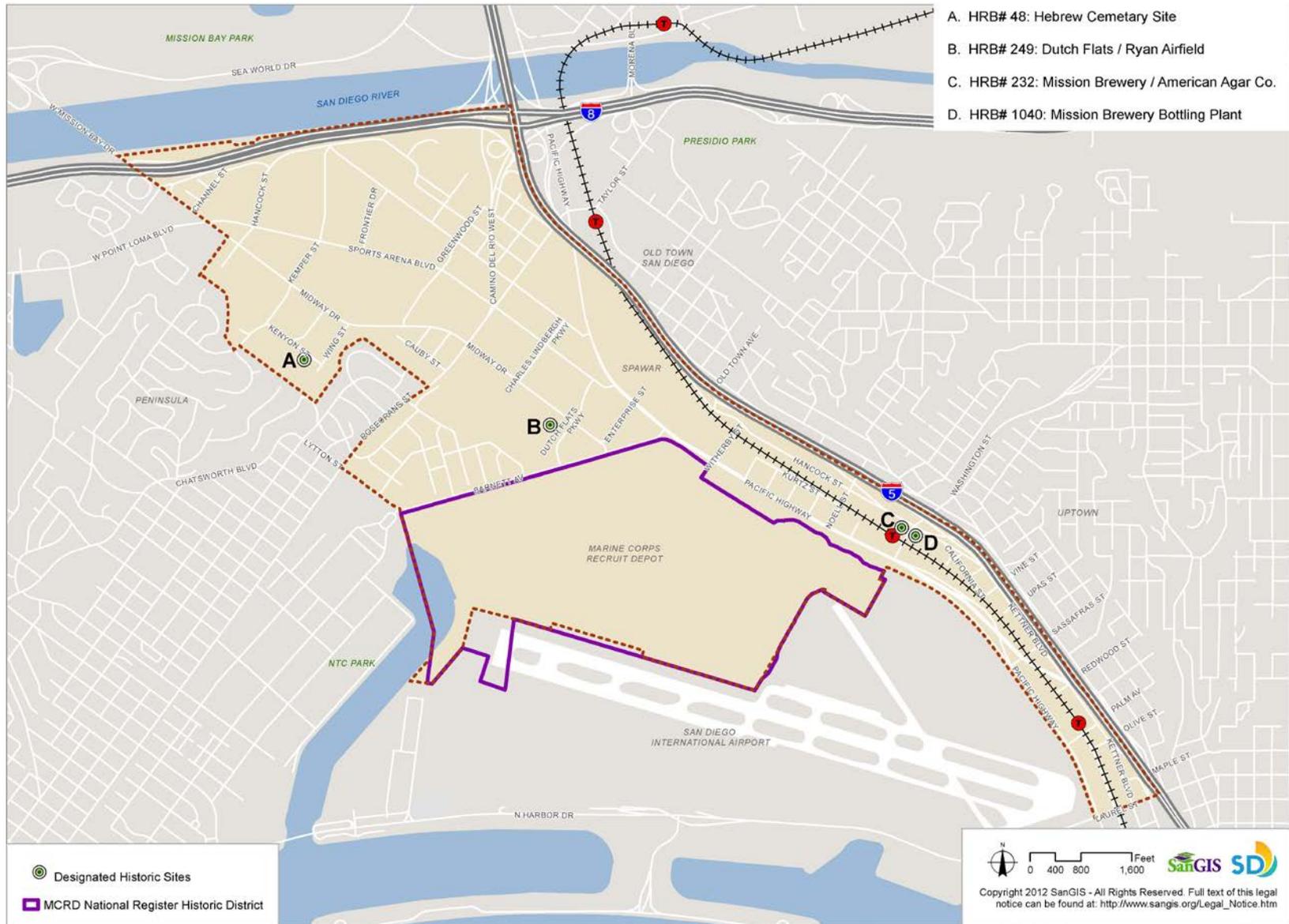


Figure 16: Map of designated historic resources.

Potential Individual Resources

The survey identified 43 potential individual resources that appear to be eligible for local listing under the City’s designation criteria. All of these meet the eligibility requirements set forth in the context statement under San Diego Criteria A and/or C.

Map Key	Address & Name ³⁰	APN	Criteria; Reason	Year Built	Status Code ³¹
1	3002 Barnett Avenue	4504500600	C; Representative example of Streamline Moderne architecture applied to a commercial building in the context of <i>Military, Aerospace and Related Industrial Development</i> .	1923	5S3
2	3030 Barnett Avenue St. Charles Borromeo Catholic Church	4504502400	C; Excellent example of late Spanish Colonial Revival architecture in the context of <i>Postwar Commercial and Residential Development</i> .	1962	5S3
3	3225 Bean Street	4516903200	Quonset hut with moderate integrity. More information required on other examples of the property type in San Diego. Should be evaluated within the contexts of <i>Military, Aerospace and Related Industrial Development</i> and <i>Postwar Commercial and Residential Development</i> .	1946	5S3
4	2802 Cadiz Street St. Charles Borromeo Preschool	4504502600	C; Excellent example of late Spanish Colonial Revival architecture in the context of <i>Postwar Commercial and Residential Development</i> .	1947	5S3
5	2802 Cadiz Street St. Charles Borromeo Academy	4504502500	C; Excellent example of late Spanish Colonial Revival architecture in the context of <i>Postwar Commercial and Residential Development</i> .	1947	5S3
6	3648 California Street	4516901100	C; Representative example of an early single-family residence in the context of <i>Transportation Improvements and Early Industrial Development</i> .	1914	5S3
7	3131 Cauby Street Loma Portal Apartments	4508021000	C; Excellent example of a Contemporary apartment complex in the context of <i>Post-war Commercial and Residential Development</i> .	1970	5S3

³⁰ The original or common name was included when known for reference, but are informal pending further study.

³¹ [The meaning of each Status Code can be found on pages 9 and 10 of this report.](#)



Map Key	Address & Name ³⁰	APN	Criteria; Reason	Year Built	Status Code ³¹
8	3202 Duke Street	4412501100	C; Representative example of a Contemporary hospital building in the context of <i>Postwar Commercial and Residential Development</i> .	1964	5S3
9	3630 Enterprise Street	4504900600	C; Representative example of a late Spanish Colonial Revival commercial building in the context of <i>Postwar Commercial and Residential Development</i> .	1948	5S3
10	1895 Hancock Street	4506411300	C; Excellent example of a commercial building with Streamline Moderne influences in the context of <i>Postwar Commercial and Residential Development</i> .	1947	5S3
11	1929 Hancock Street	4506411200	C; Excellent example of a Contemporary commercial building constructed of brick in the context of <i>Postwar Commercial and Residential Development</i> .	1950	5S3
12	3235 Hancock Street	4415700700	C; Representative example of a Contemporary commercial building in the context of <i>Postwar Commercial and Residential Development</i> .	1953	5S3
13	3430 Hancock Street	4415811400	C; Representative example of a Contemporary industrial building in the context of <i>Postwar Commercial and Residential Development</i> .	1961	5S3
14	3132 Jefferson Street	4415500300	C; Representative example of an International style commercial building in the context of <i>Postwar Commercial and Residential Development</i> .	1945	5S3
15	3211 Jefferson Street	4415500700	C; Representative example of a Contemporary commercial building in the context of <i>Postwar Commercial and Residential Development</i> .	1941	5S3
16	3320 Kemper Street	4412703200	C; Representative example of a Contemporary commercial building in the context of <i>Postwar Commercial and Residential Development</i> .	1968	5S3
17	2727 Kettner Boulevard	4516540200	C; Excellent example of a Contemporary commercial building in the context of <i>Postwar Commercial and Residential Development</i> .	1965	5S3
18	2750 Kettner Boulevard	4516530500	C; Excellent example of a Contemporary industrial building in the context of <i>Postwar Commercial and Residential Development</i> .	1959	5S3



Map Key	Address & Name ³⁰	APN	Criteria; Reason	Year Built	Status Code ³¹
19	2075 Kurtz Street	4506010200	C; Representative example of an International style commercial building in the context of <i>Postwar Commercial and Residential Development</i> .	1946	5S3
20	2790 Kurtz Street	4415602200	C; Representative example of an industrial building in the International style with good integrity in the context of <i>Post-war Commercial and Residential Development</i> .	1948	5S3
21	3467 Kurtz Street	4413301100	C; Excellent example of an International Style commercial building in the context of <i>Post-war Commercial and Residential Development</i> .	1952	5S3
22	2810 Lytton Street	4504120800	C; Rare surviving example of a Custom Ranch style commercial building in the context of <i>Postwar Commercial and Residential Development</i> .	1954	5S3
23	2820 Midway Drive	4416200500	C; Representative example of a Modern commercial block building with high integrity in the context of <i>Postwar Commercial and Residential Development</i> .	C.1958	5S3
24	2850 Midway Drive	4416200400	C; Representative example of a Contemporary commercial building with high integrity in the context of <i>Postwar Commercial and Residential Development</i> .	1945	5S3
25	3233 Midway Drive	4508010300	Older residence with good integrity on rear of lot. Need to establish the original date of construction and name of the original owner. Evaluate within appropriate context based upon date of construction.	C. 1925	5S3
26	3310 Midway Drive	4416502400	Older residence with good integrity on rear of lot. Need to establish the original date of construction and name of the original owner. Evaluate within appropriate context based upon date of construction.	C. 1915	5S3
27	3311 Midway Drive	4508010100	Older residence with fair integrity. Need to confirm the original date of construction and determine the name of the original owner. Evaluate within appropriate context based upon date of construction.	1930	5S3



Map Key	Address & Name ³⁰	APN	Criteria; Reason	Year Built	Status Code ³¹
28	3323 Midway Drive	4413602800	C; Excellent example of a Contemporary commercial building in the context of <i>Post-war Commercial and Residential Development</i> .	1961	5S3
29	3493 Noell Street	4506321000	C; Representative example of a Streamline Moderne commercial building with high integrity in the context of <i>Military, Aerospace, and Related Industrial Development</i> .	1941	5S3
30	1215 Nutmeg Street	5330110100	Quonset hut with high integrity. More information required on other examples of the property type in San Diego. Evaluate in the context of <i>Post-war Commercial and Residential Development</i> .	1946	5S3
31	3165 Pacific Highway Consolidated Aircraft Corporation	4516010600	A; Industrial building associated with expansion of Consolidated Aircraft during WWII. Evaluate in the context of <i>Military, Aerospace, and Related Industrial Development and Post-war Commercial and Residential Development</i> .	1954	5S3
32	4085 Pacific Highway	4505701600	C; Representative example of a Streamline Moderne commercial building with fair integrity in the context of <i>Post-war Commercial and Residential Development</i> .	1945	5S3
33	4203 Pacific Highway Consolidated Aircraft Company	4505500800	A; Industrial building associated with the expansion of Consolidated Aircraft. Evaluate in the context of <i>Military, Aerospace, and Related Industrial Development and Post-war Commercial and Residential Development</i> .	C. 1955	5S3
34	4430 Pacific Highway Twin Palms Motel	4415602000	C; Rare surviving example of a motel in the context of <i>Postwar Commercial and Residential Development</i> .	C. 1945	5S3
35	1411 Palm Street	4516510300	C; Good example of an Art Deco commercial building with high integrity in the context <i>Post-war Commercial and Residential Development</i> .	1947	5S3
36	3045 Rosecrans Place	4504200100	C; Representative example of a Contemporary commercial building with high integrity in the context <i>Post-war Commercial and Residential Development</i> .	1959	5S3



Map Key	Address & Name ³⁰	APN	Criteria; Reason	Year Built	Status Code ³¹
37	3051 Rosecrans Place	4504121800	C; Excellent example of a Contemporary commercial building in the context of <i>Postwar Commercial and Residential Development</i> .	1962	5S3
38	3065 Rosecrans Place	4504121900	C; Excellent example of a Contemporary commercial building in the context of <i>Post-war Commercial and Residential Development</i> .	1961	5S3
39	3150 Rosecrans Place Loma Theater	4504200400	C; Excellent example of a Streamline Moderne movie theater in the context of <i>Post-war Commercial and Residential Development</i> .	1945	5S3
40	3251 Rosecrans Street George Dewey Elementary School	4504300700	More research required on other examples of the property type in San Diego. Evaluate in the context of <i>Military, Aerospace, and Related Industrial Development</i> .	1943	5S3
41	3822 Sherman Street	4415811600	C; Representative example of a Contemporary commercial building with high integrity in the context <i>Post-war Commercial and Residential Development</i> .	1964	5S3
42	3500 Sports Arena Blvd. San Diego International Sports Arena	4415900400	A; Sports Arena appears eligible in the context of <i>Post-war Commercial and Residential Development</i> .	1966	5S3
43	3642 Sports Arena Blvd. Walter Anderson Nursery	4504900800	More research required on other examples of the property type in San Diego. Evaluate in the context of <i>Post-war Commercial and Residential Development</i> .	C. 1955	5S3

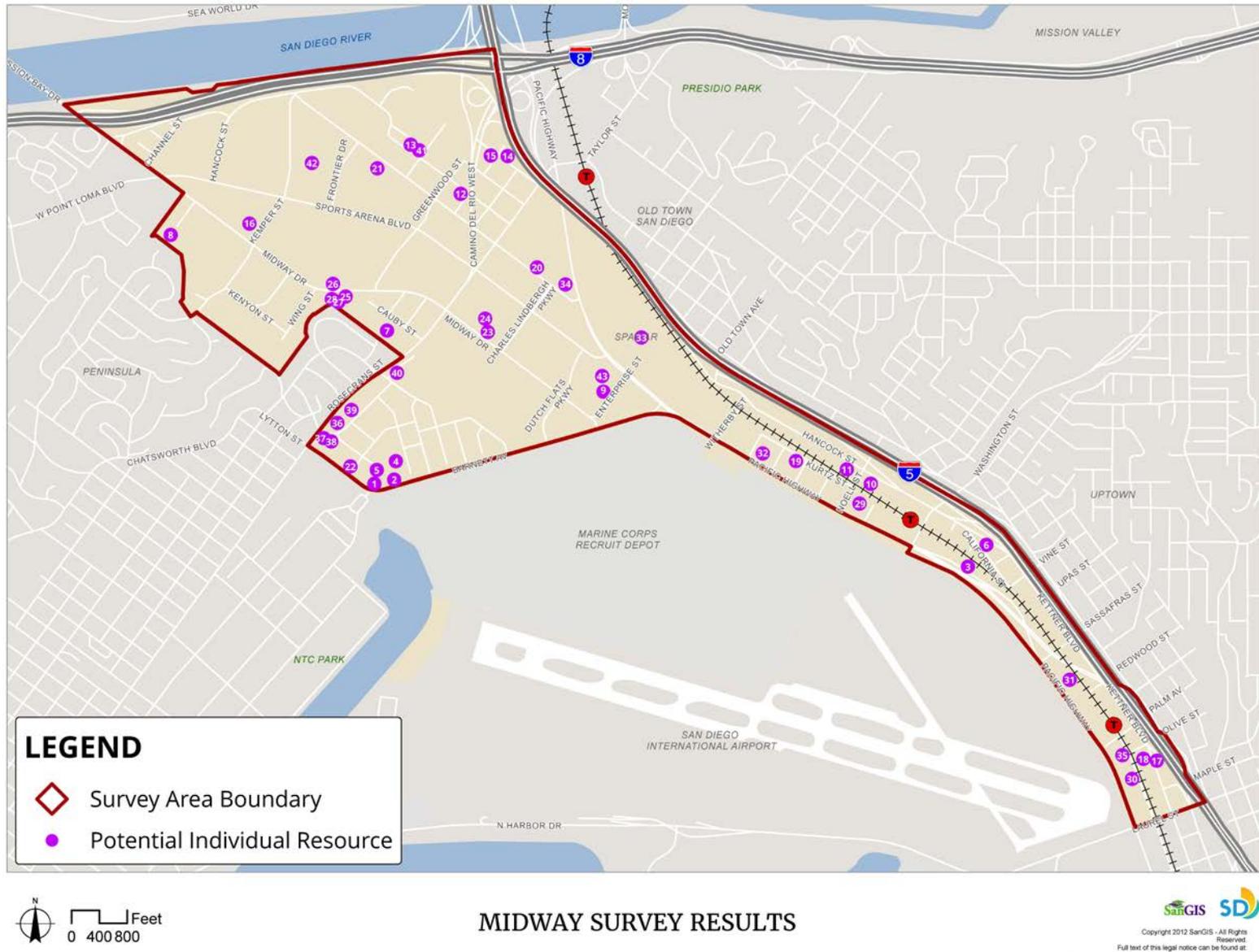


Figure 17: Map of survey results. Source: City of San Diego

Representative Photographs:



3131 Cauby Street



2727 Kettner Boulevard



3065 Rosecrans Street



2810 Lytton Street



3135 Rosecrans Place



3500 Sports Arena Boulevard



3233 Midway Drive



3310 Midway Drive



1215 Nutmeg Street



3225 Bean Street



3251 Rosecrans Street



3642 Sports Arena Boulevard

Recommendations

The following recommendations are for the ongoing identification, evaluation, and designation of historic resources within the Midway - Pacific Highway Community Plan Area and for the revision of the applicable sections of the community plan. They are based on standard preservation practice and guidelines as outlined by the National Park Service, the State Office of Historic Preservation, and the National Trust for Historic Preservation. They are also consistent with the Historic Preservation Element in the City of San Diego General Plan.

Individually Significant Properties

The survey identified several potential individually significant properties. It is recommended that these properties be surveyed at the intensive level to determine whether or not these buildings are eligible for designation.

Properties with Social or Cultural Significance

Properties in this survey have been identified primarily as either representative of significant patterns of development in plan area or for their architectural merit (as an excellent example of a building type or architectural style). There may be additional properties within the plan area which possess historic significance for social or cultural reasons (such as an association with members of the community to identify and evaluate such properties for potential historic significance and future designation is recommended.

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Appendix A

Architectural Style Guide

The architectural character of the Midway - Pacific Highway Community Plan Area reflects the fact that it was mostly developed after World War II. A few homesteaders constructed small houses in the plan area in the early part of the 19th century. They are not concentrated in any particular area, but rather scattered about. Most can be described as vernacular turn of the century cottages or Craftsman bungalows. The Pacific Highway corridor contains some of the city's oldest industrial areas including multi-use warehouses and light manufacturing buildings. More often than not, these buildings are purely functional and utilitarian in design. But in some cases they were clothed in the popular styles of the day ranging from Mission Revival to Streamline Moderne. The Midway area consists mostly of post-war commercial and some institutional and multi-family residential buildings. While most can be generally described as Contemporary, a few examples International Style and Googie/Futurists can also be found.

The styles discussed below are those currently represented among the potential historic resources identified in the plan area³². These include those styles that are prevalent in this area, or are represented by prominent examples. This typology does not establish historic significance.³³ Rather, it describes the existing population of buildings constructed prior to 1980 in this portion of the city, and serves as a guide to assist in the identification and evaluation of resources within the community. The primary and secondary character defining features listed for each style are intended to aid in the identification of style, but not all buildings will exhibit all features. This style guide should be used in conjunction with other adopted to City Contexts, such as the San Diego Modernism Historic Context Statement, when evaluating resource types.

³² Expression of architectural styles and building typologies are generally similar throughout the City, but can vary slightly based upon the unique history and circumstances of each area. Please also refer to any City-wide contexts or guides – such as the Modernism Historic Context Statement - for further information.

³³ Please refer to National, State and Local designation criteria guidelines for further assistance in establishing historic and architectural significance.

Spanish Colonial Revival

Enormously popular in Southern California from the late 1910s through the late 1930s, the Spanish Colonial Revival style emerged from a conscious effort by architects to emulate older Spanish architectural traditions, and break with Eastern colonial influences. The style attained widespread popularity throughout Southern California following the 1915 Panama-California Exposition in San Diego, designed by chief architect Bertram Grosvenor Goodhue. At the peak of its popularity, design features of other regions of the Mediterranean were often creatively incorporated, including those of Italy, France, and North Africa.

The style was applied to a broad range of property types including commercial, residential, and institutional. Red clay tile roofs or flat roofs rimed by parapets trimmed in red clay tile and stucco exterior cladding are the most common features. Because of the extensive vocabulary of the style, designs could be endlessly varied.

Character-Defining Features

Primary

- Horizontal massing and emphasis
- Flat, gabled, or hipped roofs with red clay tiles
- Smooth or textured stucco exteriors
- Asymmetrical facades

Secondary

- Wood-framed casement or double-hung windows, typically with divided lites
- Arched colonnades, window or door openings
- Decorative grilles of wood, wrought iron, or plaster
- Decorative terra cotta or tile work
- More elaborate versions may display balconies, patios, or towers



3630 Enterprise Avenue

Craftsman

The Craftsman style of architecture grew out of the late 19th century English Arts and Crafts movement. It reflected a conscious search for the supposed simplicity of a pre-industrial time when objects revealed the skill and craftsmanship of the laborer; and further, a rejection of the highly ornamental Victorian era aesthetic. The Craftsman style was most commonly applied to domestic architecture and ranged from custom-designed two-story houses to modest bungalows that were mass-produced. Craftsman style houses are characterized by their glorification of natural materials and promotion of outdoor living with a typically generous front porch. Custom-designed houses in San Diego often featured workmanship and design of high quality and represent the Craftsman style at its peak of expression. Although the bungalow has been closely associated with the Arts and Crafts movement and the Craftsman style of architecture, it refers to a type of house rather than a style of architecture.

The Craftsman bungalow became the dominant residential style in Southern California during the first two decades of the 20th century. Craftsman bungalows generally have shingled exteriors and broad front porches supported by stone, clinker brick, or stuccoed piers. Other character-defining features include low-pitched gabled roofs with wide overhanging eaves and exposed rafter tails.

Character-Defining Features

Primary

- One to two stories in height
- Building forms that respond to the site
- Low-pitched gabled roofs
- Shingled exteriors, occasionally clapboard or stucco
- Partial or full-width front porches

Secondary

- Overhanging eaves with exposed rafters, beams, or braces
- Stout porch piers, often of river rock or masonry
- Wood-framed windows, often grouped in multiples
- Widely proportioned front doors



3310 Midway Drive



3311 Midway Drive

Streamline Moderne

Influenced by the Cubism and Modern movements in Europe, Moderne structures were characteristically smooth walled and asymmetrical, with little unnecessary ornamentation and simple aerodynamic curves of concrete, plaster, and glass block. The popularization of this new modern style was reinforced by the government during the Depression as government funded New Deal projects such as the 1936-38 San Diego Civic Center (now the County Administration Center) adopted the style as the embodiment of government efficiency. This new Streamline style was a stark contrast to the lavishly ornamented Art Deco and Period Revival buildings of the pre-Depression years, which had come to represent government waste and excess. Examples of the Streamline Moderne style can be found on almost every building type including commercial, multi-family residential apartments, and some single-family residences.

Character-Defining Features

Primary

- Horizontal massing and emphasis
- Flat roofs with coping or flat parapets
- Smooth stucco or concrete exteriors
- Asymmetrical façades

Secondary

- Horizontal accents, or “speedlines”, and restrained detailing
- Curved building corners, railings, overhangs, and coping with horizontal projections above doorways and at cornice lines
- Steel sash windows
- Corner windows
- Glass block accents
- Round “porthole” windows and nautical theme



3493 Noell Street



1895 Hancock Avenue

Minimal Traditional

Minimal Traditional style buildings reflect traditional architectural forms and eclectic styles, but generally display simpler and less extensive decorative architectural detailing of the previous Period Revival styles. Minimal Traditional houses are usually modest in scale with one level, although there are some two-story examples. Common decorative features include smaller, simple front porches, chimneys, and low pitch, shallow eave roofs. Pre-war examples reference Moderne and older styles, and usually have a detached garage. Post-war examples often integrate the garage and reflect the emerging Contemporary trends. Though sometimes employing brick or stone materials, this was the first style to typically delete these expensive treatments from the side and rear façades, reflecting the frugal times.

This style is most prevalent in residential construction, but is also common in small-scale commercial, retail, and office uses. Minimal Traditional style houses are usually clustered together, especially in 1940's residential neighborhoods, although they can also be found separately as later infill in previously developed neighborhoods of Craftsman bungalows and earlier styles.

Character-Defining Features

Primary

- Compact size, usually one story in height
- Simple floor plans with minimal corners
- Low-pitched gabled or hipped roofs with shallow overhanging eaves
- Traditional building materials (wood siding, stucco, brick, and stone) emphasizing the street façade

Secondary

- Small front porches
- Simplified details of limited extent, reflecting traditional or Moderne themes
- Modestly sized wood-framed windows, occasionally one large picture window
- Detached or attached front-facing garages, frequently set back from the house



4432 Pacific Highway

International Style

The International Style was a major worldwide architectural trend during the 1920s and 30s and reflected the formative decades of Modernism prior to World War II. Although the International Style originated in Western Europe, it transcended any national or regional identity because International Style architecture made no reference to local vernaculars or traditional building forms. The style quickly migrated to the United States as architects fled from war torn Europe. In Los Angeles, immigrant architects Rudolph Schindler and Richard Neutra were instrumental in popularizing the style. The emergence of International Style architecture in San Diego came later with most examples built after 1935.

The International Style is characterized by a radical simplification of form and a complete rejection of ornament. Common features of the style include square and rectangular building footprints, simple cubic or extruded rectangular forms, horizontal bands of windows, and strong right angles. Predominant building materials include concrete, smooth stucco, brick, and, glass.

Character-Defining Features

Primary

- Single or groups of rectangular masses
- Flat roofs (cantilevered slabs or parapets)
- Exterior materials including concrete, brick, and stucco
- Lack of applied ornamentation
- Asymmetrical facades



3251 Rosecrans Street

Secondary

- Horizontal bands of flush windows
- Steel sash windows, typically casement
- Windows meeting at corners



3467 Kurtz Street

Futurist – Googie

The Futurist style of Modern architecture began after World War II as Americans became entranced with technology and the Space Age. At that time, America was also being transformed by a car culture. As automobile use increased, roadside architecture evolved. It was intended to attract the consumer with bright colors, oversized lighted signage, and exaggerated forms. In short, the building was the billboard. The Futurist style was used overwhelmingly on coffee shops, gas stations, motels, restaurants, and retail buildings. The name “Googie” comes from the well-known coffee shop in Los Angeles called Googies, which was designed by renowned Modernist architect John Lautner in 1949. Futurist architecture is also referred to as “Coffee House Modern”, ”Populuxe”, “Doo-Wop”, and “Space Age”. Futurist architecture was popular throughout the 1950s and fell out of favor by the mid-60s, as America became more sophisticated in its understanding and interpretation of space travel and futurist technology.

Futurist architectural design often incorporates sharp angles, boomerang or flying saucer shapes, large expanses of glass, exposed steel structural elements, and dramatic roof overhangs. The basic form and size of Futurist buildings varies significantly from building to building. An abstract arrangement of shapes and textures is typical.

Character-Defining Features

Primary

- Abstract, angular, or curved shapes
- Expressive roof forms such as upswept, butterfly, parabolic, boomerang, or folded-plate
- Assortment of exterior materials including stucco, concrete block, brick, stone, plastic, and wood siding
- Large and expansive plate glass windows

Secondary

- Bright colors
- Screen block and shadow block accents
- Thematic ornamentation including Polynesian and Space Age motifs
- Prominent signage (neon or lighted)



3045 Rosecrans Place

Custom Ranch

Custom Ranch construction is differentiated from Tract Ranch because these homes were typically custom-designed with a specific client in mind. Designers of these custom homes include such noted San Diego designers as Cliff May, Richard Wheeler, CJ Paderewski, and Weir Brothers Construction. Cliff May was instrumental in popularizing the Ranch style in California with his book and articles published by *Sunset Magazine*. The Ranch style became the post-war era's most prevalent type of residential construction in San Diego. Custom Ranch houses are generally much more lavish than their tract counterparts; they frequently included a large landscaped property, with a deep street setback creating a generous front yard. These homes may also feature larger garages, motor courts, servant's quarters, expanded kitchens, and generous living spaces. Like Tract Ranch housing, materials and detailing are generally traditional. Typical exterior materials include wood siding, stone, concrete block, brick, and even adobe. Detailing may include paneled wood doors, divided lite windows, wood shutters, and prominent chimneys.

Character-Defining Features

Primary

- Usually one story in height
- Horizontal massing, wide to the street
- Prominent low-pitched gabled or hipped roofs with wide overhanging eaves
- Expensive building materials (wood shingle roofing, wood siding, brick, stone, and adobe), more generous in materials and craftsmanship than tract homes

Secondary

- Custom details (wood shutters, large wood windows, or large prominent brick or stone chimneys)
- Sprawling floor plan frequently “L” or “U” shaped around a central courtyard
- Large attached carports or garages



3821 Sports Arena Boulevard

Contemporary

Contemporary tract houses represented a growing sophistication of the residential homebuyer and an increasing public demand for housing that reflected the latest styles. They employed modern features such as interior courtyards, aluminum-framed windows, sliding-glass doors, and attached carports or garages; and flexible plans, allowing the homebuyer to customize their properties.

In addition to its use as a style for tract housing, the Contemporary style was ubiquitous in San Diego during the 1950s and 1960s for commercial buildings. These buildings display many of the same design features as Contemporary style homes, such as angular massing, varied materials, and unusual roof forms, especially on freestanding commercial buildings. Signage for street front commercial buildings in the Contemporary style was generally large, with bold freestanding letters attached to façades that were frequently lighted in order to attract passing motorists. For Contemporary buildings with private parking lots such as grocery stores, signage was frequently taller and rose above the building itself, serving as a beacon in large parking areas.

Character-Defining Features

Primary

- Horizontal, angular massing
- Strong roof forms including flat, gabled, shed, or butterfly, typically with wide overhanging eaves
- Non-traditional exterior finishes including vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass



3065 Rosecrans Place

Secondary

- Large windows, often steel or aluminum
- Sun shades, screens, or shadow block accents
- Distinctive triangular, parabolic, or arched forms
- “Eyebrow” overhangs on commercial buildings
- Integrated, stylized signage on commercial buildings



3323 Midway Drive



Appendix B



Table of All Surveyed Properties³⁴:

NUM	STREET	SUFFIX	APN	YEAR BUILT	STATUS CODE ³⁵
1747	HANCOCK	ST	4515903000	1913	5S1
2741	MENDONCA	DR	4504600500		5S1
2120	WASHINGTON	ST	4515906300	1913	5S1
3002	BARNETT	AV	4504500600	1923	5S3
3030	BARNETT	AV	4504502400	1962	5S3
3225	BEAN	ST	4516903200	1946	5S3
2802	CADIZ	ST	4504502600	1947	5S3
2802	CADIZ	ST	4504502500	1947	5S3
3648	CALIFORNIA	ST	4516901100	1914	5S3
3131	CAUBY	ST	4508021000	1970	5S3
3202	DUKE	ST	4412501100	1964	5S3
3630	ENTERPRISE	ST	4504900600	1948	5S3
1895	HANCOCK	ST	4506411300	1947	5S3
1929	HANCOCK	ST	4506411200	1950	5S3
3235	HANCOCK	ST	4415700700	1953	5S3
3430	HANCOCK	ST	4415811400	1961	5S3
3132	JEFFERSON	ST	4415500300	1945	5S3
3211	JEFFERSON	ST	4415500700	1941	5S3
3320	KEMPER	ST	4412703200	1968	5S3
2727	KETTNER	BL	4516540200	1965	5S3
2750	KETTNER	BL	4516530500	1959	5S3
2075	KURTZ	ST	4506010200	1946	5S3
2790	KURTZ	ST	4415602200	1948	5S3
3467	KURTZ	ST	4413301100	1952	5S3
2810	LYTTON	ST	4504120800	1954	5S3
2820	MIDWAY	DR	4416200500	c.1958	5S3
2850	MIDWAY	DR	4416200400	1945	5S3
3233	MIDWAY	DR	4508010300	c.1925	5S3
3310	MIDWAY	DR	4416502400	c.1915	5S3
3311	MIDWAY	DR	4508010100	1930	5S3
3323	MIDWAY	DR	4413602800	1964	5S3
3493	NOELL	ST	4506321000	1941	5S3

³⁴ Circa dates were assigned to buildings for one of the following reasons: 1.) The date in the City’s database appeared to be incorrect, so surveyors assigned an estimated date; 2.) The property has multiple buildings from different periods, but only one construction date in the database. The dates were not changed in the database, because it does not allow the inclusion of “c.” to indicate that it is not factual. As a result, this table does not match the database exactly.

³⁵ [For Status Code meanings, please refer to Pages 9 and 10.](#)



NUM	STREET	SUFFIX	APN	YEAR BUILT	STATUS CODE ³⁵
1215	NUTMEG	ST	5330110100	1946	5S3
3165	PACIFIC	HY	4516010600	1954	5S3
4085	PACIFIC	HY	4505701600	1945	5S3
4203	PACIFIC	HY	4505500800	1955	5S3
4430	PACIFIC	HY	4415602000	c.1945	5S3
1411	PALM	ST	4516510300	1947	5S3
3045	ROSECRANS	PL	4504200100	1959	5S3
3051	ROSECRANS	PL	4504121800	1962	5S3
3065	ROSECRANS	PL	4504121900	1961	5S3
3135	ROSECRANS	PL	4504200400	1945	5S3
3251	ROSECRANS	ST	4504300700	1943	5S3
3822	SHERMAN	ST	4415811600	1964	5S3
3500	SPORTS ARENA	BL	7602450700	1966	5S3
3642	SPORTS ARENA	BL	4504900800	c.1955	5S3
3518	BARNETT	AV	4505210200	1933	7R
3528	BARNETT	AV	4505210300	1951	7R
3610	BARNETT	AV	4505220100	1970	7R
2745	CADIZ	ST	4504501300	1952	7R
2814	CADIZ	ST	4504501900	1951	7R
2843	CADIZ	ST	4504120400	1950	7R
2905	CADIZ	ST	4504120300	1946	7R
2911	CADIZ	ST	4504120200	c.1945	7R
3704	CAM DEL RIO SOUTH		4415700100	1970	7R
3535	CAM DEL RIO WEST		4415500500	1953	7R
3720	CAM DEL RIO WEST		4415700200	1954	7R
3846	CAM DEL RIO WEST		4415700900	1961	7R
3677	CAM DEL RIO WEST		4415502600	1964	7R
3175	CAUBY	ST	4508021500	1962	7R
3388	CHANNEL	WY	4411822500	1959	7R
3431	CHANNEL	WY	4411842000	c.1960	7R
3691	COUTS	ST	4505701700	1954	7R
3535	ENTERPRISE	ST	4505210600	1947	7R
3525	ESTUDILLO	ST	4506310900	1941	7R
3250	FORDHAM	ST	4412900300	1956	7R
3777	GAINES	ST	4415702400	1964	7R
3799	GAINES	ST	4415702300	1964	7R
3801	GAINES	ST	4415701900	1943	7R
3849	GAINES	ST	4415701300	1953	7R
3852	GAINES	ST	4415501800	c.1965	7R



NUM	STREET	SUFFIX	APN	YEAR BUILT	STATUS CODE ³⁵
3875	GAINES	ST	4415501400	1961	7R
3780	GREENWOOD	ST	4415823000	c.1959	7R
1691	HANCOCK	ST	4515903200	1954	7R
1922	HANCOCK	ST	4506411000	1966	7R
2036	HANCOCK	ST	4506120200	1925	7R
2050	HANCOCK	ST	4506112300	1968	7R
2102	HANCOCK	ST	4505831300	1968	7R
2122	HANCOCK	ST	4505830500	1964	7R
2175	HANCOCK	ST	4505840800	1950	7R
2175	HANCOCK	ST	4505840900	1949	7R
3024	HANCOCK	ST	4415701800	1965	7R
3025	HANCOCK	ST	4415702800	1955	7R
3110	HANCOCK	ST	4415702000	1964	7R
3235	HANCOCK	ST	4415703100	1953	7R
3304	HANCOCK	ST	4415812100	1961	7R
3315	HANCOCK	ST	4415821600	1960	7R
3319	HANCOCK	ST	4415821500	c.1945	7R
3322	HANCOCK	ST	4415812000	1964	7R
3341	HANCOCK	ST	4415821300	1957	7R
3351	HANCOCK	ST	4415821200	1958	7R
3366	HANCOCK	ST	4415811700	1967	7R
3375	HANCOCK	ST	4415821100	1960	7R
3403	HANCOCK	ST	4415821000	1961	7R
3417	HANCOCK	ST	4415820900	c.1945	7R
3419	HANCOCK	ST	4415820800	c.1945	7R
3420	HANCOCK	ST	4415811500	1962	7R
3425	HANCOCK	ST	4415823700	1964	7R
3452	HANCOCK	ST	4415811200	1958	7R
3455	HANCOCK	ST	4415820500	1961	7R
3459	HANCOCK	ST	4415820400	1966	7R
3460	HANCOCK	ST	4415811100	c.1963	7R
3465	HANCOCK	ST	4415820300	1961	7R
3468	HANCOCK	ST	4415811000	1963	7R
3477	HANCOCK	ST	4415820200	1961	7R
3597	HANCOCK	ST	4415304500	c.1960	7R
3647	HANCOCK	ST	4415304200	c.1950	7R
4019	HICOCK	ST	4415305900	c.1960	7R
2504	INDIA	ST	5330401100	1936	7R
2518	INDIA	ST	5330401200	1910	7R



NUM	STREET	SUFFIX	APN	YEAR BUILT	STATUS CODE ³⁵
2528	INDIA	ST	5330401300	1914	7R
3127	JEFFERSON	ST	4415503200	1965	7R
3133	KEMPER	ST	4507520700	1962	7R
3152	KEMPER	ST	4507510800	1963	7R
3155	KEMPER	ST	4507520300	1961	7R
3181	KEMPER	ST	4507520500	1961	7R
3191	KEMPER	ST	4507520600	1961	7R
3350	KEMPER	ST	4412706100	1969	7R
3622	KEMPER	CT	4507511900	1965	7R
3622	KEMPER	CT	4507510500	1964	7R
2501	KETTNER	BL	5330401000	1948	7R
2555	KETTNER	BL	5330400700	1940	7R
2559	KETTNER	BL	5330400600	1965	7R
2641	KETTNER	BL	5330402100	1946	7R
2814	KETTNER	BL	4516520500	c.1950	7R
3338	KETTNER	BL	4516060200	c.1955	7R
3634	KETTNER	BI	4516904500	1940	7R
2053	KURTZ	ST	4506010300	1961	7R
2065	KURTZ	ST	4506010600	c.1949	7R
2165	KURTZ	ST	4505701800	1955	7R
2750	KURTZ	ST	4415602400	1949	7R
2950	KURTZ	ST	4415600200	1965	7R
3220	KURTZ	ST	4415700500	1955	7R
3233	KURTZ	ST	4416000500	1970	7R
3280	KURTZ	ST	4415702900	1957	7R
3304	KURTZ	ST	4415823100	c.1959	7R
3320	KURTZ	ST	4415823200	c.1959	7R
3342	KURTZ	ST	4415823300	1959	7R
3356	KURTZ	ST	4415821900	1966	7R
3495	KURTZ	ST	4413300100	1964	7R
3520	KURTZ	ST	4413403100	1965	7R
3520	KURTZ	ST	4413403000	c.1965	7R
3602	KURTZ	ST	4413400502	1959	7R
3602	KURTZ	ST	4413400501	1959	7R
3608	KURTZ	ST	4413401001	1959	7R
3608	KURTZ	ST	4413401002	1959	7R
3612	KURTZ	ST	4413400302	1958	7R
3612	KURTZ	ST	4413400301	1958	7R
3620	KURTZ	ST	4413401900	1970	7R



NUM	STREET	SUFFIX	APN	YEAR BUILT	STATUS CODE ³⁵
3934	LA SALLE	ST	4411832000	1948	7R
3938	LA SALLE	ST	4411831900	1965	7R
3943	LA SALLE	ST	4411821100	c.1945	7R
3946	LA SALLE	ST	4411831400	1947	7R
4004	LA SALLE	ST	4411831500	c.1950	7R
4005	LA SALLE	ST	4411820900	1951	7R
4021	LA SALLE	ST	4411820700	1918	7R
2734	LYTTON	ST	4504500300	1960	7R
2790	LYTTON	ST	4504500100	1962	7R
2830	LYTTON	ST	4504120900	1946	7R
2844	LYTTON	ST	4504121000	1941	7R
2846	LYTTON	ST	4504121500	c. 1949	7R
2902	LYTTON	ST	4504121700	1962	7R
2918	LYTTON	ST	4504121400	1936	7R
2701	MIDWAY	DR	4504800500	1972	7R ³⁶
2720	MIDWAY	DR	4416200700	1950	7R
2740	MIDWAY	DR	4416201300	1961	7R
2790	MIDWAY	DR	4416201200	1959	7R
3038	MIDWAY	DR	4416300600	1954	7R
3048	MIDWAY	DR	4416300700	1953	7R
3164	MIDWAY	DR	4416400300	1957	7R
3196	MIDWAY	DR	4416400700	1940	7R
3225	MIDWAY	DR	4508010500	1966	7R
3305	MIDWAY	DR	4508010200	c.1940	7R
3335	MIDWAY	DR	4413602600	1970	7R
3577	MIDWAY	DR	4413000100	1968	7R
3602	MIDWAY	DR	4412702300	1967	7R
3604	MIDWAY	DR	4412701000	1955	7R
3737	MIDWAY	DR	4412502200	1959	7R
3777	MIDWAY	DR	4412502100	1970	7R
3019	MOORE	ST	4415701500	1958	7R
3112	MOORE	ST	4415501900	1947	7R
3128	MOORE	ST	4415502200	1947	7R
3146	MOORE	ST	4415503400	1949	7R
3205	MOORE	ST	4415701000	1956	7R
3206	MOORE	ST	4415502500	1964	7R
1220	OLIVE	ST	4516520400	1959	7R
3703	PACIFIC	HY	4515904300	1951	7R

³⁶ This property was reviewed by the Historical Resources Board on November 17, 2016 and was not designated.



NUM	STREET	SUFFIX	APN	YEAR BUILT	STATUS CODE ³⁵
3895	PACIFIC	HY	4506320500	1945	7R
3923	PACIFIC	HY	4506310800	1950	7R
3955	PACIFIC	HY	4506020500	1937	7R
3957	PACIFIC	HY	4506020600	1937	7R
3959	PACIFIC	HY	4506020700	1934	7R
4025	PACIFIC	HY	4506010500	1945	7R
4306	PACIFIC	HY	4505000900	1941	7R
4320	PACIFIC	HY	4505000800	1949	7R
4420	PACIFIC	HY	4415602100	1950	7R
4450	PACIFIC	HY	4415601800	1948	7R
3418	PICKETT	ST	4415810300	c.1950	7R
3424	PICKETT	ST	4415810400	1959	7R
3464	PICKETT	ST	4415812300	1959	7R
3494	PICKETT	ST	4415810700	1959	7R
3776	RILEY	ST	4415700600	1954	7R
3904	RILEY	ST	4415500400	1941	7R
3251	ROSECRANS	PL	4507400900	1945	7R
3342	ROSECRANS	ST	4508021400	c.1950	7R
3381	ROSECRANS	ST	4504703700	1964	7R
3540	ROSECRANS	ST	4416300300	1964	7R
3802	ROSECRANS	ST	4415701700	1964	7R
3820	ROSECRANS	ST	4415701600	1970	7R
3860	ROSECRANS	ST	4415501600	1953	7R
3896	ROSECRANS	ST	4415501500	1963	7R
3826	SHERMAN	ST	4415810100	1966	7R
3860	SHERMAN	ST	4415401300	1966	7R
	SHOUP	DR	4504600100	c.1945	7R
2821	SPORTS ARENA	BL	4504900700	c.1955	7R
3171	SPORTS ARENA	BL	4416301200	1961	7R
3655	SPORTS ARENA	BL	4412703000	1968	7R
3820	SPORTS ARENA	BL	4415900600	1970	7R
3821	SPORTS ARENA	BL	4412705200	1970	7R
4004	SPORTS ARENA	BL	4411810800	c.1955	7R
3027	ST CHARLES	ST	4504501200	1952	7R
3441	SUTHERLAND	ST	4515905200	1950	7R
3935	WESTERN	ST	4411831200	1947	7R
3175	WING	ST	4413602000	1970	7R
3225	WING	ST	4413601100	1970	7R
3554	KETTNER	BL	4516901700	1963	6Z

**COMMUNITY PLAN UPDATE FOR THE
COMMUNITY OF MIDWAY-PACIFIC HIGHWAY
PREHISTORIC CULTURAL RESOURCES
CITY OF SAN DIEGO, CALIFORNIA**

Submitted to:

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SUMMARY

The City of San Diego (City) is preparing community plan updates for various communities within San Diego. The City has required a constraints analysis and cultural resources sensitivity analysis for prehistoric resources in support of the community plan update for the community of Midway-Pacific Highway. The community of Midway-Pacific Highway is located in the flatlands between Point Loma and Presidio Hill, and is bounded by the channelized portion of the San Diego River to the north; the neighborhood of Loma Portal in the Peninsula community planning area to the west; the San Diego International Airport, Liberty Station (the former Naval Training Center), and the Marine Corps Recruit Depot to the south; and Old Town and Interstate 5 (I-5) to the east. A small portion of the community south of the neighborhood of Loma Portal is bounded by I-5 to the east, Pacific Highway to the west, and Laurel Street to the south.

A records search was conducted by the City on September 5, 2009, using the California Historical Resources Information System. An updated records search was conducted by AECOM at the South Coastal Information Center (SCIC) located at San Diego State University on June 22, 2011, and the San Diego Museum of Man on August 10, 2011. The archival search consisted of an archaeological and historical records and literature review. The results of the records search indicated that 18 previous investigations have been conducted and seven cultural resources have been recorded within the community of Midway-Pacific Highway. The cultural resources consist of one prehistoric campsite, one prehistoric village site with an associated burial ground, one possible location for the ethnographic village of *Kotsi/Cosoy/Kosaii/Kosa'aay*, two historic dumps, one historic refuse deposit, and one complex of brick kilns and factory features associated with the Vitrified Products Corporation. Three additional reports located at the AECOM library identified areas that are within the Midway-Pacific Highway community planning area and consist of one cultural resources survey, one draft mitigated negative declaration, and one archaeological monitoring report.

In addition to a records search, a Sacred Lands File check from the Native American Heritage Commission (NAHC) indicated that sacred lands have not been identified within the vicinity of the community of Midway-Pacific Highway. The NAHC provided AECOM with a list of local tribal entities and other interested parties, and a consultation program is in the process of being conducted in coordination with the City.

Based on the records search, the NAHC Sacred Lands File check, and regional environmental factors, the community of Midway-Pacific Highway has a moderate cultural sensitivity level for prehistoric resources. However, based on the original natural setting of mud and salt marshes, and the fact that the majority of the area has been developed, the cultural sensitivity for the majority of the community of Midway-Pacific Highway is considered low. One section (south of Loma Portal and bounded by I-5 to the east, Pacific Highway to the west, and Laurel Street to the south) remains moderate sensitivity. This portion of the community of Midway-Pacific Highway was located along the periodic shoreline of the San Diego River and at the base of the hills. Several prehistoric campsites, as well as a possible location for the ethnographic village of *Kotsi/Cosoy/Kosaii/Kosa'aay*, have been mapped by the SCIC in this area. This area has been

subject to extensive development, and fill may be present; therefore, the cultural sensitivity for this area is considered moderate.

Participation of the local Native American community is crucial to the effective identification and protection of cultural resources within the Midway-Pacific Highway community in accordance with the City's Historical Resources Guidelines (City of San Diego 2001). Native American participation is required for all levels of future investigations in the Midway-Pacific Highway community, including those areas that have been previously developed, unless additional information can be provided to demonstrate that the property has been graded to a point where no resources could be impacted. Areas that have not been previously developed should be surveyed to determine potential for historical resources to be encountered, and whether additional evaluation is required. In areas that have been previously developed, additional ground-disturbing activities may require further evaluation and/or monitoring.

INTRODUCTION

The City of San Diego (City) is preparing community plan updates for various communities within San Diego. The City has required a constraints analysis and cultural resources sensitivity analysis for prehistoric resources in support of the community plan update for the community of Midway-Pacific Highway. The community of Midway-Pacific Highway is located in the flatlands between Point Loma and Presidio Hill, and is bounded by the channelized portion of the San Diego River to the north; the neighborhood of Loma Portal in the Peninsula community planning area to the west; the San Diego International Airport, Liberty Station (the former Naval Training Center), and the Marine Corps Recruit Depot to the south; and Old Town and Interstate (I) 5 to the east. A small portion of the community south of the neighborhood of Loma Portal is bounded by I-5 to the east, Pacific Highway to the west, and Laurel Street to the south.

A records search was conducted by the City using the California Historical Resources Information System (CHRIS) in support of the community plan update. To ensure that recently recorded sites were included in this analysis, the City conducted and updated the records search using the CHRIS. Additionally, AECOM conducted a supplemental records search and literature review at the South Coastal Information Center (SCIC) located at San Diego State University and a records search at the San Diego Museum of Man. This report documents the records search and literature review results, and identifies the prehistoric cultural resources sensitivity for the Midway-Pacific Highway community plan update.

PROJECT PERSONNEL

Resumes for key project personnel are presented in Appendix A. Senior technical review was provided by Rebecca Apple, MA, Registered Professional Archaeologist (RPA). Project management was provided by Stacey Jordan-Connor, PhD, RPA. Cheryl Bowden-Renna and Stephanie Jow prepared this technical report. The paleoenvironmental section was authored by Andrew York, MA, RPA.

SETTING

The following discussion begins with a review of past and current environmental settings and the basic framework of human occupation of coastal Southern California, specifically the San Diego area, including the community of Midway-Pacific Highway.

ENVIRONMENTAL SETTING

Paleoenvironmental Setting

The early Holocene was a time of environmental transition, with a number of global climatic trends resulting in biotic and habitat adjustments in what is now coastal Southern California. Although temperatures in the Northern Hemisphere were characterized by pronounced warming in the early Holocene (West et al. 2007), local climates in what is now the San Diego area may have been relatively cool and wet due to the influence of coastal fog produced by upwelling and the resultant cold sea surface temperatures (Pope et al. 2004). In general, however, the early Holocene was a time of climatic warming in what is now coastal California, resulting in a number of changes to biotic communities, most prominently the retreat of coniferous forests and the expansion of oak woodland throughout most of the region.

The most significant environmental change at this time, however, was likely the stabilization of sea levels. At the time of the first observed archaeological evidence of prehistoric occupation in what is now the San Diego area, sea levels had been rising rapidly for several thousand years, pausing only briefly at approximately 11,500 years before present (B.P.) for the Younger Dryas re-glaciation and again for another global cooling event at approximately 8200 B.P. (Masters and Aiello 2007). This rapid transgression flooded coastal drainages, resulting in a series of deep embayments along the coast of what is now San Diego County during the early Holocene. Current data suggest, however, that the sea level rise, which had reached maximum rates of 2 to 4 meters per century, began to stabilize by approximately 8000 B.P., and approached the current level by approximately 6000 B.P. This slowing of the transgression allowed the accumulation of sediment at lagoon margins, resulting in a complex mosaic of biotic habitats that provided prehistoric populations with a wide array of marine, riparian, and terrestrial resources.

The middle Holocene climate in what is now coastal Southern California was marked by pronounced warming and increased aridity between approximately 7800 and 5000 B.P. (Carbone 1991), which was consistent with a broader warming trend seen elsewhere during this interval. This was followed by a cool, moist interval that persisted until approximately 2,000 years ago in what is now coastal Southern California (Davis 1992).

Due largely to their more recent occurrence, climatic changes in the region of coastal Southern California during the past 2,000 years are much better understood. Among the clearest of these records is a 1,600-year tree-ring record reported by Larson and Michaelson (1989) for the Transverse Ranges, and the pollen record from San Joaquin Marsh. During the early portion of

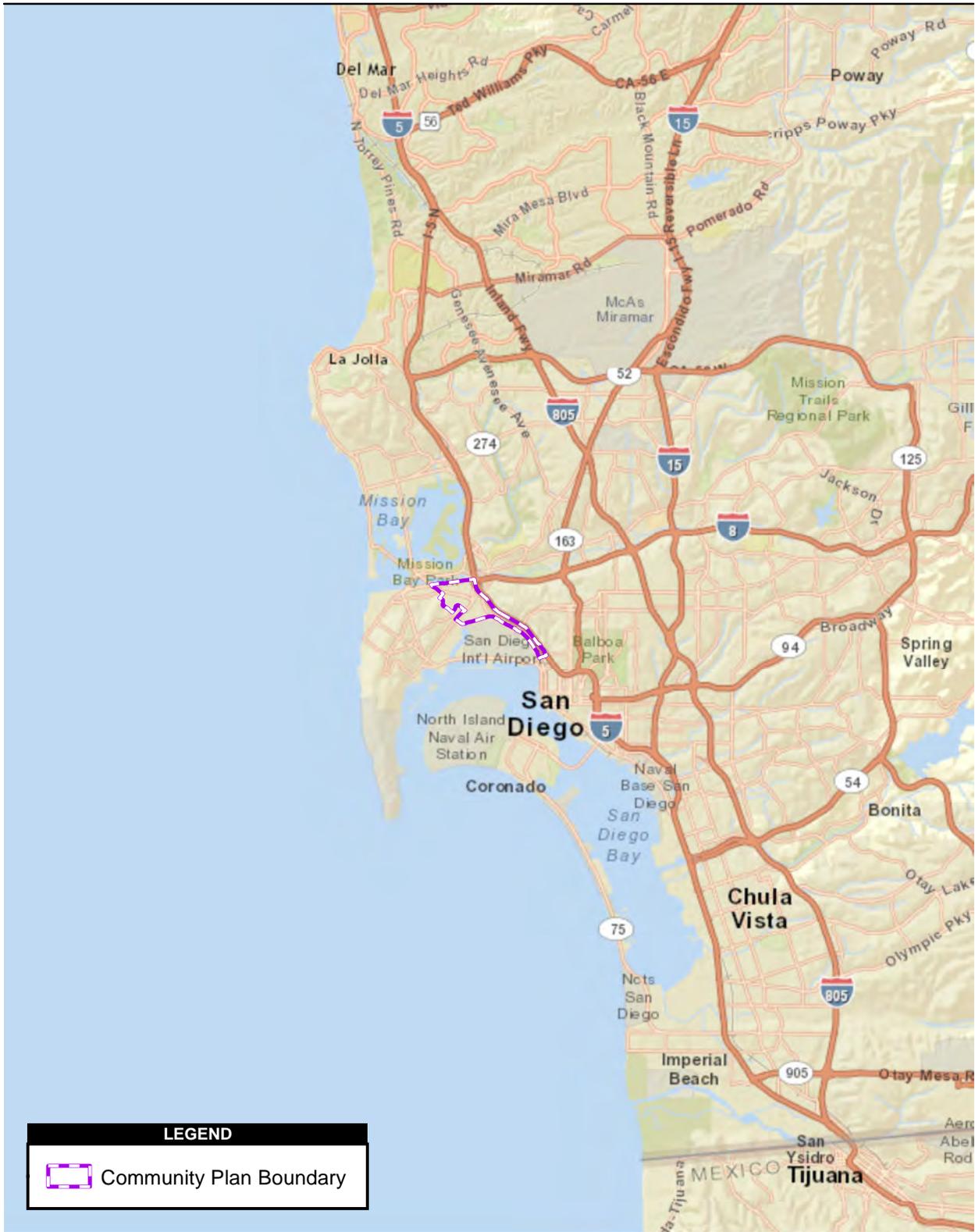
their sequence (A.D. 500 to 1000), Larson and Michaelson record relatively high variability in yearly precipitation totals. During the first 150 years of their reconstruction, approximately A.D. 500 to 650, climatic conditions were characterized by moderately low precipitation levels. This period was followed by very low rainfall levels, which lasted from approximately A.D. 650 to 800. Extreme drought was experienced between approximately A.D. 750 and 770. The succeeding 200 years, approximately A.D. 800 to 1000, was a sustained high-precipitation period unmatched in the entire 1,600-year reconstruction.

Paleoclimatic records from a wide variety of contexts consistently indicate that the period between approximately 1,000 and 700 years ago (A.D. 1000 to 1300) was characterized by generally higher temperatures and periods of extreme drought. This event, known as the Medieval Warm Period or the Medieval Climatic Anomaly, has received considerable attention, due both to the apparent severity of the droughts and to its apparent coincidence with important cultural changes described throughout the prehistoric archaeological record of California (Jones et al. 1999; Raab and Larson 1998). Evidence of severe drought and increasing temperatures at this time is documented for the Sierra Nevada area by Stine (1990, 1994) and Graumlich (1993), and is documented for the area along the Southern California coast by Larson and Michaelson (1989). Larson and Michaelson's (1989) data indicate that the interval between approximately A.D. 1100 and 1250 was one of continued drought, particularly between approximately A.D. 1120 and 1150.

During prehistoric occupation of the area that is now the Midway-Pacific Highway community, the area was covered in mud and salt marsh flats. Southern coastal salt marshes are a highly productive salt-tolerant plant community that forms a moderate to dense cover. Coastal salt marsh plants are distributed within distinct areas depending on such environmental factors as frequency and length of tidal inundation, salinity levels, and nutrient status (MacDonald 1977). Salt marshes are dominated by California cordgrass (*Spartina foliosa*), with a transition from wetland to upland habitat. Plant assemblages typically consist of Pacific pickleweed (*Sarcocornia pacifica*), coastal saltgrass (*Distichlis spicata*), and alkali-heath (*Frankenia salina*) (Holland 1986). Other characteristic species include saltwort (*Batis maritima*), shoregrass (*Monanthochloe littoralis*), and fleshy jaumea (*Jaumea carnosa*) (Holland 1986).

Existing Natural Setting

The community of Midway-Pacific Highway is located on the flatlands south of the channelized portion of the San Diego River. The neighborhood of Loma Portal, in the Peninsula community planning area, is located to the west; the San Diego International Airport, Liberty Station (formerly the Naval Training Station), and the Marine Corps Recruit Depot are located to the south; and Old Town and I-5 are located to the east. A small portion of the neighborhood south of the neighborhood of Loma Portal is bounded by I-5 to the east, Pacific Highway to the west, and Laurel Street to the south (Figures 1, 2, and 3). Originally, a large portion of the community was estuarine (Figure 4). The community of Midway-Pacific Highway has undergone significant development since the 1920s, and now consists of commercial/industrial and military uses bound by major transportation routes and a major airport corridor (Figure 5). No natural vegetation is present.



Source: ESRI 2011; SANGIS 2011



Figure 1
Midway-Pacific Highway
Project Location

CULTURAL SETTING

Prehistory

The prehistoric cultural sequence in San Diego County is generally thought of as three basic periods: the Paleoindian, locally characterized by the San Dieguito complex; the Archaic, characterized by the cobble and core technology of the La Jollan and Pauma complexes; and the Late Prehistoric, marked by the appearance of ceramics, small arrow points, and cremation burial practices. Late Prehistoric materials in southern San Diego County, known as Yuman I and Yuman II, are believed to represent the ancestral Kumeyaay. The prehistoric context for the Midway-Pacific Highway area is presented below, along with significant research questions that may be addressed by the archaeological and Native American resources extant within the community planning area.

Paleoindian Period

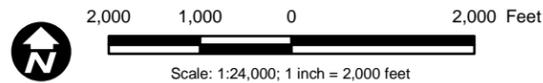
The mythology affirmed by local Native American groups now and at the time of earlier ethnographic research indicate both Native American presence here since the time of creation and migration from other areas. Living Kumeyaay people trace their ancestors to the earliest cultural remains found throughout their traditional territory in San Diego County. Archaeologically in San Diego County, the Paleoindian period is represented by the San Dieguito complex, as identified by Rogers (1929, 1939, 1945) and Warren (1966, 1968; Warren et al. 1993). The earliest well-documented sites in the San Diego area belonging to the San Dieguito complex are thought to be older than 9,000 years (Warren 1967). Related materials, sometimes called the Lake Mojave complex, have been found in the Mojave Desert and in the Great Basin (e.g., Campbell et al. 1937; Warren and Ore 1978). Diagnostic artifact types and categories associated with the San Dieguito complex include scraper planes, choppers, scraping tools, crescentics, and elongated bifacial knives, as well as Silver Lake, Lake Mojave, and leaf-shaped projectile points (Rogers 1939; Warren 1967). Like the Lake Mojave complex, the San Dieguito complex is thought to represent an early emphasis on generalized hunting. There are few or no milling implements in most San Dieguito components. In areas adjacent to the coast, many Paleoindian period sites have probably been covered by rising sea levels since the end of the Pleistocene. In more inland regions, alluvial sedimentation in valley areas may have covered these materials. The stable mesa landforms in the region, the abundance of appropriate lithic material, and soil column exposures along areas such as the San Dieguito River have made the foothills an important area for Paleoindian research. At the Harris site (CA-SDI-149), approximately 19 miles northeast of the Midway-Pacific Highway community planning area, these materials were first identified in stratigraphic context.

Archaic Period

The Archaic period (8000 to 1500 B.P.) brings a shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic period are called the La Jollan complex along the coast and the Pauma complex inland (True 1958). Pauma complex sites lack the shell that dominates many La Jollan complex site assemblages. The La Jollan tool assemblage is dominated by rough, cobble-based choppers and scrapers, as well as slab and basin metates.

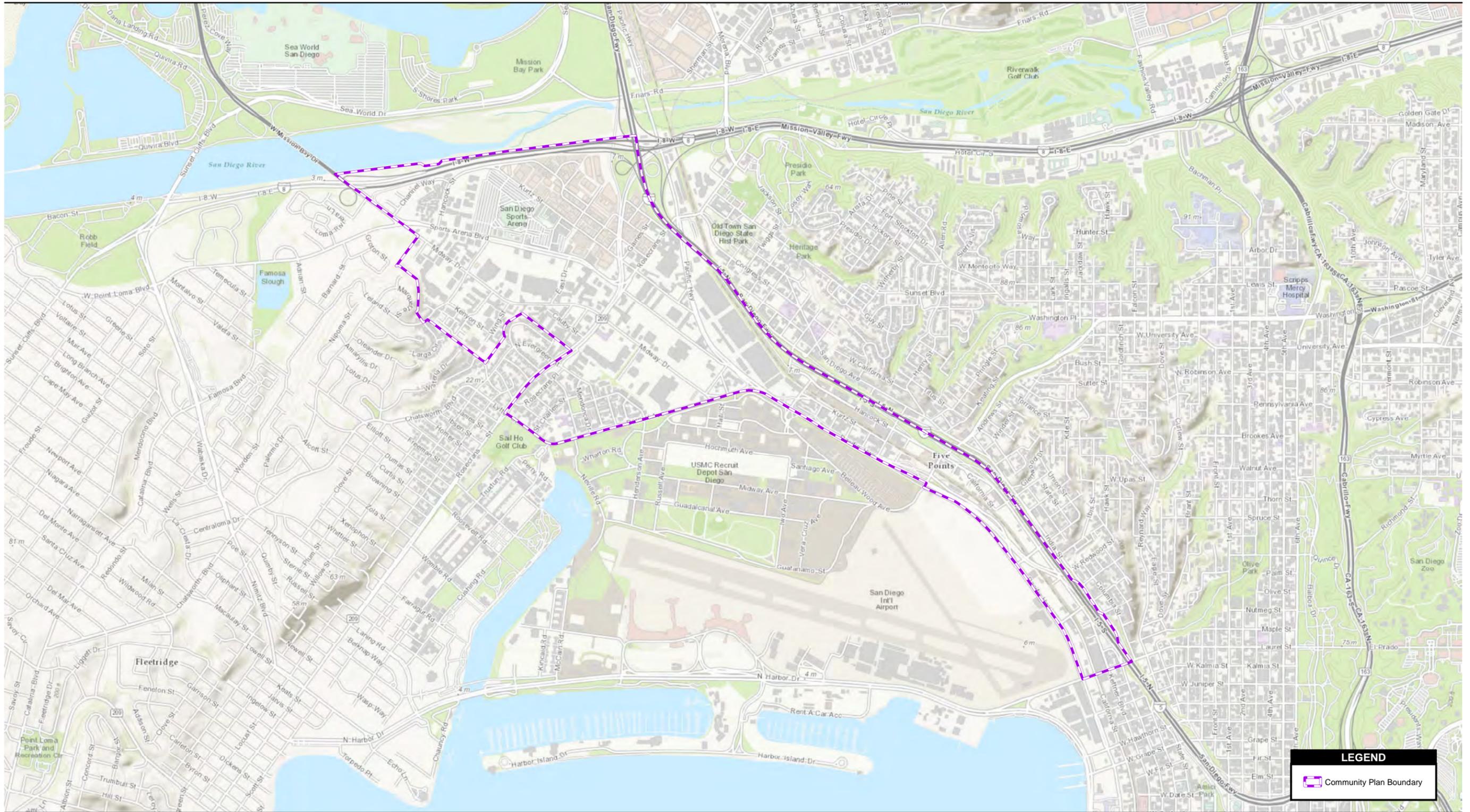


Source: SanGIS 2011; ESRI 2011; AerialExpress 2010



LEGEND
 Community Plan Boundary

Figure 2
Midway-Pacific Highway
Project Vicinity
 Page 7



Source: SanGIS 2011; ESRI 2011



LEGEND
 Community Plan Boundary

Figure 3
Midway-Pacific Highway
Project Vicinity with ESRI Topographic Basemap

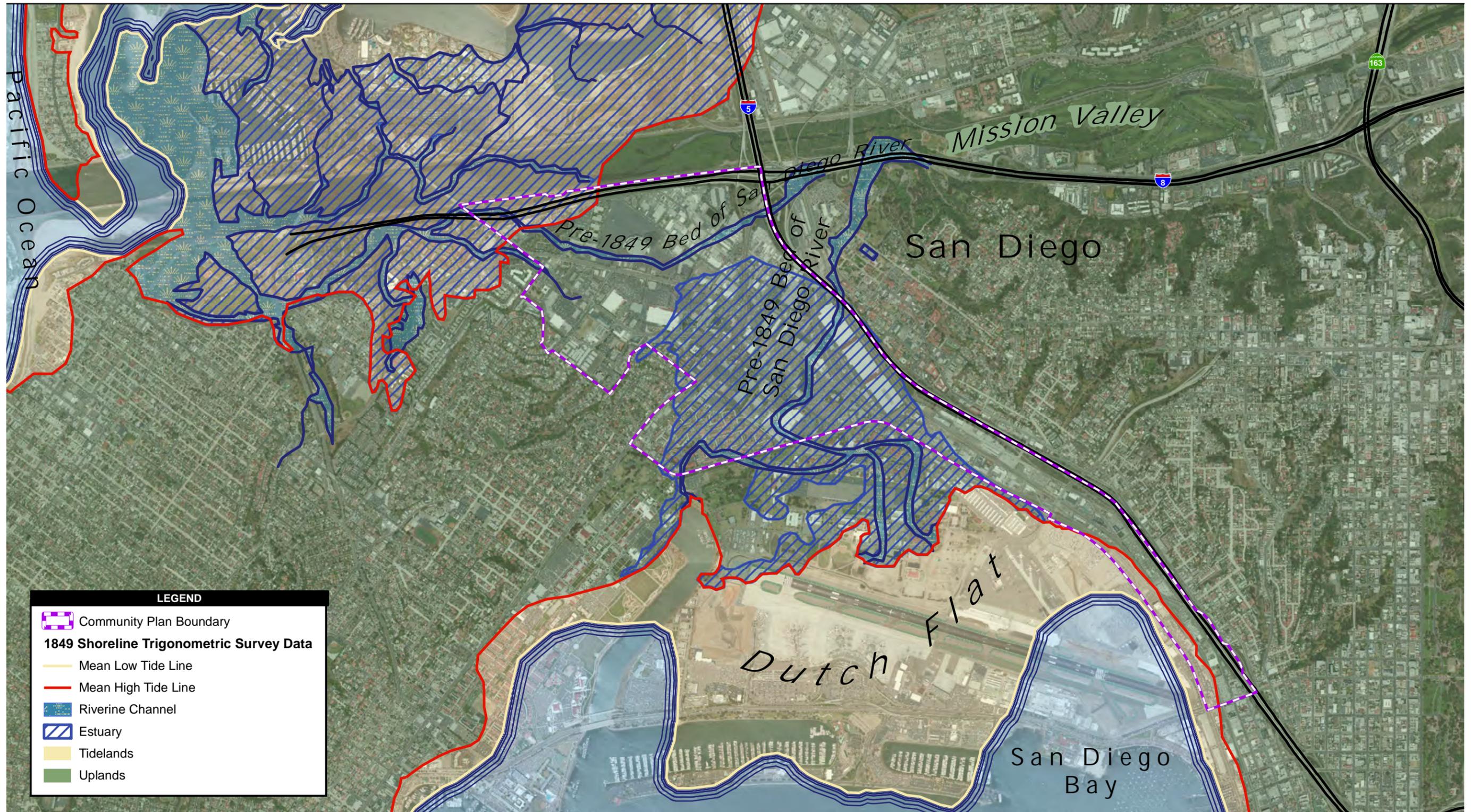
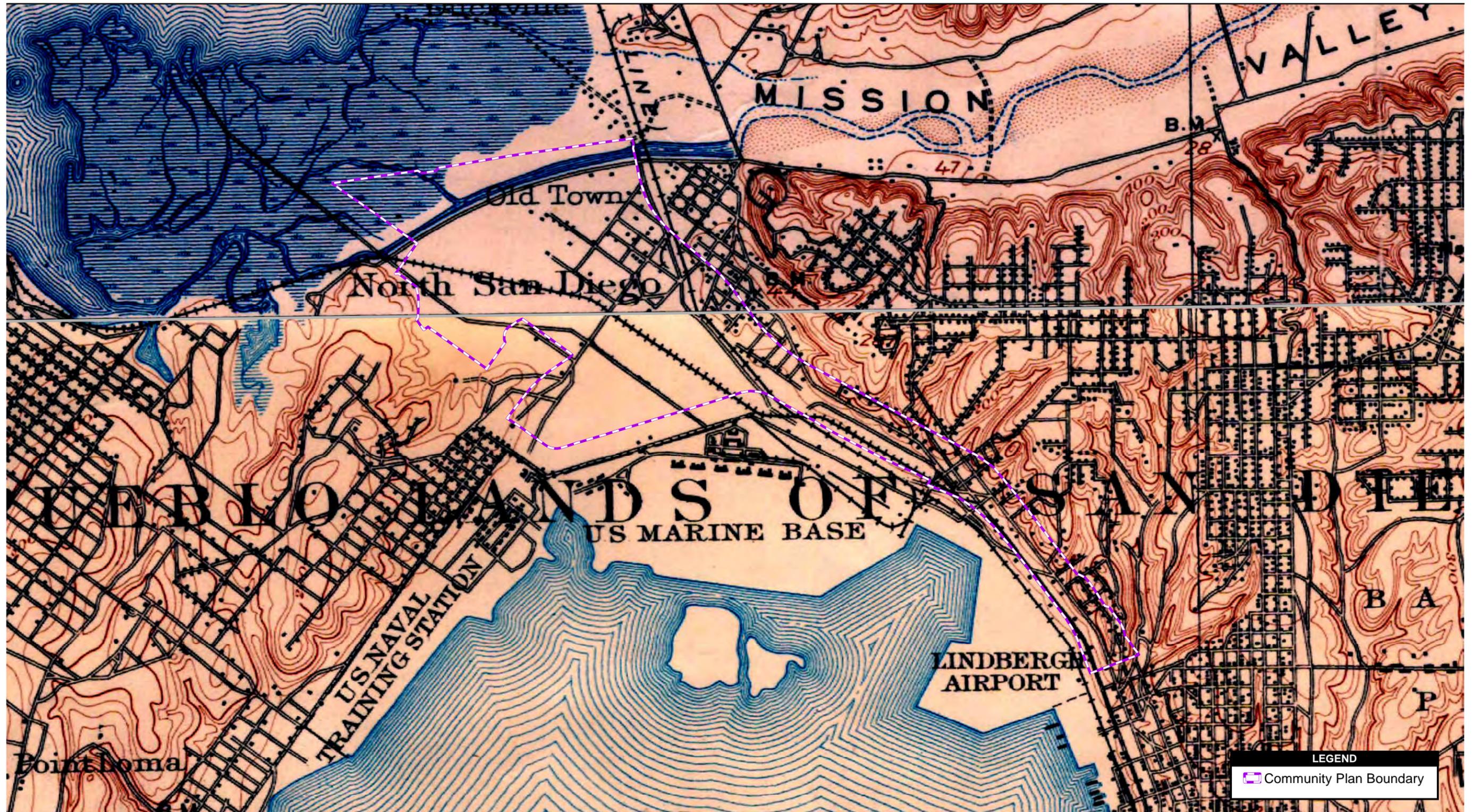


Figure 4
Midway-Pacific Highway
1849 Survey of the Coast of the United States



Source: SanGIS 2011; ESRI 2011; USGS 62500 Topo San Diego 1930, La Jolla 1930



Figure 5
Midway-Pacific Highway
USGS Quads 1930

There has been considerable debate about whether San Dieguito and La Jollan patterns might represent the same people using different environments and subsistence techniques or whether they are separate cultural patterns (e.g., Bull 1983; Gallegos 1987; Warren et al. 1993). However, there seems to have been some reorientation in settlement from coastal sites to inland settings during the latter portion of this period in what is now northern San Diego County. This appears at approximately 4,000 years ago, and is thought to relate to the final phases of Holocene sea level rise and resultant siltation of the formerly productive coastal lagoons in what is now northern San Diego County. There appears to be no significant silting in Mission Bay, San Diego Bay, or the Tijuana River estuary, and no reduction in settlement along the coast south of Mission Bay (Gallegos 1987; Warren et al. 1993).

Late Prehistoric Period

The Late Prehistoric period (1500 B.P. to 200 B.P.) is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive but effective technological innovations. Subsistence is thought to have focused on acorns and grass seeds, with small game serving as a primary protein resource and big game as a secondary resource. Fish and shellfish were also secondary resources, except in areas immediately adjacent to the coast, where they assumed primary importance (Bean and Shipek 1978:552; Sparkman 1908:200). The settlement system is characterized by seasonal villages where people used a central-based collecting subsistence strategy. Artifactual material is characterized by the presence of arrow shaft straighteners, pendants, *comales* (heating stones), Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic “Yuman bow pipes,” ceramic rattles, miniature pottery vessels, various cobble-based tools (e.g., scrapers, choppers, and hammerstones), bone awls, manos and metates, and mortars and pestles. The arrow-point assemblage is dominated by the Desert Side-notched series, but the Cottonwood series and the Dos Cabazas Serrated type also occur. Late Prehistoric materials found in southern San Diego County, known as Yuman I and Yuman II, are believed to represent the ancestral Kumeyaay.

Ethnohistory

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in what is now San Diego, and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay died from introduced diseases or were brought into the mission system. Earliest accounts of Native American life in what is now San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions to the understanding of native culture and language. These studies have continued to the present day, and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across San Diego County. The Kumeyaay are the identified Most Likely Descendants for all Native American human remains found in the City.

By the time Spanish colonists began to settle in Alta California in 1769, the Midway-Pacific Highway community planning area was within the territory of the Kumeyaay people, a group of exogamous, nontotemic territorial bands with patrilineal descent (Gifford 1918:167). The Kumeyaay spoke a Yuman language of the Hokan linguistic stock. South of the present-day U.S./Mexico border to northern Ensenada were the closely related Paipai. To the north in the San Dieguito River Valley were the Takic-speaking Luiseño (Kroeber 1925).

Traditionally, the Kumeyaay had a hunting and gathering economy based primarily on various plant resources. Grass seeds were probably the primary food, supplemented by various other seeds such as sage (*Salvia* spp.), sagebrush (*Artemisia californica*), lamb's quarters (*Chenopodium album*), and pine nuts (*Pinus* sp.). Small game was a major source of protein, but deer were hunted as well. Coastal bands ate a great deal of fish, taking them with lines, nets, and bows and arrows. Balsas or reed boats were used (Kroeber 1925; Luomala 1978:599–600). Shellfish and other littoral resources were important to coastal people, too. Settlements were moved seasonally to areas where wild foods were in season. For example, inland bands might move into desert areas in the spring to gather agave (*Agave deserti*), then to higher-altitude areas in the fall to gather acorns (Cline 1984). Coastal bands lived in more or less permanent villages focused on more seasonally stable inshore and littoral resources. However, they often travelled to the area that is now Torrey Pines and La Rumarosa in northern Baja California to harvest pine nuts, for example, and to Cuyamaca and Mount Laguna for acorns (Shipek 1970:27–28).

Villages and campsites were generally placed in areas where water was readily available, preferably on a year-round basis. The San Diego River provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region. The village of *Kosti/Cosoy/Kosaii/Kosa'aay* was described as near the mouth of the San Diego River (Kroeber 1925). While the actual location of the village is unknown, Bancroft (1884) reported that a site called *Cosoy/Kosaii/Kosa'aay* by the Native Americans was in the vicinity of Presidio Hill and Old Town, located approximately 0.5 mile east of the community of Midway-Pacific Highway. Several investigations have identified possible locations for the village of *Cosoy/Kosaii/Kosa'aay* (Clement and Van Bueren 1993; Felton 1996), but the actual site has never been found. One possible location for *Kosti/Cosoy/Kosaii/Kosa'aay* has been mapped by the SCIC as within the community of Midway-Pacific Highway, based on information listed on site forms as recorded by Malcolm Rogers in 1912.

CULTURAL RESOURCE DEFINITION

Cultural resources are districts, buildings, sites, structures, or areas of traditional use, or objects with historical, architectural, archaeological, cultural, or scientific importance. Cultural resources can be divided into three categories: archaeological resources (prehistoric and historic), architectural resources, and traditional cultural resources. Archaeological and traditional cultural resources are the main focus of this study and are further described below.

Archaeological Resources

Archaeological resources include prehistoric and historic locations or sites where human actions have resulted in detectable changes to the area. This can include changes in the soil and the

presence of physical cultural remains. Archaeological resources can have a surface component, a subsurface component, or both.

Historic archaeological resources are those dating to after European contact. These resources may include subsurface features such as wells, cisterns, or privies. Other historic archaeological remains include artifact concentrations, building foundations, or remnants of structures.

A site will be considered to possess ethnic significance if it is associated with a burial or cemetery; religious, social, or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the mythology of a discrete ethnic population. To determine ethnic or cultural significance of archaeological sites or landscapes to the Native American community, meaningful consultation is necessary.

Traditional Cultural Resources

Traditional cultural resources are resources associated with beliefs and cultural practices of a living culture, subculture, or community. These beliefs and practices must be rooted in the group's history, and must be important in maintaining the cultural identity of the group. Archaeological sites; locations of events; sacred places; and resource areas, including hunting or gathering areas, may be traditional cultural resources.

ARCHIVAL RESEARCH

The City conducted a records search using data provided by the State of California CHRIS. To ensure that recently recorded sites were included in this analysis. Additionally, AECOM conducted a supplemental literature review at the SCIC located at San Diego State University and a records search at the San Diego Museum of Man. The archival searches consisted of an archaeological and historical records and literature review. The data reviewed included historic maps, the California Inventory of Historic Places, the California Register of Historical Resources, and the National Register of Historic Places (NRHP). The search included the immediate vicinity of the community of Midway-Pacific Highway. This research provides a background on the types of sites that would be expected in the region. The research was also used to determine whether previous surveys had been conducted in the area, and what resources had been previously recorded within the limits of the Midway-Pacific Highway community planning area.

Previous Investigations

The results of the records search indicated that 18 previous investigations have been conducted within the community planning area (Table 1): five cultural resources surveys, three monitoring programs, two mitigated negative declarations, four historic building assessments, two historic NRHP evaluations, and two cultural resources constraint analyses. Three additional reports located in the AECOM library discuss resources within the Midway-Pacific Highway community planning area and consist of one cultural resources survey, one draft mitigated

negative declaration, and one archaeological monitoring report. This report focuses on prehistoric resources. Reports documenting historic resources or historic built resources are listed in Table 1, but are not summarized below. Additionally, reports with negative results are not summarized below.

Table 1. Previous Investigations within the Community of Midway-Pacific Highway on File at SCIC

Document Number (NADB)	Title	Author	Date
1122894	Mitigated Negative Declaration Replacement of Water and Sewer Pipes: La Jolla, Uptown, Mission Valley, Midway, and Navajo Communities.	City of San Diego	1993
1122932	Cultural Resources Evaluation for the Proposed North Metro Interceptor Sewer Project, San Diego, California, Appendix F.	Schaefer, Jerry	1994
1122961; 1124347*	Archaeological Monitoring Report for CA-SDI-10530H, City of San Diego Dump Within the Mission Bay Interceptor Project, Hancock Street and Sports Arena Boulevard.	Carrico, Richard L.	1993
1123094	Cultural Resources Survey Report for Two Proposed Locations for the Naval Engineer Facility Air Force Plant 19, San Diego and a Portion of NAS Miramar.	Mason, Roger	1994
1123461	Cultural Resource Constraint Study for the North Bay Redevelopment Project, City of San Diego, California.	Kyle, Carolyn, and Roxana L. Phillips	1998
1123985	Mission Brewery/American Agar Company.	Various	n.d.
1124000	Dutch Flats/Ryan Field.	Various	n.d.
1124591	Public Notice of Proposed Mitigated Negative Declaration Mission Bay Sewer Interceptor (MBSIS), Phase II.	City of San Diego	1991
1125014; 1125266; 1127703*	An Archaeological Survey and Test Trench of the Hancock Storage Project.	Smith, Brian	2001
1126899	National Register Engineering Laboratory at Hanger 19.	Widell, Cheryllyn	1996
1127543	Archaeological Survey and Monitoring Report for the Mission Bay Sewer Interceptor System, Phase II.	Robbins-Wade, Mary	1991
1128451	Historic Resources Inventory for Middletown Area, San Diego, California.	Brandes, Ray	1961
1130134	Final Cultural Resource Constraints Analysis for the Barnett Avenue Bikeway Project, San Diego, California.	Schaefer, Jerry	2006
1130515	Request for Historical Designation for Air Force Plant 19.	U.S. Department of the Navy	2007
1131667	Cultural Resource Survey for the West City College Campus Project, San Diego, California.	Kyle, Carolyn E.	2007
1131845	A Cultural Resources Survey Using the Archaeological Resources Report Form (Appendix D) for the Veterans Village of San Diego Project, San Diego, California.	Becker, Mark S., and Arleen Garcia-Herbst	2008
1132456	Archaeological Monitoring Report for the Veterans Village of San Diego Project, San Diego, California.	Gardner, Jill, and Mark Becker	2010
1132867	San Diego Midway Processing and Distribution Facility Property Disposition.	Chiang, Christina	2010

* Report given multiple numbers by the South Coastal Information Center.

Document 1122961 and 1124347 (Carrico 1993)

This report documents the results of monitoring efforts for site CA-SDI-10,530H in the City of San Diego Dump within the Mission Bay Sewer Interceptor Project. The report details the efforts and procedures of the monitoring program, and notes that an intact portion of the historic dump was discovered. The report also recommends that data recovery be conducted on a segment of the dump site immediately adjacent to the trench excavation area.

Document 1123094 (Mason 1994)

This report details the results of a cultural resources survey for two proposed locations for the Naval Engineering Facility Air Force Plant 19, located north of the Marine Corps Recruiting Depot within the community planning area, and a portion of Naval Air Station Miramar. Archival research and survey results indicate that the Air Force Plant 19 property contained no cultural resources, and that the location contained a single historic resource: the Atlas Missile testing facility. The report indicated that no impacts to cultural resources would occur.

Document 1130134 (Schaefer 2006)

This letter report documents a constraints analysis for the Barnett Avenue Bikeway Project. This consisted of a literature review and records search that identified two Pacific Coast Highway underpasses, a series of sidewalk stamps along the sidewalk opposite the Marine Corps Recruit Depot between the old main entrance and Witherby Street, and a manhole cover for a City sewer manhole on the west side of Enterprise Street opposite Jessop Lane. The letter report recommended that the three resource types be protected in accordance with City requirements.

Document 1131667 (Kyle 2007)

This report details a cultural resource survey for the West City College Campus Project, which is located southwest of Midway Drive. No cultural resources were identified from the records search or the field survey, but the report indicated that previous research and monitoring efforts in the area suggest the possibility that a portion of the West Point Loma Dump, also known as the Sports Arena Dump Site, may run parallel and nearly adjacent to the project area.

Document 1131845 (Becker and Garcia-Herbst 2008)

This report summarizes the results of an archaeological survey for the Veterans Village of San Diego Project. One prehistoric resource was recorded in the project area, and 41 additional cultural resources were recorded outside of the community of Midway-Pacific Highway. The letter report does not recommend additional archaeological work for the project.

Document 1132456 (Gardner and Becker 2010)

This report summarizes the results of an archaeological monitoring program for the Veterans Village of San Diego Project. Several historic and modern-era artifacts were observed in subsurface soils during the monitoring effort and appeared to be associated with fill operations that probably occurred in 1940. No additional archaeological work was recommended.

Three additional reports were prepared for projects located within the community planning area, but are not on file at the SCIC. Only one is described below, as the remainders are negative.

McGinnis and Baksh 2003

This report documents the cultural resources inventory for the Pacific Highway Bridge Demolition project. The survey noted scattered shell in the vicinity of the northern ramp of the Pacific Highway Bridge. This may have been the previously recorded location for CA-SDI-36 or CA-SDI-37 (mapped just outside of the community of Midway-Pacific Highway). This site was re-recorded and given the new site number of CA-SDI-16683.

Wiley and Bowden-Renna 2005

AECOM (as EDAW) conducted archaeological monitoring for the Pacific Highway Bridge Demolition project. Archaeological monitoring was conducted for the ground-disturbing activities on the project site during the removal of the bridge footings. Some modern debris and a marine shell fragment were observed during monitoring, but none of these finds constitute a cultural resource.

Previously Recorded Cultural Resources

Seven cultural resources have been previously recorded within the community planning area (Figure 6 – Confidential Appendix B). These consist of one prehistoric campsite, one prehistoric village site with an associated burial ground, one possible location for the ethnographic village of *Kotsi/Cosoy/Kosaii/Kosa'aay*, two historic dumps, one historic refuse deposit, and one complex of brick kilns and factory features associated with the Vitriified Products Corporation (Table 2).

Table 2. Cultural Resources within the Community of Midway-Pacific Highway

Primary Number (P-37-)	Permanent Trinomial (CA-SDI-)	San Diego Museum of Man (SDMM-W-)	Site Description	Date Recorded
0000052	52	4674	Old Rancheria site, prehistoric village site, and burial ground	n.d.
0000053	53	2999	Prehistoric campsite	n.d.
0000054	54	3000	Historic refuse deposit	n.d.
0010530	10530H	3691	Historic West Point Loma Dumpsite	1986, 2003
0013747	13761	-	Historic Barth Foundry Dump	1994
025188	16683	291	Shell scatter; possible village site of <i>Kotsi</i> (CA-SDI-36 and CA-SDI-37 combined into CA-SDI-16683)	2003, 2005
-	-	3930	Historic Vitriified Products Corporation brick kilns and factory features	1987

CA-SDI-52 (SDMM-W-4674)

This site was originally recorded by Nelson (n.d.a) as the “Old Rancheria” consisting of a possible prehistoric village site and cemetery. The site was revisited in 1990 by Collett and Wade. No visible surface features were observed due to modern development. However, the site may still contain a subsurface element under the developed areas. The site is located

under Pacific Highway between Smith and Hancock Streets. This site is located at the mouth of the old San Diego River outlet to the San Diego Bay, and is related to sites CA-SDI-36, -37, -53, and -54.

CA-SDI-53 (SDMM-W-2999)

Site CA-SDI-53 was recorded by Nelson (n.d.b) as a possible prehistoric campsite located at the northern portion of San Diego Bay, near the shore of a projecting marsh tongue. No other information is available. This site is located at the mouth of the old San Diego River outlet to the San Diego Bay, and is related to sites CA-SDI-36, -37, -52, and -54.

CA-SDI-54 (SDMM-W-3000)

CA-SDI-54 was originally recorded by Nelson (n.d.c) as traces of a historic refuse heap. Nelson noted that the site was situated near the northwestern end of San Diego Bay eroding out of a bluff located between the open waters and the Santa Fe Railroad. The site's present-day location is estimated to exist under the railroad tracks between Pacific Highway and Vine Street. This site is located at the mouth of the old San Diego River outlet to the San Diego Bay, and is related to sites CA-SDI-36, -37, -52, and -53.

CA-SDI-10530H (SDMM-W-3691)

CA-SDI-10,530H consists of the West Point Loma Dump Site, which was used from 1899 to 1908. The site was discovered by Wade (1986) during archival research for the Terrace View Villas Environmental Impact Report Project. Although the site has not been physically located, the estimated present-day location of the site is on the south bank of the San Diego River at the intersection of I-8, West Point Loma Boulevard, and Sports Arena Boulevard.

CA-SDI-13761

This site consists of the Barth Foundry Dump, recorded by Schaefer (1994). The deposit was located south of the intersection of the Nutmeg Street and the Atchison, Topeka, and Santa Fe Railroad right-of-way. The site was described as a deposit of industrial slag, furnace bricks, ash, and metal from the former operations of the Barth Foundry and Machine Works. The deposit was present 2 meters below the surface, and a portion of the site was removed during grading activities for a light rail transit development project. Sparse domestic debris was also observed. The majority of the exposed cultural material, except for several fragments of brick, was not collected. At the time of recordation, the old foundry site was occupied by a modern anodizing and electroplating facility, and was unable to be accessed for further investigation. The site was determined to be "not important" because it lacked research potential, and no additional studies were recommended.

CA-SDI-16683 (CA-SDI-36, CA-SDI-37; SDMM-W-291)

Sites CA-SDI-36 and CA-SDI-37 were recorded by Nelson (n.d.d and n.d.e) as possible campsites. However, neither site record includes a location map. Both sites were mapped by the SCIC based on the descriptions provided. CA-SDI-36 is approximately 475 feet northeast of the MCRD terminus of the Pacific Highway Bridge, and CA-SDI-37 is approximately 315 feet south-southeast of the same point. Site SDMM-W-291 was recorded by Malcolm Rogers in his 1912 survey of the area as a large subsurface site that may be the remnants of the ethnohistoric village of Cosoy (*Kosti/ Kosaii/Kosa'aay*). Rogers' record for this site does not include a

location map (Rogers 1912). However, the mapped location at the SCIC, based on Rogers' description of the location places the site approximately 200 feet northeast of Pier 11. Construction of Pacific Highway and the Pacific Highway Bridge during World War II substantially impacted this location. In 2003, Tierra revisited the site location and noted scattered shell in the vicinity of the northern ramp of the Pacific Highway Bridge (McGinnis and Baksh 2003). Based on the observation of Tierra personnel, Tierra updated the site record, and a new site number, CA-SDI-16,683, was assigned.

AECOM (as EDAAW) conducted monitoring at this site (Wiley and Bowden-Renna 2005). Several modern bottles and a fragment of Chione shell were observed during the removal of the bridge supports west of Pacific Highway, and modern debris was also noted on the east side of Pacific Highway. None of these finds constitute a cultural resource.

SDMM-W-3930

SDMM-W-3930 is the remains of the Vitrified Products Corporation brick kilns, which were operated during the 1920s. The site was recorded in 1987 (Hector 1987) for the Archaeology of the County Mental Health Center project, and was subsequently tested as part of a mitigation study (Van Wormer 1987). The site included four circular kiln features, a small amount of structural debris, and other factory features. The site has been destroyed as a result of modern development.

NATIVE AMERICAN CONTACT PROGRAM

AECOM requested a Sacred Lands File check of the Native American Heritage Commission (NAHC). A response was received on August 11, 2011, indicating that no sacred lands have been identified within the vicinity of the community of Midway-Pacific Highway. The NAHC recommended that consultation with tribal entities and other interested parties be conducted as part of the review process, and provided a list of contacts specific to San Diego County for that purpose. Following development of the preliminary draft of this document, the NAHC was contacted again on October 1, 2014 for updated tribal representative contact information and a response received on October 14, 2015. The preliminary draft of this document was distributed to the identified tribal representatives by mail on October 15, 2014, accompanied by a letter from City of San Diego Senior Environmental Planner Myra Herrmann describing the community plan update process for the communities of Golden Hill, Midway-Pacific Highway, North Park, Old Town, San Ysidro, Southeastern San Diego, Encanto and Uptown. This letter formally invited tribal representatives to consult on these General Plan amendments in accordance with Senate Bill 18 (SB18) and attend a group meeting at the Mission Trails Regional Park Visitors Center on November 13, 2014 to address any issues or concerns related to the review of the archaeological reports for the associated community plan updates. As no responses had been received, each tribal representative also received a follow-up email (or telephone call in cases where no email address was available) on November 10 and 11, 2014; no tribal representatives were present at the November 13 meeting. During the November 10th telephone call, Carmen Lucas of the Kwaaymii Laguna Band of Mission Indians requested that qualified archaeologists be retained by the city for survey and monitoring efforts. Documentation of correspondence with the NAHC and identified tribal representatives is provided in Appendix C.

CULTURAL SENSITIVITY ANALYSIS

Cultural sensitivity levels for the Midway-Pacific Highway community planning area are rated low, moderate, or high based on the results of the records searches, the NAHC Sacred Lands File check, and regional environmental factors. Sensitivity levels may be adjusted based on amount of disturbance that has occurred that may have previously impacted cultural resources.

A low sensitivity rating indicates that there are few or no previously recorded resources within the study area. Resources at this level would not be expected to be complex, with little to no site structure or artifact diversity. The potential for the identification of additional resources in such areas would be low.

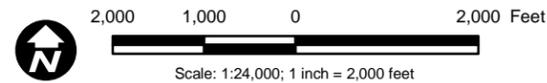
A moderate sensitivity rating indicates that some previously recorded resources were identified within the study area. These are more complex resources, consisting of more site structure, diversity of feature types, and diversity of artifact types. The potential for the presence of additional resources in such areas would be moderate.

Areas identified as high sensitivity would indicate that the records search identified several previously recorded sites within the study area. These resources may range from moderately complex to highly complex, with more defined living areas or specialized workspace areas, and a large breadth of features and artifact assemblages. The potential for the identification of additional resources in such areas would be high.

Based on the results of the records search, the NAHC Sacred Lands File check, and regional environmental factors, the community of Midway-Pacific Highway has two cultural sensitivity levels (Figure 7). Because the majority of the community is developed and there is virtually no undeveloped land within the area, the cultural sensitivity for the majority of the community planning area would be considered low. One section south of Loma Portal and bounded by I-5 to the east, Pacific Highway to the west, and Laurel Street to the south has moderate sensitivity. This portion of the Midway-Pacific Highway community planning area is located along the former periodic shoreline of the San Diego River and at the base of hills, making it attractive for prehistoric activities. Several prehistoric campsites, as well as a possible location for the ethnographic village of *Kotsi/Cosoy/Kosaii/Kosa'aay*, have been mapped by the SCIC in this area. Although this area has been subject to extensive development, and fill may be present, the cultural sensitivity for this area is considered moderate. Sensitivity levels may also be adjusted based on ongoing input from the Native American community.



Source: SanGIS 2011; ESRI 2011; AerialExpress 2010



LEGEND

-  Community Plan Boundary
-  Low Sensitivity
-  Moderate Sensitivity

Figure 7
Midway-Pacific Highway
Cultural Sensitivity Areas - Prehistoric Resources

RECOMMENDATIONS

Based on the records search, the NAHC Sacred Lands File check, regional environmental factors, and cultural sensitivity criteria outlined in the previous section, the community of Midway-Pacific Highway has a moderate cultural sensitivity level. However, based on the original natural setting of mud and salt marshes and the fact that the majority of the area has been developed, the cultural sensitivity for the majority of the community planning area is low. One section, south of Loma Portal and bounded by I-5 to the east, Pacific Highway to the west, and Laurel Street to the south, is considered to have moderate sensitivity. This portion of the community planning area is located along the former periodic shoreline of the San Diego River and at the base of hills. Several prehistoric campsites, as well as a possible location for the ethnographic village of *Kotsi/Cosoy/Kosaii/Kosa'aay*, have been mapped by the SCIC in this area.

Future discretionary projects located in moderate sensitivity areas within the community of Midway-Pacific Highway should be evaluated by a qualified archaeologist following the mitigation framework detailed below to determine the potential for the presence or absence of buried archaeological resources. This is specifically important where the community planning area interfaces with the former periodic shoreline of the San Diego River and the community of Old Town. Additionally, if, during the evaluation process, it is determined that a resource is historically significant, it should be referred to the City's Historical Resources Board for possible designation. Mitigation measures should be initiated for all significant sites, either through avoidance or data recovery.

All phases of future investigations, including survey, testing, and monitoring activities, require the participation of local Native American tribes. Early consultation is an effective way to avoid unanticipated discoveries, and local tribes may have knowledge of the religious and cultural significance of resources in the area. In addition, Native American participation would help ensure that cultural resources within the community of Midway-Pacific Highway are protected and properly cared for. A current list of local tribes should be obtained through the NAHC for all future projects.

Mitigation Framework

The following mitigation framework is from the City's Historical Resources Guidelines, located in the City's Land Development Manual (City of San Diego 2001).

HIST-1: Prior to issuance of any permit for a future development project implemented in accordance with the Community Plan Update (CPU) area that could directly affect an archaeological resource, the City shall require the following steps be taken to determine (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources that may be impacted by a development activity. Sites may include residential and commercial properties, privies, trash pits, building foundations, and industrial features

representing the contributions of people from diverse socioeconomic and ethnic backgrounds. Sites may also include resources associated with pre-historic Native American activities.

INITIAL DETERMINATION

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., archaeological sensitivity maps, the Archaeological Map Book, and the City's Historical Inventory of Important Architects, Structures, and People in San Diego) and by conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

STEP 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing, and analysis. Before actual field reconnaissance would occur, background research is required that includes a records search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the records searches mentioned above, background information may include examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If, through background research and field surveys, historical resources are identified, then an evaluation of significance must be performed by a qualified archaeologist.

STEP 2:

Once a historical resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in

making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative, which could result in a combination of project redesign to avoid and/or preserve significant resources, as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required that includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines.

The results from the testing program will be evaluated against the significance thresholds found in the City Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

STEP 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in California Environmental Quality Act (CEQA) Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the Mitigation Monitoring and Reporting Program (MMRP) included in the environmental document. The

Native American monitor shall be consulted during the preparation of the written report, at which time he/she may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

STEP 4:

Archaeological resource management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the City Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the City Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological resource management reports shall be prepared in conformance with the California Office of Historic Preservation's Archaeological Resource Management Reports: Recommended Contents and Format (see Appendix C of the City Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover), along with historical resources reports for archaeological sites and traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects that result in a substantial collection of artifacts, and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) of the City Guidelines may be used when no archaeological resources were identified within the project boundaries.

STEP 5:

For archaeological resources, all cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects, must be permanently curated with an appropriate institution, one that has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required

in accordance with the project MMRP. The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the Federal Register. Additional information regarding curation is provided in Section II of the City Guidelines.

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- n.d.d Site form for CA-SDI-36. Form on file at the South Coastal Information Center.
- n.d.e Site form for CA-SDI-37. Form on file at the South Coastal Information Center.

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APPENDIX A
KEY PERSONNEL RESUMES

Rebecca Apple, RPA
Principal/Practice Leader,
Cultural Resources Group/
Senior Archaeologist

Education

MA, Anthropology, San Diego State University
BA, Anthropology, San Diego State University

Professional Registrations

Register of Professional Archaeologists

Accreditation

Certified Archaeology Consultant, County of San Diego

Professional Affiliations

Member, Society for American Archaeology
Member, Society for California Archaeology

Awards + Honors

Phi Kappa Phi
Phi Beta Kappa
University Scholar

Publications + Technical Papers

Introduction to Recent Archeological Investigations at the Salton Sea Test Base, Imperial County California. Proceedings of the Society for California Archaeology, Volume 12. Fresno, California (1999).

Recent Archaeological Investigations in the North Las Vegas Valley (with J.H. Cleland and M.S. Kelly). In *Crossing the Borders: Quaternary Studies in Eastern California and Southwestern Nevada*. San Bernardino County Museum Association Special Publication (1991).

Presentations

Ancient Trails and Rock Features. Paper presented at the 46th Annual Meeting of the Society for California Archaeology, San Diego, California (2012)

Setting the Scene: Interpretive Planning and Implementation in Old Town Historic State Park. Paper presented at the 42nd Annual Meeting of the Society for California Archaeology, Burbank, California (2008).

Mapping and Managing Pathways to the Past. Paper presented at the 22nd Annual ESRI International User Conference, San Diego, California (2002).

Introduction to Recent Archaeological Investigations at Salton Sea Test Base, Imperial County, California. Paper presented at the 32nd Annual Meeting of the Society for California Archaeology, San Diego (1998).

A Lake Mojave Period Site Near Silver Lake, California (with A. York). Presented at the 26th Annual Meeting of the Society for California Archaeology, Pasadena (1992).

Preliminary Project Results of the San Diego County Studies for the Southwest Powerlink Transmission Project. Presented at the 17th Annual Meeting of the Society for California Archaeology, San Diego (1983).

Rebecca Apple has more than 25 years of experience in cultural resource management and serves as senior archaeologist for AECOM. Her experience includes managing cultural resources compliance efforts for large complex projects. She is knowledgeable in the procedures and guidelines associated with implementation of NHPA and CEQA. She has managed numerous cultural resource projects, including prehistoric, historic, and ethnographic studies. She has directed inventories, evaluations, data recovery efforts, and monitoring programs. She has also prepared management plans and conducted feasibility studies. Her work frequently includes consultation with municipal, state, and federal agencies, as well as Native American representatives and the public. As part of interdisciplinary teams, she has managed cultural resources investigations and authored cultural resource sections for ISS, EAs, EIRs, and EISs. Her experience includes cultural resource investigations for power plants, transmission lines, pipelines, highways, landfills, water resource facilities, military installations, and commercial and residential development.

Project Experience**Energy and Transmission Projects**

**Stateline Solar Farm Environmental Impact Report/
Environmental Impact Statement,
San Bernardino County, CA**

Cultural resources manager for preparation of EIR/EIS for photovoltaic (PV) energy generation facility. The project will involve construction, operation, maintenance, and decommissioning an approximately 2,150 acre, 300-megawatt alternating current solar PV energy generation facility. The proposed action would include the PV facility, the 220-kilovolt generation interconnection (gen-tie) transmission line, operations and maintenance facilities, and an access road. All proposed facilities would be located on federal lands managed by the BLM Needles Field Office. Impact analysis was conducted for the 58 cultural resource sites identified within the project's area of potential effects. [2012]

Calnev Pipeline Expansion Project Environmental Impact Report/Environmental Impact Statement, San Bernardino County, CA to Clark County, NV

Cultural resources manager for preparation of EIR/EIS for 233-mile 16-inch-diameter refined petroleum products pipeline from the Colton Terminal and Pump Station in Colton, California, to the Bracken Junction near the McCarran International Airport in Las Vegas, Nevada. The new 16-inch diameter pipeline would augment the existing subsurface petroleum pipelines, and slightly extend the system to service additional locations. Of the 211 cultural resources identified during the BLM Class III cultural resources surveys within the California APE, 150 were archaeological resources (21 isolated finds, 1 district, and 128 sites). Sidewinder Archaeological District is comprised of multiple sites and loci based on lithic reduction, as well as a network of trails. The 128 sites include historic period debris scatters, trails, lithic scatters, lithic reduction areas, petroglyphs, and habitation areas. A total of 38 cultural resources were identified in the Nevada APE. Thirty-seven (37) of these resources were archaeological and linear resources; one architectural resource was identified in Nevada. Worked closely with the BLM and USFS cultural resources staff. [2011]

Solar Millennium, Power Projects, Riverside County, CA

Cultural Resources Principal in Charge for three proposed solar projects encompassing over 17,000 acres of survey in eastern California. Responsible for oversight of archaeological and architectural surveys, technical reports, agency coordination (including Bureau of and Management and

California Energy Commission), and Section 106 compliance efforts. Six sites have been subject to evaluation for eligibility to the National Register of Historic Places. [2009 – 2011]

Beacon Solar Energy Project, Kern County, CA

Principal Investigator responsible for oversight of archaeological and architectural surveys, technical reports, coordination with CEC staff and preparation of AFC sections for a 2,000-acre solar project. [2006 – 2010]

Imperial Valley Solar Project, Imperial County, CA

Principal Investigator responsible for oversight of cultural resources compliance efforts, including participating in preparation of a Programmatic Agreement and testifying at a CEC Evidentiary hearing. [2009 – 2011]

Abengoa Solar Power Project, San Bernardino County, CA

Principal Investigator for approximately 2,000-acre solar project plant site near Harper Lake in the Mojave Desert. Investigations included archaeological and architectural survey and archaeological testing. [2009 – 2010]

North Baja LLC (TransCanada) Yuma Lateral Pipeline Project, Yuma, AZ

Principal Investigator responsible for cultural services, conducting records searches, archival research, Native American consultation, and survey of the preferred alignment. Identified resources included the Yuma Valley Railroad, a National Register-eligible property. [2007 – 2008]

Harper Lake Cultural Resources Constraints Study, San Bernardino County, CA

Project manager responsible for field reconnaissance and constraints analysis for a proposed 3,300-acre specific plan area. Potential development included a dairy and energy park. [2006]

North Baja Pipeline Project, Ehrenberg, AZ to Mexican Border

Project manager responsible for cultural services, conducting records searches, archival research, Native American consultation, survey of the preferred alignment and alternatives, site evaluation, and data recovery. [2000 – 2003]

DeAnza Pipeline Constraints and Permitting Analysis, Ehrenberg, AZ to Calexico, CA

Project manager responsible for cultural services, providing information on distribution of natural and cultural resources along the proposed pipeline corridor in report format, with

accompanying maps showing these resources and other constraints. [2000]

Sempra Utilities, On-call Cultural Services, CA

Principal in charge resource manager for cultural resource task orders. Most recent task order dealt with artifact curation for a city project. [2009]

Imperial Irrigation District, Cultural Survey, Imperial County, CA

Project manager responsible for cultural resources component of two transmission line studies. Survey and testing were conducted in conjunction with pole replacement along the R and L transmission lines. [1998 – 1999]

Los Angeles Department of Water & Power, Mead-Adelanto Transmission Line, Clark County, NV, and San Bernardino County, CA

Project manager for a cultural resource survey for proposed 500-kV transmission line in the Mojave Desert. [1992 – 1993]

San Diego Gas & Electric, Sycamore Canyon Substation to Rancho Carmel Substation 69-kV Transmission Line Project, San Diego County, CA

Project manager responsible for cultural resources component of a PEA document for submittal to the CPUC that evaluated the potential environmental impacts of a proposed 69-kV transmission line. [1993]

Los Angeles Department of Water & Power, Coso Known Geothermal Resource Area, Inyo County, CA

Project manager responsible for data recovery investigations at two geothermal well-pads located in the Sugarloaf Mountain Obsidian Source National Register District. [1987 – 1990]

Exxon Corporation, Santa Ynez Unit Development, Santa Barbara County, CA

Field director who supervised data recovery excavations of a prehistoric coastal site. [1988 – 1989]

Southern Californian Edison, Big Creek Expansion Project Transmission Line, South Central, CA

Responsible for cultural resource impact assessment of alternative routes for a proposed transmission line from the Big Creek Hydroelectric Project in the Sierras to the Los Angeles Basin. [1986]

Kern River Gas Transmission Project, WY, UT, NV, and CA

Project manager who directed inventory, evaluation, data recovery, and construction monitoring for 80-mile-long California portion of the project. Conducted records search for four states for the Class I overview. [1985 – 1986]

Argus Cogeneration Expansion, San Bernardino and Inyo Counties, CA

Archaeologist who supervised cultural resource survey and documentation for a water pipeline for Kerr McGee. [1985 – 1986]

Sacramento Municipal Utility District Geothermal Public Power Line Project, North Central CA

Field director responsible for cultural resource surveys for a proposed transmission line from the Geysers Geothermal Area to Sacramento. [1983 – 1986]

San Diego Gas & Electric, Southwest Powerlink 500-kV Transmission Line EIR/EIS, Imperial and San Diego Counties, CA

Archaeologist who participated in Section 106 compliance activities, including data recovery, analysis, and report preparation. [1981 – 1986]

Military Projects

NAVFAC Southwest and MCAS Yuma, Integrated Cultural Resources Management Plan, San Clemente Island Southern California Range Complex, Los Angeles County, CA

Project manager for preparing an ICRMP for San Clemente Island Range Complex to guide cultural resources compliance efforts to facilitate Range Complex mission. ICRMP summarizes the existing inventory and provide a process to streamline the inventory and evaluation process. [2005 – 2010]

NAVFAC Southwest and MCAS Yuma, Integrated Cultural Resources Management Plan Chocolate Mountains Aerial Gunnery Range, Marine Corps Air Station Yuma, Riverside and Imperial Counties, CA

Project manager for preparing an ICRMP for CMAGR to guide cultural resources compliance efforts to facilitate CMAGR mission. ICRMP summarizes existing inventory and provide a process to streamline the inventory and evaluation process. Components of the ICRMP are a Regional Archaeological Research Design and a Cultural Affiliation Study. [2006 – 2010]

NAVFAC Southwest and Navy Region Southwest, Archaeological Evaluation of Sites on San Clemente Island, Los Angeles County, CA

Principal in charge responsible for National Register of Historic Places Evaluation of nine archaeological sites on the northern portion of San Clemente Island in SWAT 1/TAR 4. [2006 – 2010]

NAVFAC Southwest and Navy Region Southwest, Cultural Resources Survey and Evaluation for Spring Hill and Associated Access Roads, Riverside County, CA

Principal in charge who directed archaeological resource survey of proposed facility to improve communications for aircraft and vehicles with the Chocolate Mountain Aerial Gunnery Range (CMAGR). Two sites were evaluated for eligibility to the National Register of Historic Places. One site appeared to contain very limited information potential and did not qualify for the NRHP. Site CA-RIV-8236 appeared to possess information relevant to addressing regional research issues and was recommended eligible for the NRHP. [2006 – 2007]

US Navy, Naval Facilities Engineering Command and Naval Base Point Loma, Integrated Cultural Resources Management Plan Naval Base Point Loma, San Diego, CA

Principal in charge for preparing an ICRMP for CMAGR to guide cultural resources compliance efforts to facilitate CMAGR mission. ICRMP will summarize existing inventory and provide a process to streamline the inventory and evaluation process. Components of the ICRMP are a Regional Archaeological Research Design and a Cultural Affiliation Study. [2005 – 2010]

NAVFAC Southwest and MCAS Yuma, Chocolate Mountains Aerial Gunnery Range: Cultural Resources Survey of 12 Targets and Monitoring of 14 Archaeological Sites, Riverside and Imperial Counties, CA

Project manager who directed cultural resource survey of 1,523 acres and site monitoring program on CMAGR. Inventoried site types were lithic scatters, trail segments, pot drops, rock features, and a mining area. Monitoring program included lithic scatters, rock art, cleared circles, mining complexes, and a segment of historic road. [2004 – 2005]

NAVFAC Southwest and MCAS Yuma, Archaeological Survey for the Chocolate Mountains Aerial Gunnery

Range Central Training Area, Marine Corps Air Station Yuma, Imperial, CA

Responsible for cultural resource survey of proposed central training area on CMAGR. The 1,580-acre survey identified four sites on R-2507S and four on R-2507 N. One of the sites on the South Range (the remains of a ranch complex) and three of the sites on the North Range (rock art, ceramics scatter, and a rock ring) were identified as potentially eligible for the National Register of Historic Places. Project Archaeologist [2002 – 2003]

NAVFAC Southwest and MCAS Yuma Cultural Resources Survey of Six Areas on the Chocolate Mountains Aerial Gunnery Range, Imperial County, CA

Directed cultural resource survey of proposed Forward Air Reporting Position, range access, and target areas. Principal Investigator [2001 – 2002]

NAVFAC Southwest and MCAS Yuma Evaluation of 24 Sites at the Chocolate Mountains Aerial Gunnery Range, Imperial County, CA

Responsible for National Register of Historic Places evaluation of 24 sites in the Chocolate Mountains. Principal Investigator [2000 – 2001]

NAVFAC Southwest and MCAS Yuma Evaluation of Two Sites, MCAS Yuma, AZ

Evaluation of two archaeological sites near the MCAS Yuma airfield. Principal Investigator [1999 – 2002]

NAVFAC Southwest and MCAS Yuma San Clemente Island Operations Management Plan EIS, Naval Auxiliary Air Field, San Clemente Island, Los Angeles County, CA

Assessed current cultural resource inventory and supplemented in specific areas. Project involved preparation of technical report documenting inventory efforts, including shipwreck study. Impact analysis conducted for existing and proposed military operations on San Clemente Island. Principal Investigator [1998 – 2006]

NAVFAC Southwest Indefinite Quantity Contract for Cultural Resource Services, CA and AZ

Contract manager for multiple task orders on a variety of projects involving archaeological surveys and archaeological evaluations throughout California and Arizona. Tasks include managing budget, overseeing staff, acting as point of contact, and preparation of final reports. Contract Manager/Principal Investigator [1998 – 2010]

NAVFAC Southwest and MCAS Yuma Historic and Archaeological Resources Protection Plan, Chocolate Mountain Aerial Gunnery Range, Imperial and Riverside Counties, CA

Directed archival archaeological research and field visit for the Chocolate Mountain Aerial Gunnery Range. Prepared HARP Plan for the installation. Project Manager [1997 – 2001]

NAVFAC Southwest Archaeological Support for Environmental Assessment of Wind Farm Project, Naval Auxiliary Landing Field, San Clemente Island, Los Angeles County, CA

As Resource Manager, prepared cultural resource portion of the EA and placed protective signs at nine archaeological sites near or adjacent to the Wind Farm construction area. [1995 – 1997]

NAVFAC Southwest Special Warfare Training and Range Survey, Naval Auxiliary Landing Field, San Clemente Island, Los Angeles County, CA

As Senior Archaeologist, performed cultural resource survey of proposed training ranges on San Clemente Island. Prepared technical report in support of an EA. [1997]

U.S. Navy, North Island Evaluation of Six Sites near the Missile Impact Range, Naval Auxiliary Landing Field, San Clemente Island, Los Angeles County, CA

As Project Manager, provided technical assistance for the NRHP evaluation of six archaeological sites on the Central Plateau of San Clemente Island. [1997]

NAVFAC Southwest and MCAS Yuma Historic and Archaeological Resources Protection Plan, MCAS Yuma, AZ

As Project Manager, directed archival archaeological research and building inventory for MCAS Yuma. Lead author on Historic and Archeological Resources Protection Plan for the installation. [1996 – 1997]

NAVFAC Southwest Pumped-Hydro Storage Wind/Energy System, Naval Auxiliary Air Field, San Clemente Island, Los Angeles County, CA

As Resource Manager, relocated and recorded 76 archaeological sites in proposed water storage and wind/energy development area. Prepared existing conditions report. Project Archaeologist [1995 – 1996]

NAVFAC Southwest Tactical Aircrew Combat Training System Range Upgrade, MCAS Yuma, AZ

As Project Manager, performed cultural resource survey of proposed transmission line and 17 threat emitter stations. Prepared testing plan and participated in implementation of testing program. [1995 – 1997]

NAVFAC Southwest Cultural Resource Inventory Survey at Salton Sea Test Base, Imperial County, CA

As Project Archaeologist, conducted intensive cultural resource survey for approximately 6,000 acres and evaluation program for 170 sites. Survey and test excavations were conducted in compliance with the NHPA, NAGPRA, and other federal regulations. [1994 – 1998]

NAVFAC Southwest Historic and Archeological Resources Protection Plans, Los Angeles, Imperial, and San Diego Counties, CA

As Resource Manager, prepared HARP Plans for the following six Naval installations: Morris Dam Test Facility, Azusa; Naval Air Facility, El Centro; Naval Shipyard, Long Beach; Point Loma Complex, San Diego; Naval Station, San Diego; and the Naval Radio Receiving Facility, Imperial Beach. [1994 – 1996]

NAVFAC Southwest Cultural Resources Technical Studies, MCAS Yuma, Yuma Training Range Complex, AZ and CA

As Project Archaeologist, directed cultural resource sample survey in the Chocolate Mountains Gunnery Range. [1993]

U.S. Marine Corps Archeological Survey of Sierra I Impact Area, MCB Camp Pendleton, San Diego County, CA

As Resource Manager, performed cultural resource survey of approximately 2,500 acres on the northern portion of MCB Camp Pendleton. [1993 – 1994]

U.S. Army Corps of Engineers Mission Trails Regional Park Explosive Ordnance Demolition Environmental Assessment, San Diego County, CA

As Project Manager, directed cultural resource survey in support of an environmental assessment addressing the removal of ordnance from the former location of Camp Elliott. [1990 – 1991]

Water Projects

San Diego County Water Authority Emergency Water Storage Project, San Diego County, CA

Resource Manager responsible for the Cultural Resources Evaluation Program and Treatment Program. Assisted SDCWA with Native American consultation, implementation of a programmatic agreement, and coordination with ACOE. Project involved evaluation of over 20 cultural resources including San Vicente Dam. Under a Historic Properties Treatment Plan prepared by AECOM, research designs were prepared and carried out for prehistoric and historic period resources. Treatment measures included data recovery, site stabilization, and preparation of Historic American Engineering Record documentation for San Vicente Dam. Prepared Public Interpretive Plan. [1998 – 2010]

Los Angeles Department of Water and Power Freeman Junction, Kern County, CA

Resource Manager responsible for the survey of portions of 1st Los Angeles Aqueduct for cap strengthening project. [2000]

City of San Diego Water Department North City Water Treatment Plant, San Diego, CA

As Resource Manager, managed cultural resource component of the North City (Black Mountain) Water Treatment Plant EIR. Project included survey and limited testing. [1999]

City of San Diego Balboa Park Wastewater Treatment, San Diego County, CA

As Archaeologist, participated in cultural resource documentation for a facility siting study. [1991]

City of San Diego Mission Valley Water Reclamation Plant, San Diego County, CA

Resource Manager responsible for archaeological testing and monitoring program in an area of potential archaeological sensitivity. [1991]

City of San Diego North Metro Interceptor Sewer, San Diego County, CA

Resource Manager responsible for cultural resource investigations for constraints analysis of proposed sewer alignments. [1990 – 1991]

Southern California Edison Eastern Sierra Hydroelectric Relicensing, Mono and Inyo Counties, CA

As Field Director, participated in assessment of 22 sites within three hydroelectric project areas. [1989]

Pacific Gas and Electric Company Pit 3, 4, and 5 Hydroelectric Relicensing Project, Shasta County, CA

As Project Archaeologist, directed limited data recovery efforts at six archaeological sites threatened by shoreline erosion prior to stabilization. [1989;1994]

City of San Diego Rose Canyon Trunk Sewer EIR, San Diego County, CA

As Archaeologist, conducted windshield reconnaissance and records search and prepared overview for proposed sewer. [1989]

San Diego County Water Authority Pamo Dam and Reservoir, San Diego County, CA

As Archaeologist, assisted in preparation of research design and conducted archaeological monitoring of geotechnical investigations. [1985]

Otay Water District Reservoir 657-2, San Diego County, CA

As Archaeologist, supervised survey and report preparation of proposed covered reservoir site in Spring Valley. [1985]

Pacific Gas and Electric Company Mokelumne River Hydroelectric Relicensing, Alpine, Amador, and Calaveras Counties, CA

As Crew Chief, participated in archaeological test excavations and NRHP evaluations. [1983]

Transportation Projects

California High Speed Train, Merced, Madera, and Fresno Counties, CA

Co-Principal Investigator for 60-mile segment of a proposed high speed train route between Merced and Fresno. Project involved surveys and preparing documents: Archaeological Survey Report, Historic Architectural Survey Report, and Historic Properties Survey Report under a Programmatic Agreement between the Federal Railroad Administration, California High Speed Rail Authority, State Historic Preservation Officer and the Advisory Council on Historic Preservation. [2011]

VHB and Clark County Department of Aviation Southern Nevada Supplemental Airport EIS, Clark County, NV

Co-Principal Investigator responsible for cultural resource inventory of over 17,000 acres for a BLM and transfer. Class III survey also included Radar and Navaid facilities and retention basins. Class I studies for multiple alternatives. Project involved consultation with BLM, USFS, FAA, SHPO, Native American groups, and 106 other interested parties. [2006 – 2010]

Caltrans and SANDAG SR-76 East, San Diego County, CA

Principal Investigator responsible for the cultural resource inventory and evaluation program for the SR-76 East widening project. Oversaw the survey of three alternative routes for archaeological and architectural resources, along with Extend Phase I excavations, ASR, HRER, and HPSR. [2006 – 2009]

City of San Diego SR-56, San Diego County, CA

Resource Manager responsible for the cultural resource evaluation program for the SR-56 EIR. Evaluated 16 sites along two alternative freeway alignments. [1996 – 1998]

County of San Diego SA 680/SF 728 Roadway Project Environmental Studies/EIR, San Diego County, CA

As Project Archaeologist, directed the test excavation and NRHP evaluation of four sites on the proposed project alignment. These investigations addressed the potential association of the sites with the Harris Site Complex. [1996 – 1997]

Caltrans La Costa Avenue/I-5 Interchange, San Diego County, CA

As Project Archaeologist, directed an archaeological survey of proposed interchange improvements in the City of Carlsbad. The project requires close coordination with City and Caltrans staff. [1994]

Riverside County Transportation Commission SR-79, Riverside County, CA

Resource Manager responsible for cultural resource investigations for widening and realigning two highway segments. Prepared cultural resource sections for ISs and coordinated archaeological survey reports, historic architectural survey reports, and historic study report. [1992]

City of Victorville La Mesa/Nisqually Road Overpass, San Bernardino County, CA

As Project Archaeologist, supervised survey and prepared positive archaeological survey report and historic property survey report. [1991]

Landfill and Waste-Related Projects

Elsmere Corporation Canyon Landfill, Los Angeles County, CA

As Project Archaeologist, directed cultural resource assessment for the EIR/EIS. [1991 – 1993]

County of San Diego Southwest San Diego Landfill Siting Study, San Diego County, CA

Resource Manager responsible for cultural resource assessments of potential landfill sites throughout the southwestern quadrant of San Diego County. Ranked the relative sensitivity of each potential site. [1987 – 1988]

Land Development Projects

State of California Department of Parks and Recreation Heber Dunes Off-Highway Vehicle Park, Imperial County, CA

State Parks recently acquired Heber Dunes and is in the process of preparing a General Plan and EIR for the Park. As part of these efforts approximately 350 acres were inventoried for cultural resources. Cultural Resources Principal in Charge [2008 – 2009]

State of California Department of Parks and Recreation and Riverside County Economic Development Authority Laborde Canyon Off-Highway Vehicle Park, Riverside County, CA

The areas of the SVRA that would be open to some level of OHV use would cover approximately 1,480 acres within the 2,640-acre Laborde Canyon site. We were contracted to conduct environmental studies for the Laborde Canyon site, including a cultural resource records search and an intensive cultural resources pedestrian survey of the proposed OHV park. Two prehistoric sites and the Lockheed Facility (Beaumont Site No. 2) were recorded within the study area during the survey. A preliminary assessment of the complex at Beaumont Site No. 2 was made to determine eligibility for the California Register of Historical Resources. Ms. Apple served as the Cultural Resources Project Manager. 2003 – 2005

**State of California Department of Parks and Recreation
Data Recovery for Goat Canyon Retention Basin Border
Field State Park, San Diego County, CA**

As Cultural Resources Project Manager, conducted data recovery under stringent time constraints based on wildlife issues and construction schedule. Excavation of 50 units at CA-SDI-16,047 Locus B indicated that the site was a buried temporary camp whose occupants exploited littoral, near-shore, and terrestrial subsistence resources. Data recovery investigations successfully collected data important in local and regional prehistory. The identification of a single component locus dating to the Archaic-Late transition is an important contribution. [2003 – 2004]

**Del Mar Land Management Company Fairbanks Country
Villas, San Diego, CA**

As Project Manager, prepared testing plan and implemented testing program for proposed residential development. [1994]

**County of San Diego Inmate Reception Center,
San Diego County, CA**

Project Manager responsible for testing and data recovery of half a city block in downtown San Diego. [1994 – 1996]

**Gerald D. Hines Interests 343 Sansome Street,
San Francisco County, CA**

As Project Archaeologist, participated in archaeological data recovery excavations at a Gold Rush-period site in downtown San Francisco. [1989]

City of North Las Vegas Land Transfer, Clark County, NV

As Project Archaeologist, directed cultural resource survey of 4,000-acre land transfer from the BLM to the City of North Las Vegas. [1989 – 1991]

Kerr-McGee Apex Industrial Park, Clark County, NV

As Project Archaeologist, conducted archaeological survey and NRHP evaluations for BLM land transfer. [1989]

**Fargo Industries Walnut Hills Subdivision,
San Diego County, CA**

As Archaeological Monitor, conducted archaeological monitoring of site preparation and grading in San Marcos. [1987 – 1988]

**Fellowship Center, Inc. Alcoholism Service Center,
San Diego County, CA**

As Project Archaeologist, conducted archaeological survey of proposed rehabilitation center adjacent to Mission San Luis Rey in Oceanside. [1985]

Other Projects

Glamis Imperial Corporation Project, Imperial County, CA

As Archaeologist, conducted cultural resource survey for proposed gold mine. [1997]

**Fort Cady Minerals Corporation Boric Acid Mining and
Processing Facility, San Bernardino County, CA**

As Project Archaeologist, directed survey, testing, and evaluation of 24 sites in Newberry Springs. [1991 – 1993]

**U.S. Sprint Rialto-to-El Paso Fiber Optics Cable,
San Bernardino and Riverside Counties, CA**

As Archaeologist, conducted cultural resource survey along western extent of project. [1986]

**County of San Diego Peñasquitos Park,
San Diego County, CA**

As Archaeologist, participated in survey, including documentation of three adobes. [1979]

**California Department of Parks and Recreation/FIR,
Old Town State Historic Park, San Diego County, CA**

As Archaeologist, participated in excavation before placement of underground utilities in San Diego. [1979]

**County of San Diego Rancho Guajome Adobe,
San Diego County, CA**

As Archaeologist, participated in excavation, cataloging, and analysis for work conducted before building stabilization efforts. [1978]

**California Department of Parks and Recreation
Anza Borrego Desert State Park, Riverside County, CA**

As Archaeologist, participated in resource inventory survey. [1977]

Selected Reports

Supplemental Survey: Peak to Playa: Class III Survey Southern Nevada Supplemental Airport Project Clark County Nevada. (with James Cleland and Christy Dolan). Prepared for Bureau of Land Management, Las Vegas District Office, Federal

Aviation Administration, and Vanasse Hangen Brustlin, Inc. (2010)

A View Across the Cultural Landscape of the Lower Colorado Desert: Cultural Resource Investigations for the North Baja Pipeline Project (with Jamie Cleland). Prepared for TetraTech and North Baja, LLC. EDAW, Inc., San Diego (2003).

Cultural Resources Evaluation for the North Baja Gas Pipeline (with C. Dolan, J. Underwood, and J.H. Cleland). Prepared for Foster Wheeler Environmental, Inc. EDAW, Inc., San Diego (2001).

Historical and Archeological Resources Protection Plan (HARP) for the Chocolate Mountain Aerial Gunnery Range, Imperial County, California (with J.H. Cleland). Prepared for U.S. Navy Southwest Division, Naval Facilities Engineering Command. EDAW, Inc., San Diego (2001).

Archaeological Resources Evaluation Report State Route 56 Between Coast and Foothill, City of San Diego, California (with J.H. Cleland, A. York, T. Wahoff, and D. James). Prepared for the City of San Diego. KEA Environmental, Inc., San Diego (1997).

Archeological Survey and Evaluation Program for the Salton Sea Test Base, Imperial County, California (with A. York, A. Pignolo, J.H. Cleland, and S. Van Wormer). Prepared for U.S. Navy, Southwest Division, Naval Facilities Engineering Command. KEA Environmental, Inc., San Diego (1997).

Two Sides of the River: Cultural Resources Technical Studies Undertaken as Part of Environmental Documentation for Military Use of the MCAS Yuma Training Range Complex in Arizona and California (with G. Woodall, L. Peterson, and J.S. Bruder). Prepared for the Southwest Division Naval Facilities Engineering Command and MCAS Yuma. Dames & Moore Intermountain Cultural Resource Services Research Paper No. 5, San Diego (1993).

Bank Stabilization at Lake Britton: Limited Data Recovery (with A. MacDougall). Prepared for Pacific Gas and Electric. Dames & Moore, San Diego (1990).

Kern River Pipeline Cultural Resource Survey Report (with J.H. Cleland, A.L. York, and P. Friedman). Submitted to the Federal Energy Regulatory Commission. Dames & Moore, San Diego (1990).

Sugarloaf Mountain in Prehistory: Archaeological Testing and Data Recovery for the Exploratory Drilling Program II and the Unit No. 1 Project (with J.H. Cleland and E. Nilsson). Prepared for the Los Angeles Department of Water and Power. Dames & Moore, San Diego (1990).

An Archaeological Research Design for the Evaluation of Cultural Resources in Pamo Valley, San Diego, California (with J.H. Cleland, J.R. Cook, and J. Schaefer). Wirth Environmental Services, a Division of Dames & Moore, San Diego (1985).

Stacey Jordan, PhD, RPA
Practice Leader, Cultural Resources Group
Principal

Education

PhD, Anthropology, Rutgers University, New Brunswick, NJ, 2000
 MPhil, Anthropology, Rutgers University, New Brunswick, NJ, 1995
 MA, Anthropology, Rutgers University, New Brunswick, NJ, 1994
 BA with High Distinction, Anthropology, University of California, Berkeley, 1991

Professional Affiliations

Member, Society for American Archaeology
 Member, Register of Professional Archaeologists

Certifications + Approvals

County of San Diego Approved Consultant List for Archaeological Resources
 County of San Diego Approved Consultant List for Historic Resources
 County of Riverside Approved Cultural Resources Consultant (No. 222)

Awards

2009 – San Diego Archaeological Center Excellence in Archaeology Award, Excellence in Cultural Heritage, Archaeological Data Recovery at CA-SDI-10,920 and Site Stabilization at Sites CA-SDI-586 and CA-SDI-10,920 Along the Southern Shore of Lake Hodges
 2008 – San Diego AEP Outstanding Environmental Resource Document Honorable Mention, Boulder Oaks Open Space Preserve
 2008 – Riverside County Planning Department, Certificate of Appreciation for the Cultural Resources Working Group
 2005 – California Preservation Foundation Preservation Design Award, CCDC Downtown San Diego African-American Heritage Study

Grants + Fellowships

2003, Wenner-Gren Foundation for Anthropological Research Individual Research Grant Team Member: "Analysis and Interpretation of Archaeological Residues from Excavations at the Castle of Good Hope, Cape, South Africa"
 1996–1997, Wenner-Gren Foundation for Anthropological Research, Predoctoral Research Grant #6021
 1994–1995, Wenner-Gren Foundation for Anthropological Research, Predoctoral Research Grant #5739
 1992–1996, Rutgers University Excellence Fellowship

Publications

Jordan, Stacey. 2002. Classification and Typologies. In: *Encyclopedia of Historical Archaeology*, Charles E. Orser, Jr. (ed.). Routledge. London.
 Jordan, Stacey, and Carmel Schrire. 2002. Material Culture and the Roots of Colonial Society at the South African Cape of Good Hope. In: *The Archaeology of Colonialism*, Claire Lyons and John Papadopoulos (eds.). Getty Research Institute. Los Angeles.
 Jordan, Stacey C. 2000. Coarse Earthenware at the Dutch Colonial Cape of Good Hope, South Africa: A History of Local Production and Typology of Products. *International Journal of Historical Archaeology*, Vol. 4, No. 2.
 Jordan, Stacey, Duncan Miller, and Carmel Schrire. 1999. Petrographic Characterization of Locally Produced Pottery from the Dutch Colonial Cape of Good Hope, South Africa. *Journal of Archaeological Science*, Vol. 26.

Stacey Jordan has been professionally involved in the fields of archaeology and history for more than 15 years. She has served as project director and principal investigator on numerous cultural resources management survey and inventory projects on both public and private land, and regularly works in coordination with project stakeholders; municipal historical resources boards; Native American tribal representatives; and local, state, and federal agencies such as county governments, the California Energy Commission, Bureau of Land Management, US Army Corps of Engineers, State Historic Preservation Office, and US Forest Service. Dr. Jordan has the knowledge of and experience with applicable regulatory frameworks and requirements to facilitate the successful and efficient completion of cultural resources services. Dr. Jordan's experience in utility and renewable energy permitting and compliance projects throughout Southern California has given her an understanding of appropriate ways of approaching resource preservation and impact mitigation within diverse utility project and regulatory contexts, including County of San Diego Cultural Resources Guidelines, CEQA, NEPA, and Section 106. Dr. Jordan was the recipient of the Excellence Fellowship at Rutgers University, as well as multiple research grants from the Wenner-Gren Foundation for Anthropological Research. She is the author of various publications and papers presented at national and international conferences. In addition, Dr. Jordan has served on a variety of prehistoric and historic excavations in the United States and abroad.

Project Experience

NextEra, Genesis Solar Energy Project, Blythe, CA

Project director and California Energy Commission Cultural Resources Specialist for ongoing cultural resources and biological compliance services for an approximately 2,000-acre solar power project on Bureau of Land Management land in the western Mojave Desert. Cultural resources support for this project includes extensive data management, multi-agency coordination, archaeological monitoring, supplemental surveys, and data recovery efforts. [06/2011 – Ongoing]

NextEra, McCoy Solar Energy Project, Blythe, CA

Project manager for ongoing cultural resources services, including Bureau of Land Management (BLM) Class III intensive pedestrian survey and resource documentation efforts for an approximately 5,000-acre solar power project on BLM land in the western Mojave Desert under a fast-track American Recovery & Reinvestment Act (ARRA) funding schedule. This project includes extensive records searches and data management, multi-agency coordination and consultation involving BLM and Riverside County, and an ongoing Native American contact and outreach program. [01/2011 – Ongoing]

NextEra, Blythe Solar Power Project, Blythe, CA

Project manager for cultural resources repermitting services, for an approximately 4,000-acre photovoltaic solar power project on BLM land in the western Mojave Desert. This effort includes data management, impact assessment, and development of a Petition to Amend for the California Energy Commission and Revised Plan of Development for the BLM. [12/2012 – Ongoing]

Solar Millennium, Blythe Solar Power Project, Blythe, CA

Project manager and California Energy Commission (CEC) Cultural Resources Specialist of ongoing Bureau of Land Management (BLM) Class III intensive pedestrian survey, resource documentation, and site evaluation and data recovery efforts for an approximately 7,000-acre solar power project on BLM land in the western Mojave Desert under a fast-track American Recovery & Reinvestment Act (ARRA) funding schedule. This project includes extensive records searches and data management, multi-agency coordination and consultation involving BLM and CEC, and an ongoing Native American contact and outreach program. [01/2009 – Ongoing]

Solar Millennium, Palen Solar Power Project, Palen, CA

Project manager of ongoing cultural resources services, including Bureau of Land Management (BLM) Class III intensive pedestrian survey, resource documentation, and site evaluation efforts, for an approximately 5,000-acre solar power project on BLM land in the western Mojave Desert under a fast-track American Recovery & Reinvestment Act (ARRA) funding schedule. This project includes extensive records searches and data management, multi-agency coordination and consultation involving BLM and the California Energy Commission, and an ongoing Native American contact and outreach program. [01/2009 – Ongoing]

Solar Millennium, Ridgecrest Solar Power Project, Ridgecrest, CA

Project manager of cultural resources services, including Bureau of Land Management (BLM) Class III intensive pedestrian survey and resource documentation efforts, for an approximately 2,000-acre solar power project on BLM land in the western Mojave Desert under a fast-track American Recovery & Reinvestment Act (ARRA) funding schedule. This project includes extensive records searches and data management, multi-agency coordination and consultation involving BLM and the California Energy Commission, and an ongoing Native American contact and outreach program. [01/2009 – 01/2011]

Southern California Edison, As-Needed Archaeological Services, CA

Senior Quality Control and Third-Party Reviewer for reporting documents related to on-call survey, resource identification, documentation, testing, and evaluation efforts related to Southern California Edison infrastructure replacements and development throughout California on both private and public lands, including Bureau of Land Management, US Army Corps of Engineers, and US Forest Service land. Project involves completion of State of California Department of Parks and Recreation forms, assessment of resource significance according to National Register of Historic Places eligibility and California Environmental Quality Act (CEQA) significance criteria, and management recommendations. [11/2011 – ongoing]

Bureau of Land Management, National Historic Trails Cultural and Visual Inventory, Multiple States

Cultural resources task manager for ongoing archival research and Phase I cultural resources inventories of National Historic Trails and trail-associated resources on Bureau of Land Management (BLM) lands in New Mexico,

Colorado, Utah, Arizona, California, Nevada, and Wyoming. Inventories include pedestrian survey for the identification of trail traces of the Old Spanish, El Camino Real de Tierra Adentro, California, Oregon, Mormon Pioneer, and Pony Express National Historic Trails; documentation of sites and features associated with the trails during their period of significance; and conditions assessments of observable trail traces. Results of the inventory will be combined with visual and cultural landscape analysis to support BLM's management and protection of high potential route segments and historic sites. [05/2010 – Ongoing]

San Diego Gas & Electric (SDG&E), On-Call Cultural Services, San Diego and Imperial Counties, CA

Director of on-call inventory, survey, monitoring, and reporting work as part of SDG&E's infrastructure operations and maintenance activities on both private and public lands. Tasks include records searches, construction monitoring, archaeological survey and documentation, completion of State of California Department of Parks and Recreation (DPR) forms, and management recommendations. [01/2010 – Ongoing]

Southern California Edison, As-Needed Archaeological Services, CA

Director of on-call survey, resource identification, documentation, testing, and evaluation efforts related to Southern California Edison infrastructure replacements and development throughout California on both private and public lands, including Bureau of Land Management, US Army Corps of Engineers, and US Forest Service land. Project involves completion of State of California Department of Parks and Recreation forms, assessment of resource significance according to National Register of Historic Places eligibility and California Environmental Quality Act (CEQA) significance criteria, and management recommendations. [Prior to AECOM]

City of San Diego, City Planning and Community Investment As-Needed Archaeological Services, City of San Diego, CA

Project manager of ongoing cultural resources consulting services in support of community plan updates under the newly adopted City of San Diego General Plan. Services include records searches, Native American contact programs, background information syntheses, and assessments of archaeological potential as part of the community plan update Historic Preservation Elements. [07/2010 – Ongoing]

Naval Facilities Engineering Command (NAVFAC) Southwest, San Nicolas Island Archaeological Evaluations, Ventura County, CA

Project manager for archaeological evaluation of prehistoric sites CA-SNI-316, 361, and 550 on San Nicolas Island in the Channel Islands of the California Bight. This project involved the significance testing and analysis of Middle and Late Holocene sites and synthesis of results with existing island-wide archaeological data. [11/2008 – 08/2010]

NAVFAC Southwest, San Nicolas Island Wind Environmental Assessment Cultural Studies, Ventura County, CA

Cultural resources task manager for cultural resources inventory on San Nicolas Island in the Channel Islands of the California Bight. This project involved Phase I pedestrian surveys, resource documentation, Section 106 resource evaluation, findings of effect, and management recommendations in support of an Environmental Assessment for proposed wind energy development. [10/2009 – 09/2010]

County of San Diego Department of Parks and Recreation, Sage Hill Preserve Cultural Surveys, San Diego County, CA

Cultural resources task manager for Phase I pedestrian survey and cultural resource inventories of the Sage Hill Preserve in unincorporated northern San Diego County. This project involved the identification and documentation of prehistoric and historic resources, built environment features, and existing infrastructure to assist the Department of Parks and Recreation (DPR) in resource management through development of a Resource Management Plan, including Area Specific Management Directives. Extensive archival and background research, including a contact program with local historic societies, was conducted to develop a historical context for the property. Methods and results of the intensive pedestrian survey were reported in a County of San Diego format technical report, which included extensive cultural histories, a descriptive inventory of identified sites, and management guidelines for potentially significant cultural resources. All resources were documented on DPR 523 forms, and field work was conducted in coordination with a Native American monitor. [05/2009 – 02/2010]

San Diego County Water Authority, Emergency Storage Project Cultural Resources, Lake Hodges, San Diego County, CA

Senior archaeologist and report co-author for data recovery project at site CA-SDI-10,920 along Lake Hodges. The project involved integration of regional data to provide context for

the analysis of CA-SDI-10,920 and examination of the Late Prehistoric occupation of the San Dieguito River Valley around present-day Lake Hodges. [10/2008 – 03/2009]

National Park Service, Jefferson National Expansion Memorial Environmental Impact Study, St. Louis, MO

Co-author for prehistoric and historical archaeology background and impact analysis sections related to the proposed expansion of the Jefferson National Expansion Memorial (Gateway Arch) in St. Louis, Missouri, and East St. Louis, Illinois. [10/2008 – 12/2008]

California Department of Parks and Recreation, Old Town State Historic Park Jolly Boy Project, San Diego, CA

Contributor to the archaeological data recovery report for the Jolly Boy Saloon site in Old Town San Diego State Historic Park. Contributions to this project involve the synthesis of existing data on Old Town San Diego and development of an archaeological and historic context for the analysis and interpretation of recovered material. [10/2008 – 05/2009]

Energia Sierra Juarez, ESJ Gen-Tie Project, Imperial County, CA

Cultural resources task manager for cultural resources inventory for proposed electrical generation intertie facilities. This project involves Phase I pedestrian surveys, resource documentation and resource evaluation under CEQA and the County of San Diego Resource Protection Ordinance, and management recommendations. The work is being conducted according to the County of San Diego's Significance Guidelines and Report Content and Format Guidelines. [01/2009 – Ongoing]

California Department of Parks and Recreation, Ocotillo Wells SVRA General Plan & Environmental Impact Report Cultural Resources, Imperial County, CA

Led cultural resources analyses of Ocotillo Wells State Vehicular Recreation Area (SVRA). Involved the analysis of existing cultural resources conditions and recommendations for the treatment of cultural resources. [01/2010 – 11/2010]

County Department of Public Works, Bear Valley Parkway Cultural Resources Inventory and Assessment, San Diego County, CA

Task manager for the survey, documentation, and evaluation of archaeological and historical resources related to the expansion of Bear Valley Parkway in unincorporated San Diego County. Project conducted for the County

Department of Public Works according to County of San Diego guidelines. [03/2009 – 08/2009]

Metcalf & Eddy, Banning State Water Transmission Line, Riverside County, CA

Task manager for cultural resources sensitivity analysis for the construction of an approximately 2.4-mile-long pipeline within the rights-of-way of paved streets within the unincorporated area of the county. As part of this analysis, a records search of the Eastern Information Center was conducted to identify cultural resources studies and identified resources within a 1-mile radius of the proposed alignment. A sacred lands file search was also requested from the Native American Heritage Commission. [11/2008 – 01/2009]

California Department of Parks and Recreation, Heber Dunes SVRA General Plan & Environmental Impact Report, Imperial County, CA

Ongoing Cultural Resources Phase I Survey and Inventory of Heber Dunes State Vehicular Recreation Area (SVRA). Helped to perform analysis of existing cultural resources conditions, assessment of proposed facilities maintenance and development impacts, and recommendations for the treatment of cultural resources. [01/2009 – 05/2009]

Bureau of Land Management, Santa Rosa San Jacinto Mountains National Monument Trails Inventory, Riverside County, CA

As project director, directed cultural resources inventory of trail systems within the Santa Rosa San Jacinto Mountains National Monument, including documentation of prehistoric and historic routes and associated resources within trail corridors. Completed cultural resources inventory report for the Bureau of Land Management (BLM), including BLM-format GIS database. [Prior to AECOM]

City of San Diego, El Camino Real Bridge Historical Evaluation, City of San Diego, CA

Senior archaeologist and historian for a historical resources assessment of a bridge over the San Dieguito River in accordance with CEQA and City of San Diego significance guidelines. Conducted archival research on the bridge's construction history and alterations using historic photographs and original engineering drawings. [Prior to AECOM]

Tierra Environmental Services, El Camino Real Historic Properties Survey and Evaluation Reports, City of San Diego, CA

Senior archaeologist and historian for archival and archaeological investigations along a segment of El Camino Real. Prepared California Department of Transportation (Caltrans)-format Historic Properties Survey Report and Historic Resources Evaluation Report for a segment of the historic El Camino Real through the San Dieguito River Valley, as well as a turn-of-the-century bungalow and an early-20th century Craftsman residence. Conducted extensive research on the San Dieguito River Valley's land use and occupational history. [Prior to AECOM]

San Diego Gas & Electric, SWPL 500-kilovolt Line Studies, San Diego County, CA

Project director for Phase I pedestrian surveys, resource documentation, Section 106 resource evaluation, findings of effect and management recommendations in support of US Army Corps of Engineers wetland permitting associated with proposed jurisdictional water crossing improvement projects in southern San Diego County. [Prior to AECOM]

County of San Diego Department of Parks and Recreation, Boulder Oaks, Sycamore/Goodan, El Capitan/Oakosis/

El Monte/Steltzer Open Space Preserve and Regional Park Cultural Resources Inventories, San Diego County, CA
Project director for Phase I pedestrian survey and cultural resource inventories of open space preserves and regional parks in unincorporated central San Diego County. The projects involved the identification and documentation of prehistoric and historic resources, built environment features, and existing infrastructure to assist the Department of Parks and Recreation in resource management. Inventory reports included extensive archival research and historical narrative, an inventory of identified sites, and management guidelines for potentially significant cultural resources developed in consultation with Native Americans, where appropriate. [Prior to AECOM]

Caltrans, State Route 94 Operational Improvements Inventory and Evaluation, San Diego County, CA

Director of cultural resources efforts and California Department of Transportation (Caltrans) coordination for survey, documentation, and evaluation related to proposed operational improvements along an 18-mile-long stretch of State Route 94 in San Diego County. Development of Caltrans-format documentation for archaeological and built environment resources. [Prior to AECOM]

ESA, High Winds Wind Farm Project, Solano County, CA

Conducted archival and historical research on the settlement and development of southern Solano County. Evaluated nine historic resources and surrounding landscape significance according to CEQA criteria. Completed historical background and assessment report, photographically documented resources and landscape, and updated state Department of Parks and Recreation forms for previously identified resources. [Prior to AECOM]

US Fish and Wildlife Service, Hercules Gunpowder Point Historical Resources Evaluation, Chula Vista, CA

Project director for the historical evaluation of the Hercules Powder Company Gunpowder Point facility. Supervised archival and historical research, directed field survey and documentation efforts, and provided National Register eligibility evaluation for the site. [Prior to AECOM]

Centre City Development Corps, Downtown San Diego African-American Heritage Study, San Diego, CA

As senior historian, documented the development and growth of the African-American community in downtown San Diego through the 19th and 20th centuries. Archival information, oral histories, architectural evaluations, and recognition of potential archaeological sites were used to document the African-American community's economic, social, and political history in the downtown area, and to identify an African-American Thematic Historic District. [Prior to AECOM]

City of San Diego, Mannasse's Corral/Presidio Hills Golf Course, San Diego, CA

Directed and managed archaeological excavation and interpretation of historic refuse and features related to Old Town San Diego located within the city-owned Presidio Hills Golf Course property. Conducted analysis of excavated material, researched and interpreted site history and use, and assessed resource significance, broadening the understanding of Old Town's archaeological signature and historic lifeways. [Prior to AECOM]

California State Parks, Old Town San Diego State Historic Park Archaeological Excavations, San Diego, CA

Managed excavation and analysis of 19th-century deposits recovered from two locations within Old Town State Historic Park representing roadbed flood wash and tavern refuse. Oversaw ceramic and glass cataloguing, and conducted historical research and interpretation on specific site uses and depositional processes. Prepared California Department of Parks and Recreation forms, and assessed resource

significance according to National Register eligibility criteria. [Prior to AECOM]

City of El Centro, Cole Road and Dogwood Road Widening Projects, Imperial County, CA

Project management of field survey and documentation efforts related to the widening of Dogwood Road and Cole Road in unincorporated Imperial County. Produced CEQA and Caltrans-format documentation related to identified resources and proposed project impacts. [Prior to AECOM]

Blackwater West, Cultural Resources Phase I and Phase II Studies, Potrero, CA

Project director overseeing the survey of an approximately 850-acre area in eastern San Diego County and test excavation of identified prehistoric sites. Directed archaeological and built environment documentation, Extended Phase I testing, and Phase II testing efforts under the new County of San Diego Guidelines implemented September 2006. [Prior to AECOM]

Wakeland Housing and Development Corporation, Vine/Carter Hotel Historical Assessment, San Diego, CA

As project manager, conducted extensive archival research and historical assessment of the African-American-owned Vine/Carter Hotel building in San Diego's East Village. Conducted historical research on the building's ownership history and development; its historical uses, managers, and residents; and its place in San Diego's historical African-American community. Photographed and documented the building according to Office of Historic Preservation guidelines, prepared California Department of Parks and Recreation forms, and assessed the building's significance according to local, state, and federal significance criteria. As a result of the project, the Vine/Carter Hotel was nominated as a significant historical resource by the City of San Diego Historical Resources Board. [Prior to AECOM]

Alameda Corridor East Construction Authority, Mission San Gabriel Gardens Excavation, Jump Start Project, San Gabriel, CA

As project manager, conducted monitoring and excavation of Spanish colonial and American-era deposits associated with the construction of the original Mission San Gabriel and later 19th-century occupations. Documented the sites according to State Office of Historic Preservation guidelines, and assessed the resources according to National Register and CEQA significance criteria. [Prior to AECOM]

Wakeland Housing and Development Corporation, Lillian Grant Property Public Art Project, San Diego, CA

As project manager, provided historical research services and written text incorporated into the public art commissioned for the redevelopment of the historical Lillian Grant Property in the East Village of San Diego. The public art, located at 14th and J streets at the Lillian Place affordable housing complex, commemorates the histories, experiences, and contributions of African-Americans to the development of San Diego and the East Village area, in particular. [Prior to AECOM]

Wakeland Housing and Development Corporation, Lillian Grant Property Historic American Building Survey (HABS), San Diego, CA

As project manager, supervised the HABS of the Lillian Grant properties in the East Village community of San Diego, submitted to the City of San Diego. Oversaw archival-quality photographic documentation and architectural line and plan drawings, as well as completed required HABS historical narrative on the subject buildings. [Prior to AECOM]

Alameda Corridor East Construction Authority, San Gabriel Mission Trench Excavation, San Gabriel, CA

As senior archaeologist, conducted historical and archival research on the prehistory and history of the San Gabriel Mission and surrounding areas to assess potential impacts of a proposed below-grade railway trench. Compiled historical narrative, identified potential subsurface features, and recommended appropriate mitigation strategies. [Prior to AECOM]

Los Angeles Department of Parks and Recreation, Camp Seely National Register Evaluation, San Bernardino National Forest, San Bernardino County, CA

As senior historian, conducted National Register evaluation of the early 20th-century Camp Seely recreational camp facility leased by the City of Los Angeles in the San Bernardino National Forest. Conducted historical and archival research on the camp's history and development, its individual buildings, and its architects, including Sumner P. Hunt and Silas R. Burns. Photographed and documented the building according to Office of Historic Preservation guidelines, prepared state Department of Parks and Recreation forms, and assessed resource significance according to National Register eligibility criteria. [Prior to AECOM]

Los Angeles Department of Parks and Recreation, Camp Radford National Register Evaluation, San Bernardino National Forest, San Bernardino County, CA

As senior historian, conducted National Register evaluation of the early 20th-century Camp Radford recreational camp facility leased by the City of Los Angeles in the San Bernardino National Forest. Conducted historical and archival research on the camp's history and development, its individual buildings, and its architects, Sumner P. Hunt and Silas R. Burns. Photographed and documented the building according to Office of Historic Preservation guidelines, prepared state Department of Parks and Recreation forms, and assessed resource significance according to National Register eligibility criteria. [Prior to AECOM]

Papers and Presentations

The Development of Colonial Culture at the South African Cape of Good Hope: Examining the many "functions" of utilitarian ceramics. Presented at the Archaeology of Colonialism Symposium, Archaeological Institute of America Annual Meetings, January 2001.

Urban Archaeology and the Focus of Memory: A Study in the History and Narrative of South Central Los Angeles. Presented at the Society for American Archaeology Annual Meeting, March 2002.

Historical Archaeology as Anthropology: Artifacts, Identities, and Interpretations in the Study of the Recent Past. Presented at the World Archaeological Congress, January 2003.

Old Town Made New Again: The Archaeology of San Diego's First Settlement. Presented at the Society for California Archaeology Annual Meeting, April 2005.

Past as Present: Tourism and Archaeology in Old Town San Diego. Presented at the Society for Applied Anthropology Annual Meeting, April 2005.

The Face of Mercantilism at the South African Cape of Good Hope: Ceramics and the Hesitant Empire. Presented at the Society for Historical Archaeology Annual Meeting, January 2006.

A Patchwork History: Interweaving Archaeology, Narrative and Tourism in Old Town San Diego. Presented at the Society for American Archaeology Annual Meeting, March 2007.

Mannasse's Corral: The Life History of a Piece of Old Town. Presented to the San Diego Presidio Council, January 2008.

Making the Past Present: Archaeology, Heritage and Tourism in Old Town San Diego. Presented at the Society for California Archaeology Annual Meeting, April 2008.

Session organizer and presenter, *Paths of Inquiry: Perspectives on the Study and Management of Trails in the Western United States.* Society for American Archaeology Annual Meeting, March 2011.

Session organizer and presenter, *The ARRA-Funded Historic Trails Inventory Program.* Old Spanish Trail Association Annual Conference, June 2011.

CEQA and Historical Resources. Guest Lecturer, California Environmental Quality Act, UCSD Extension Course, 2008–2011, 2013.

Cheryl Bowden-Renna
Archaeologist/Associate
Assistant Laboratory Director

Education

BA, Anthropology, San Diego State University, 1987
Square supervisor and Field School Instructor, at Tel Dor, Israel, U.C. Berkeley

Affiliations

Member, Society for California Archaeology

Certifications

40-Hour Hazardous Waste Operations and Emergency Response
(HAZWOPER Course maintained since 1996)

Lectures + Instruction

Sandstone Features Adjacent to Lake Cahuilla (with S. Rose), Volume 12,
Society of California Archaeology, 1999
The Cultural Resources of the Chocolate Mountains (with R. Apple), Society of
California Archaeology, 2004

Cheryl Bowden-Renna has served as archaeologist and assistant laboratory director for several cultural resource firms in San Diego. With 15 years of archaeological experience, Ms. Bowden-Renna has worked at sites throughout the southwestern United States. She also has a background in accounting, database management, and has developed solid management and supervisory skills.

Ms. Bowden-Renna has extensive archaeological monitoring experience of ordnance removal at the Salton Sea Test Base in Imperial County. She has also served as archaeological monitor of the test excavation for the Inmate Reception Center in downtown San Diego. In that role, she was responsible for monitoring excavations, including the use of backhoes, during the data recovery of features from an urban historic site.

Project Experience**Department of General Services Federal Services Caltrans District 11 New Headquarters, San Diego, CA**

Performed cultural monitoring for historic and prehistoric resources during preconstruction and construction for Caltrans 11 new headquarters building.

County of San Diego Camp Lockett Monitoring, Campo, CA

Performed monitoring during construction of a sewage treatment facility in Campo, San Diego County.

NAVFAC Southwest and MCAS Miramar East Miramar Housing Alternative, San Diego, CA

As Project Archaeologist, conducted cultural resources survey, excavation, and evaluation of several sites located on MCB Miramar.

NAVFAC Southwest and MCAS Miramar Jet Fuel Line, San Diego, CA

As Crew Chief, conducted cultural resources survey for proposed fuel line for the Marine Corps, San Diego County.

Riverside County Economic Development Authority OHV Project, Riverside County, CA

As Crew Chief, conducted cultural resources survey of over 1,000 acres in Riverside County, California.

Sempra Utilities Coronado Monitoring Project, Coronado, CA

Monitoring of powerline trenching on Coronado Island, California.

City of Santa Clarita and Caltrans District 7 Cross Valley Survey, Los Angeles County, CA

As Crew Chief, conducted cultural resources survey in Los Angeles County, California.

City of San Diego McAuliffe (Winterwood) Community Park, San Diego, CA

Crew Chief for cultural resources survey of a proposed park.

NAVFAC Southwest and MCAS Yuma Two Crash Sites on The Barry M. Goldwater Range, Yuma, AZ

Crew Chief for cultural resources survey of two helicopter crash sites.

NAVFAC Southwest Cultural Resources Inventory For the Infantry Squad Battle Course (P-633), Marine Corps Base Camp Pendleton, CA

Crew Chief for cultural resources survey and site recordation.

San Diego County Water Authority Emergency Storage Project, San Diego County, CA

As Project Archaeologist, Crew Chief, Field Technician and Laboratory Analysis, conducted cultural resources survey, testing and evaluation of several large project sites within San Diego County.

San Diego Gas & Electric Valley Rainbow Transmission Line Project, Riverside and San Diego Counties, CA

Crew Chief for cultural resources survey and site recordation for major portions of a large transmission line project.

LMXU Village Center

Crew chief for cultural resources excavation and water screening.

Los Angeles Department of Parks and Recreation Plum Canyon Park Project, Los Angeles County, CA

As Crew Chief, conducted cultural resources survey for a community park in Saugus, Los Angeles County, California.

City of Escondido Tract 207A

As Project Archaeologist, conducted cultural resources survey of 1.13 acres in the City of Escondido.

Tactical Aircrew Combat Training System Range Upgrade, MCAS Yuma, Yuma County, AZ

Phase I cultural resource survey of proposed transmission line and 17 threat emitter stations.

North Baja Gas Pipeline Project, Riverside and Imperial Counties, CA

Conducted cultural resources survey and monitoring for large pipeline project in Riverside and Imperial counties, California.

Archaeological Testing and National Register Evaluation of Site CA SDI-16,002 Near Range 210 Marine Corps Base Camp Pendleton, CA

Field Director for test excavation of CA-SDI-16,002.

Ballpark Infrastructure, San Diego, CA

As Field Monitor, performed historic monitoring and testing of downtown east village area for the proposed Ballpark.

Ballpark Remediation, San Diego, CA

As Field Monitor, performed historic monitoring and testing of downtown east village area for the proposed Ballpark. Required hazardous materials certification.

Nobel Drive, San Diego County, CA

As Field Monitor, performed prehistoric monitoring of road extension to I-805 interchange.

Sempra Utilities On-call Cultural Services, San Diego, CA

As Field Monitor, historic monitoring and testing of downtown east village area for the proposed Ballpark. Required hazardous materials certification.

County of San Diego Inmate Reception Center Project, San Diego County, CA

As Laboratory Supervisor, conducted field monitoring of large machinery, including backhoes, during the data recovery of features from an urban historic site in downtown San Diego. Catalog and database management for project.

NAVFAC Southwest Levee Bridge, San Diego County, CA

As Crew Chief/Laboratory Supervisor, was responsible for catalog, database management, table creation for CA-SDI-10,156, and discovery sites.

U.S. Navy Salton Sea Test Base Project, Imperial County, CA

As Crew Chief, was responsible for site recordation, test excavation, and monitoring of 130 prehistoric sites in the County.

City of San Diego and Caltrans SR-56 EIR, Cultural Investigations, San Diego County, CA

As Laboratory Technician, cataloged 12 prehistoric sites during preparation of EIR.

City of San Diego and Caltrans SR-56 Cultural Resources Testing, San Diego County, CA

As Crew Chief, performed testing at 12 prehistoric sites.

P-527 Santa Margarita/San Onofre Cultural Resources Testing and Monitoring, MCB Camp Pendleton, San Diego County, CA

Performed monitoring of water treatment pond and pipeline construction in the County.

NAVFAC Southwest San Clemente Island Existing Conditions Study for Pumped Hydrostorage/Wind Farm Project, Los Angeles County, CA

As Field Technician, responsible for recording 80 sites on San Clemente Island.

NAVFAC Southwest Tactical Aircrew Combat Training System Range Upgrade, MCAS Yuma, Yuma County, AZ

As Field Technician, responsible for Phase I cultural resource survey of proposed transmission line and 17 threat emitter stations.

Boulder Valley Project, San Diego County, CA

Cultural resource survey of proposed reservoir and pipeline tunnels in the County.

Kern River Project, San Bernardino County, CA, Beaver, Miller, and Utah Counties, UT, and Clark County, NV

Excavated, surveyed, and monitored along pipeline right-of-way. Analyzed artifacts from all phases of project in Las Vegas, Nevada.

Pacific Rim Laboratory Analysis, San Diego County, CA
As Field Technician, analyzed CA-SDI-691, a prehistoric site on Batiquitos Lagoon.

County of San Diego Cal Terraces Laboratory Analysis, San Diego County, CA
As Laboratory Technician, analyzed one prehistoric site, and reanalyzed two prehistoric sites, in Otay Mesa.

Elsmere Corporation Cultural Resource Survey, Los Angeles County, CA
As Field Technician, conducted cultural resource survey of 2,200 acres in the San Gabriel Mountains.

Caltrans Coursegold Excavation, Madera County, CA
As Field Technician, excavated site for Caltrans road widening.

U.S. Navy Vandenberg Laboratory Analysis, Santa Barbara County, CA
As Laboratory Technician, sorted artifacts and wet-screened column samples.

Camelot Cultural Resource Survey, Kern County, CA
As Crew Chief, conducted a cultural resource survey of a 200-acre lot split in the Mojave Desert.

Caltrans SR-86 Cultural Resource Survey, Imperial County, CA
As Crew Chief, conducted a cultural resource survey of SR-86 road widening in the County.

Black Mountain Ranch Excavation, San Diego County, CA
As Laboratory Supervisor, excavated and analyzed 15 prehistoric sites in the La Jolla Valley.

City of Carlsbad Cannon Ranch Reaches 3 and 4, San Diego County, CA
As Crew Chief, excavated and analyzed two prehistoric sites in Carlsbad.

San Diego Gas & Electric Rancho San Miguel Project, San Diego County, CA
As Field Technician/laboratory Supervisor, excavated and analyzed nine sites and conducted extensive surface collections in the County.

Cottonwood Canyon Laboratory Analysis, Riverside County, CA
As Laboratory Supervisor, analyzed two prehistoric sites in the County.

Rancho del Rey (Spa III) Excavation, San Diego County, CA
As Field Technician/laboratory Supervisor, excavated and analyzed a prehistoric site in Chula Vista.

Stallions Crossing Laboratory Analysis, San Diego County, CA
As Laboratory Supervisor, analyzed five prehistoric sites in Del Mar.

Valley Ranch Cultural Resource Survey, Palmdale, CA
Conducted cultural resource survey of 350 acres in Palmdale.

Fairbanks Highland Cultural Resource Survey, San Diego County, CA
Conducted cultural resource survey, excavation, and analysis.

Eagle Mountain Cultural Resource Survey, Riverside County, CA
Conducted cultural resource survey of the Eagle Mountain mine and railroad to Salton Sea.

Santa Margarita River Cultural Resource Survey, San Diego and Riverside Counties, CA
Conducted cultural resource survey of Santa Margarita River from Temecula to the Pacific Ocean.

Scripps Ranch North Excavation, San Diego County, CA
Excavated and analyzed two prehistoric sites and one historic site in Poway.

Sycamore Canyon Excavation, San Diego County, CA
Excavated and analyzed two prehistoric sites east of Poway.

Los Campanos Excavation, San Diego County, CA
Excavated and analyzed four prehistoric sites and one historic site in Valley Center.

American Girl Mine Cultural Resource Survey, Imperial County, CA
Conducted cultural resource survey, excavation, and analysis of historic artifacts from a historic gold mining town in the Cargo Muchacho Mountains.

Railroad Canyon Cultural Resource Survey, Riverside County, CA

Conducted cultural resource survey, excavation, and analysis of a road realignment in Temecula.

U.S. Air Force Edwards Air Force Base Cultural Resource Survey, Excavation, and Analysis, Kern County, CA

As Field Technician/Laboratory Technician, conducted cultural resource survey, excavation, and analysis of 1,000-acre area on Edwards Air Force Base.

County of San Diego Parks and Recreation Department Johnson-Taylor Adobe Excavation, San Diego County, CA

As Field Technician/Laboratory Technician, excavated and analyzed the area around the Johnson-Taylor Adobe and C wing.

Pacific Rim Laboratory Analysis, San Diego County, CA

As Field Technician/Laboratory Technician, conducted extensive shell and lithic analysis of prehistoric sites on Batiquitos Lagoon.

Stephanie Jow

Senior Archaeologist

Education

MA, Anthropology, San Diego State University, 2009
BA, Physical Anthropology, University of California, Santa Barbara, 2004

Affiliations

Member, Society for California Archaeology
Member, Society for Applied Anthropology

Awards + Honors

Norton Allen Scholarship, San Diego State University Department of Anthropology, Fall 2009

Technical Papers & Presentations

Native American Monitor Training Forum, Society for California Archaeology, San Diego, 2012

Professional History

August 2008 – Present
Design + Planning at AECOM
Staff Archaeologist
Contact: Stacey Jordan, 619-233-1454

2007 – 2008
Collections Management Laboratory, San Diego State University
Education Outreach Coordinator
Contact: Lynn Gamble, 805-893-7341

2006
Collections Management Laboratory, San Diego State University
Laboratory Technician
Contact: Lynn Gamble, 805-893-7341

Stephanie Jow has 7 years of archaeological and ethnographic experience in Southern California. Her experience includes archaeological testing, data recovery, survey, laboratory analyses, document research, and report production for private, city, county, state, and federal clients. She regularly works in coordination with project stakeholders; Native American tribal representatives; and various agencies such as county governments, the California Energy Commission, California Public Utility Company, Bureau of Land Management, US Army Corps of Engineers, US Fish and Wildlife Services, and the State Historic Preservation Office.

Ms. Jow has also contributed to social science projects for federal, state, and local clients. The resulting documents have included specialized technical studies on social and cultural issues, including community baseline reports, as well as more generalized socioeconomic analysis for NEPA- and CEQA-compliant documents.

Over the past four years, Ms. Jow has served as an archaeologist, cultural lead, field director, and/or project manager on several renewable energy permitting and compliance projects in the Mojave and Colorado Deserts. She also works closely with Southern California Native American groups to assist in project compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966.

Project Experience

Los Angeles Department of Water & Power, Beacon Photovoltaic Project, Kern County, CA

Cultural Resources Specialist for environmental compliance services for the Beacon Photovoltaic Project. Duties include the preparation and implementation of a Worker Environmental Awareness Program and Cultural Resources Monitoring and Mitigation Plan, management and oversight of archaeological and Native American monitors during construction activities for LADWP's joint facilities, and the preparation of a final monitoring report. The project also

includes the evaluation and treatment of inadvertent discoveries when identified in the field. [09/2013 – Ongoing]

RE Barren Ridge 1 LLC, RE Cinco Project, Kern County, CA

Cultural Resource Specialist for the archaeological survey of the proposed RE Cinco solar facility and associated gen-tie transmission line. Duties include the recordation of historic and prehistoric archaeological sites, and the preparation of cultural resources Class I and Class III level reports. Duties also include coordination with the U.S. Fish and Wildlife Service, Bureau of Land Management, and local Native American Tribes; as well as client interaction and consultation. [11/2013 – Ongoing]

San Diego Gas & Electric Company, Salt Creek Substation, San Diego County, CA

Cultural Lead for the cultural resources investigations and environmental compliance services for the proposed Salt Creek substation and associated gen-ties lines. Duties include responding to CPUC PEA comments and data requests, the development and preparation of a Cultural Resources Monitoring and Mitigation Plan, and management and oversight of archaeological monitors during construction phase. [11/2013 – On-going]

NAVFAC Southwest and MCB Camp Pendleton, Public Outreach Program, MCB Camp Pendleton, San Diego County, CA

Project Manager for the development of a public outreach plan as part of the cultural resources program on MCB Camp Pendleton. The project includes the production of cultural resources themed posters, brochures, and a web page, as well as consultation with public interest groups and local Native American groups. [09/2012 – Ongoing]

City of San Diego, City Planning and Community Investment Department, As-Needed Archaeological Services, San Diego, CA

Project manager for archaeological studies to supplement city community plan updates for six communities throughout San Diego County. Duties include record and archival research, Native American consultation efforts, and the production of six individual studies. [08/2010 – Ongoing]

Abengoa Solar, Mojave Solar Power Plant Project, San Bernardino County, CA

Project Manager/Cultural Resource Specialist/Field Director for various project-related tasks. Field director for the archaeological survey of the Lockhart Substation Connection and Communication Facilities portion that included the recordation of historic and prehistoric archaeological sites, and contributions to the preparation of a cultural resources Class III report. Project Manager and Cultural Resource

Specialist for the compliance phase during the construction of the 250 mega-watt solar facility. Duties included overseeing Cultural Resources and Native American Monitors, coordination with the California Energy Commission, Bureau of Land Management Barstow Field Office, and local Native American Tribes; client interaction and consultation; and preparing various compliance reports. The project also included the identification, evaluation, and treatment of unanticipated discoveries encountered during construction monitoring. [08/2010 – 05/2013]

California High-Speed Rail Authority, Merced to Fresno High-Speed Train System Environmental Impact Report/ Environmental Impact Statement, Central Valley, CA

Assistant field director and crew chief for the archaeological survey of the Merced to Fresno section of the proposed high-speed train. Duties include coordination of pre-field logistics, organization of field data, and assisting with the management of field efforts. Additional duties include architectural survey support, archival research, and report contributions. [01/2011 – 04/2013]

City of Escondido, Regional General Applications Project, Phase II, Escondido, CA.

Cultural Lead for the cultural resources investigations in support of a Programmatic Agreement to conduct routine maintenance activities for City channels, basins, inlets and outlets. The project included a record search, an archaeological survey of 27 channels/basins/inlets/outlets, and the completion of an Archaeological Survey Report. [08/2012 – 09/2012]

Naval Engineering Facilities Command (NAVFAC) Southwest and Marine Corps Base (MCB) Camp Pendleton, Basewide Water Infrastructure Project, MCB Camp Pendleton, San Diego County, CA

Section 106 consultant for the basewide water infrastructure improvements on MCB Camp Pendleton. Duties include Native American consultation support with local Juaneño and Luiseño Native American tribes. [03/2011 – 09/2012]

NAVFAC Southwest and Marine Corps Air Station (MCAS) Yuma, Chocolate Mountains Aerial Gunnery Range, Imperial and Riverside Counties, CA

Archaeologist for the survey of a supplemental magazine and a National Register Evaluation of a prehistoric trail. Additional duties included the coordination of the Native American consultation program and Native American monitor, and contributing to the evaluation report. [2010]

NAVFAC Southwest and MCB Camp Pendleton, Basewide Utilities Infrastructure Project, MCB Camp Pendleton, San Diego County, CA

Section 106 consultant/archaeologist/lab technician for basewide utilities infrastructure improvements. Duties included survey and testing of more than 50 archaeological sites, laboratory analysis and cataloging of project artifacts, and report contributions. Additional duties included seven months of Section 106 Native American consultation work with local Juaneño and Luiseño Native American tribes. [09/2009 – 07/2010]

Archaeologist for the P-1043 excavation, testing and evaluation of site CA-SDI-1313/14791, as part of the basewide utility infrastructure project. [08/2013 – 10/2013]

NAVFAC Southwest and MCB Camp Pendleton, Grow the Force Permanent Bed-down Facilities Project, MCB Camp Pendleton, San Diego County, CA

Section 106 consultant/archaeologist/lab technician. Duties included survey and testing of several archaeological sites, laboratory analysis and cataloging of project artifacts, and report contributions. Additional duties included 7 months of Section 106 Native American consultation work with local Juaneño and Luiseño Native American tribes. [07/2009 – 07/2010]

Vanasse Hangen Brustlin, Southern Nevada Supplemental Airport EIS DO 5, Jean, NV

Assistant Project Manager/Field Crew Chief for a cultural resources evaluation of a proposed airport. Duties included leading a crew for the survey and recordation of approximately 230 prehistoric and historic archaeological sites in the Ivanpah Valley region of southern Nevada. Additional duties included contributing to the authorship of a Class III evaluation report. [05/2009 – 11/2010]

Solar Millennium, Blythe Solar Power Project, Riverside County, CA

Archaeologist for a proposed 7,000-acre solar project under review by the BLM and CEC. The project included an archaeological survey of the project site and buffer zones, the recordation of historic and prehistoric archaeological sites, and the preparation of several cultural resources survey, evaluation, and data recovery reports. Duties included field surveys, site recordation, data recovery, and contributions to the various technical reports. [March 2010-December 2011]

City of Fullerton, Engineering Department, Raymond Avenue Grade Separation Project, Orange County, CA

Cultural Lead for a cultural resources evaluation of a proposed grade separation project. Duties included record and archival research, archaeological survey, and consultation with local historic societies and Native American groups. Additional duties included the co-authorship of an evaluation report. [06/2009 – 01/2010]

NAVFAC Southwest and MCB Camp Pendleton, Piedra de Lumbres (PDL) Quarry Evaluation Project, MCB Camp Pendleton, San Diego County, CA

Lab technician for the evaluation of the prehistoric Piedra de Lumbre chert quarry site (CA-SDI-10,008/10,708) on MCB Camp Pendleton. Duties included analysis and cataloging of project artifacts. [2009]

NAVFAC Southwest and MCB Camp Pendleton, Tertiary Treatment Plant Project, MCB Camp Pendleton, San Diego County, CA

Lab technician for the evaluation of the prehistoric site CA-SDI-14,170 and testing of four additional previously identified prehistoric sites and two discovery sites for a reclaimed water pipeline. Duties included analysis and cataloging of project artifacts. [2009]

California Department of Transportation (Caltrans), State Route 76 Mission to Interstate 15 CEQA and NEPA Studies, San Diego, CA

Archaeologist and lab technician for a cultural resources study of two proposed alternatives for the expansion of State Route 76. Duties included archaeological testing of various sites within the project area and the analysis and cataloging of project artifacts. [2009]

Los Angeles Department of Water & Power (LADWP)/County of Imperial, Niland Solar Cultural Resources Evaluation, Niland, CA

Archaeologist for cultural resources evaluation of approximately 1,000 acres. Duties included archaeological surveys of the project area. [2009]

San Diego Department of Parks & Recreation, Jolly Boy, Old Town San Diego State Historic Park, San Diego, CA

Lab technician for the data management of the renovations to an existing building on the site of the former Aguilar Serrano adobe in Old Town San Diego. Duties included analysis and cataloging of project artifacts. [2009]

NAVFAC Southwest, Chocolate Mountain Aerial Gunnery Range (CMAGR) Cultural Affiliation Studies, Riverside and Imperial Counties, CA

Native American consultant for a Cultural Affiliation Study in the Chocolate Mountain Aerial Gunnery Range. Duties included Native American consultation associated with various local tribes. [2009]

Bureau of Land Management, CalNev Environmental Impact Statement (EIS), CA and NV

Socioeconomic analyst for an EIS related to a proposed natural gas pipeline. The project involves the construction,

operation, and maintenance of 233 miles of new 16-inch-diameter pipeline from Colton, California, to Las Vegas, Nevada. Duties included providing demographic and socioeconomic research for the EIS. [2009]

**NAVFAC Southwest, Naval Air Station (NAS) Alameda
Environmental Assessment, Alameda, CA**

Socioeconomic analyst for an EIS related to a proposed housing disposal and reuse plan. The proposed project would involve additional disposal and reuse of the approximately 42 acres (15 hectares) within the North Housing Area. Duties included collecting demographic and socioeconomic research for the EIS. [2009]

APPENDIX B
CONFIDENTIAL MAP
(BOUND SEPARATELY)

APPENDIX C
NATIVE AMERICAN CONTACT PROGRAM

Jow, Stephanie

From: Jow, Stephanie
Sent: Wednesday, August 10, 2011 12:43 PM
To: 'Dave Singleton'
Subject: Sacred lands file check for Midway-Pacific Highway community in San Diego, CA
Attachments: CPCI_Records_Search_MIDWAY-PACIFIC HIGHWAY.pdf

Mr. Singleton,

I am contacting you to request a sacred lands file check for the community of Midway-Pacific Highway, located in San Diego, California. This is not for a proposed project, rather, AECOM is assisting the City of San Diego with various Community Plan Updates. Attached is a map showing the community boundaries on Pueblo Lands of San Diego on the La Jolla, CA 1975 and Point Loma 1994 quadrangles.

If you have any questions, please do not hesitate to call me at (619) 233-1454. Thank you.

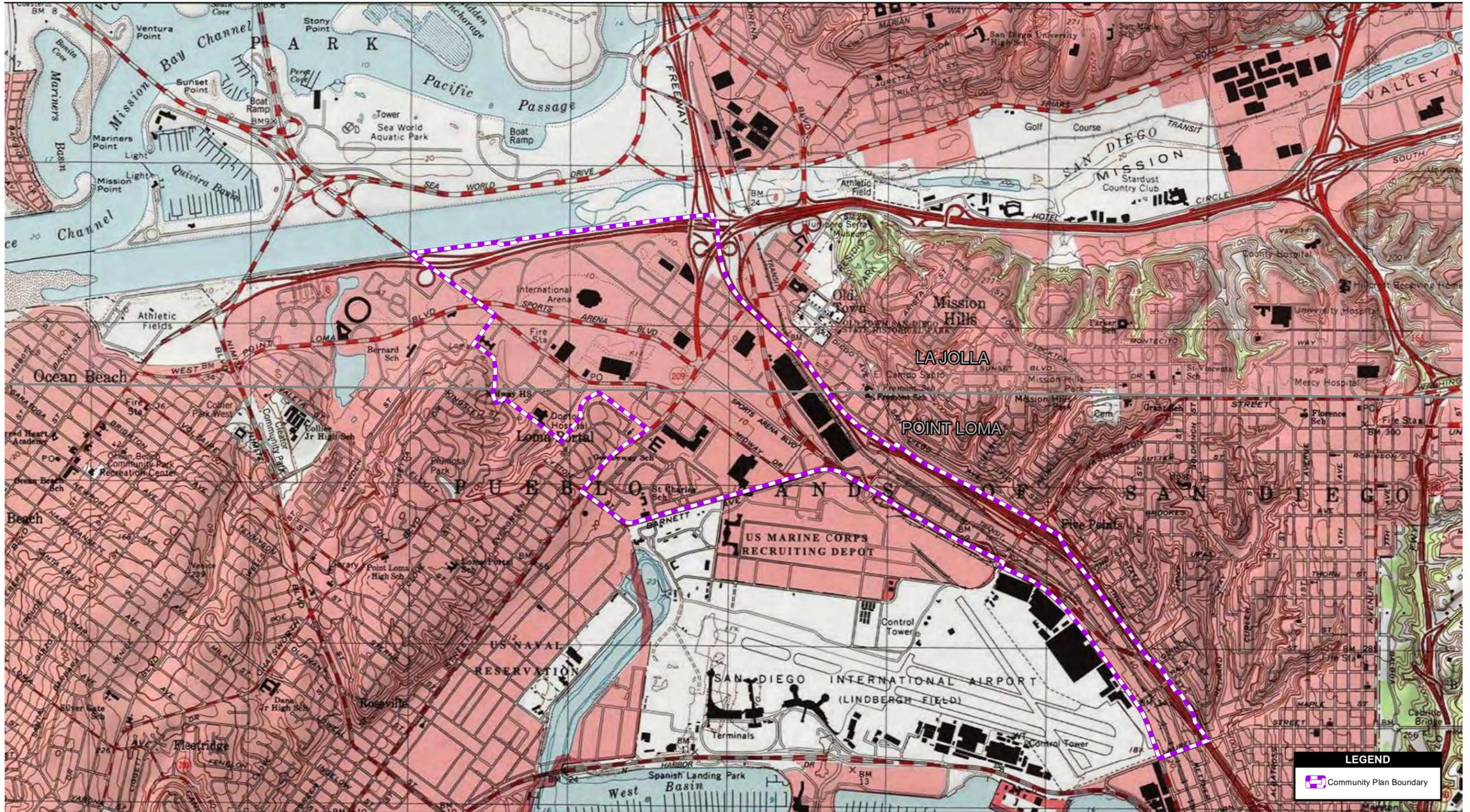
Stephanie Jow

Archaeologist
D +1 619.684.6942
stephanie.jow@aecom.com

AECOM

1420 Kettner Boulevard, Suite 500
San Diego CA 92101 USA
T +1 619.233.1454 F +1 619.233.0952
www.aecom.com

EDAW has evolved.
Our name is now AECOM, as our Design + Planning professionals work in concert with a wider range of experts to enhance and sustain the world's built, natural and social environments.



Community Plan
MIDWAY-PACIFIC HIGHWAY
Records Search

USGS 7.5' Topo Quad La Jolla, CA 1975, Point Loma 1994

Path: C:\Documents and Settings\sorensen\Desktop\CPCI\GIS\Layout\CPCI_Records_Search_UPTOWN.mxd, 5/23/2011, SorensenJ

Jow, Stephanie

From: Jow, Stephanie
Sent: Thursday, August 11, 2011 12:12 PM
To: 'Dave Singleton'
Subject: RE: Sacred lands file check for Midway-Pacific Highway community in San Diego, CA

Dave,

As requested, here is the follow-up information for the Midway-Pacific Highway community.

Quads: La Jolla, CA 1975, Point Loma 1994
T16S, R3W
Within: 362100mN – 362500mN, 47900mE – 48400mE

Stephanie Jow
Archaeologist
D +1 619.684.6942
stephanie.jow@aecom.com

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San Diego CA 92101 USA
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www.aecom.com

EDAW has evolved.
Our name is now AECOM, as our Design + Planning professionals
work in concert with a wider range of experts to enhance and sustain
the world's built, natural and social environments.

From: Jow, Stephanie
Sent: Wednesday, August 10, 2011 12:43 PM
To: 'Dave Singleton'
Subject: Sacred lands file check for Midway-Pacific Highway community in San Diego, CA

Mr. Singleton,

I am contacting you to request a sacred lands file check for the community of Midway-Pacific Highway, located in San Diego, California. This is not for a proposed project, rather, AECOM is assisting the City of San Diego with various Community Plan Updates. Attached is a map showing the community boundaries on Pueblo Lands of San Diego on the La Jolla, CA 1975 and Point Loma 1994 quadrangles.

If you have any questions, please do not hesitate to call me at (619) 233-1454. Thank you.

Stephanie Jow
Archaeologist
D +1 619.684.6942
stephanie.jow@aecom.com

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www.aecom.com

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 853-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
de_nahc@pacbell.net



August 12, 2011

Ms. Stephanie Jow, Archaeologist

AECOM

1420 Kettner Boulevard, Suite 500
San Diego, CA 92101

Sent by FAX to: 619-233-0952

No. of Pages: 5

Re: Sacred Lands File Search and Native American Contacts list for the "Proposed Midway-Pacific Highway Community Plan Update;" located in the City of San Diego; San Diego County, California

Dear Ms. Jow:

The Native American Heritage Commission (NAHC) conducted a Sacred Lands File search of the 'area of potential effect,' (APE) based on the USGS coordinates provided and found numerous **Native American cultural resources were not identified** in the USGS coordinates you specified. Also, please note; the NAHC Sacred Lands Inventory is not exhaustive.

The California Environmental Quality Act (CEQA – CA Public Resources Code §§ 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. CA Government Code §65040.12(e) defines "environmental justice" provisions and is applicable to the environmental review processes.

Early consultation, even during Initial Study or First Phase surveys with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Local Native Americans may have knowledge of the religious and cultural significance of the historic properties of the proposed project for the area (e.g. APE). Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). We urge consultation with those tribes and interested Native Americans on the list of Native American Contacts we attach to this letter in order to see if your proposed project might impact Native American cultural resources. Lead agencies should consider avoidance as defined in §15370 of the CEQA Guidelines when significant cultural resources as defined by the CEQA Guidelines §15064.5 (b)(c)(f) may be affected by a proposed project. If so, Section 15382 of the CEQA Guidelines defines a

significant impact on the environment as "substantial," and Section 2183.2 which requires documentation, data recovery of cultural resources.

Partnering with local tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 4(f), Section 110 (f)(k) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C. 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation.

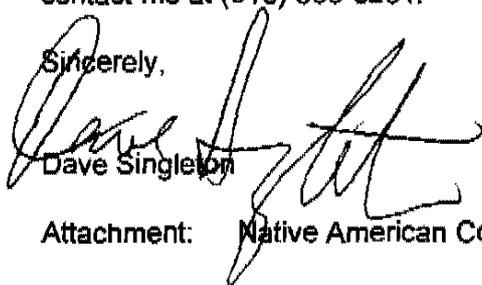
Also, California Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery', another important reason to have Native American Monitors on board with the project.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. An excellent way to reinforce the relationship between a project and local tribes is to employ Native American Monitors in all phases of proposed projects including the planning phases.

Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibility threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton

Attachment: Native American Contact List

California Native American Contact List
San Diego County
August 12, 2011

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
 1095 Barona Road Diegueno
 Lakeside , CA 92040
 sue@barona-nsn.gov
 (619) 443-6612
 619-443-0681

Sycuan Band of the Kumeyaay Nation
Danny Tucker, Chairperson
 5459 Sycuan Road Diegueno/Kumeyaay
 El Cajon , CA 92021
 ssilva@sycuan-nsn.gov
 619 445-2613
 619 445-1927 Fax

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
 PO Box 1120 Diegueno/Kumeyaay
 Boulevard , CA 91905
 gparada@lapostacasino.
 (619) 478-2113
 619-478-2125

Viejas Band of Kumeyaay Indians
Anthony R. Pico, Chairperson
 PO Box 908 Diegueno/Kumeyaay
 Alpine , CA 91903
 jrothauff@viejas-nsn.gov
 (619) 445-3810
 (619) 445-5337 Fax

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
 PO Box 365 Diegueno
 Valley Center, CA 92082
 allenl@sanpasqualband.com
 (760) 749-3200
 (760) 749-3876 Fax

Kumeyaay Cultural Historic Committee
Ron Christman
 56 Viejas Grade Road Diegueno/Kumeyaay
 Alpine , CA 92001
 (619) 445-0385

lipay Nation of Santa Ysabel
Virgil Perez, Spokesman
 PO Box 130 Diegueno
 Santa Ysabel, CA 92070
 brandietaylor@yahoo.com
 (760) 765-0845
 (760) 765-0320 Fax

Campo Kumeyaay Nation
Monique LaChappa, Chairperson
 36190 Church Road, Suite 1 Diegueno/Kumeyaay
 Campo , CA 91906
 (619) 478-9046
 miachappa@campo-nsn.gov
 (619) 478-5818 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Midway-Pacific Highway Community Plan Update; located in the City of San Diego; San Diego County, California for which a Sacred Lands File search and Native American Contacts list were requested.

California Native American Contact List
San Diego County
August 12, 2011

Jamul Indian Village
 Kenneth Meza, Chairperson
 P.O. Box 612
 Jamul, CA 91935
 jamulrez@sctdv.net
 (619) 669-4785
 (619) 669-48178 - Fax

Diegueno/Kumeyaay

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

Diegueno

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

Diegueno

Kumeyaay Cultural Repatriation Committee
 Steve Banegas, Spokesperson
 1095 Barona Road
 Lakeside, CA 92040
 (619) 742-5587 - cell
 (619) 742-5587
 (619) 443-0681 FAX

Diegueno/Kumeyaay

Kumeyaay Cultural Heritage Preservation
 Paul Cuero
 36190 Church Road, Suite 5
 Campo, CA 91906
 (619) 478-9046
 (619) 478-9505
 (619) 478-5818 Fax

Diegueno/ Kumeyaay

Ewiiapaayp Tribal Office
 Will Micklin, Executive Director
 4054 Willows Road
 Alpine, CA 91901
 wmicklin@leaningrock.net
 (619) 445-6315 - voice
 (619) 445-9126 - fax

Diegueno/Kumeyaay

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

Diegueno -

Ewiiapaayp Tribal Office
 Michael Garcia, Vice Chairperson
 4054 Willows Road
 Alpine, CA 91901
 michaelg@leaningrock.net
 (619) 445-6315 - voice
 (619) 445-9126 - fax

Diegueno/Kumeyaay

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California Native American Contact List
San Diego County
August 12, 2011

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

Kumeyaay Cultural Repatriation Committee
Bernice Paipa, Vice Spokesperson
P.O. Box 1120 Diegueno/Kumeyaay
Boulevard , CA 91905
(619) 478-2113

Manzanita Band of the Kumeyaay Nation
Leroy J. Elliott, Chairperson
P.O. Box 1302 Diegueno/Kumeyaay
Boulevard , CA 91905
(619) 766-4930
(619) 766-4957 - FAX

Kumeyaay Diegueno Land Conservancy
M. Louis Guassac, Executive Director
P.O. Box 1992 Diegueno/Kumeyaay
Alpine , CA 91903
guassacl@onebox.com
(619) 952-8430

Viejas Kumeyaay Indian Reservation
Frank Brown
240 Brown Road Diegueno/Kumeyaay
Alpine , CA 91901
FIREFIGHTER69TFF@AOL.
619) 884-6437

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Midway-Pacific Highway Community Plan Update; located in the City of San Diego; San Diego County, California for which a Sacred Lands File search and Native American Contacts list were requested.

Droessler, Rachel

From: Droessler, Rachel
Sent: Wednesday, October 01, 2014 11:36 AM
To: 'katy.sanchez@nahc.ca.gov'
Subject: Contact list for Consultation for Community Plans Update Projects
Attachments: Uptown.pdf; Midway.pdf; NP.pdf; OldTown.pdf; SanYsidro.pdf; SESD.pdf; GoldenHill.pdf

Dear Katy Sanchez,

AECOM is requesting a current contact list of local tribes for consultation purposes for the Community Plans Update projects. We had previously requested a full NAHC request in 2011 and now need just an updated contact list of tribes for consultation purposes. Attached are maps of the project areas. These areas are located on the following quadrangles:

Southeast San Diego-

Point Loma T17S R2W Unsectioned Lands
National City T17S R2W Unsectioned Lands

San Ysidro-

Imperial (1975) T18S R2W Sections 34, 35, 36
T19S R2W Sections 1, 2
T19S R1W Section 6

Old Town-

Unsectioned Pueblo Lands of San Diego
Quads La Jolla, Pt. Loma
T16S, R3W

Midway/Pacific Highway-

Unsectioned Pueblo Lands of San Diego
Quads: La Jolla, CA 1975, Point Loma 1994
T16S, R3W

Uptown-

Unsectioned land on the La Jolla, CA (1975) and Point Loma (1994) quadrangles.
T16S, R3W

North Park-

Unsectioned Pueblo Lands of San Diego
Quads: La Mesa, CA 1975; La Jolla, CA 1975; National City, CA 1975; Point Loma, CA 1994
T16S/17S, R2W/3W

Golden Hill-

Unsectioned Pueblo Lands of San Diego Quads: Point Loma 1994, National City, CA 1974
T17S, R2W

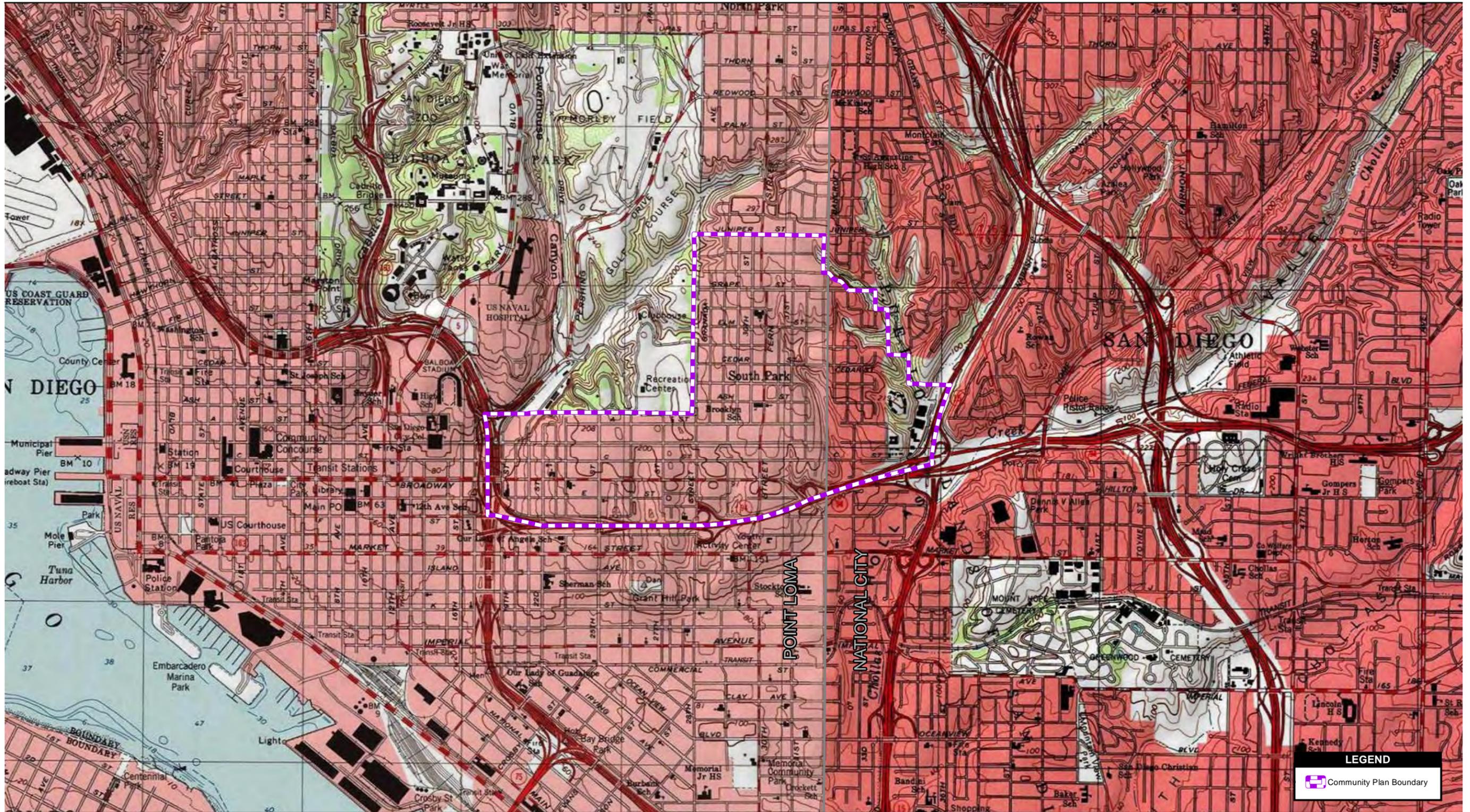
Please let me know if you have any questions.

Rachel Droessler

Archaeologist
D +1 619.764.6823
rachel.droessler@aecom.com

AECOM

1420 Kettner Boulevard, Suite 500

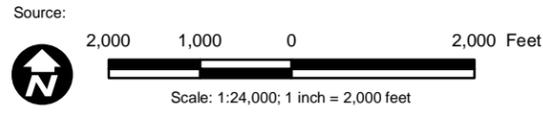
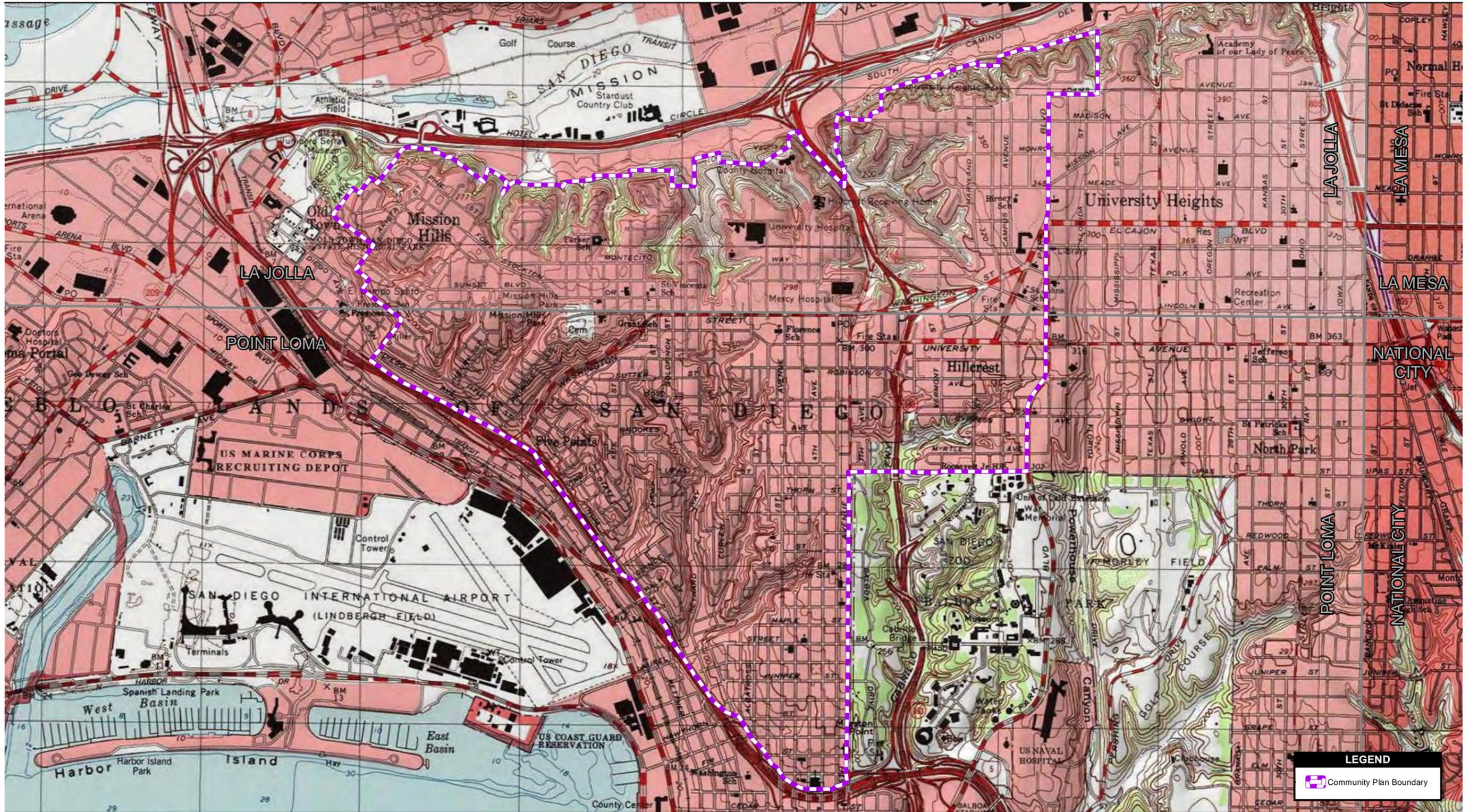


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 Scale: 1:24,000; 1 inch = 2,000 feet

**Community Plan
 GREATER GOLDEN HILL
 Records Search**

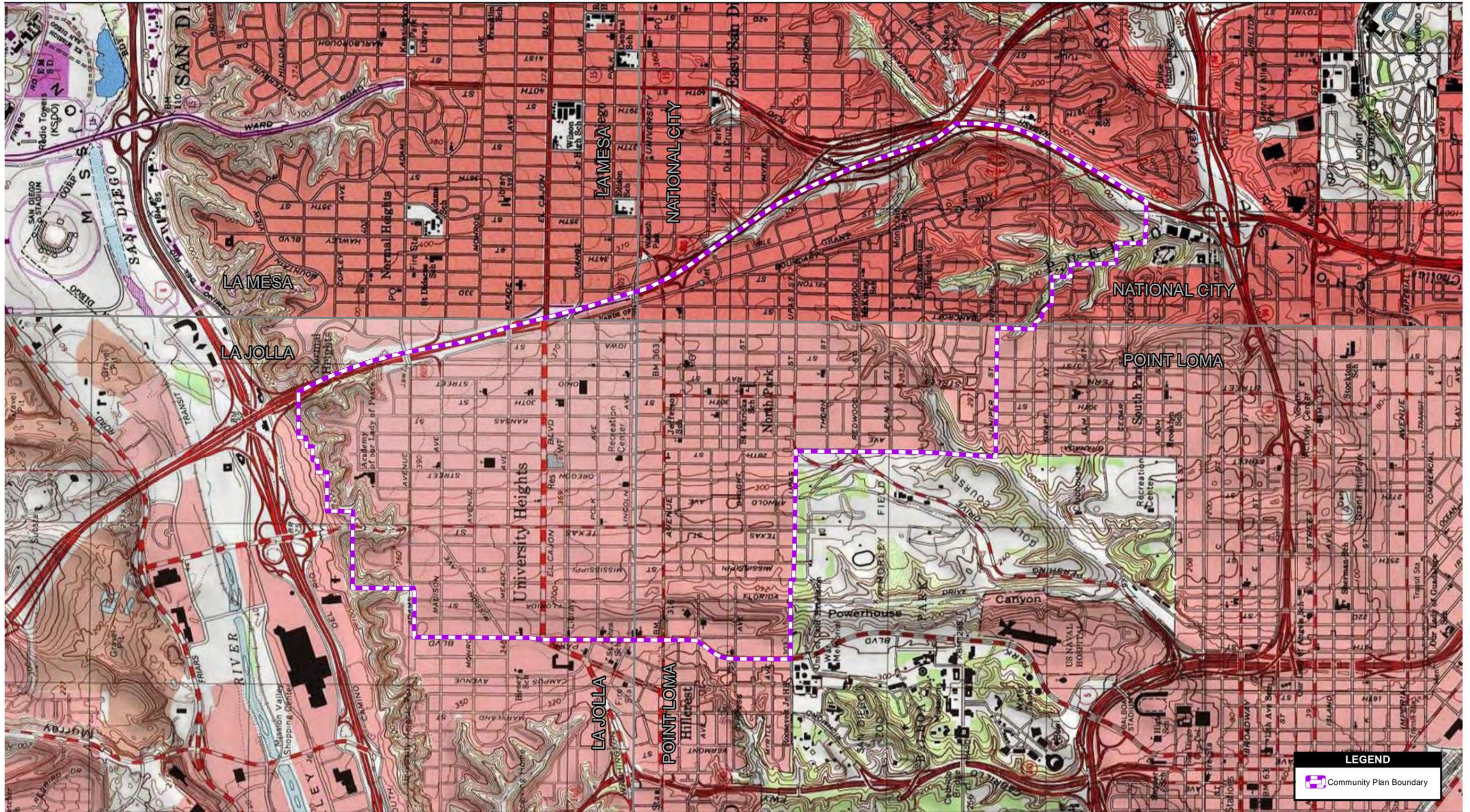
USGS 7.5' Topo Quad National City, CA 1975, Point Loma 1994

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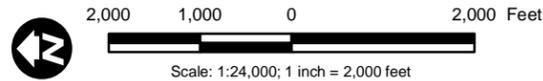


Community Plan

Records Search



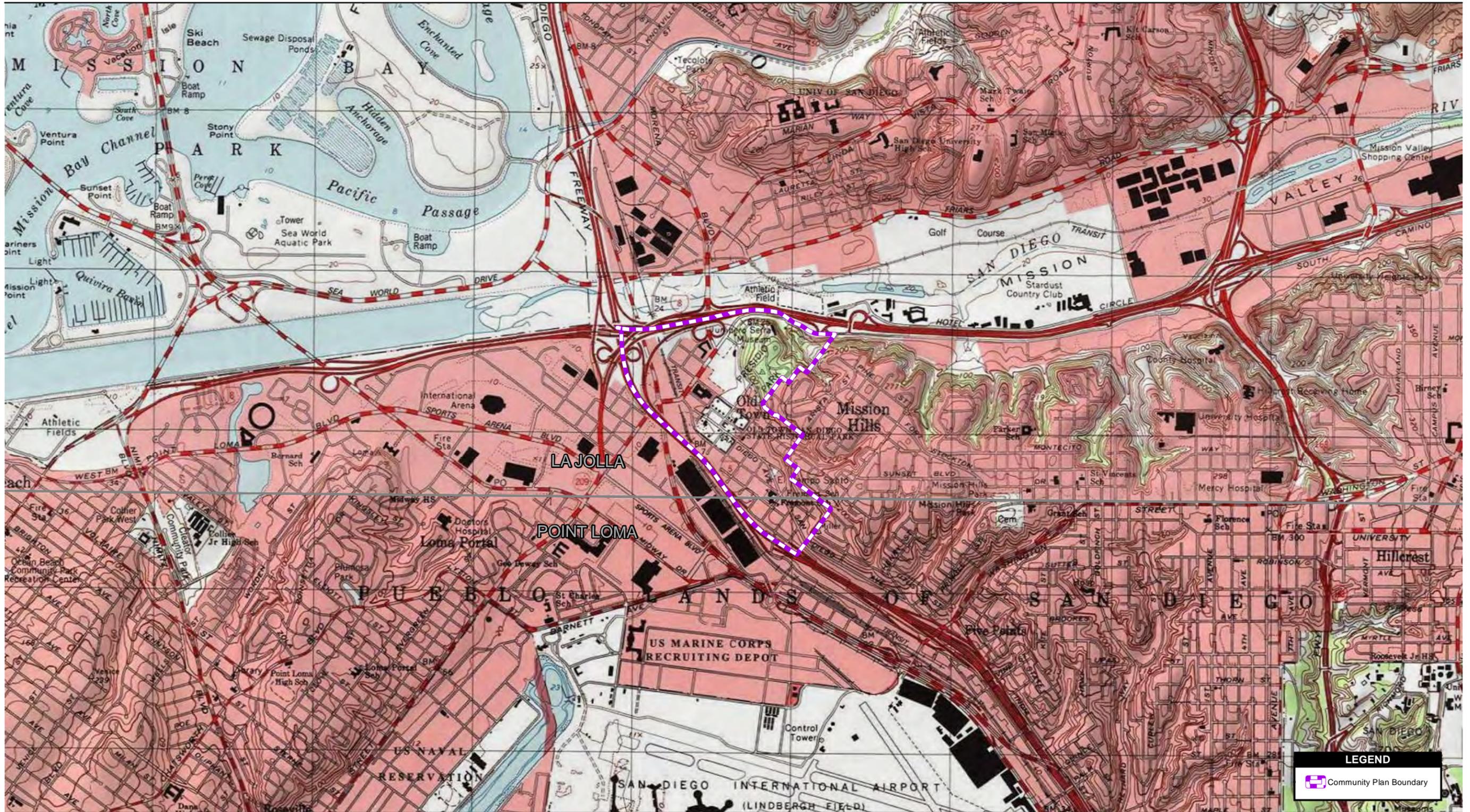
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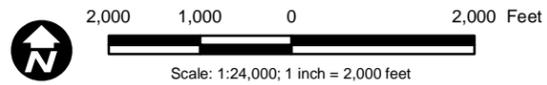
**Community Plan
GREATER NORTH PARK
Records Search**

USGS 7.5' Topo Quad La Mesa, CA 1975, La Jolla, CA 1975, National City, CA 1975, Point Loma, CA 1994

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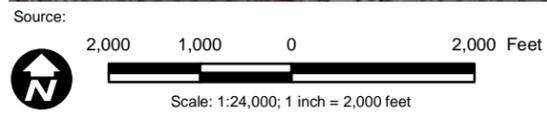
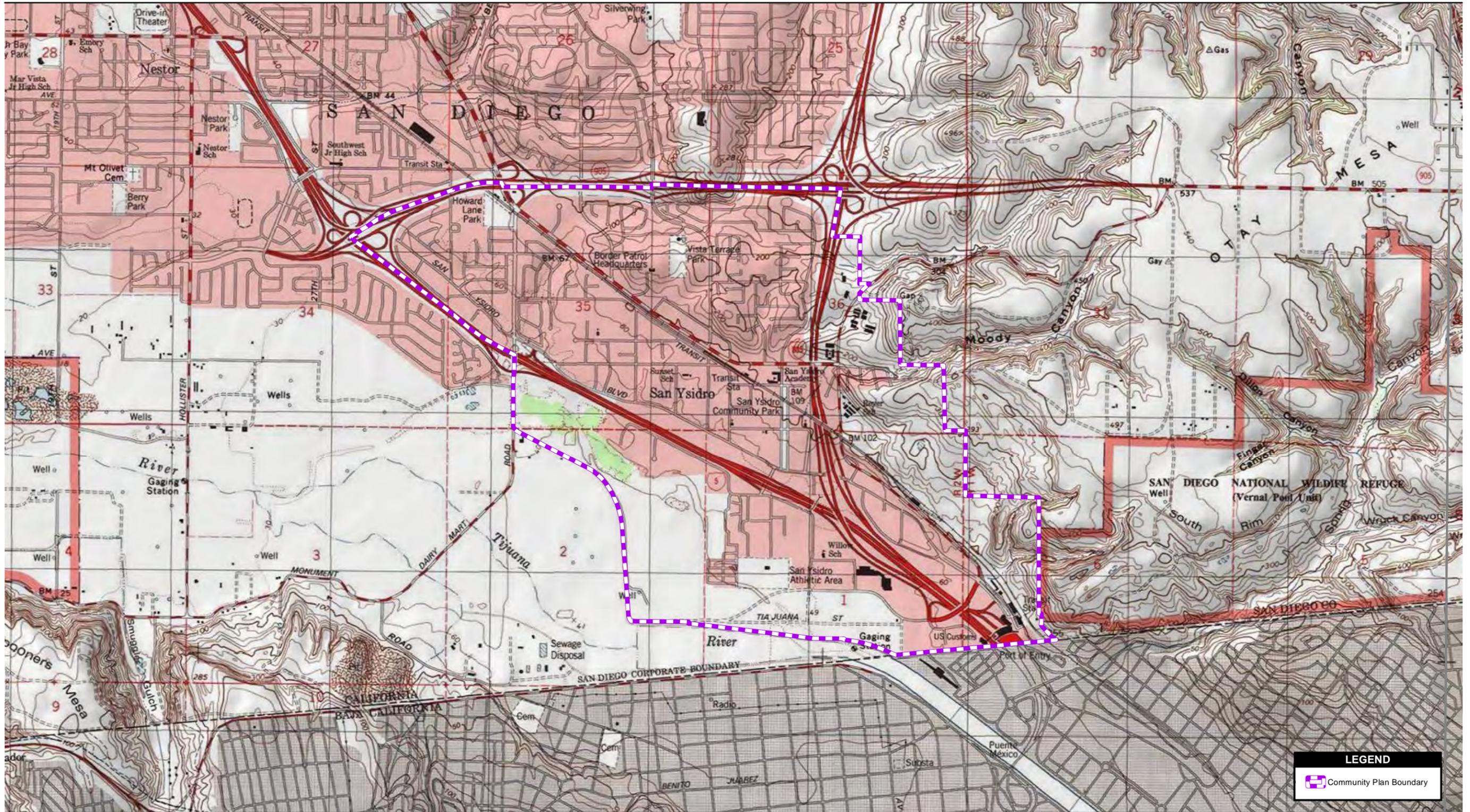
Source: USGS 7.5' Topo Quad La Jolla, CA 1975, Point Loma 1994



**Community Plan
OLD SAN DIEGO
Records Search**

USGS 7.5' Topo Quad La Jolla, CA 1975, Point Loma 1994

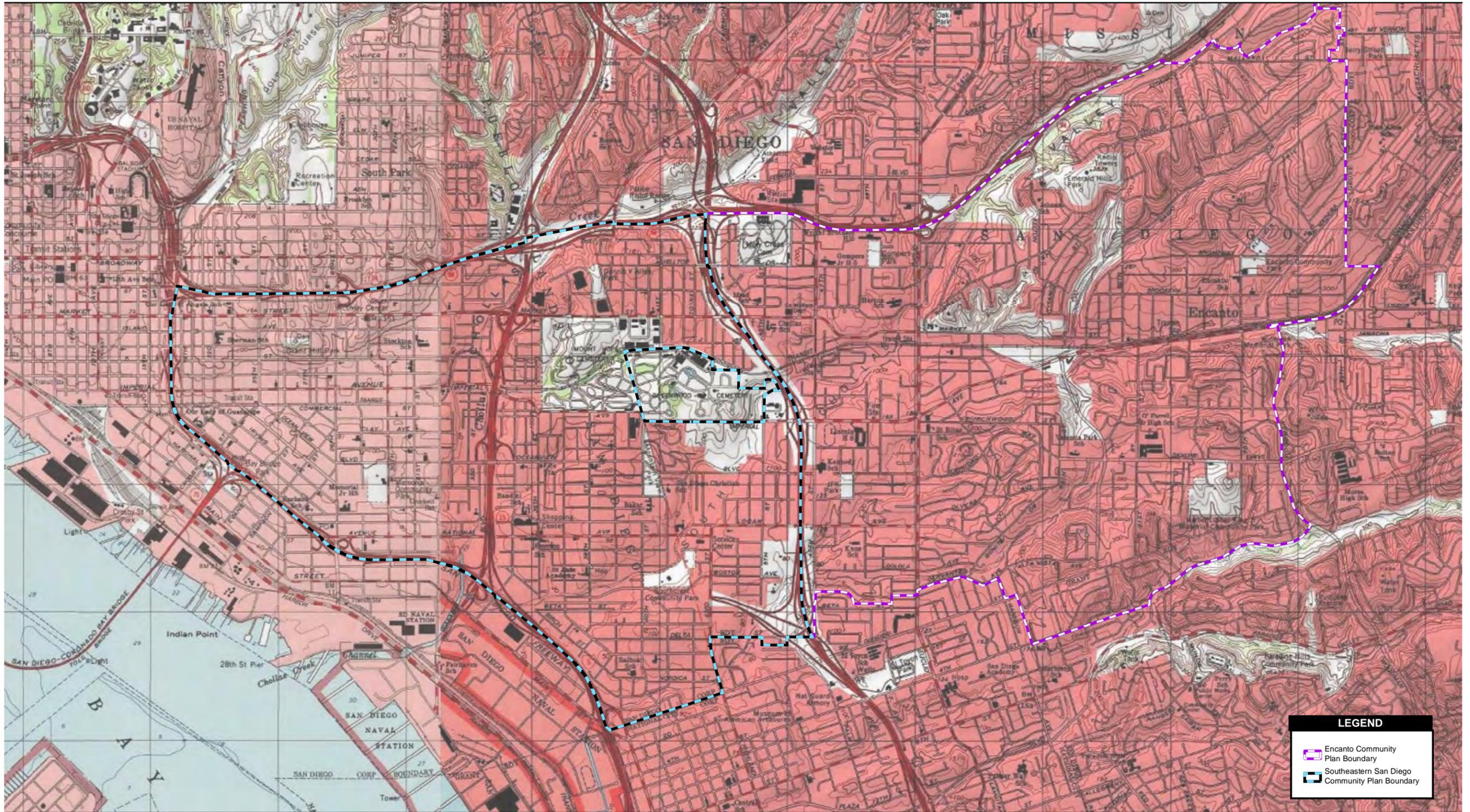
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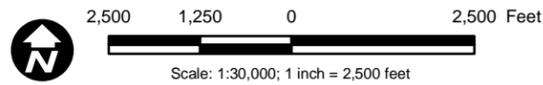
**Community Plan
SAN YSIDRO
Records Search**

USGS 7.5' Topo Quad Imperial, CA 1975

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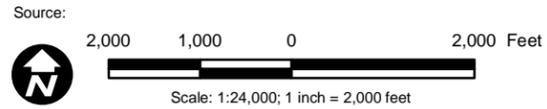
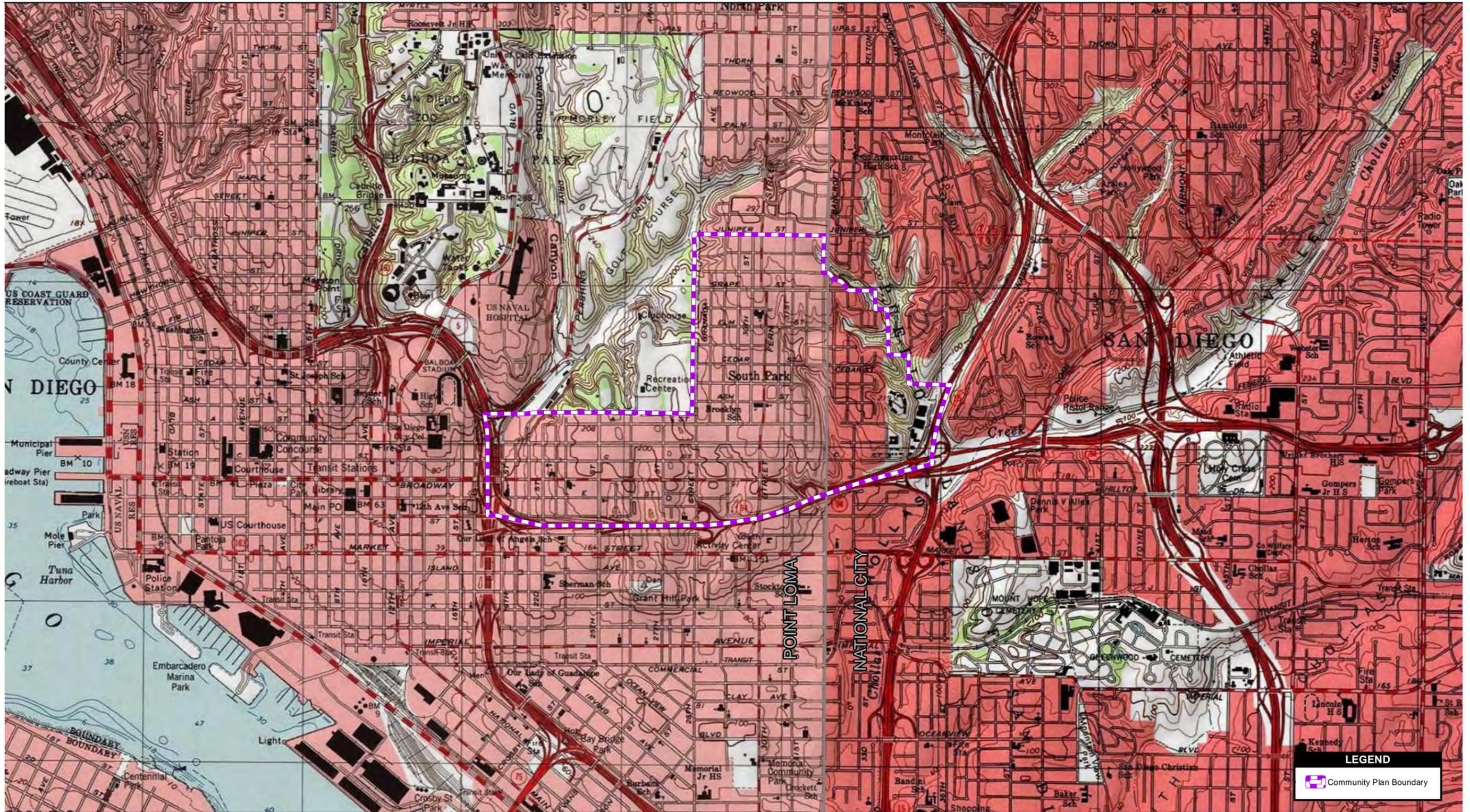
Source: SanGIS 2011; ESRI 2011; AerialExpress 2010



**Community Plan Southeastern San Diego and Encanto
Recors Search**

Community Plan Update - Southeastern San Diego and Encanto

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**Community Plan
GREATER GOLDEN HILL
Records Search**

USGS 7.5' Topo Quad National City, CA 1975, Point Loma 1994

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STATE OF CALIFORNIAEdmund G. Brown, Jr., Governor**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471



October 14, 2014

Rachel Droessler
AECOM
1420 Kettner Boulevard, Suite 500
San Diego, CA 92101

Sent by Fax: (619) 233-0952
Number of Pages: 3

Re: Community Plans Update Projects, San Diego County.

Dear Ms. Droessler,

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

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 or need additional information, please contact me at (916) 373-3712.

Sincerely,

A handwritten signature in cursive script that reads "Katy Sanchez".

Katy Sanchez
Associate Government Program Analyst

**Native American Contacts
San Diego County
October 13, 2014**

Ewiiapaayp Tribal Office
Robert Pinto Sr., Chairperson
4054 Willows Road
Alpine, CA 91901
wmicklin@leaningrock.net
(619) 445-6315
(619) 445-9126 Fax

Diegueno/Kumeyaay

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

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
8 Crestwood Road
Boulevard, CA 91905
gparada@lapostacasino.
(619) 478-2113
(619) 478-2125

Diegueno/Kumeyaay

La Posta Band of Mission Indians
Javaughn Miller
8 Crestwood Road
Boulevard, CA 91905
jmiller@Lapostatribe.net
(619) 478-2113
(619) 478-2125- Fax

Manzanita Band of Kumeyaay Nation
Leroy J. Elliott, Chairperson
P.O. Box 1302
Boulevard, CA 91905
ljbirdsinger@aol.com
(619) 766-4930
(619) 766-4957 Fax

Diegueno/Kumeyaay

Ewiiapaayp Tribal Office
Will Micklin, Executive Director
4054 Willows Road
Alpine, CA 91901
wmicklin@leaningrock.net
(619) 445-6315
(619) 445-9126 Fax

Campo Band of Mission Indians
Ralph Goff, Chairperson
36190 Church Road, Suite 1
Campo, CA 91906
chairgoff@aol.com
(619) 478-9046
(619) 478-5818 Fax

Diegueno/Kumeyaay

Manzanita Band of Mission Indians
ATTN: Keith Adkins, EPA Director
P.O. Box 1302
Boulevard, CA 91905
(619) 766-4930
(619) 766-4957 Fax

Kumeyaay

This list is current only as of the date of this document.

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Consultation for Community Plans Update, San Diego County.

Native American Contact List

San Diego County

August 29, 2014

<p>Ewiiapaayp Tribal Office Will Micklin, Executive Director 4054 Willows Road Alpine, CA 91901 wmicklin@leaningrock.net (619) 445-6315 (619) 445-9126 Fax</p>		<p>Kumeyaay Diegueno Land Conservancy Mr. Kim Bactad, Executive Director 2 Kwaaypaay Court El Cajon, CA 91919 kimbactad@gmail.com (619) 659-1008 Office (619) 445-0238 Fax</p>
<p>Manzanita Band of Mission Indians ATTN: Keith Adkins, EPA Director P.O. Box 1302 Boulevard, CA 91905 (619) 766-4930 (619) 766-4957 Fax</p>	<p>Kumeyaay</p>	<p>Inter-Tribal Cultural Resource Protection Council Frank Brown, Coordinator 240 Brown Road Alpine, CA 91901 frbrown@viejas-nsn.gov (619) 884-6437</p>
<p>lipay Nation of Santa Ysabel Clint Linton, Director of Cultural Resources P.O. Box 507 Santa Ysabel, CA 92070 cjlinton73@aol.com (760) 803-5694</p>	<p>Diegueno/Kumeyaay</p>	<p>Kumeyaay Cultural Repatriation Committee Bernice Paipa, Vice Spokesperson P.O. 937 Boulevard, CA 91905 bernicepaipa@gmail.com</p>
<p>Sycuan Band of the Kumeyaay Nation Sydney Morris, Environmental Coordinator 5459 Sycuan Road El Cajon, CA 92019 smorris@sycuan-nsn.gov (619) 445-2613 (619) 445-1927 Fax</p>	<p>Diegueno/Kumeyaay</p>	<p>lipay Nation of Santa Ysabel Virgil Perez, Chairperson P.O. Box 130 Santa Ysabel, CA 92070 (760) 765-0845 (760) 765-0320</p>
<p>Manzanita Band of the Kumeyaay Nation Nick Elliott, Cultural Resources Coordinator P.O. Box 1302 Boulevard, CA 91905 nickmepa@yahoo.com (619) 766-4930 (619) 925-0952 Cell (919) 766-4957 Fax</p>	<p>Kumeyaay</p>	

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Tijuana River Valley Regional Park (TRVRP), Trails and Habitat Enhancement Project, San Diego County.

**Native American Contacts
San Diego County
October 13, 2014**

Manzanita Band of the Kumeyaay Nation
Nick Elliott, Cultural Resources Coordinator
P.O. Box 1302 Kumeyaay
Boulevard , CA 91905
nickmepa@yahoo.com
(619) 766-4930
(619) 925-0952 Cell
(919) 766-4957 Fax

Inter-Tribal Cultural Resource Protection Council
Frank Brown, Coordinator
240 Brown Road Diegueno/Kumeyaay
Alpine , CA 91901
frbrown@viejas-nsn.gov
(619) 884-6437

Kumeyaay Cultural Repatriation Committee
Bernice Paipa, Vice Spokesperson
P.O. Box 937 Diegueno/Kumeyaay
Boulevard , CA 91905
bernicepaipa@gmail.com

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 Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Consultation for Community Plans Update, San Diego County.

Contacts listed under the “2014 Contact Letter” column received a contact letter on October 15, an email on November 11 informing contacts about a meeting to address concerns and issues, and a follow up phone call on November 11 to make sure the contacts were informed about the meeting.

Tribe/Contact Organization	2010 Contact Letter	2014 Contact Letter,	Email Address
Barona Group of the Capitan Grande	Edwin Romero, Chairperson Barona Group of the Capitan Grande 1095 Barona Road Lakeside, CA 92040	Clifford LaChappa, Chairperson Barona Group of the Capitan Grande 1095 Barona Road Lakeside, CA 92040	sue@barona-nsn.gov
Campo Kumeyaay Nation	Monique LaChappa, Chairperson Campo Kumeyaay Nation 36190 Church Road, Suite 1 Campo, CA 91906	Ralph Goff, Chairperson Campo Band of Mission Indians 36190 Church Road, Suite 1 Campo, CA. 91906	chairgoff@aol.com
Ewiiapaayp Tribal Office	Will Micklin, Executive Director Ewiiapaayp Tribal Office 4054 Willows Road Alpine, CA 91901	Will Micklin, Executive Director Ewiiapaayp Tribal Office 4054 Willows Road Alpine, CA 91901	wmicklin@leaningrock.net
	Michael Garcia, Vice Chairperson Ewiiapaayp Tribal Office 4054 Willows Road Alpine, CA 91901	Robert Pinto Sr. Chairperson Ewiiapaayp Tribal Office 4054 Willows Road Alpine, CA. 91901	wmicklin@leaningrock.net
Iipay Nation of Santa Ysabel	Virgil Perez, Spokesman Iipay Nation of Santa Ysabel	Virgil Perez, Chairperson Iipay Nation of Santa Ysabel	n/a

	PO Box 130 Santa Ysabel, CA 92070	PO Box 130 Santa Ysabel, CA 92070	
Inaja Band of Mission Indians	Rebeca Osuna, Spokesperson Inaja Band of Mission Indians 2005 S. Escondido Blvd. Escondido, CA 92025	Rebeca Osuna, Chairman Inaja Band of Mission Indians 2005 S. Escondido Blvd. Escondido, CA 92025	n/a
Inter-Tribal Cultural Resource Protection Council		Frank Brown, Co-ordinator Inter-Tribal Cultural Resource Protection Council 240 Brown Road Alpine, CA 91901	frbrown@viejas-nsn.gov
Ipai Nation of Santa Ysabel	Clint Linton, Director of Cultural Resources Ipai Nation of Santa Ysabel PO Box 507 Santa Ysabel, CA 92070	Clint Linton, Director of Cultural Resources Iipay Nation of Santa Ysabel PO Box 507 Santa Ysabel, CA 92070	cjlinton73@aol.com
Jamul Indian Village	Kenneth Meza, Chairperson Jamul Indian Village PO Box 612 Jamul, CA 91935	Raymond Hunter, Chairperson Jamul Indian Village P.O. Box 612 Jamul, CA. 91935	jamulrez@sctdv.net
Kumeyaay Cultural Historic Committee	Ron Christman, Kumeyaay Cultural Historic Committee 56 Viejas Grade Road Alpine, CA 92001	Ron Christman Kumeyaay Cultural Historic Committee 56 Viejas Grade Road Alpine, CA. 92001	n/a
Kumeyaay Cultural Heritage Preservation	Paul Cuero, Kumeyaay Cultural Heritage Preservation 36190 Church Road, Suite	Paul Cuero, Kumeyaay Cultural Heritage Preservation 36190 Church Road, Suite	n/a

	5 Campo, CA 91906	5 Campo, CA 91906	
Kumeyaay Cultural Repatriation Committee	Steve Banegas, Spokesperson Kumeyaay Cultural Repatriation Committee 1095 Barona Road Lakeside, CA 92040	Steve Banegas, Spokesperson Kumeyaay Cultural Repatriation Committee 1095 Barona Road Lakeside, CA. 92040	sbanegas50@gmail.com
	Bernice Paipa, Vice Spokesperson Kumeyaay Cultural Repatriation Committee PO Box 1120 Boulevard, CA 91905	Bernice Paipa, Vice Spokesperson Kumeyaay Cultural Repatriation Committee PO Box 937 Boulevard, CA 91905	bernicepaipa@gmail.com
Kumeyaay Diegueno Land Conservancy	Louis Guassac, Executive Director Kumeyaay Diegueno Land Conservancy PO Box 1992 Alpine, CA 91903	Mr. Kim Bactad, Executive Director Kumeyaay Diegueno Land Conservancy 2 Kwaaypaay Court El Cajon, CA 91919	kimbactad@gmail.com
Kwaaymii Laguna Band of Mission Indians	Carmen Lucas, Kwaaymii Laguna Band of Mission Indians PO Box 775 Pine Valley, CA 91962	Carmen Lucas, Kwaaymii Laguna Band of Mission Indians PO Box 775 Pine Valley, CA 91962	n/a
La Posta Band of Mission Indians	Gwendolyn Parada, Chairperson La Posta Band of Mission Indians PO Box 1120 Boulevard, CA 91905	Gwendolyn Parada, Chairperson La Posta Band of Mission Indians 8 Crestwood Road Boulevard, CA. 91905	gparada@lapostacasino.xxx (from secretary, 11/10/14; lp13boots@aol.com

		<p>Javaughn Miller, La Posta Band of Mission Indians 8 Crestwood Road Boulevard, CA. 91905</p>	<p>jmiller@Lapostatribes.net</p>
<p>Manzanita Band of the Kumeyaay Nation</p>	<p>Leroy Elliott, Chairperson Manzanita Band of the Kumeyaay Nation PO Box 1302 Boulevard, CA 91905</p>	<p>Leroy J. Elliott, Chairperson Manzanita Band of Kumeyaay Nation P.O. Box 1302 Boulevard, CA. 91905</p>	<p>ljbirdsinger@aol.com</p>
		<p>ATTN: Keith Adkins, EPA Director Manzanita Band of Mission Indians P.O. Box 1302 Boulevard, CA. 91905</p>	<p>n/a</p>
		<p>Nick Elliott, Cultural Resources Coordinator Manzanita Band of the Kumeyaay Nation P.O. Box 1302 Boulevard, CA 91905</p>	<p>nickmepa@yahoo.com</p>
<p>Mesa Grande Band of Mission Indians</p>	<p>Mark Romero, Chairperson Mesa Grande Band of Mission Indians PO Box 270 Santa Ysabel, CA 92070</p>	<p>Mark Romero, Chairperson Mesa Grande Band of Mission Indians PO Box 270 Santa Ysabel, CA 92070</p>	<p>mesagrandeband@msn.com</p>
<p>San Pasqual Band of Mission Indians</p>	<p>Allen Lawson, Chairperson San Pasqual Band of Mission Indians PO Box 365 Valley Center, CA 92082</p>	<p>Kristie Orosco, Environmental Coordinator San Pasqual Band of Mission Indians PO Box 365 Valley Center, CA 92082</p>	<p>council@sanpasqualtribe.org</p>

Sycuan Band of Kumeyaay Nation	Danny Tucker, Chairperson Sycuan Band of Kumeyaay Nation 5459 Sycuan Road El Cajon, CA 92021	Daniel Tucker, Chairperson Sycuan Band of the Kumeyaay Nation 1 Kwaaypaay Court El Cajon, CA 92019	ssilva@sycuan-nsn.gov
		Lisa Haws, Cultural Resource Manager Sycuan Band of the Kumeyaay Nation 2 Kwaaypaay Court El Cajon, CA 92019	lhaws@sycuan-nsn.gov
Viejas Band of Kumeyaay Indians	Anthony Pico, Chairperson Viejas Band of Kumeyaay Indians PO Box 908 Alpine, CA 91903	Anthony R. Pico, Chairperson Viejas Band of Kumeyaay Indians P.O. Box 908 Alpine, CA. 91903	jhagen@viejas-nsn.gov
		Viejas Band of Kumeyaay Indians ATTN: Julie Hagen, Cultural Resources P.O. Box 908 Alpine, CA. 91903	jhagen@viejas-nsn.gov
Viejas Kumeyaay Indian Reservation	Frank Brown, Viejas Kumeyaay Indian Reservation 240 Brown Road Alpine, CA 91901	n/a	n/a



THE CITY OF SAN DIEGO

October 15, 2014

Eqpwcev\Cffftguu

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Dear Eqpwcev,

SUBJECT: Constraints Analysis and Cultural Resources Sensitivity Analysis for Prehistoric Resources in various City of San Diego Communities.

The City of San Diego (the City) is preparing community plan updates for the communities of Golden Hill, Midway, North Park, Old Town, San Ysidro, Southeastern San Diego, Encanto and Uptown. These updates constitute amendments to the City's General Plan and are subject to Tribal Consultation in accordance with Senate Bill 18 (SB18). AECOM has been retained by the City of San Diego to assist in the consultation process as well as conduct necessary cultural resource studies which include constraints analysis and cultural resources sensitivity analysis for prehistoric resources for each community planning area noted above. AECOM has already conducted archival research at the South Coastal Information Center (SCIC) and the San Diego Museum of Man (SDMOM) and prepared an assessment of cultural resources sensitivity for each community. The archival research included both written and oral history in order to produce a detailed overview of the prehistory and history of each community planning area. Any oral history, Native American values or cultural beliefs that you might be able to share about these study areas would greatly enhance the overview and would be most appreciated. Any additional information regarding cultural resources and Traditional Cultural Properties will be further synthesized into each report and appropriate measures identified to ensure that any resources identified within each community planning area will not be adversely impacted in accordance with the goals and recommendations included in General Plan, Historic Preservation Element and with future community plan implementation.

The results of the initial analyses are further detailed in separate draft reports and briefly summarized below; a copy of each draft report is included with this letter.

Golden Hill

The records search indicated that 11 cultural resources have been previously recorded within the Golden Hill community including, one prehistoric lithic and shell scatter, one prehistoric habitation area, and nine historic refuse disposals. Based on the results of the records search, the Native American Heritage Commission (NAHC) sacred lands file, and regional environmental factors, the community has two cultural resources sensitivity levels. As the majority of the area has been developed, the cultural sensitivity for these areas is low. However, the community

Planning Department

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Tel (619) 235-5200

contains previously recorded sites, and sections of undeveloped land that have not been surveyed, thus the cultural sensitivity in these areas are high. It is therefore recommended that undeveloped areas be surveyed prior to any ground disturbing activities, and in areas that have been developed, ground disturbing activities be monitored. Both of these activities are required to be conducted by a qualified archaeologist and Native American monitor.

Midway-Pacific Highway

The record searches indicated that seven previously recorded cultural resources are located within the community of Midway-Pacific Highway: one prehistoric campsite, one prehistoric village with associated burial ground, one possible location for the ethnographic village of *Kotsi*, two historic refuse dumps, one historic refuse deposit, and one complex of brick kilns and factory features associated with the Vitriified Products Corporation. A search of the NAHC sacred lands file also indicated that this area contains sacred lands. The presence of these resources combined with regional environmental factors, indicate that the community of Midway has a moderate cultural sensitivity level for prehistoric resources. However, based on the original natural setting of mud and salt marshes, and the fact that the majority of the area has been developed, the cultural sensitivity is reduced to low. Several prehistoric campsites and the possible location of the ethnographic village of *Kotsi* have been mapped in the area located along the periodic shoreline of the San Diego River and at the base of the hills. This area remains moderately sensitive for prehistoric cultural resources. Since this area has been subject to extensive development, the determination to monitor ground disturbing activities by a qualified archaeologist and Native American monitor should be considered on a project-by-project basis.

North Park

One prehistoric lithic scatter, two prehistoric isolated finds, and four historic refuse deposits have been previously recorded within the North Park Community. In addition, a sacred lands file check with the NAHC, indicated that sacred lands have been identified within the vicinity of the community. For the reasons described above, combined with regional environmental factors, the North Park community has two cultural sensitivity levels. The cultural sensitivity for developed areas is low. In areas where land is undeveloped and has not been surveyed, or in the locations of the previously recorded resources, the cultural sensitivity is high. It is recommended that undeveloped areas be surveyed prior to any ground disturbing activities, and developed areas monitored by a qualified archaeologist and Native American monitor.

Old Town

A total of 39 cultural resources have been previously recorded within the community of Old Town of these, two are prehistoric, 35 are historic, and two are multi-component resources . The prehistoric resources include one lithic and shell scatter and one prehistoric village site. The historic resources include 17 historic buildings or residences, 11 refuse deposits, and two historic foundations or walls. The multi-component sites consist of a historic residence with a prehistoric

temporary camp and a historic refuse deposit with a possible prehistoric shell scatter. Sacred lands were also reported in the area by the NAHC sacred lands file check. Based on the original natural setting of the community alongside the periodic shoreline of the San Diego River and that the possible locations of several prehistoric campsites and the ethnographic village of *Kotsi* have been mapped in the area located along the base of the hills, the cultural sensitivity for prehistoric cultural resources is high. It is recommended that all project sites are surveyed and/or further evaluated as applicable in accordance with the Historical Resources Guidelines, prior to any ground disturbing activities and monitored by a qualified archaeologist and Native American monitor.

San Ysidro

Within the community of San Ysidro, there are a total of nine previously recorded sites. These resources include three prehistoric lithic scatters, three prehistoric quarry areas, a prehistoric temporary camp, one historic refuse deposit, and one historic cattle feed lot with walls, foundations, and associated debris. Sacred lands were also reported in the area from the NAHC sacred lands file. Despite the fact that most of the community is developed, the area is within the floodplain for both the Tijuana and Otay Rivers, and buried deposits are possible. Therefore, cultural sensitivity for the entire community is moderate. There are three areas within the community that contain several previously recorded sites or contain undeveloped land that has not been surveyed. Cultural sensitivity for these areas is considered high and it is recommended that they be surveyed prior to ground disturbing activities. In areas that have been developed, ground disturbing activities should be monitored by a qualified archaeologist and Native American monitor.

Uptown

The NAHC sacred lands file check and SCIC and SDMOM record searches indicate that 15 previously recorded cultural resources and sacred lands are present within the Uptown community. Most of the community is developed and has a low level of sensitivity for archaeological and Native American resources. One area within the community contains several previously recorded sites, or contains undeveloped land that has not yet been surveyed, thus the level of sensitivity for archaeological and Native American resources in this area is high. It is recommended that areas of high sensitivity are surveyed prior to ground disturbing activities, and areas of low sensitivity are monitored during ground disturbing activities by a qualified archaeologist and Native American monitor.

Southeastern San Diego and Encanto

A total of 32 cultural resources have been previously recorded within the communities of Southeastern San Diego and Encanto, 13 of which are prehistoric, 18 are historic, and one is a multi-component site. The NAHC sacred lands file check did not identify any sacred lands within Southeastern San Diego. Based on the results of the record search and regional

environmental factors, the communities of Southeastern San Diego and Encanto have two cultural sensitivity levels – high and medium. The ethnographic village of *Las Choyas* has been identified archaeologically and ethnographically within the community of Southeastern San Diego and has been previously identified as an area of concern to the local Native American community. Moreover, water courses such as Chollas Creek, Imperial Creek, and South Chollas Creek were major transportation corridors and ecological resources used during both prehistoric and historic periods. Given these factors, these areas have a high level of cultural sensitivity. Because cultural resources have also been observed during ground-disturbing activities throughout the community and the plan area is crossed by multiple high potential water courses, the remainder of the community plan areas are considered to have a moderate level of sensitivity for buried archaeological resources. As such, it is recommended that areas that have not been developed should be surveyed prior to any ground disturbing activities, and in areas that have been developed, ground disturbing activities should be monitored by a qualified archaeologist and Native American monitor.

Summary

The City believes that the participation of local Native American tribes and individuals is crucial to the protection of San Diego's cultural resources. Local tribes may have knowledge of the religious and cultural significance of resources within these communities and early consultation is an effective way to avoid unanticipated discoveries. The purpose of this letter is to notify you of these studies and to solicit your input and knowledge regarding cultural resources and/or traditional land use practices within the community boundaries.

The City is committed to the consultation process and invites you or your designated representative to participate in all phases of the project. You can be assured that all site data and other culturally sensitive information will not be released to the general public but instead will be compiled in a confidential volume that has restricted distribution. We welcome any recommendations you might have and look forward to a mutually beneficial collaboration.

Enclosed for your review is a draft report including a sensitivity map for each community. A reply form, and self-addressed stamped envelope have also been included for your convenience. Please provide your comments to the City within 30-days of receipt of this letter. We would like to incorporate your knowledge and input prior to completing these reports, and ultimately in the Community Plan updates for the Golden Hill, Midway-Pacific Highway, North Park, Old Town, San Ysidro, Southeastern San Diego, Encanto and Uptown communities. The City will also be holding a group meeting at Mission Trails Regional Park – Visitors Center located at One Father Junipero Serra Trail (north of Mission Gorge Road) on November 13, 2014 from 2:00pm – 4:00 pm to address any issues or concerns related to the your review of the archaeological reports for the associated community plan updates.

If you have any questions or need additional information, please feel free to contact me at your earliest convenience. I can be reached at 619-446-5372, or via email at mherrmann@sandiego.gov.

Sincerely,



Myra Herrmann
Senior Environmental Planner/Archaeology
Development Services Department/Planning

Cc: Tom Tomlinson, Interim Director - Planning Department
Stacey LoMedico, Assistant Chief Operating Officer – Office of the Mayor
Cathy Winterrowd, Deputy Director – Planning Department
Nancy Bragado, Deputy Director – Planning Department
Lara Gates, Community Development Specialist – Planning Department
Sara Osborn, Senior Planner – Planning Department
Karen Bucey, Associate Planner – Planning Department
Bernie Turgeon, Senior Planner – Planning Department
Marlon Pangilinan, Senior Planner – Planning Department
Tait Galloway, Senior Planner – Planning Department
Project Files

Enclosures: CD containing seven (7) draft reports for the Golden Hill, Midway-Pacific Highway, North Park, Old Town, San Ysidro, Southeastern San Diego/Encanto and Uptown communities

Response form

Stamped reply envelope

Droessler, Rachel

From: Wilson, Stacie
Sent: Tuesday, November 11, 2014 12:05 PM
To: sbanegas50@gmail.com
Cc: Herrmann, Myra
Subject: City of San Diego Communities Cultural Resources Sensitivity Analysis Meeting - Thursday, 11/13
Attachments: Banegas_20141015.pdf

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Please see the attached letter regarding the community plan updates for the communities of Golden Hill, Midway, North Park, Old Town, San Ysidro, Southeastern San Diego, Encanto and Uptown. These updates constitute amendments to the City's General Plan and are subject to Tribal Consultation in accordance with Senate Bill 18 (SB18). AECOM has been retained by the City of San Diego to assist in the consultation process. This letter was originally mailed to you on October 15th containing a CD with copies of the draft report including a sensitivity map for each community for your review.

The City will be holding a group meeting at Mission Trails Regional Park – Visitors Center located at One Father Junipero Serra Trail (north of Mission Gorge Road) this **Thursday (on November 13, 2014) from 2:00pm – 4:00 pm** to address any issues or concerns related to the your review of the archaeological reports for the associated community plan updates.

Please notify City staff if you plan to attend the meeting.

Myra Herrmann
Senior Environmental Planner/Archaeology
619-446-5372, or via email at mherrmann@sandiego.gov.

Thank you! Stacie

Stacie L. Wilson, M.S., RPA
Archaeologist / GIS Specialist
Design + Planning
D + 619.764.6817 M + 619.723.8229
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HISTORIC PRESERVATION 10



- 10.1 Prehistoric and Historic Context
- 10.2 Identification and Preservation of Historical Resources
- 10.3 Educational Opportunities and Incentives Related to Historical Resources



INTRODUCTION

The purpose of the City of San Diego General Plan Historic Preservation Element is to preserve, protect, restore and rehabilitate historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The element's goals for achieving this include identifying and preserving historical resources, and educating citizens about the benefits of, and incentives for, historic preservation.

The Midway - Pacific Highway Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Midway - Pacific Highway, in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Midway - Pacific Highway. The Midway - Pacific Highway Historic Preservation Element was developed utilizing technical studies prepared by qualified experts, as well as extensive outreach and collaboration with Native American Tribes, community planning groups and preservation groups.

HISTORIC PRESERVATION GOALS

- Identify and preserve significant historical resources in the Midway - Pacific Highway community.
- Create commemorative, interpretive and educational opportunities related to historical resources in the Midway - Pacific Highway community and pursue incentives for historic preservation and adaptive reuse.

A Prehistoric Cultural Resources Study and a Historic Resources Survey Report were prepared in conjunction with the Community Plan. The *Prehistoric Cultural Resources Study for the Midway-Pacific Highway Community Plan Update* (Prehistoric Cultural Resources Survey) describes the pre-history of the Midway - Pacific Highway area; identifies known significant archaeological resources; provides guidance on the identification of possible new resources; and includes recommendations for proper treatment. The *City of San Diego Midway-Pacific Highway Community Plan Area Historic Resources Survey: Historic Context and Reconnaissance Survey* (Historic Survey Report) provides information regarding the significant historical themes in the development of Midway - Pacific Highway, the property types associated with those themes, and the location of potential historic resources which may be eligible for designation pending further evaluation. These documents have been used to inform not only the policies and recommendations of the Historic Preservation Element, but also the land use policies and recommendations throughout the Community Plan.



10.1 PREHISTORIC AND HISTORIC CONTEXT

The community of Midway - Pacific Highway is located on the flatlands south of the channelized portion of the San Diego River. Originally, a large portion of the community was estuarine. Prehistorically, the San Diego River served as a reliable source of food and water for the Kumeyaay inhabitants and their ancestors, and some evidence suggests that the Kumeyaay village of village of Kosti/Cosoy/Kosaii/Kosa'aay may have been located within the community. The forces that ultimately shaped the development of the Midway - Pacific Highway community during the late 19th and early 20th centuries were transportation improvements and early industries, as well as the presence of the airport and military. Yet large sections of the area remained undeveloped through the Great Depression. During World War II, areas along Pacific Highway were used for numerous defense industries. The post-war development of the area mainly consisted of small warehouses and commercial buildings that sprang up in a rather haphazard fashion. Today, the area consists primarily of commercial, industrial and military uses bound by major transportation routes and a major airport corridor.

The following is a summation of the pre-historic and historic development of the Midway - Pacific Highway Community. A complete discussion of the community's Prehistory and History can be found in the Prehistoric Cultural Resources Study and the Historic Survey Report, respectively.

PREHISTORY

The prehistory of the San Diego region is evidenced through archaeological remains representing more than 10,500 years of Native American occupation, locally characterized by the San Dieguito complex, the Archaic La Jolla and Pauma complexes, and the Late Prehistoric period. Based on ethnographic research and archaeological evaluations, Late Prehistoric materials in southern San Diego County are believed to represent the ancestral Kumeyaay.

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commenced with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay were quickly brought into the mission and many died from introduced diseases. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover, and make public, significant contributions in the understanding of native culture and language. These studies have continued to the present day and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across the County. The legends and history that is repeated by the local Native American groups now and at the time of earlier ethnographic research indicate both their presence here since the time of creation and, in some cases, migration from other areas. The Kumeyaay are the identified Most Likely Descendants for all Native American human remains found in the City of San Diego.

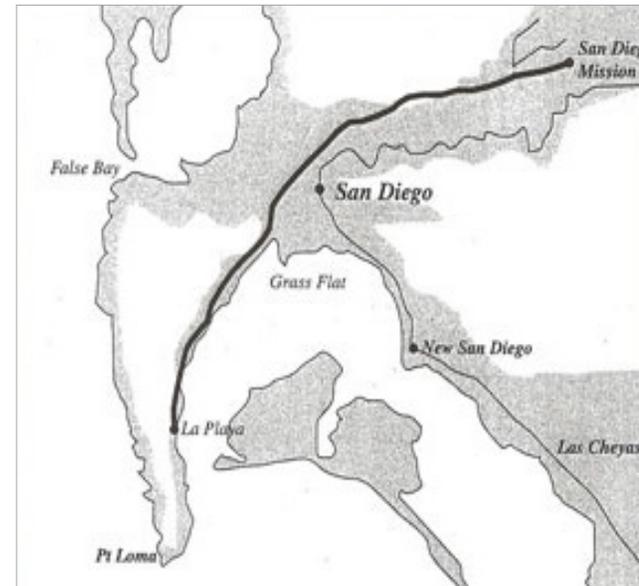


Examples of Kumeyaay apparel and objects of daily use: baskets, willow bark skirt, basket hat, agave fiber sandals, seed beater. Courtesy of the Barona Cultural Center & Museum, photo by Tim Stahl.

By the time Spanish colonists began to settle in Alta California in 1769, the Midway - Pacific Highway community planning area was within the territory of the Kumeyaay people, who spoke a Yuman language of the Hokan linguistic stock. The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. Grass seeds were probably the primary food, supplemented by various other seeds such as sage, sagebrush, lamb's quarters, and pine nuts. Small game was a major source of protein, but deer were hunted as well. Coastal bands ate a great deal of fish, taking them with lines, nets, and bows and arrows. Balsas or reed boats were used. Shellfish and other littoral resources were important to coastal people, too. Settlements were moved seasonally to areas where wild foods were in season.

Villages and campsites were generally placed in areas where water was readily available, preferably on a year-round basis. The San Diego River provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region.

The village of Kosti/Cosoy/Kosaii/Kosa'aay was described as near the mouth of the San Diego River. While the actual location of the village is unknown, Bancroft reported in 1884 that a site called Cosoy/Kosaii/Kosa'aay by the Native Americans was in the vicinity of Presidio Hill and Old Town, located approximately 0.5 mile east of the community of Midway-Pacific Highway. Several investigations have identified possible locations for the village of Cosoy/Kosaii/Kosa'aay, but the actual site has never been found. One possible location for Kosti/Cosoy/Kosaii/Kosa'aay has been mapped by the South Coastal Information Center (SCIC) as within the community of Midway-Pacific Highway, based on information listed on site forms as recorded by Malcolm Rogers in 1912.



Map of the La Playa Trail between San Diego's first port, Old Town, and Mission San Diego de Alcalá, through what is now the Midway-Pacific Highway community.

SPANISH PERIOD (1769-1822)

In spite of Juan Cabrillo's earlier landfall on Point Loma in 1542, the Spanish colonization of Alta California did not begin until 1769. Concerns over Russian and English interests in California motivated the Spanish government to send an expedition of soldiers, settlers, and missionaries to occupy and secure the northwestern borderlands of New Spain. This was to be accomplished through the establishment and cooperative inter-relationship of three institutions: the presidio, mission, and pueblo. In 1769 a land expedition led by Gaspar de Portola reached San Diego Bay, where they met those who had survived the trip by sea on the ships San Antonio and San Carlos. Initially camp was made on the shore of the bay in the area that is now downtown San Diego. Lack of water at this location, however, led to moving the camp in May to a small hill closer to the San Diego River and near the Kumeyaay village of Kosti/Cosoy/Kosaii/Kosa'aay, where the Spanish built a primitive mission and presidio structure. The La Playa Trail served as the main link between Old Town San Diego, the mission, and La Playa, which served as the town's port until the founding New Town San Diego in 1869. Although it is considered the oldest European trail on the Pacific Coast, La Playa Trail is also known to have been an ancient Kumeyaay path.

Just four months after the colonial project was initiated, the Kumeyaay staged an uprising. The Kumeyaay seized some of the Spaniards' possessions; however, the Spaniards themselves were not taken. While the mission attracted a few converts, friction between the Kumeyaay and Spanish lingered. In August 1774, the Spanish missionaries moved the Mission San Diego de Alcalá to its present location six miles up the San Diego River valley (modern Mission Valley) near the Kumeyaay village of Nipaguay. The presidio remained at its location on Presidio Hill. Sometime after 1800 soldiers and their families began to move down from Presidio Hill and settle near the San Diego River.

MEXICAN PERIOD (1822-1846)

In 1822 the political situation changed as Mexico won its independence from Spain and San Diego became part of the Mexican Republic. The Mexican government opened California to foreign trade; began issuing private land grants in the early 1820s, creating the rancho system of large agricultural estates; began secularizing the Spanish missions in 1833; and oversaw the rise of the civilian pueblo. By 1827, as many as 30 homes existed around the central plaza in Old Town and in 1835, Mexico granted San Diego official pueblo status. At this time the town had a population of nearly 500 residents, later reaching a peak of roughly 600. But the location several miles away from navigable water was less than ideal. Imports and exports had to be carried over the La Playa Trail to anchorages in Point Loma.

In 1834 the Mexican government secularized the San Diego and San Luis Rey missions. The secularization in San Diego County had the effect of triggering increased Native American hostilities against the Californios during the late 1830s. The attacks on outlying ranchos, along with unstable political and economic factors, helped San Diego's population decline to around 150 permanent residents by 1840. San Diego's official pueblo status was removed by 1838, and it was made a sub-prefecture of the Los Angeles pueblo. The town and the ship landing area at La Playa (present-day Point Loma) were now the centers of activity in Mexican San Diego. When the United States took control of the region after 1846, the situation in San Diego had stabilized somewhat, and the population had increased to roughly 350 non-Native American residents.



AMERICAN PERIOD (1846-1970)

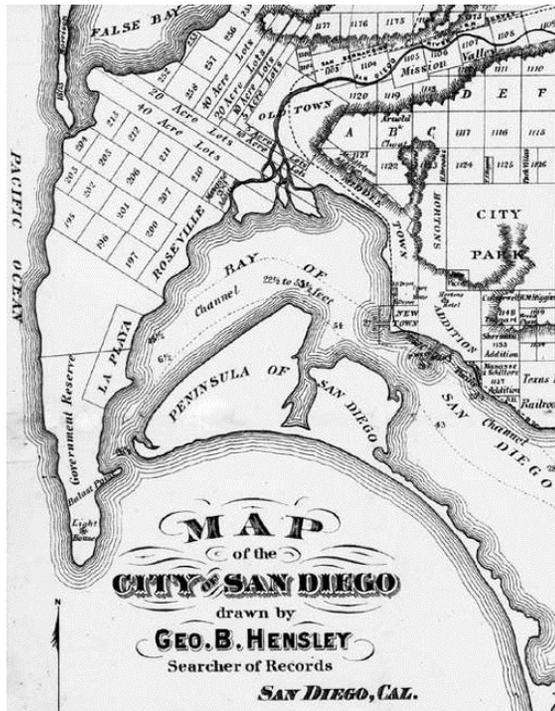
When United States military forces occupied San Diego in July 1846, the town's residents split on their course of action. Many of the town's leaders sided with the United States, while other prominent families opposed the invasion. The United States assumed formal control of California with the Treaty of Guadalupe-Hidalgo in 1848 and introduced Anglo culture and society, American political institutions, and American-style entrepreneurial commerce.

On February 18, 1850, the California State Legislature formally organized San Diego County. The first elections were held at San Diego and La Playa on April 1, 1850, for county officers. San Diego grew slowly during the next decade. Old Town remained the largest development

within San Diego, occupying a total of 48,557 acres of former pueblo land, and consisted of approximately 65 buildings of which many were constructed of adobe. A small portion of the Midway-Pacific Highway area, northeast of present-day Kurtz Street and northwest of present-day Witherby Street, was historically part of Old Town.

In the 1850s when the first attempt was made to build a city on the present area of Downtown, a group of Old Town citizens bought the land to the south of Old Town and established a rival subdivision closer to the bay. The portion of the land that was subdivided and laid out into streets, squares, blocks, and lots was designated Middletown. The Pacific Highway corridor occupies the other, undivided portions, which were referred to as the reservations and the tidelands. The development of Middletown, as well as Old Town, was stymied by a severe drought, followed by the onset of the Civil War. The troubles led to an actual drop in the town's population from 650 in 1850, to 539 in 1860. Not until land speculator and developer Alonzo Horton arrived in 1867 did San Diego begin to develop fully into an active town. As the community focus shifted from Old Town to New Town (present-day Downtown), the county seat was moved to New Town in 1871 and Old Town rapidly declined in importance.

Although it would appear that the Midway-Pacific Highway area was conveniently located between Old Town and New Town, attempts at development floundered because of the swamp-like conditions. Historically, the Midway area was part of the San Diego River delta, comprising the flat land between the hill of the San Diego Presidio and the hills of Point Loma. The San Diego River switched back and forth between emptying into Mission Bay and emptying through the Midway area into the San Diego Bay. The silt it carried built sand bars and eventually blocked channels. To protect the main harbor from these deposits, the U.S. Army Corps of Engineers decided to make the Mission Bay route of the river permanent. In 1853 George Derby, an army land surveyor, engineered the construction of a dike just south



Hensley's Map of San Diego, 1873.

of the present flood channel, extending northeasterly from what is now the junction of Midway Drive and Sports Arena Boulevard. The building of this dike decided the supremacy of San Diego Bay. Later known as Derby's Dike, it was rebuilt in 1877. Now gone, the Derby Dike Site at the foot of Presidio Hill is designated San Diego Historical Resources Board (HRB) Site #28.

One of the early settlers to the area was Louis Rose, the first Jewish resident of San Diego. He arrived in 1850 and began to purchase land between Old Town and La Playa, an area eventually known as Roseville. He aimed to establish a new town site in this location, but failed to attract settlers. Rose deeded five acres on present-day Kenyon Street for use as a Jewish cemetery, but the failure of the Roseville development led the Jewish community to find a new burial ground in 1892. In 1937, they reinterred those buried at the old cemetery, but retained



Louis Rose, first Jewish resident of San Diego.

ownership of the land. The site is known as the Hebrew Cemetery and is designated San Diego HRB Site #48. By the late 19th century Midway-Pacific Highway remained almost entirely undeveloped. The forces that ultimately shaped the development of the Midway - Pacific Highway community as we know it today can be grouped generally into three main themes: Transportation Improvements and Early Industrial Development (1882-1914); Military, Aerospace and Related Industrial Development (1901-1953); and Post-War Commercial and Residential Development (1945-1970), as summarized below.

Transportation Improvements and Early Industrial Development (1882 - 1914)

The fact that the Pacific Highway corridor was bypassed for residential development at the start of the 20th century allowed it to emerge as a transportation corridor for railroads, streetcars, and automobiles. However, it mainly functioned as a place one passed through rather than as a destination. Since the 1830s, the citizens of San Diego had attempted to establish a direct rail link to the east. A rail link was an integral component to the vision some held of San Diego as a major seaport. Many efforts were undertaken, but they all ended in failure. The first section of the California Southern Railroad opened in 1882 and connected National City to Oceanside, passing through the Midway - Pacific Highway area at the bottom of and along the bluff that separates the community from Old Town. Without a stop in the area, however, the railroad line failed to ignite development.

A real estate boom in the spring of 1887 brought thousands of people to Southern California, many of them traveling on the Santa Fe Railroad to San Diego. During the boom, developers realized the need for convenient public transportation. In 1887, San Diego's Electric Rapid Transit Company introduced the first electric street railway system in the western U.S., the San Diego & Old Town Railway. It traversed the Pacific Highway corridor from D Street (now Broadway) in downtown to



Old Town along Arctic Street (now Kettner Boulevard), then continued to Hancock and the Five Points area, servicing the Marine Corps Recruit Depot. Even during the 1930s, streetcar passengers traveling through the area described it as a salt marsh with open meadows. During the early 1940s, the line was discontinued and the tracks were paved over in an effort to improve the roadway for automobiles.

Pacific Highway was one of the first paved roads through the area. At one time, it was part of Highway 101. While the southern terminus of Highway 101 is now Los Angeles, it used to travel all the way south through San Diego to the Mexican border in San Ysidro. However, this part was decommissioned and replaced in the late 1960s by Interstate 5. Significant portions of Highway 101 were historically part of El Camino Real, the route that connected Alta California's missions,



The Mission Brewery, located at 1751 Hancock Street, is listed on the local register and the National Register of Historic Places.

presidios, and pueblos. It served as the main north-south road in California until the 1920s. Highway 101 was one of the first highways designated by the Bureau of Public Roads in 1925. Existing sections of roadway were designated as routes and marked by signs so that motorists could find their way from one town to the next. Long distance automobile runs became a popular form of amusement, and soon auto camps were developed to provide overnight accommodations.

During the late 19th and early 20th centuries, development in the area remained limited. There were a few isolated residential and commercial buildings. One of the earliest businesses in the area was the Mission Brewery, located at 1751 Hancock Street. August Lang, a German immigrant, purchased block 183 of the Middletown Addition in 1912 for the purposes of building a brewery. The quality of the local water was noted as an important reason for locating in San Diego. Lang hired another German immigrant as his architect, Richard Griesser, who designed the building in the Mission Revival style. A detached bottling plant was constructed across Washington Street. With the impending passage of the National Prohibition Act, the brewery closed in 1918. The property was sold to the American Agar Company in 1923. The Mission Brewery is designated San Diego HRB Site #232 and is also listed in the National Register of Historic Places.

Military, Aerospace, and Related Industrial Development (1901 - 1953)

As early as 1900, San Diegans initiated efforts to attract the attention of the Navy in hopes that officials would choose it for naval bases and other shore activities. William Kettner, credited with the expansion of the military presence during the 1920s, immediately recognized the benefit of a military presence in San Diego, which would bring federal resources and national attention to the City. San Diego's harbor required immediate attention. Dredging was urgently needed to enable large ships to enter. It seemed a logical sequence would then follow:

goods, trade, employment, and the development of a respectable commercial center. Upon his election to Congress in 1912, Kettner eventually convinced the Admiral of the Navy that the dredging of San Diego Bay was not only feasible, but also advantageous to the Navy. During the 1915 Exposition, Kettner caught the attention of Major General George Barnett and convinced him of his idea for the location of a new Marine base in Dutch Flats south of present-day Barnett Avenue and Pacific Highway. Both the Naval Training Center and the Marine Corps Recruit Depot (MCRD) were built in the early 1920s. Construction of MCRD on the low-lying Dutch Flats area was accomplished only after a massive dredging and filling operation. These installations had a profound influence over the development of the area.

The development of the aerospace industry in San Diego also began in Dutch Flats. In 1922, T. Claude Ryan opened up a flying school in the area, which led to the opening of an aircraft manufacturing plant. Ryan Airlines developed some of the most creative designs

in aviation history, including a custom M 1 monoplane for Charles Lindbergh. Lindbergh tested the plane, called the Spirit of St. Louis, at Ryan Field before his 1927 nonstop solo flight from New York to Paris. The first regularly scheduled airline in the United States, the San Diego – Los Angeles Airline, operated out of this field beginning in 1925. In 1934 Ryan formed the Ryan Aeronautical Company, and the school eventually became a subsidiary. During World War II, the school trained thousands of Army pilots, and had contracts with the Navy to build aircraft. Now gone, Ryan Field was located near the intersection of Midway Drive and Barnett Avenue. The Dutch Flats/Ryan Field site was designated as HRB Site #249 in 1990.

Inspired by Lindbergh's historic flight, the City of San Diego passed a bond issue in 1928 for construction of a two-runway municipal airport. Dedicated on August 16, 1928, it was called San Diego Municipal Airport – Lindbergh Field. The airport was the first federally certified airport to serve all types of aircraft, including seaplanes. The original terminal was located on the northeastern side of the field, along Pacific



The Marine Corps Recruit Depot under construction.



Ryan Field was located in the Dutch Flats area near the present-day intersection of Midway Drive and Barnett Avenue.



Consolidated Aircraft, 1940s, looking southwest.



Frontier Housing Project, 1946, looking northwest along Midway Drive. Fordham Street crosses Midway Drive in the foreground.

Highway. World War II brought significant change to the airfield when the Army Air Corps took it over in 1942 to support the war effort. The infrastructure of the airport was improved to handle the heavy bombers being manufactured in the region during the war. This transformation, including the 8,750-foot runway, made the airport jet ready long before jet passenger plans came into widespread service. After the war, commercial air service at Lindbergh Field expanded rapidly, and in 1960, Lindbergh Field gained its first jet service.

The greatest impact to San Diego's aerospace industry was the arrival of Consolidated Aircraft. The company was founded in 1923 by Reuben H. Fleet in Buffalo, New York. He served as a pilot in the U.S. Army during World War I and organized the first airmail service in 1918. In 1935, Fleet moved the company to San Diego because the weather in Buffalo was not suitable for test flights much of the year. Consolidated Aircraft constructed a new plant on the northeast side of Lindbergh Field and was the giant among San Diego manufacturing companies, bringing about the establishment of smaller firms all designed to produce aircraft tooling, parts, and sub-assemblies. During the war years, San Diego's population soared due to a massive influx of military personnel and defense workers. The population of San Diego County grew from 289,348 in 1940 to over 400,000 in 1945. The impact of the population growth affected housing, transportation, and schools.

The City attempted to assist in the search for homes by developing a Defense Housing Commission, which listed available vacancies within the area. The City also lifted ordinances against rooming houses in residential zones, but nothing could meet the continuous immigration of defense workers. Finally, in 1940, the federal government passed the Lanham Act, which appropriated \$150 million to the Federal Works Agency to provide massive amounts of housing in congested defense industry centers. The Frontier Housing Project was one of the largest such housing developments, located at the intersection of Midway and

Rosecrans. In 1943, the Federal Public Housing Agency took bids for the construction of 3,500 temporary dwelling units. By May of 1944, 1,100 units were ready for occupancy. Although the buildings were only intended to last for two years, some remained for 20.

Post-War Commercial and Residential Development (1945-1970)

After World War II, small warehouses and industrial buildings began to fill in the undeveloped areas along the Pacific Highway corridor. The Consolidated Aircraft plant continued to be a strong visual element and economic force in the area. The Midway area gave way to commercial strip and shopping center development that mainly catered to nearby residential and visitor populations. Streets were widened, removed, and renamed to facilitate the movement of automobiles. Interstate 5 and 8 were constructed, which formed rigid barriers between the neighborhoods on the north and east.

Prior to World War II, the commercial and residential development of the area was random and sparse. A few homesteaders constructed small houses, but the earth was too sandy or salty for agriculture. Commercial businesses were largely related to the airport, aircraft plants, and military bases. The city directory for 1941 lists one house and one business on Midway south of Rosecrans. The few other businesses in the area were mostly gas stations and drive-in restaurants like Topsy's and the Bali. The Loma Theater, designed by the renowned theater architect S. Charles Lee, opened in 1944 just before the end of war; however, it is more closely associated with the post-war history of the area. The Sound of Music opened in the theater in 1965 and played for an astounding 133 weeks. The theater closed in 1988 and is now a bookstore.

During the 1950s, several of the large parcels occupied by the Frontier Housing Project were purchased by the City of San Diego and later sold for development. According to an article in the San Diego Union, the population of the area declined by 10,000, which caused a major drop

in sales at local retail establishments. A master plan was developed for 500 acres, but failed to attract interest. Instead, commercial business continued to be oriented toward the automobile and mainly consisted of freestanding buildings surrounded by large surface parking lots. Consequently, buildings in the Midway-Pacific Highway area tend to be physically and architecturally disconnected from each other. The 1956 Sanborn map documents the presence of several motels and auto camps in the area interspersed with single-family residences, commercial buildings, and vacant lots. Businesses that required large flat parcels such as lumberyards, drive-in theaters, and nurseries also began to locate in the area.

The character of the area that exists today began to take shape during the 1960s. Modern commercial buildings were constructed on vacant lots or replaced older commercial and residential buildings. Automobile-related businesses such as showrooms, service stations



The Loma Theater opened in 1944.



and garages were also attracted to the Pacific Highway area. This can be attributed to the car culture that blossomed after World War II as well as the development of two freeways in the area, Interstate 5 and 8. Multi-family residential complexes also began appearing in the Midway area during the 1960s.

The greatest change to the area in the 1960s was the construction of the International Sports Arena. It was constructed by Trepte Construction Company and designed by Victor Meyer, an architect who was vice president of development and design. As early as the 1950s, San Diego had been seeking to attract professional sports franchises. In 1966 Robert Breitbard established the San Diego Gulls, then a member of the Western Hockey League, and laid plans for the construction of an indoor arena. The land on which the arena was located was formerly part of the Frontier Housing Project and owned by the City of San Diego; however, the \$6,500,000 for construction was privately financed. The arena opened in November of 1966. It was designed for seating 13,500 spectators for hockey and 16,000 spectators for other sporting and public events. Within a year a professional basketball team, the San Diego Rockets, was added to the arena. A variety of restaurants cropped up in the area to feed hungry sports fans before or after games.



San Diego International Sports Arena, artist's rendering.

10.2 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES

Cultural sensitivity levels and the likelihood of encountering prehistoric archaeological resources within the Midway - Pacific Highway community planning area are rated low, moderate, or high based on the results of records searches, Native American Heritage Commission (NAHC) Sacred Lands File checks, and regional environmental factors. Sensitivity levels may be adjusted based on amount of disturbance that has occurred on sites that may have previously impacted cultural resources.

Based on the results of the records search, the NAHC Sacred Lands File check, and regional environmental factors, within the community of Midway - Pacific Highway there are two cultural sensitivity levels. Because the majority of the community is developed and there is virtually no undeveloped land within the area, the cultural sensitivity for the majority of the community planning area would be considered low. One section south of Loma Portal and bounded by I-5 to the east, Pacific Highway to the west, and Laurel Street to the south has moderate sensitivity. This portion of the Midway - Pacific Highway community planning area is located along the former periodic shoreline of the San Diego River and at the base of hills, making it attractive for prehistoric activities. Several prehistoric campsites, as well as a possible location for the ethnographic village of Kosti/Cosoy/Kosaii/Kosa'aay, have been mapped by the SCIC in this area. Although this area has been subject to extensive development, and fill may be present, the cultural sensitivity for this area is still considered moderate. Sensitivity levels may also be adjusted based on ongoing input from the Native American community.

In regard to the built environment, in addition to the three main themes significant to the development of Midway-Pacific Highway, the Historic Context Statement included in the Historic Survey Report also identified property types that are associated with those themes in historically significant ways. The associated property types, characteristics and significance thresholds are summarized as follows:

Transportation Improvements and Early Industrial Development (1882 - 1914)

While the early transportation improvements during the late 19th and early 20th centuries influenced the later development of the plan area, there are no directly related property types remaining. The research indicated that industrial buildings were constructed in the plan area during this period; however, the only one remaining is the Mission Brewery, which is already listed. According to the reconnaissance survey, the other buildings remaining from this period are isolated single-family residences. Most can be described as vernacular turn of the century cottages or Craftsman bungalows. They are one-story in height, sheathed in wood clapboard or shingles, and covered by gabled roofs. Some have been converted to commercial uses. These associated property types are likely to be eligible under HRB Criteria A, B and C.

Military, Aerospace, and Related Industrial Development (1901 - 1953)

Property types associated with this theme include industrial buildings, which can be categorized by type relating to their specific function. The two most common types of industrial buildings present in the plan area are multi-use warehouses, such as the building at 1929 Hancock Street, and light manufacturing buildings. They are mostly concentrated in two areas: the Pacific Highway corridor and the northeast portion of the Midway area. The residential buildings specifically constructed to house defense workers have been demolished. Warehouses used for

industrial or commercial purposes generally have the same physical characteristics. More often than not, these buildings were designed without the benefit of an architect. Light manufacturing buildings tend to be more substantial in size and construction than warehouses. In terms of architectural treatment, they fall into two categories: those clothed in the popular styles of the day and those purely functional and utilitarian in design. These associated property types are likely to be eligible under HRB Criteria A and C.

Post-War Commercial and Residential Development (1945-1970)

Property types associated with this theme in the community planning area include residential and commercial buildings. Residential buildings are almost exclusively apartment buildings, while commercial buildings are represented by a wide variety of types including restaurants, retail buildings, shopping centers, motels, gas stations, branch banks,



A few buildings from Midway-Pacific Highway's early development remain in the community, including this cottage built circa 1915.



grocery stores, and automobile dealerships. Residential buildings are concentrated in the Midway area, northwest of Rosecrans Street. Post-war commercial buildings are found throughout the community. Those in the Pacific Highway corridor tend to be oriented toward the airport, such as rental car businesses. The few single-family residences are mostly one-story in height and have no particular style. The two most common multi-family housing types in the area are “dingbats” and apartment complexes, typically containing at least 6 units. There are numerous restaurants and retail buildings in the plan area, most of which are located in one-story freestanding buildings surrounded by surface parking lots. The motel developed as a property type in the 1920s as a hybrid between auto camps and conventional hotels. The earliest motels in the plan area were one-story buildings organized in rows or U-shapes. Motels constructed in the 1960s are typically two-story buildings. These associated property types are likely to be eligible under HRB Criterion C.



This commercial building on Hancock Street features Streamline Moderne architectural influences and is representative of the Post-War Commercial and Residential Development theme.

DESIGNATED HISTORICAL RESOURCES

Midway - Pacific Highway is home to two (2) National Register properties. These include the Marine Corps Recruit Depot National Register Historic District, listed in 1991, and the Mission Brewery, listed in 1989:

- **Marine Corps Recruit Depot Historic District:** The San Diego Marine Corps Recruit Depot Historic District comprises thirty-seven structures situated within the San Diego Marine Corps Recruit Depot, twenty-five of which contribute to the District’s significance under National Register Criteria A and C in the areas of military and architectural history. The period of significance is generally from 1921 to 1940, with a primary period of significance from 1921 to 1926. In United States military history, the district is strongly associated with the nations’ emergence as a world power, and with the Marine Corps coming of age as a distinctive branch of the military in the early decades of the 20th century. In architectural history, the district is significant in several respects: as an example of the work of master architect Bertram Goodhue; as a distinguished example of site planning; as a distinguished example of Spanish Colonial Revival architecture; and as an important example of military base architecture.
- **Mission Brewery:** The Mission Brewery was one of the earliest businesses in the community. August Lang constructed the brewery at Hancock Street and Washington Street in 1913 and a bottling plant across Washington Street. The brewery operations ceased in 1918 as consequence of the passage of the Prohibition Act. Significant in the areas of health and medicine, industry, and architecture, the building was listed on the National Register under Criterion A both for its role in the tragic nationwide influenza epidemic of 1918-1919 when it served as an isolation hospital, and for its use in the beer and cigar industries; as well as Criterion C as the only example of an application of the Mission Revival style to a purely industrial building design in San Diego (and also one of a few such applications across the country). The Mission Brewery is also designated on the City’s local register as HRB Site No. 232.

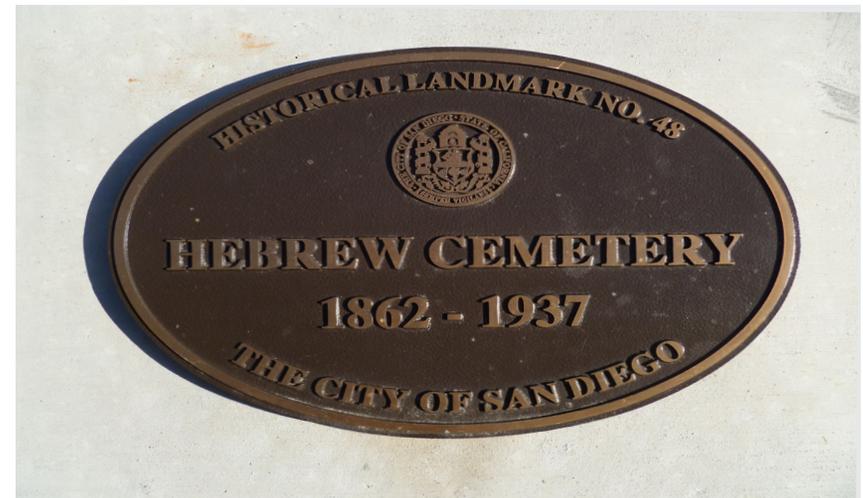


As of September 2016, the Midway - Pacific Highway community is home to four individually designated historic resources listed on the City's register by the Historical Resources Board. These include the aforementioned Mission Brewery, as well as the Mission Brewery Bottling Plant, the Hebrew Cemetery Site, and Dutch Flats/Ryan Airfield. Additionally, Derby Dike, which originated at the foot of Presidio Hill in Old Town, extended into the Midway - Pacific Highway community.

- **Mission Brewery Bottling Plant:** Constructed concurrently with the main Mission Brewery building across Washington Street in 1913, the bottling plant had a 200 barrel per day capacity, although only half of the intended amount was bottled. The bottling plant has a direct relationship to the brewery in terms of use and design, and was designated as HRB Site #1040 under Criterion A in 2012.
- **Hebrew Cemetery:** Louis Rose, one of the early settlers of the area who purchased land between Old Town and La Playa (known as Roseville) to establish a new town site, dedicated five acres of land on present-day Kenyon Street to develop a Jewish cemetery. The Jewish community discontinued use of the cemetery after a new Jewish burial ground in Mount Hope was established in 1892, where they reinterred those buried at the old cemetery. The site is designated as HRB Site #48.
- **Dutch Flats/Ryan Field:** In 1922, T. Claude Ryan started a flying school and later a manufacturing plant at Dutch Flats. Beginning in 1925, the first regularly scheduled airline in the U.S. operated out of Ryan Field. The manufacturing plant was the birthplace of the San Diego aviation industry. Bounded roughly by Barnett Avenue, Midway Drive, Rosecrans Street and Sports Arena Boulevard, Dutch Flats/Ryan Field was commemoratively designated as HRB Site #249 for its association with Charles Lindbergh, Claude T. Ryan, Ryan Aircraft Co. and the beginnings of commercial aviation in the United States.

- **Derby Dike:** Designed by Lt. George Horatio Derby of the US Army Corps of Topographical Engineers, the dike was constructed in 1853 to prevent the San Diego River from flowing into San Diego Bay and silting up the harbor. Now gone, the site at the foot of Presidio Hill is designated HRB Site #28. Although the marker for the Derby Dike site is located in Old Town San Diego, the dike extended northeasterly from the present-day junction of Midway Drive and Frontier Street (Sports Arena Boulevard) and allowed the opportunity for development within Midway - Pacific Highway.

These designated historical resources, shown in Figure 10.1, are protected and preserved through existing General Plan policies, the historical resources regulations and guidelines of the Municipal Code, and established City practices. These protections require historic review of all projects impacting these resources. Projects that do not comply with the U.S. Secretary of the Interior Standards are required to process a discretionary action that is subject to review under the California Environmental Quality Act (CEQA).



A plaque marks the site of the Hebrew Cemetery in Midway-Pacific Highway.



IDENTIFICATION OF NEW HISTORICAL RESOURCES

As detailed in the Historic Survey Report, a Historical Resource Reconnaissance Survey was undertaken based on the information provided in the Historic Context Statement to identify new historical resources within Midway - Pacific Highway which may be eligible for designation pending evaluation. The purpose of the Historic Resource Reconnaissance Survey is to inform land use decisions in the Community Plan, guide the development of the policies in the Historic Preservation Element, and raise public awareness regarding the possible significance these resources may have. However, additional property-specific research and analysis will be required to determine if in fact these properties are significant and eligible for designation. This review and analysis may occur through historic designation nominations or applications for permits or preliminary review, in accordance with the Municipal Code. The field work and analysis was completed by a qualified historic consultant and overseen by City staff.

The survey identified 43 properties, including residential properties, commercial buildings, industrial buildings and civic and institutional buildings. Most of the properties identified relate to the theme Post-War Commercial and Residential Development (1945-1970), with a number of others related to the theme Military, Aerospace and Related Industrial Development (1901-1953), and only a few related to the earliest theme of Transportation Improvements and Early Industrial Development (1882-1914). No potential historic districts were identified during the survey. A detailed listing of all identified properties can be found in the *City of San Diego Midway-Pacific Highway Community Plan Area Historic Resources Survey Report: Historic Context & Reconnaissance Survey*.

The properties identified by the Historic Resource Reconnaissance Survey are protected and preserved to some degree through existing General Plan policies and the historical resources regulations and guidelines of the Municipal Code. Additional policies that address the identification and preservation of new historical resources of the Midway - Pacific Highway community follow.

POLICIES

- HP-2.1** Preserve designated historical resources and promote the continued use and new, adaptive reuse of these resources consistent with the U.S. Secretary of the Interior's Standards.
- HP-2.2** Evaluate properties which may be eligible for designation as historic resources.
- HP-2.3** Encourage the preservation of other notable buildings, structures, objects and community features that provide continuity with the past.
- HP-2.4** Provide support and guidance to community members and groups who wish to prepare and submit individual resource nominations and historic district nominations to the City, consistent with adopted Guidelines.
- HP-2.5** Work with members of the community to identify and evaluate additional properties that possess historic significance for social or cultural reasons (such as an association with an important person or event) for potential historic designation.
- HP-2.6** Evaluate the possibility of a multi-community or Citywide historic context statement and Multiple Property Listing related to the aerospace industry in San Diego.
- HP-2.7** Conduct project-specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites or sites with



cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines.

- HP-2.8** Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Midway-Pacific Highway, and refer site to the Historical Resources Board for designation, as appropriate.

10.3 EDUCATIONAL OPPORTUNITIES AND INCENTIVES RELATED TO HISTORICAL RESOURCES

Revitalization and adaptive reuse of historic buildings and districts conserves resources, uses existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism, and enhances quality of life and community character. The successful implementation of a historic preservation program requires widespread community support. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves, as well as the purpose and objectives of the preservation program, must be developed and widely distributed.

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards and the character of the community.

The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future.

In addition to direct incentives to owners of designated historical resources, all members of the community enjoy the benefits of historic preservation through reinvestment of individual property tax savings into historical properties and an increased historic tourism economy. There is great opportunity to build on the existing local patronage and tourism base drawn to the community's neighborhoods and shopping districts by highlighting and celebrating the rich history of the Midway - Pacific Highway community.

In addition to the General Plan Historic Preservation Element Policies, the following recommendations are specific to Midway - Pacific Highway for implementation of educational opportunities and incentives for preservation of the community's historical resources.



Incentives are available to assist with the preservation, revitalization, and adaptive reuse of historic buildings and districts.



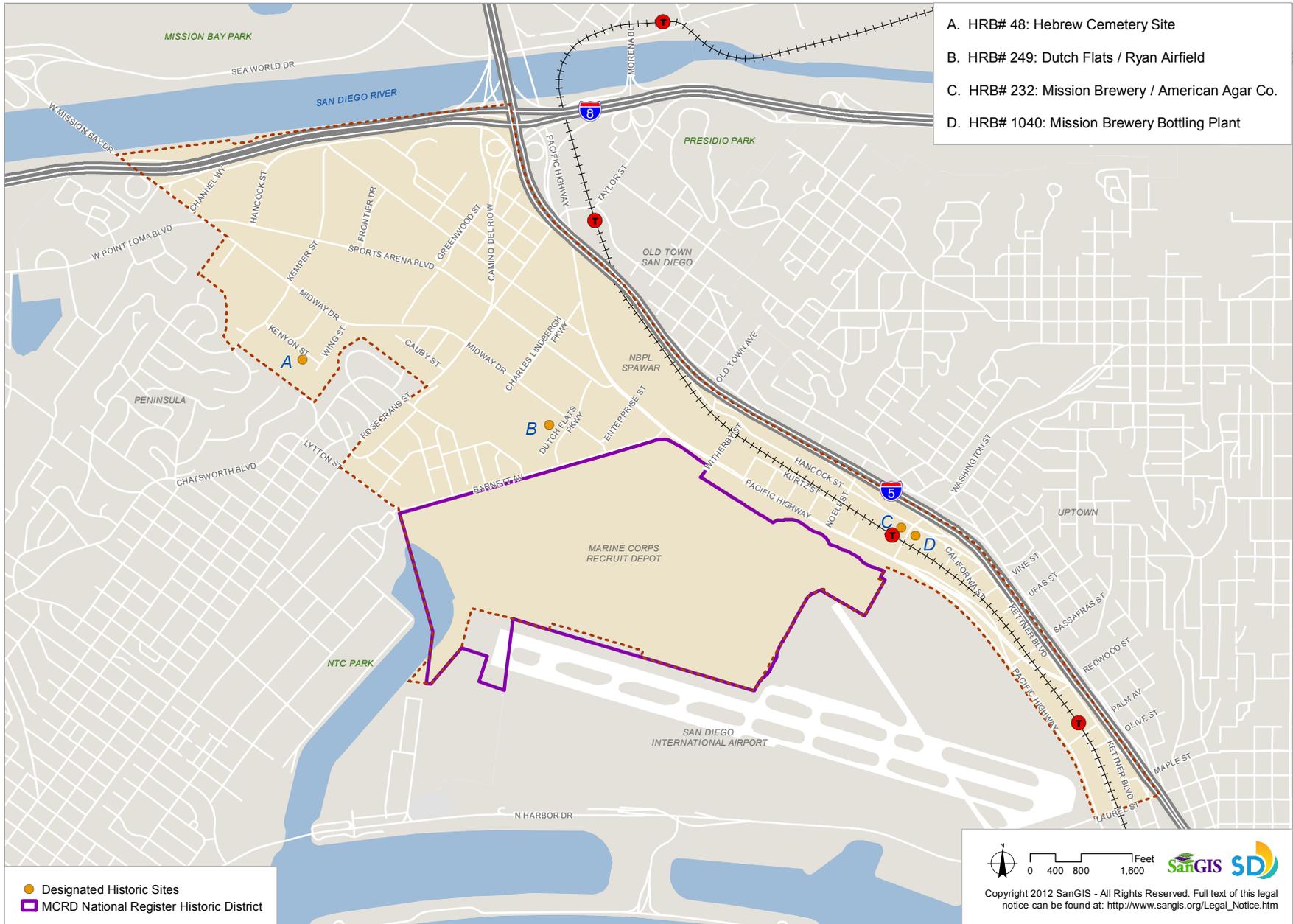
POLICIES

- HP-3.1** Promote opportunities for education and interpretation of the Midway - Pacific Highway community's unique history and historic resources through mobile technology (such as phone apps); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and public art. Encourage the inclusion of both extant and non-extant resources, as well as the retention of existing commemorative and interpretive markers, as appropriate.
- HP-3.2** Partner with local community and historic organizations, including the La Playa Trail Association; the Marine Corps Recruit Depot Museum and Museum Foundation; the San Diego Air and Space Museum; the Jewish Historical Society of San Diego; and the San Diego History Center to better inform and educate the public on the unique history of the Midway - Pacific Highway community, as well as the purpose, objectives, merits and benefits of historic preservation.
- HP-3.3** Explore options to better demarcate, either physically or visually, the La Playa Trail and inform the public of its location and history.

- HP-3.4** Outreach to local businesses and other organizations operating within the various individually significant designated and potential resources to provide information on the benefits and responsibilities of historic resource stewardship.
- HP-3.5** Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through existing incentive programs and develop new approaches, such as architectural assistance and relief from development requirements through a City permit process, as needed.



FIGURE 10-1: MIDWAY - PACIFIC HIGHWAY DESIGNATED HISTORIC RESOURCES





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Midway-Pacific Highway Environmental Impact Report

Available online at:

https://www.sandiego.gov/sites/default/files/midway-pacific_hwy_cpu_peir_draft_dec2017.pdf

5.3 Historical and Tribal Cultural Resources

This section analyzes the potential impacts on historical and tribal cultural resources due to implementation of the project. It documents the historical background for the Midway-Pacific Highway community and addresses prehistoric, historic, archaeological, and tribal cultural resources. The information in this section is based on the City of San Diego Midway-Pacific Highway Community Plan Area Historic Resources Survey Report: Historic Context & Reconnaissance Survey (Galvin Preservation Associates Inc. 2017) (Historic Resources Survey Report); the Community Plan Update for the Community of Midway-Pacific Highway Prehistoric Cultural Resources Report, City of San Diego, California (Cultural Constraints Analysis) (AECOM 2015); and other primary and secondary sources. These reports are included as Appendices D and E to this PEIR, respectively.

5.3.1 Existing Conditions

A general discussion of the environmental setting relative to historical and tribal cultural resources and the applicable regulatory framework are summarized in Chapters 2.0 and 4.0, respectively.

5.3.2 Methodology

A Prehistoric Cultural Resources Report and Historic Resources Survey Report (addressing the built-environment) were prepared for the proposed Midway-Pacific Highway CPU and associated discretionary actions. The Cultural Resources Study describes the pre-history of the Midway-Pacific Highway area, identifies known significant archaeological resources (prehistoric and historic periods), provides guidance on the identification of possible new significant archaeological resources, and includes recommendations for treatment of significant archaeological resources. The Historic Resources Survey Report provides information regarding the significant historical themes in the development of Midway-Pacific Highway area, the property types that convey those themes in an important way, and the location of potential historical resources within the community, including individual resources, and districts.

5.3.2.1 Prehistoric and Archaeological Resources

Cultural sensitivity levels for the proposed Midway-Pacific Highway CPU area are rated low, moderate, or high based on the results of a literature search conducted at the SCIC at SDSU, a records update at the San Diego Museum of Man, a Sacred Lands File check by the NAHC, and regional environmental factors.

A low sensitivity rating indicates few or no previously recorded resources within the area. Resources at this level would not be expected to be complex, with little to no site structure or artifact diversity. The potential for identification of additional resources in such areas would be low. A moderate sensitivity rating indicates that some previously recorded resources were identified within the area. These are more

complex resources consisting of more site structure, diversity of feature types, and diversity of artifact types. The potential for the presence of additional resources in such areas would be moderate. Areas identified as high sensitivity would indicate that the records search identified several previously recorded sites within the area. These resources may range from moderately complex to highly complex, with more-defined living areas or specialized work space areas, and a large breadth of features and artifact assemblages. The potential for identification of additional resources in such areas would be high.

Sensitivity ratings may be adjusted based on the amount of disturbance that has occurred, which may have previously impacted archaeological resources.

Because the majority of the community is developed and there is very little undeveloped land within the proposed CPU area, the cultural sensitivity for the entire proposed Midway-Pacific Highway CPU area is considered moderate. However, based on the original natural setting of mud and salt marshes in the area and the fact that the majority of the area has been developed, the cultural sensitivity level for the majority of the proposed Midway-Pacific Highway CPU area is considered low. One section, south of Loma Portal and bounded by I-5 to the east, Pacific Highway to the west, and Laurel Street to the south, however, is considered to have moderate sensitivity. This portion of the community planning area was located along the former periodic shoreline of the San Diego River and at the base of the hills, making it attractive for prehistoric activities. Several prehistoric campsites, as well as a possible location for the ethnographic village of *Kotsi/Cosoy/Kosaii/Kosa'aay*, have been mapped by the SCIC in this area. Although this area has been subject to extensive development, and fill may be present, the cultural sensitivity for this area is considered moderate. As such, the community of Midway-Pacific Highway contains two sensitivity ratings as illustrated in Figure 5.3-1. Sensitivity levels may also be adjusted based on ongoing input from the Native American community.

5.3.2.2 Historical Resources

The Historic Resources Survey Report was conducted using a four-step approach, which included research, fieldwork, evaluation, and documentation. The research phase involved review of existing records and an archival records search. Existing information reviewed included local landmark application forms; the adopted Midway-Pacific Highway Community Plan; the Historical Resources Inventory for Middletown Area; and San Diego History, General Plan. Archival research was conducted at the San Diego History Center, the San Diego Public Library, and the Los Angeles Public Central Library.

The fieldwork phase consisted of a property-by-property inspection of the entire proposed CPU area. Field teams identified individual properties that appeared eligible for individual designation, as well as geographically definable areas that appeared eligible for designation as historic districts.

All properties identified in the field as potentially eligible for designation were then evaluated using the City of San Diego local designation criteria. Properties determined potentially eligible for designation on the City's Register were then evaluated for the NRHP and CRHR. All properties identified and evaluated as potentially eligible for listing in the San Diego Register, CRHR, and/or NRHP as part of this survey were then documented in a database.

All survey reports were analyzed and synthesized into the final Historic Resources Survey Report, including the historic context statement, which establishes the significant themes and property types that reflect those themes, and reconnaissance survey data.



Source: City of San Diego; SDIA - ALUCP



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Figure 5.3-1
Cultural Sensitivity Areas - Prehistoric and Historic Archaeological Resources

5.3.3 Significance Determination Thresholds

Historical resources significance determinations, pursuant to the City of San Diego's CEQA Significance Determination Thresholds (2016), consist first of determining the sensitivity or significance of identified historical resources and, second, determining direct and indirect impacts that would result from project implementation. Based on the City's CEQA Significance Determination Thresholds, which have been adopted to guide a programmatic assessment of the project, impacts related to historical resources would be significant if the project would result in any of the following:

- 1) An alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object or site; or
- 2) A substantial adverse change in the significance of a prehistoric archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries.
- 3) A substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe;

The City of San Diego's CEQA Significance Determination Thresholds define a significant historical resource as one that qualifies for the CRHR or is listed in a local historic register or deemed significant in a historical resource survey, as provided under Section 5024.1(g) of the Public Resources Code, although even a resource that is not listed in or determined eligible for listing in the CRHR, not included in a local register, or not deemed significant in a historical resource survey may nonetheless be historically significant for the purposes of CEQA. The City's Historical Resources Guidelines state the significance of a resource may be determined based on the potential for the resource to address important research questions as documented in a site-specific technical report prepared as part of the environmental review process.

Research priorities for the prehistoric, ethnohistoric, and historic periods of San Diego history are discussed in Appendix A to the City's Historical Resources Guidelines. As a baseline, the City of San Diego has established the following criteria to be used in the determination of significance under CEQA:

- An archaeological site must consist of at least three associated artifacts/ecofacts (within a 50-square-meter area) or a single feature and must be at least 45 years of age. Archaeological sites

containing only a surface component are generally considered not significant, unless demonstrated otherwise. Such site types may include isolated finds, bedrock milling stations, sparse lithic scatters, and shellfish processing stations. All other archaeological sites are considered potentially significant. The determination of significance is based on a number of factors specific to a particular site including site size, type and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostics, and datable material; artifact and ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance.

- The determination of significance for historic buildings, structures, objects, and landscapes is based on age, location, context, association with an important person or event, uniqueness, and integrity.
- A site will be considered to possess ethnic significance if it is associated with a burial or cemetery; religious, social, or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the mythology of a discrete ethnic population.

5.3.4 Impact Analysis

Issue 1 Historic Structures, Objects, or Sites

Would the project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object, or site?

a. Individual Historic Resources

The proposed Midway-Pacific Highway CPU area is home to four designated historical resources listed in the City of San Diego Historical Resources Register. These are the Hebrew Cemetery Site, Dutch Flats/Ryan Field, Mission Brewery/American Agar Co., and the Mission Brewery Bottling Plant. Figure 5.3-2 shows the locations of these resources. The proposed Midway-Pacific Highway CPU area also contains two properties listed in the NRHP: the Marine Corps Recruit Depot National Register Historic District and the Mission Brewery. Additionally, during the preparation of the Historic Resources Survey Report, 45 potential individual resources that appear eligible for local listing under the City of San Diego's designation criteria were identified. The locations of these resources are shown in Figure 5.3-3. During the Historic Resources Survey Report, observations and research conducted identified 45 properties as potentially significant individual resources. The resources identified can be found in the Midway-Pacific Highway. Community Plan Area Historic Resources Survey Report (Appendix D). Of the resources identified as potentially significant individual resources, approximately 53 percent are commercial properties, 15 percent are industrial properties, and 8 percent are educational or child-care properties. Other properties analyzed include a Catholic Church, a single-family home, an apartment complex, a hospital, a motel, a movie theater, and the Sports Arena. Thematically, the potentially significant individual resources are distributed as follows:

- Transportation Improvements and Early Industrial Development, 1882–1914: 2 percent
- Military, Aerospace, and Related Industrial Development, 1901–1953: 17 percent
- Postwar Commercial and Residential Development, 1945–1970: 74 percent



Source: City of San Diego; SDIA - ALUCP

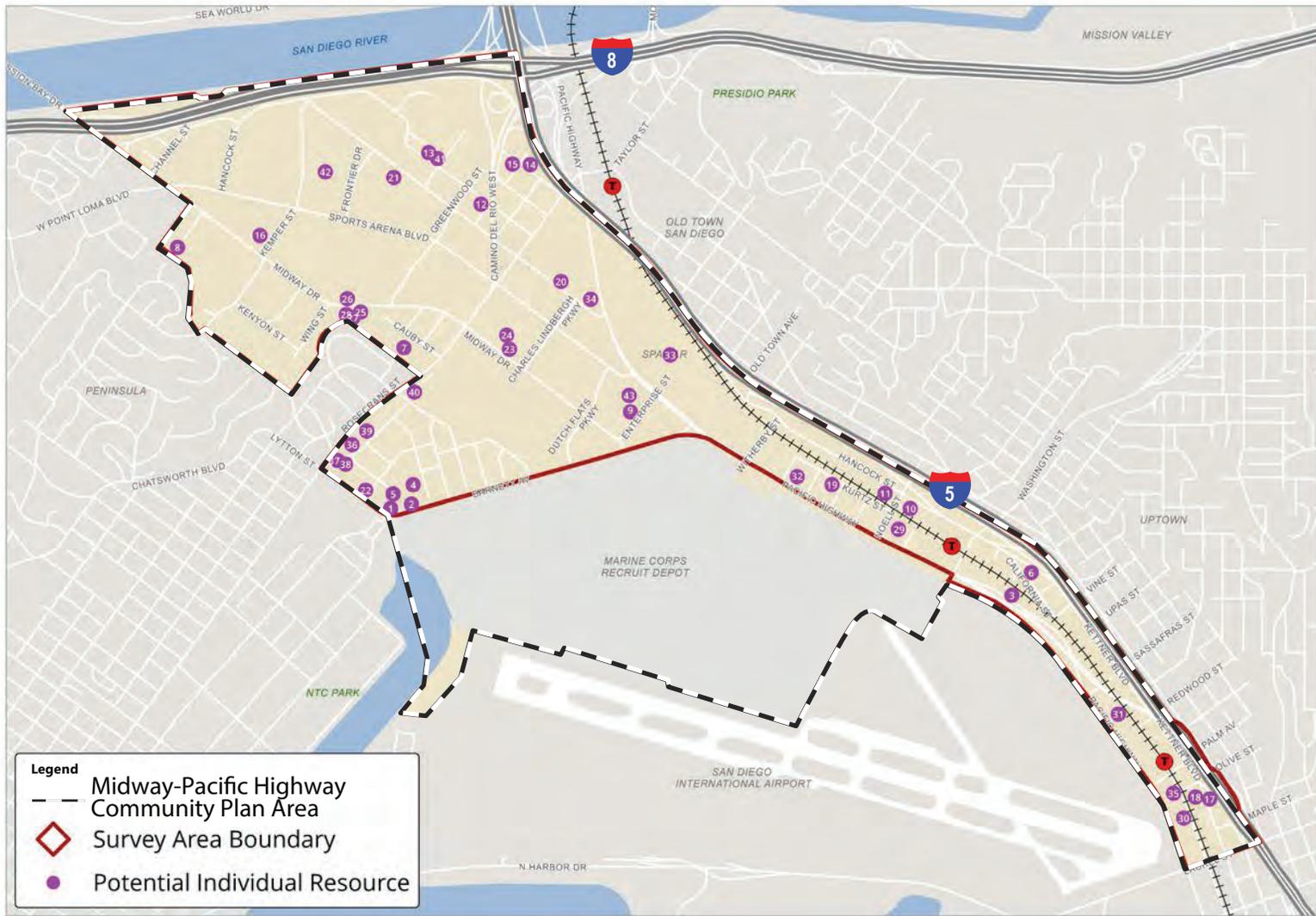


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Figure 5.3-2
Location of Designated Historical Resources



Source: City of San Diego; SDIA - ALUCP



Figure 5.3-3
Location of Potentially Eligible City Register Designated Historic Resources

One property (1929 Hancock Street) was identified as needing to be evaluated within the context of both Military, Aerospace, and Related Industrial Development, and Postwar Commercial and Residential Development. Therefore, the percentages shown above are out of a total of 46, and the property was counted in both development periods.

Three residential properties along Midway Drive had unknown dates of construction and the original owners of the buildings could not be determined at the time of the Historic Resources Survey Report. This makes up 7 percent of the potentially significant properties in the proposed CPU area.

While the SDMC provides for the regulation and protection of designated and potential historical resources, it is impossible to ensure the successful preservation of all historic built environment resources within the plan area. Thus, potential impacts to individual historic resources could occur where implementation of the project would result in increased development potential. Impacts would be considered significant.

b. Potential Historic Districts Identified in the Historic Resources Survey

The Historic Resources Survey Report identified one existing historic district, the Marine Corps Recruit Depot National Register Historic District, but did not identify any new areas that may be eligible as potential Historic Districts. Since the project would not increase development potential within the designated Historic District, the project would not result in a significant impact to this district. Additionally, indirect impacts to the Historic District are not anticipated because development in these areas would be subject to existing General Plan and proposed Midway-Pacific Highway CPU policies that address development sensitivity to surrounding character.

c. Multiple Property Listing

A Multiple Property Listing (MPL) is a group of related significant properties with shared themes, trends, and patterns of history. The Midway-Pacific Highway Historical Resources Survey has not identified any thematically related property groupings that appear eligible as MPLs. However, the Historic Preservation Element does note the potential that properties within the planning area could be included in future City-wide MPLs addressing themes such as defense-industry resources. Any such resources would be evaluated when and if such an MPL is established.

Impact 5.3-1: Implementation of the project could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning.

Issue 2 Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains

Would the project result in a substantial adverse change in the significance of a prehistoric or historic archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries?

According to the Cultural Constraints Analysis, seven archaeological and cultural resources have been recorded within the Midway-Pacific Highway community. These resources consist of one prehistoric

campsite, one prehistoric village site with an associated burial ground, one possible location for the ethnographic village of *Kotsi/Cosoy/Kosaii/Kosa'aay*, two historic dumps, one historic refuse deposit, and one complex of brick kilns and factory features associated with the Vitrified Products Corporation.

Although there is very little undeveloped land within the proposed CPU area, future development and related construction activities, facilitated by the proposed Midway-Pacific Highway CPU at the project level could result in the alteration or destruction of prehistoric or historic archaeological resources, objects, or sites and could impact religious or sacred uses; or disturb human remains, particularly considering the proximity to the community of Old Town. Direct impacts may include substantial alteration or demolition of archaeological sites from grading, excavation, or other ground-disturbing activities. Indirect impacts may include the potential for vandalism or destruction of an archaeological resource or traditional cultural property.

Avoiding impacts on religious or sacred places or human remains may not be possible in certain circumstances when resources are discovered during construction. The NAHC has indicated that sacred lands have been identified within the vicinity of Midway-Pacific Highway. Consultation with tribal entities and other interested parties has been recommended. Additionally, as stated previously, the southeast corner of the Midway area and the northern portion of the Pacific-Highway corridor has been determined to have a moderate cultural resource sensitivity, as several prehistoric campsites and a possible location for the ethnographic village of *Kotsi/Cosoy/Kosaii/Kosa'aay* have been mapped by the SCIC in that area. Therefore, tribal consultation in accordance with AB 52 and the Public Resources Code has been incorporated into the mitigation framework for subsequent projects to ensure that tribal cultural resources are addressed early in the development review process. However, the potential for encountering human remains during construction activities remains a possibility.

The City has developed Historic Resource Sensitivity Maps that provide general locations of where historical resources are known to occur or have the potential to occur. These maps were developed in coordination with technical experts and tribal representatives. Upon submittal of ministerial and/or discretionary permit applications, a parcel is reviewed against the Historical Resource Sensitivity Maps specifically to determine whether the project has the potential to adversely impact an archaeological resource that may be eligible for individual listing in the local register (SDMC Section 143.0212).

This review is supplemented with a project-specific records search of the NAHC Sacred Lands File by qualified staff and, as stated above, a site-specific archaeological survey would be required.

The proposed Midway-Pacific Highway CPU is designed to support the historic preservation goals of the General Plan, and contains policies requiring protection and preservation of significant archaeological resources in the proposed Historic Preservation Element. Native American consultation early in the project review process is also included in the proposed Midway-Pacific Highway CPU to identify tribal cultural resources and to develop adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.

While existing regulations, the SDMC, and proposed Midway-Pacific Highway CPU policies would provide for the regulation and protection of archaeological resources and human remains and avoid potential impacts, it is impossible to ensure the successful preservation of all archaeological resources. Therefore, potential impacts to archaeological resources are considered significant.

Impact 5.3-2: Implementation of the project could adversely impact a prehistoric or historic archaeological resource including religious or sacred use sites and human remains.

Issue 3 Tribal Cultural Resource

Would the project result in a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- 1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or*
- 2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

In 2008, the Planning Department began the initiation process to update the Midway/Pacific Highway Corridor Community Plan. As part of that process, the City requested a list of California Native American Tribes that are traditionally and culturally affiliated with the geographic area from the NAHC. In August of 2009, notices were sent to the contacts identified by the NAHC; however, no responses were received requesting consultation on the project. During the course of the next three years, a series of public workshops were held to develop a draft plan, and an archaeological consultant was retained to assist the City with developing a constraints analysis for the CPU. In 2011, a Sacred Lands File Check of the NAHC was requested. The NAHC response indicated that although no sacred lands were identified in the vicinity of the community plan area, they recommended consultation with tribal entities and other interested parties be conducted as part of the environmental review process. An updated list of contacts specific to the project area for that purpose was provided by the NAHC.

An NOP was released in October 2015, several months after the passage of AB 52. At that time, the City of San Diego had not yet received any formal requests for notification by a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed CPU, and therefore, formal consultation under AB 52 was not initiated. During this time, however, the City had already provided notification to locally affiliated tribes in accordance with SB 18 and no requests for consultation were requested. On June 30, 2016, the City received letters and maps from the Lipay Nation of Santa Ysabel and Jamul Indian Village identifying their traditionally and culturally affiliated areas within the City of San Diego's jurisdictional boundaries for the purpose of AB 52 notification, which includes the CPU area. In July 2017, letters were sent to both tribes informing them that a Draft PEIR was being prepared for the project, and requesting if consultation was required in accordance with the provisions of AB 52. In November 2017, the project scope and EIR analysis was discussed with both tribal representatives, at which time it was determined that formal consultation would not be required for community plan updates and that the subsequent projects implemented in accordance with the adopted CPU and Mitigation Framework would be subject to the provisions of AB 52 and may require tribal consultation at that time.

As stated in Section 2.3.3.1, the Sacred Lands File check from the NAHC indicated that no sacred lands have been identified within the proposed CPU area. Several key areas have been identified that may be of high level of interest to local Native American communities. Many of these are already listed on the City's Historical Resources Register, the California Register of Historical Resources, and the National Register of Historic Places, or have not been formally recognized. For any subsequent projects implemented in accordance with the proposed CPU where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Sections 21080.3.1 and 21080.3.2, in accordance with AB 52. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the project and appropriate mitigation measures for direct impacts that cannot be avoided.

Native American consultation early in the project review process is also included in the proposed Midway-Pacific Highway CPU to identify tribal cultural resources and to develop adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.

While existing regulations, the SDMC, and proposed Midway-Pacific Highway CPU policies would provide for the regulation and protection of tribal cultural resources and would avoid potential impacts, it is impossible to ensure the successful preservation of all tribal cultural resources. Therefore, potential impacts to tribal cultural resources are considered significant.

Impact 5.3-3: Implementation of the project could adversely impact a tribal cultural resource.

5.3.5 Significance of Impacts

5.3.5.1 Historic Structures, Objects, or Sites

Implementation of the project could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan or current zoning (**Impact 5.3-1**). These impacts would be potentially significant.

5.3.5.2 Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains

Implementation of the project could adversely impact prehistoric or historic archaeological resources, including religious or sacred use sites and human remains (**Impact 5.3-2**). These impacts would be potentially significant.

5.3.5.3 Tribal Cultural Resources

Implementation of the project could adversely impact tribal cultural resources (**Impact 5.3-3**). These impacts would be significant.

5.3.6 Mitigation Framework

The General Plan, combined with federal, state, and local regulations, provides a regulatory framework for project-level historical resources evaluation/analysis criteria and, when applicable, mitigation measures for future discretionary projects. All development projects with the potential to affect historical resources—such as designated historical resources; historical buildings, districts, landscapes, objects, and structures; important archaeological sites; tribal cultural resources; and traditional cultural properties—are subject to site-specific review in accordance with the City’s Historical Resources Regulations and Historical Resources Guidelines through the subsequent project review process. The following mitigation measures (**HIST 5.3-1** and **HIST 5.3-2**) provide a framework that would be required of all development projects with the potential to impact significant historical resources.

HIST 5.3-1: Historic Buildings, Structures, and Objects

Prior to issuance of any permit for a development project implemented in accordance with the project that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Historical Resources Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;
- Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- Repairing damage according to the Secretary of the Interior’s Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and
- Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.

Specific types of historical resource reports, outlined in Section III of the Historical Resources Guidelines, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a project, and to evaluate the significance of any historical resources identified. If

potentially significant impacts to an identified historical resource are identified, these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance, where possible. If required, mitigation programs can also be included in the report.

HIST 5.3-2: Archaeological and Tribal Cultural Resources

Prior to issuance of any permit for a future development project implemented in accordance with the project that could directly affect an archaeological or tribal cultural resource, the City shall require that the following steps be taken to determine (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources that may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

Initial Determination

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing, and analysis. Before actual field reconnaissance would occur, background research is required, which includes a records search at the SCIC at San Diego State University. Site records from the San Diego Museum of Man are now included in the data provided by the SCIC; however, in some instances, supplemental research at the Museum of Man may be required. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the records searches mentioned above, background information may include, but is not limited to, examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous

archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City Guidelines, must be performed by a qualified archaeologist.

Step 2

Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Sections 21080.3.1 and 21080.3.2., in accordance with AB 52. It should be noted that during the consultation process, tribal representative(s) will be directly involved in making recommendations regarding the significance of a tribal cultural resource that also could be a prehistoric archaeological site. A testing program may be recommended, which requires reevaluation of the project in consultation with the Native American representative, which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). The archaeological testing program, if required, shall include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the project.

The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effects, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found,

and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable, or project-specific mitigation measures will be incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effects of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be outlined in the MMRP included in a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and tribal cultural resources containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects that result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one that has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards, unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 [Coto] and California Native American

Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S.C. 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance. When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources are suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the CFR, Part 79. Additional information regarding curation is provided in Section II of the Guidelines.

5.3.7 Significance of Impacts after Mitigation

5.3.7.1 Historic Structures, Objects, or Sites

Development implemented in accordance with the project that would potentially result in impacts to significant historical resources would be required to incorporate mitigation measure **HIST 5.3-1**, to be adopted in conjunction with the certification of this PEIR, and consistent with existing requirements of the Historic Resources Regulations and Historic Resources Guidelines. The mitigation framework combined with the proposed Midway-Pacific Highway CPU policies promoting the identification and preservation of historical resources would reduce the program-level impact related to historical resources of the built environment. However, even with implementation of the mitigation framework, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis.

Modifications made to resources within the Marine Corps Recruit Depot National Register Historic District are outside of the City's jurisdiction, and would be addressed in consultation with the State Office of Historic Preservation (SHPO) through the federal Section 106 process. Because additional development potential is not proposed in that area, implementation of the project would not have an adverse effect on the National Register Historic District. However, in other areas where development potential would increase compared to the adopted Midway-Pacific Highway Community Plan and current zoning, potential impacts to historical resources would remain significant and unavoidable. Thus, potential impacts to historical resources, including historic structures, objects, or sites, would be significant and unavoidable.

5.3.7.2 Prehistoric or Historic Archaeological Resources, Sacred Sites, and Human Remains

Development implemented in accordance with the project would potentially result in impacts to significant archaeological resources, and therefore would be required to implement mitigation measure **HIST 5.3-2**, which addresses measures to minimize impacts to archaeological resources. This mitigation, combined with the policies of the General Plan and proposed Midway-Pacific Highway CPU policies promoting the identification, protection, and preservation of archaeological resources, in addition to compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation early in the development review process, and the City's Historical Resources Regulations (SDMC Section 143.0212), which requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resources Sensitivity Maps, would reduce the program-level impact related to prehistoric or historical archaeological resources and avoid potential future project-level impacts. However, even with application of the existing regulatory framework and mitigation framework, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, impacts to prehistoric and historic archaeological resources, sacred sites, and human remains would be minimized but would remain significant and unavoidable.

5.3.7.3 Tribal Cultural Resources

Development implemented in accordance with the project would potentially result in impacts to significant tribal cultural resources, and therefore would be required to implement mitigation measure **HIST 5.3-2**, which addresses measures to minimize impacts to tribal cultural resources. This mitigation, combined with the policies of the General Plan and proposed Midway-Pacific Highway CPU policies promoting the identification, protection, and preservation of archaeological resources, in addition to compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation early in the development review process, and the City's Historical Resources Regulations (SDMC Section 143.0212), which requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resources Sensitivity Maps, would reduce the program-level impact related to tribal cultural resources and avoid potential future project-level impacts. However, even with application of the uniformly applied development policies and the mitigation framework, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, impacts to tribal cultural would be minimized but would remain significant and unavoidable.



Save Our Heritage Organisation
Saving San Diego's Past for the Future

Tuesday, February 20, 2018

Susan Morrison, Environmental Planner
 City of San Diego Planning Department
 1010 Second Avenue, Suite 1200, East Tower, MS 413
 San Diego, CA 92101

Re: Midway-Pacific Highway Community Plan Update/No. 561546

Ms. Morrison,

Save Our Heritage Organisation (SOHO) supports the historic preservation survey done as part of the Program Environmental Impact Report for the Midway-Pacific Highway Community Plan update (No. 561546), which identified 43 potentially historic resources. However, in addition to the intact Motor Courts (or auto camps) within this plan area, the historical development of this location is quite significant on a national scale to the Air and Space Industry. These two themes, the Air and Space Industry and early auto camps, highlight an important industry and early transportation improvements within San Diego, and should be used to establish a multiple property listing (MPL) for buildings associated with these two identified themes.

Examples for the Air and Space industry include the Ryan Airline industrial hanger where Charles Lindbergh built a custom M 1 monoplane, called the Spirit of St. Louis. Another example is buildings from Consolidated Aircraft, which had "the greatest impact to San Diego's aerospace industry," (HP-160). Motor courts, which used to be prevalent and are now rare, are part of the greater promotion of tourism in Old Town and within San Diego. They are located non-contiguously, but illustrate an important pattern of infill development for this plan area. Examples of the few remaining intact auto courts include 4432 and 4440 Pacific Coast Highway.

SOHO supports the historic survey but strongly urges two multiple property listings be included as recommendations, the Air and Space Industry and Motor Courts.

Thank you for the opportunity to comment,

Bruce Coons
 Executive Director
 Save Our Heritage Organisation

BOARD OF DIRECTORS

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MIDWAY PACIFIC HIGHWAY COMMUNITY PLANNING GROUP

February 20, 2018

Alyssa Muto
Deputy Director
City of San Diego Planning Department
1010 Second Avenue, Suite 1200, East Tower
San Diego, California 92101

Submitted via email to: planningCEQA@sandiego.gov

**Subject: MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN UPDATE
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
SCH #2015111013**

Ms. Muto:

By action of the Midway Pacific Highway Community Planning Group (MPHCG), at its meeting of February 14, 2018, please accept this letter as our public comment in response to the Midway-Pacific Highway Community Plan Update [MPHCPU] Draft Program Environmental Impact Report [DPEIR].

We appreciate the opportunity to provide input on the environmental effects of a plan for our community and recognize this unique opportunity to help shape the future of our planning area. We sincerely appreciate the efforts of City Staff, particularly Victoria White and Tate Galloway who have both worked long and hard on this project, and the consultants for bringing about the update of the MPHCPU.

Our comments have two primary objectives. The first is to comment on the adequacy of environmental analysis, and secondly, but equally important, is that we seek to point out issues we've identified in the DPEIR and MPHCPU.

Our comments are organized into several topics.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Please explain how Alternative 1 can be considered preferred when it fails to meet city objectives which are intended, among other things, to improve the environment? See Page 8-36, Section 8.4

How can Alternative 1 be the superior alternative when a redevelopment plan for the Sports Arena and surrounding areas has not come forward yet and both the plan and the DPEIR fail to provide specifics?

SPORTS ARENA REDEVELOPMENT

Has the plan and/or the DPEIR considered the potential impacts of redevelopment on the Sports Arena if it stays (i.e. how will events and access be impacted during redevelopment?) Is it even realistic to consider?

TRANSPORTATION

MIDWAY PACIFIC HIGHWAY COMMUNITY PLANNING GROUP

Page 5.2-14, Impact Analysis, Issue 1 a. Counts were completed in 2012 (six years ago), and validated in 2015/2016 what assurance do we have these are still relevant? What does validated mean? The counts were completed well prior to much of the commercial development at Liberty Station, what assurance do we have that Liberty Station traffic has not significantly impacted the MPHC area roadways?

Table 5.2-6 – Greenwood Street – Why create a new street that operates at LOS F?
Same for Dutch Flats Parkway at LOS E?

Table 5.2-7 – Please explain how Intersection #1 (Lytton & Rosecrans results in future LOS worsening to F&E respectively. Same for Intersections 30, 34, 35, and intersections outside of the planning area 44 & 54.

Table 5.2-8 – Do these calculations take into consideration the new trolley line and the potential traffic reductions as a result?

Alternative Transportation (Page 5.2-27, Issue 2) – Why are bus routes and other alternatives not being implemented until 2035 which is the end of the expected life of this plan? Bicycle and pedestrian plans are fine, but they don't work in inclement weather, what options should be considered?

Why doesn't the DPEIR consider alternative forms of transportation improvements not brought forward by the Mobility Study (including but not limited to shuttle service from residential developments to transit, underground bypass of surface intersections for the Rosecrans/Sports Arena Blvd and Midway intersections)?

MCRD/MILITARY

MCRD was not previously included in planning area. Why is it now? If it is to be included in the planning area, shouldn't it have future zoning proposed as the other military properties already have? MCRD comprises approximately 1/3 of the acreage of the planning area and its potential usage will have significant impacts on the planning area and our neighbors.

PARKS

Page 5.11-3 Impact Analysis Issue 1b Parks and recreation identifies a deficit at build out of population-based parks. Considering the proposed increase in population, why hasn't a dedicated dog park been proposed for the community?

TANDEM PARKING

The Residential Tandem Parking Overlay Zone is being proposed for amendment to include the MPH community. Has Tandem Parking been shown to improve parking issues in other areas where implemented or does it result in more on-street parking?

LA PLAYA TRAIL

The La Playa Trail is an important part of San Diego's history. Should the La Playa Trail be more predominantly identified in the plan and the EIR?

MIDWAY PACIFIC HIGHWAY COMMUNITY PLANNING GROUP

We again wish to thank you for this opportunity to comment on the DPEIR and look forward to receiving your responses to our comments.

Sincerely,

A handwritten signature in blue ink that reads "Cathy Kenton". The signature is written in a cursive, flowing style.

Chair
Midway Pacific Highway Community Planning Group



February 15, 2018
Alyssa Muto
Deputy Director
City of San Diego Planning Department
1010 Second Avenue, Suite 1200, East Tower
San Diego, California 92101

**Subject: MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN UPDATE
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
SCH #2015111013**

Ms. Muto,

By action of the Peninsula Community Planning Board [PCPB], at its meeting of February 15, 2018, please accept this letter as our public comment in response to the Midway-Pacific Highway Community Plan Update [MPHCPU] Draft Program Environmental Impact Report [DPEIR].

We appreciate the opportunity to provide input on the environmental effects of a plan for a neighboring community whose development is vitally important to the future of our own. Moreover, we applaud the efforts of the Midway-Pacific Highway Community Planning Group, City Staff and consultants for bringing about the update of the MPHCPU. The plan update, the subject environmental impact report and the implementing funding and zoning actions all bring needed clarity of vision for the Midway area.

Our crafting of this response letter had two primary objectives. The first was to comment on the adequacy of environmental analysis and respond to potential effects of the MPHCPU within the Peninsula Community Plan area, acting in our capacity as the City's authorized advisory body. Secondly, and equally important, is that we sought to broaden the understanding of the effects of the MPHCPU by our constituent Peninsula residents through the process of disseminating and discussing the review and policy responses contained in this letter during open sessions at committee and PCPB meetings.

This letter comprises three parts. The first comments on significant impacts declared in the DPEIR for locations within the Peninsula Community Plan area and states our policy responses to those impacts. The second part presents questions or issues which came to light through our review. The third component is an administrative request that traffic modeling data output be made available to us, for major streets within the Peninsula Community Plan area.

SIGNIFICANT PENINSULA COMMUNITY AREA IMPACTS NOTED

Traffic at Intersections. The DPEIR identifies two significant traffic impact locations at intersections within the Peninsula Community Plan area, neither of which are proposed to be fully mitigated.

Lytton Street & Rosecrans Street (Impact 5.2-7) -- Full mitigation of the MPHCPU impact of increased traffic at this location would require addition of a second southbound left-turn lane from Lytton Street to eastbound Rosecrans Street, an additional westbound through movement lane on Rosecrans Street,

and implementation of right-turn overlap phases at all legs of the intersection. The DPEIR indicates that partial mitigation, comprising addition of a second southbound left-turn lane from Lytton Street to eastbound Rosecrans Street and implementation of the right-turn overlap phases at all legs of intersection, is proposed for implementation funding. The proposed mitigation measure [TRANS 5.2-7b] would reduce impacts at the intersection of Lytton Street and Rosecrans Street to LOS E in the AM peak hour and to LOS D in the PM peak hour, thereby reducing the impact in the PM peak hour to less than significant.

PCPB Review of This Impact: The PCPB does not question the calculation of this outcome.

PCPB Policy Response: The PCPB accepts the partial mitigation of the significant traffic impact at this intersection in lieu of the disruption which would result from the acquisition and construction required to add the additional through lanes on Rosecrans Street necessary to achieve full mitigation.

Nimitz Boulevard/Lowell Street and Rosecrans Street (Impact 5.2-15) -- Full mitigation of the MPHCPU impact of increased traffic at this location would require widening the eastbound and westbound approaches of the intersection along Rosecrans Street to include a third through lane, and an additional left-turn lane from eastbound Rosecrans Street to northbound Nimitz Boulevard. This mitigation is not proposed for implementation.

PCPB Review of This Impact: The DPEIR fails to account for the City's *Nimitz & Rosecrans Roadway Improvement Project*, a presently funded and planned improvement at this intersection. The project is scheduled for construction beginning in the current FY 2018. It will partially widen the eastbound approach of Rosecrans Street and add an additional left turn lane from eastbound Rosecrans Street to northbound Nimitz Boulevard. The impact of the MPHCPU should be recalculated to account for this reasonably anticipated new configuration.

PCPB Policy Response: The PCPB accepts the partial mitigation of the significant traffic impact in the form of the currently anticipated reconfiguration at this intersection, in lieu of the disruption which would result from the acquisition and construction required to add the additional through lanes on Rosecrans Street necessary to achieve full mitigation.

Arterial Traffic Noise. The DPEIR declares a significant impact would occur for ministerial projects exposed to vehicular traffic noise, in excess of the compatibility levels established in the General Plan Noise Element, based on future (2035) noise contours as shown in Figure 5.5-3 (Impact 5.5-3).

PCPB Review of this Impact: Figure 5.5-3 maps the impact noise contours only within the Midway-Pacific Highway Community Plan area. A reasonable inference of the figure, however, would indicate significant noise impacts on two residential neighborhoods within the Peninsula Community Plan area. These locations include residences fronting Rosecrans Street east of Lytton Street and multifamily residences fronting Midway Drive, immediately south of West Point Loma Boulevard. Because residential uses are more sensitive to noise impacts and because these locations are developed and more likely to improve under ministerial processes,

the significance of the impact on these locations is more critical than conveyed by the DPEIR in its current assessment. The DPEIR should be amended to reflect these impacts.

PCPB Policy Response: The PCPB would support a voluntary retrofit assistance program for the limited number of residential properties within the impacted frontage areas. Absent further knowledge of possible mitigation measures, the PCPB reserves judgement on this matter.

QUESTIONS AND CLARIFICATION MATTERS

In the process of reviewing the DPEIR, we noted the following matters, requiring response and further analysis.

I-5/I-8 Interchange Configuration -- Table 8-6 appears to indicate that the provision of the missing I-5/I-8 interchange movements contained in the "No Project" Alternative (being the current Midway Community Plan) would be carried forward into the proposed MPHCPU. It describes the missing movements as "eastbound-to-southbound and southbound-to-westbound connectors" [underline emphasis added].

PCPB Review of this Matter:

- The description should read "eastbound-to-northbound and southbound-to-westbound".
- Was the carry forward of these components, correctly encoded, included in the forecasting done in the Mobility Study and DPEIR traffic analysis?
- Is a proposal for funding of these connectors to be included as mitigation or included in the upcoming the financing plan?
- If it was modeled, and implementation was not assured by mitigation or the financing plan, would the future absence of these components have led to an understatement traffic impacts within the community?
- If the completion of these connectors is left unmitigated but identified as the responsibility of CalTrans, is the City of San Diego prepared to pursue design and funding in the ongoing presently ongoing I-5 freeway corridor study and subsequent Regional Transportation Plan funding cycles?

Zoning Capacity -- The proposed zoning map (Figure 3-5) indicates zoning designations for the MPHCPU. Critical among these are three particular areas which have broad possibilities for future development. These areas and their assigned proposed zoning can be generally described as SPAWAR [IP 2-1], the former Post Office [CO 3-1], and the Sports Arena [CC 3-6].

PCPB Review of this Matter:

- In Figure 3-5, the color assigned to the Post Office site does not appear to match the correlating color in the figure legend.
- Are the impacts generated by these sites, in terms of traffic generation and other similar scaled demands calculated on buildout of the total site acreage at the maximum capacity of the assigned zones, as a "worst case" analysis?
- If so, will the mitigation and finance plans similarly project maximum financial contributions from these sites?



Historic Resources -- The DPEIR contains no discussion of La Playa Trail in its Historical Resources sections.

PCPB Review of this Matter:

- The generally understood alignment of the La Playa trail was the Rosecrans corridor, between the north shore of San Diego Bay northeastward toward the Presidio and Mission San Diego de Alcalá. In the past, the trail route has been acknowledged by markers.

Bicycle Facilities -- The text on page 8-14 indicates that a Class I bikeway, "along the Bay-to-Bay canal alignment" as contained in the "No Project" Alternative (being the current Midway Community Plan) would be carried forward into the proposed MPHCPU.

PCPB Review of this Matter:

- Such an alignment does not appear to be shown on the DPEIR Figure 5.2-2 ["Existing and Planned Bicycle Network"].
- Is a proposal for funding of this ambitious alignment to be included as mitigation or included in the upcoming the financing plan?

ADMINISTRATIVE REQUEST FOR DATA OUTPUT

Apart from the discussion of the DPEIR itself, this letter specifically requests that the City of San Diego compile and produce for the PCPB a table or graphic depicting the output traffic projections in the Mobility Study and DPEIR traffic analysis for each General Plan-level arterial and major street segment within the Peninsula Community Plan area.

The City of San Diego has rightly invested a considerable amount of staff time and consultant funding to conceive mobility proposals and create traffic models as critical components in assembling the MPHCPU and the DPEIR. This effort provides a unique opportunity for the PCPB to gain a greater understanding of future traffic in the Peninsula Community Plan area. We see these output daily traffic projections as valid indicators based on some unique situational factors. We are adjacent to the subject planning area; we are down-peninsula, in a kind of cul-de-sac with little through traffic; and our zoning and plan designations have changed little over the years. We hope that you can provide us with the mapped or tabular data as requested.

We again thank you for this opportunity to comment and participate in the assessment of this valuable community plan update DPEIR. We look forward to the response to these comments and the fulfillment of our administrative request.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Linney", is written over the typed name.

Jon Linney
Chair

Peninsula Community Planning Board



CC: Hon. Lorie Zapf, City of San Diego Councilmember, District 2
Chair Cathy Kenton, Midway-Pacific Highway Community Planning Group
Tony Kempton, Advising Planner to the PCPB
Vicky White, Advising Planner to the MPHCPG

**PALA TRIBAL HISTORIC
PRESERVATION OFFICE**

PMB 50, 35008 Pala Temecula Road
Pala, CA 92059
760-891-3510 Office | 760-742-3189 Fax



December 29, 2017

Susan Morrison
City of San Diego Planning Dept.
1010 2nd Ave, Suite 1200
San Diego, CA 92101

Re: Midway-Pacific Highway Community Plan Update

Dear Ms. Morrison:

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. The project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we have no objection to the continuation of project activities as currently planned and we defer to the wishes of Tribes in closer proximity to the project area.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at sgaughen@palatribe.com.

Sincerely,

Shasta C. Gaughen, PhD
Tribal Historic Preservation Officer
Pala Band of Mission Indians

ATTENTION: THE PALA TRIBAL HISTORIC PRESERVATION OFFICE IS RESPONSIBLE FOR ALL REQUESTS FOR CONSULTATION. PLEASE ADDRESS CORRESPONDENCE TO SHASTA C. GAUGHEN AT THE ABOVE ADDRESS. IT IS NOT NECESSARY TO ALSO SEND NOTICES TO PALA TRIBAL CHAIRMAN ROBERT SMITH.

RINCON BAND OF LUISEÑO INDIANS

Cultural Resources Department

1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2330 Fax:(760) 297-2339



January 3, 2018

Susan Morrison
The City of San Diego
Planning Department
1010 2nd Avenue, Suite 1200, East Tower, MS 413
San Diego, CA 92101

Re: Midway-Pacific Highway Community Plan Update Project No. 561546

Dear Ms. Morrison:

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Midway-Pacific Highway Community Plan Update Project No. 561546. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Colocho".

Destiny Colocho
Manager
Rincon Cultural Resources Department

VIEJAS

TRIBAL GOVERNMENT

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

Phone: 6194453810
Fax: 6194455337
viejas.com

January 8, 2018

Susan Morrison
Environmental Planner
City of San Diego Planning Dept.
1010 2nd Ave. Suite 1200, East Tower, MS-413
San Diego, CA 92101

RE: Midway-Pacific Highway Community Plan Update

Dear Ms. Morrison,

In reviewing the above referenced project the Viejas Band of Kumeyaay Indians ("Viejas") would like to comment at this time.

The project area may contain many sacred sites to the Kumeyaay people. We request that these sacred sites be avoided with adequate buffer zones.

Additionally, Viejas is requesting, as appropriate, the following:

- All NEPA/CEQA/NAGPRA laws be followed
- Immediately contact Viejas on any changes or inadvertent discoveries.

Thank you for your collaboration and support in preserving our Tribal cultural resources. I look forward to hearing from you. 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



San Diego County Archaeological Society, Inc.

Environmental Review Committee

17 February 2018

To: Ms. Susan Morrison
Planning Department
City of San Diego
Suite 1200, East Tower, MS413
1010 Second Avenue
San Diego, California 92101

Subject: Draft Program Environmental Impact Report
Midway-Pacific Highway Community Plan Update
Project No. 561546

Dear Ms. Morrison:

I have reviewed the cultural resources aspects of the subject DPEIR on behalf of this committee of the San Diego County Archaeological Society.

1. Based on the information contained in the DPEIR and its archaeological and historical resources appendices, we have the following comments:
2. Regarding both archaeological and historical resources, in-depth review awaits submittal of each individual project for public review via the City's environmental review process. We look forward to participating in that process.
3. Will it is probably of no major consequence because this is a programmatic document, we note that the records searches were most recently obtained in 2011 and thus are in excess of the normal five years threshold for acceptability.
4. Considering that the West Point Loma Dump site is of historic age and unknown extent, archaeological monitoring needs to be included in most future projects in this planning area. We note that, most of the area is fill over salt flats, the origin and dates of that fill is likely unknown. Consequently, there is a possibility of historic material in that fill. And the City should therefore require an archaeological monitor to also be present during geotechnical testing.

As noted above, please ensure SDCAS is included in the public review of project level environmental documents for this planning area.

Thank you for including SDCAS in this community plan update's DPEIR.

Sincerely,


James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: AECOM
SDCAS President
File