Appendix G-2

Built Environment Inventory and Evaluation Report

Built Environment Inventory and Evaluation

Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II, Oceanside, California

AUGUST 2025

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Intended Use: This report is intended for the Client's and its representatives' exclusive use. Based on the results of Dudek's investigation, it contains professional conclusions and recommendations concerning the potential for project-related impacts to cultural resources. It should not be considered to constitute project clearance with regard to the treatment of cultural resources or permission to proceed with the Project described in lieu of review by the appropriate reviewing or permitting agency. This report should be submitted to the appropriate federal, state, and local review agencies for their comments prior to the commencement of the Project.

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Executive Summary

The City of Oceanside retained Dudek to prepare a Built Environment Inventory and Evaluation Report for the proposed Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II Project (Project) in San Diego County, California. The Project is in the City of Oceanside (City) and includes five properties, the Junior Seau Beach Community Center (JSBCC) (Map ID 1), Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), the Junior Seau Amphitheater/Bandshell (Map ID 3), Oceanside Comfort Station (Map ID 4), Parking Lot #30/Betty's Lot (Map ID 5) (Figure 1, Project Location). The Project proposes improvements to the Pier View Way Bridge and Lifeguard Headquarters, a suite of proposed improvements to the JSBCC and Plaza, a range of improvement options for the Junior Seau Amphitheater/Bandshell, and conceptual improvements to Parking Lot #30/Betty's Lot consisting of built elements atop the existing surface parking lot to support a new beachfront park, community recreation classrooms, and a terraced park with multi-purpose landscaping and ramped paths.

This report documents Dudek's efforts to identify and evaluate built environment resources consistent with the requirements of the California Environmental Quality Act (CEQA). These efforts included a records search of the California Historical Resources Information System (CHRIS), the development of a study area or Area of Potential Impacts (API), an intensive-level survey of the API for built resources of historic age (45 years of age or older), building development and archival research, the creation of an appropriate historic context, and recordation and evaluation of historic-era properties located in the API under National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and local City designation criteria.

Dudek's archival research and field survey found five historic-age resources within the API (Figure 2, Area of Potential Impacts (API) for Built Environment Resources). Four properties were previously recorded and recommended as eligible for the CRHR. Dudek reevaluated these properties under NRHP, CRHR, and City designation criteria as well as integrity requirements. Dudek concurred with three of these previous findings for the JSBCC (Map ID 1), the Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), and the Junior Seau Amphitheater/Bandshell (Map ID 3). These three resources are eligible for the NRHP, CRHR, and the local register. Dudek did not concur with the previous findings for Oceanside Comfort Station (Map ID 4) and found it to be ineligible under all applicable historic significance criteria. Department of Parks and Recreation (DPR) updates have been completed for all four properties. Dudek inventoried and evaluated the newly recorded property, Parking Lot #30/Betty's Lot (Map ID 5) and found it to be ineligible for the three programs. The property was recorded on a DPR form set.

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ACHP	Advisory Council on Historic Preservation
AIA	American Institute of Architects
API	Area of Potential Impacts
APN	Assessor's Parcel Number
BERD	Built Environment Resources Directory
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHL	California Historical Landmark
CHRIS	California Historical Resources Information System
City	Oceanside
County	San Diego County
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
JSBCC	Junior Seau Beach Community Center
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
PEIR	Program Environmental Impact Report
PRC	Public Resources Code
Project	Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II
SCIC	South Coastal Information Center
Section 106	Section 106 of the National Historic Preservation Act
SHPO	State Historic Preservation Officer
WPA	Works Progress Administration

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1 Introduction

This Built Environment Inventory and Evaluation Report (BEIER) documents the identification and evaluation of built environment cultural resources within or adjacent to the proposed Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II (Project) that may require additional analysis for compliance under the California Environmental Quality Act (CEQA). This report includes the following components: (1) an introduction including Project location, description, the Area of Potential Impacts (API), and the regulatory context; (2) background research, which includes a focused records search review of previously recorded built environment resources included in the California Historical Resources Information System (CHRIS), a review of historical maps and aerial photographs; and the field methodology and the intensive-level survey of the API; (3) the development of an applicable historic context for the Project area; (4) an evaluation of significance for all resources within the API; and (5) recommendations.

This BEIER serves as substantial evidence under CEQA and can be utilized for the purposes of impact analysis in the CEQA document being prepared for this project. This report will be included as an attachment to Environmental Impact Reports as part of CEQA compliance for this Project.

1.1 Project Location

The Project is in the City of Oceanside (City), California (Figure 1, Project Location). The Project consists of five properties including, the Junior Seau Beach Community Center (JSBCC) (Map ID 1), the Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), the Junior Seau Amphitheater/Bandshell (Map ID 3), the Oceanside Comfort Station (Map ID 4), and Parking Lot #30/Betty's Lot (Map ID 5). The Project site is located on the west side of Pacific Street along the Pacific Ocean between Civic Center Drive to the north and First Street to the south (Figure 2, Area of Potential Impacts (API) for Built Environment Resources). It is approximately 0.76 miles west of Highway-5, the nearest highway interchange. Adjacent land uses include commercial properties to the east, commercial and residential properties to the north, and the Pacific Ocean to the south and west.

1.2 Project Description

1.2.1 Project Background

The City's beachfront facilities are valued assets with long histories of diverse utilization, including numerous special events and year-round patronage by locals and visitors. This location and corresponding features possess a high-level of local pride as cherished resources. Therefore, the need to enhance the full suite of beachfront facilities encompassing the Project site has been and continues to be an ongoing priority of the City. Continued investment in these local resources has been in the forefront of the City's commitments. In 2006-2007 the City conducted a study for the area extending from Breakwater to Wisconsin, which culminated with a City Council workshop presenting the "Oceanside Waterfront Vision Plan." At that time City staff were directed to focus on certain priority improvements identified through this process, which included various restroom projects and the Phase 1 Beachfront Improvement Project (was completed in 2022).

Since then, two additional feasibility studies were completed by the City. The Beachfront Improvements Feasibility Study – Phase II explored potential improvements to the nearby Junior Seau Beach Community Center, Junior Seau

Amphitheater/Bandshell, and the public spaces in between. The Pier View Way Bridge and Lifeguard Headquarters Project Feasibility Study evaluated replacement and rehabilitation options for the two Pier View Way pedestrian bridges, providing connection to the existing wooden portion of the municipal pier, and the current and future programming needs of the Lifeguards as their services and staffing requirements are projected to expand.

In the City's effort to evaluate and plan the beachfront area facility improvements cohesively, City Council authorized those efforts under a coordinated program level approach that integrates the analysis between the Pier View Way Bridge and Lifeguard Headquarters Project and Beachfront Improvement Phase II Projects.



SOURCE: SANGIS 2023

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects

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1.3 Project Alternatives

1.3.1 Alternative 1

Alternative 1, as defined in the Notice of Preparation (February 7, 2024) consists of the design components that have been recommended by City staff in previous feasibility studies, as described above. These design components have also been approved by the City Council. The following Alternative 1 design components are analyzed at the project-level in the Draft Program Environmental Impact Report (Draft PEIR).

1.3.1.1 Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, and Community Plaza Area

Pier View Way Bridges

The Pier View Way Bridges are approaching the end of their service life and require interventions to address the age and deterioration, while also maintaining the ongoing use, functionality, and continued public safety. It has been determined that improvements to the Pier View Way Bridges must carefully consider numerous factors, including historic significance, connectivity to and from N. Pacific Street and the timber pier, and the interface between the Pier Bridges and The Strand, the public plaza, and the visitor serving commercial restaurant. Though not currently listed on the NRHP or CRHR, the bridges are listed under Oceanside's Historic Landmark Evaluation criteria. The structure is eligible for designation under NRHP and CRHR and will be analyzed as a historic resource under the CEQA. The BEIER specifically considered the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Reconstruction, specifically as these standards help define reconstruction as new construction that has employed a process of depicting the form, features, and detailing of a non-surviving site. In addition, the Project has considered sea level rise and other key issues, as described in detail above, in order to meet requirements of environmental and permitting agencies. Due to the bridge's eligibility as historic across all three levels, two improvement alternatives to address its current condition have been defined and assessed: 1) restoration of the bridge, which would maintain the existing bridges form, architectural elements, and materials to the maximum extent practicable, and 2) reconstructing the bridges to match the original structure. Again, from a historic significance perspective, proposed improvements, or modifications (restoration or reconstruction) must focus on the bridges being restored or replaced in-kind, where the new structure matches the existing structure consistent with the original construction (1927) and to the extent feasible. Building from these parameters, the two design option alternatives referenced above have also been analyzed based on their ability to fulfill and/or consistency with the defined project objectives.

Design Option 1: Restoration

Restoration of the Pier Bridges would retain the historic fabric of the existing structure to the extent feasible while strengthening the bridges to meet current design codes. It would maintain eligibility for historic designation as long as the restoration follows Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Reconstruction. Chemical treatment would be used to address the high concentration of chloride ions currently causing the subsurface reinforcing steel to corrode. Removal of unsound concrete and deteriorated reinforcing steel would also be necessary where the existing materials are beyond the possibility of encapsulation or repair. During restoration, the bridge decks would be fully replaced, and the superstructure components would

be restored or replaced, as necessary. The concrete columns would require strengthening to meet code requirements, which would be achieved by forming a new reinforcing cage around the exterior of the existing column. Concrete would then be placed to form the new column while encapsulating the existing column adding to the total diameter of the columns. This would result in added bulk to the existing columns that would alter the original visual character of the bridges. The projected service life of the restoration alternative would be approximately 50 – 60 years.

Compared to reconstructing the structure, the restoration option would be more costly due to the labor-intensive work required to remove and replace the unsound concrete and deteriorated reinforcing steel. Furthermore, because the restored structure would retain and still be composed of some of the old materials, the service life for the restoration would be shorter than for an in-kind reconstruction (Design Option 2). Additionally, Design Option 1 would not fulfill and would be inconsistent with Objective 1, in the context of continued long-term safe use, patronage, and enjoyment based on the shorter service life. Design Option 1 would also be inconsistent with achieving the goals of Objective 10, specifically in the context of improved function while restoring the character of the original facility. Due to these considerations, Design Option 2, per the comparative analysis conducted, would not meet the identified objectives and has been removed from further consideration and evaluation in the Draft PEIR.

Design Option 2: Reconstruction

Reconstruction of the Pier Bridges would involve an in-kind replacement that maintains the look, feel, and character-defining features of the existing structure. Consistent with the historic assessments conducted and discussed above the bridge's eligibility as contributing element to the historic designation is through association with patterns of events that have made a significant contribution to the broad patterns of history and not related to the structure's architecture across federal and state levels. However, the reconstructed option would include new structural members (columns) that match the existing dimensions, to the extent feasible, while meeting current design codes and would not require the bulky encapsulated columns discussed under Design Option 1: Restoration.

Reconstruction would maximize the service life of the new structure to approximately 75 to 100 years by reconstructing it with competent materials and detailing that meets current design and seismic standards. The reconstructed structure would also more closely resemble the appearance of the original 1927 structure. Also, the cost of reconstructing the bridges is anticipated to be lower than the cost of restoration (Design Option 1). The Pier View Way Bridge & Lifeguard Headquarters Feasibility Study estimates that the cost of restoration (Design Option 1) would total approximately $35,000,000 while the cost of reconstruction (Design Option 2) is estimated at approximately $23,000,000. Additionally, Design Options 2 Reconstruction would be consistent with and directly achieve or compliment all of the defined project objectives. For these reasons, this design option is considered the preferred option and has therefore been evaluated with project level detail in this Draft PEIR.

Lifeguard Headquarters

The existing Lifeguard Headquarters is a coastal-dependent land use required for public health and safety. Its current location, as an integrated feature of the Pier Bridges, provides critical views and access to the shoreline and surrounding public areas. Since the Lifeguard Headquarters is limited in size and must stay within the 3,715 square foot historic shell configuration, a new proposed space layout and floor plan under Alternative 1 would retain and optimize key space requirements to maintain essential operations and maximize public safety at the current location. The Lifeguard Headquarters would be reconstructed in its original location to the west of The

Strand. All other Lifeguard Service support operations and staffing would be housed in the proposed new Lifeguard Operations Building, as detailed below.

The layout of the reconstructed Lifeguard Headquarters would retain and optimize four critical public safety functions (Objective 6) at its current location, including the following components:

1. **Supervisory Lifeguard Workstations.** The reconstructed Lifeguard Headquarters would provide workstations for Lifeguard supervisors to have clear and unobstructed observation posts to the beach and water. The workstations would be expanded to meet current and future staffing demands to avoid overcrowding of staff. These workstations include Lifeguard offices on the southwest facing side of the headquarters, facing where the majority of beach users tend to be. On the northwest facing side, a series of offices would be located to observe potential hazards. In each of the two observation posts (facing the southwest and northwest), linear workstations would be placed along the two main observation windows to allow for direct visual supervision. A central meeting room facing west would act as an operational briefing center, training classroom, and meeting room.
2. **Central Lifeguard Preparation Area.** The reconstructed Lifeguard Headquarters would provide an area where all Lifeguard staff could report for duty, gather operational supplies, and prepare rescue equipment. These functional areas would include expanded locker rooms sized to meet future staffing needs, a central meeting space, and indoor and outdoor staging areas. The Central Lifeguard Preparation Area would also include the outdoor space to the south that allows for critical Lifeguard staging activities.
3. **Public Interface and First Aid Areas.** The proposed design would provide a new location on the south side for the public to access the Lifeguard Headquarters, which is the shortest distance from the beach and water activity areas. A reception space designed for public access would remain in its original location on the north side. On the more active south facing side, new first aid spaces would be located to be easily identifiable and accessible to the public. The spaces would include a walk-up first aid window and a separate first aid treatment courtyard that would allow users to be partially screened from the main public areas.
4. **Beach Rescue Equipment.** The reconstructed Lifeguard Headquarters would include approximately 410 square feet of general storage area and approximately 811 square feet of vehicle and equipment storage essential for beach rescue operations, which will remain as close to the beach and water as possible to reduce public safety response time.

Lifeguard Operations Building

To accommodate current and future Lifeguard Service needs and consistent with Objectives 1, 2, 5, 6, 7, and 11, a new Lifeguard Operations Building is proposed to supplement the Lifeguard Headquarters. Under Alternative 1 this facility is proposed to the east of The Strand; it would address Lifeguard Service growing safety services, space needs as well as sea level rise concerns. The new facility would also provide enhanced amenities, including a new public view deck.

Two design options are proposed for the new Lifeguard Operations Building and are being analyzed as part of this Draft PEIR. Both options provide sufficient space to support current and future Lifeguard Service needs and address public safety. The two options also provide for, and enhance, the visitor-serving leased restaurant space and provide a raised public patio with additional community seating.

For both options, Lifeguard Logistics spaces on the lower level would house beach and water rescue equipment and crafts, allowing the Lifeguards to store, protect, maintain, and easily access critical public safety elements near the beach without further impacting the existing beach and water edge conditions. Lifeguard Support and Lifeguard Administration spaces would be provided on the upper levels, including observation/meeting spaces, offices, storage, IT, and multi-use spaces designed to accommodate current staffing needs and also house any future 24/7 operations. Locating the Lifeguard Support and Lifeguard Administration spaces on the upper levels would minimize sea level rise impacts by allowing critical public safety features to be located above projected water elevations. Schematic design/floor plans for the building options were developed to confirm each would accommodate the needs of the Lifeguard Service. The overall square footage for each of the design options is between approximately 7,500 and 7,800 square feet, with variations due to architectural considerations, use of enclosed balcony spaces, elevator, stair and hallway layouts, and column configuration of the existing bridges. Within the floorplan of each building option, the space needs of the Lifeguard Service are met or exceeded. Both design options would meet the needs of the Lifeguard Service, provide visitor-serving leased restaurant space, and address sea level rise. Key differences between the two options are discussed below.

Design Option 1: Three-Story Building

This design option proposes a new Three-Story Lifeguard Operations Building. In addition to supporting Lifeguard needs and providing visitor-serving leased restaurant space, this option would also provide an expanded view deck amenity at the Pacific Street level, offering an enhanced view area for the public. This option would utilize a full third story in order to minimize the building footprint and reduce impacts to the adjacent bluff/slope. The building would include a Lifeguard meeting room, break room, 24/7 kitchen and living room, restrooms, commercial space, and storage. The design option would also include an enhanced public patio area at the Strand level as well as a new public deck.

Design Option 2: Modified Three-Story Building

The Modified Three-Story Lifeguard Operations Building Design Option 2 would be similar to Design Option 1, providing for Lifeguard Service needs and incorporating a public view deck amenity at the Pacific Street level. The key difference is that the third level, which provides the necessary Lifeguard Service space, would be shifted with a higher level of integration into pier bridges and the existing bluff/slope area toward Pacific Street. This pier structure integration and encroachment into the bluff/slope area would allow for an enlarged plaza area at ground level more consistent with the original built configuration. This option would also reduce potential view impacts to the beach from Pacific Street. Given the minimal footprint of a new building between the two pier structures, more of the bridge's interior elevations would be visible to the public which is in line with the original historic images for this area. Consistent with the defined project objectives (Section 4.2), both of the design options proposed for the Lifeguard Operations Building would help achieve the long-term goals and preserve and enhance these public facilities.

Community Plaza Area and Public Accommodations

Under Alternative 1, the Project includes various improvements to the existing community plaza area, located between the Pier Bridges and JSBCC. Alternative 1 also includes various improvements to public accommodations.

These improvements and enhanced amenities are intended to serve the community, increasing accessibility, and overall connectivity between features contained within the Project area. These improvements are described below:

1. **ADA Access to The Strand.** The Project will provide ADA compliant access improvements from Pacific Street down to The Strand via a ramp on the northeast side of the Pier Bridges.
2. **ADA Access to the Beach.** Reconstruction of the Lifeguard Headquarters would provide wheelchair access to the beach from The Strand. A ramp is proposed on the north side of the Lifeguard Headquarters that would provide permanent, year-round wheelchair access to the beach.
3. **Public View Deck.** Both the Three-Story and The Modified Three-Story Lifeguard Operations Building designs would incorporate an expanded public view deck off N. Pacific Street. The Three-Story design option would be approximately 623 square feet in size, would extend 31 feet from the existing N. Pacific Street sidewalk, and with a width of 40 feet. This public view deck would be placed on the roof of the Lifeguard Operations Building's third floor. The Modified Three-Story design option would also incorporate a public view deck on the roof of the Lifeguard Operations Building's third floor. However, this viewing deck would only involve a short extension from N. Pacific Street over the plaza area below. The proposed width of this view deck would span the distance from the northern edge of the north pier bridge to the southern edge of the south pier bridge and would require some modification to the interior pier bridge railings. These proposed view decks would provide the public with added space to enjoy views of the ocean and surrounding area.
4. **First Aid and Stingray Treatment Area.** A new First Aid Patio and Stingray Treatment Area on the south side of the Lifeguard Headquarters is proposed. This treatment area would provide walk-up access to a first aid window built into the Lifeguard Headquarters. This walk-up window first aid concept would offer increased visibility to the public from The Strand and from the beach, would provide better security, and would be more easily accessible for emergency response vehicles. An additional Stingray Treatment Area is also proposed to be tucked underneath the Pier Bridges on the southwest side, adjacent to the Lifeguard garage and within the existing bridges footprint. This space would utilize removable fencing to provide privacy for individuals being treated for injuries.
5. **Visitor-Serving Leased Commercial Space.** Both design options for the lower level of the new east Lifeguard Operations Building would maintain a low-cost visitor-serving leased restaurant space consistent with the City's Local Coastal Program. The new space would be approximately 700 square feet, which would be larger than the current 612 square foot space.
6. **Public Plaza.** An enhanced public patio area is proposed in front of the visitor-serving leased restaurant space at the new east Lifeguard Operations Building. The patio would be raised one foot above the plaza level to match the new Lifeguard Operations Building, offering a subtle partition from the rest of the pier plaza while providing sea level rise resilience. The Modified Three-Story design option would include a larger public plaza area more consistent with the original built configuration.
7. **Landscaping.** Existing landscaping would be removed and replaced, consistent with the City's Landscape Development Manual. A new landscaping concept plan prepared during the design development process would be intended to unify the coastal aesthetic of the various Project components. Landscaping would be designed to maximize circulation and flexible site use opportunities. Site lines and visibility would be maintained to support public safety and Lifeguard Service operations. The plant palettes would feature native and drought tolerant species appropriate for coastal exposure.

The proposed improvements to the community plaza would contribute to achieving all of the project objectives.

1.3.1.2 Junior Seau Beach Community Center

As part of Alternative 1, three design options were assessed and evaluated, including a range of minor interior and exterior improvements to major additions and renovations. These design options were evaluated in comparison to and based on the existing building elevation near sea-level, Proposition A height restrictions, public feedback and community sentiment, and potential development/improvement challenges associated with coastal permitting and CEQA approval.

Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Design Option 1 proposes cosmetic and non-structural improvements to the JSBCC, including: repair/replacement of floor, wall, ceiling and building finishes, new energy efficient glazing within existing building openings, new doors and door hardware and new building interior and exterior code required and building identification signage. Design Option 1 would also include code required disabled access improvements, including path of travel modifications to the building entrance and replacement of existing restrooms. Mechanical, plumbing and lighting systems may also require upgrade and that new electrical service is to be provided to the building in order to remove the existing sidewalk mounted transformer that blocks access to the building entrance. A more detailed description of the proposed improvements is provided below.

Interior and Cosmetic Improvements

As discussed above, Design Option 1 proposes interior and cosmetic improvements that would increase the lifespan of the JSBCC facility and allow for additional programming. These improvements would include:

- Insulated solar glazing to replace existing windows and aged translucent clerestory panels to improve energy performance and increase indoor natural light.
- Concrete entrance plaza and tree grates; removal of the existing planter.
- Public art commemorating Junior Seau.
- Exterior and interior wall finish to include patching, repair, and repainting. Interior ceiling and floor finishes, including refinishing of the existing gymnasium flooring.
- Interior and exterior doors and code compliant accessible door hardware.
- Kitchen equipment and casework; ADA restrooms.
- Room identification, wayfinding and building identification signage.
- Upgrades to fire/life safety systems, including upgrade or replacement of the existing fire alarm and smoke detection system; new California Title 24 compliant LED lighting and controls
- Audiovisual, data, network, and information technology infrastructure and end-user equipment.
- Refinish of the existing parking lot to include re-striping of required van accessible parking space, provision for electric vehicle parking, and a roundabout in front of the building to assist with rideshare and carpooling.
- Sidewalks at the building perimeter to include a compliant path of travel and code-conforming cross slopes and new sidewalk curb cuts to meet current disabled access codes.
- Reconfiguration of existing storm drainage systems.

Electrical, Heating, Ventilation, and Air Conditioning (HVAC)

Under Alternative 1, the JSBCC would also undergo electrical, heating, ventilation, air conditioning, and plumbing improvements. The Project may involve the installation of a new electrical transformer and a new main switch to replace the entrance sidewalk mounted transformer. The Project also may include HVAC improvements for the main gymnasium space, classrooms, offices, and reception areas, AV/IT room, electrical room, restrooms, and storage areas.

The improvements proposed as part of Design Option 1 would be consistent with and support the applicable goals defined as part of Objectives 1, 2, 5, and 7-12 through preservation, enhancement, and modernization of public facilities.

Design Option 2: Full Renovation/Building Addition

Design Option 2 proposes most of the same improvements described above under Design Option 1 but with a single-story building addition along the east side of the JSBCC. The building addition proposes extending the building footprint to the east that would require encroachment into the existing coastal bluff to accommodate a new kitchen and restrooms, along with new mechanical and storage rooms. This proposed building addition would also include a planted roof providing a new rooftop park connecting to the existing N. Pacific Street sidewalk. The new mechanical and storage rooms would address existing functional deficits, open up the space currently used for those functions, and provide for an expansion of the internal renovations (larger classrooms) and enhancements. This range of improvements, including the building addition and rooftop park, would require complete structural upgrade of the existing facility to bring the building up to current codes. While the proposed improvements would include many of those also proposed under Design Option 1, there was clear community preferences voiced that preserving the existing building in its current configuration and footprint was important regardless of any potential benefits that might be realized with an enlarged and re-configured building.

Additionally, Design Option 2 would be inconsistent with the combination of two of the project objectives, specifically Objectives 5 and 8. The provision of long-term investment and revitalization (Objective 5), and the additional community recreation programming and parking at the beachfront that accounts for long-term sea level rise (Objective 8) would be compromised with the level of proposed improvements and expansion under Design Option 2. As discussed above and throughout this project description the beachfront location must account for sea level rise and the balance of investment in improvements that would be subject to potential future sea level rise conditions. The City recognizes that drawing from this potential scenario the level of facility hardening and investment that would be required to provide resiliency against those potential future conditions would not be a viable undertaking. There is also an inconsistency with Objective 10, which identifies the need for public facility investment and modernization while in the context of also addressing the character of the original facility. The JSBCC character was identified as an important factor during the public engagement process with strong sentiment to preserve the building in its existing size and configuration. The JSBCC is in need of improvements; however, the make-up and extent of those improvements must be balanced with the costs, project development, approval complexity and timeline, performance and resiliency in a potential sea level rise condition, and the public's clearly stated sentiments to preserve the original character. For the above-mentioned reasons Design Option 2 has been eliminated from further consideration and is not being analyzed as part of the Draft PEIR.

Design Option 3: Expansive Renovation/Building Addition and Increase Height

Design Option 3 proposes an expanded set of renovations and interior improvements, along with an addition to the building along the east and north sides, along with both a second story addition and overall increase in building height, massing, and floor area. The expanded renovations would include many of the same improvements described under Design Option 2, but also with building additions including enlarged classrooms throughout. A second story comprising three large classrooms over the existing parking lot as part of the northern building addition and a new mechanical room over eastern building addition would also be features of this design option. The first floor of the eastern building addition would include additional storage and office space, restrooms, a kitchen, and a staircase and elevator up to the second floor. Similar to Design Option 2, the entire roof of the second story building additions to the north and east, would be a planted rooftop park accessible from N. Pacific Street. The building would also include enlarged window openings and a raised roof structure over the basketball court.

In concert with the overall building height increases, Design Option 3 also evaluated the inclusion of a regulation high school basketball court. The current court is undersized and does not have the vertical or horizontal court clearances required. In order to accommodate this proposed improvement, the front half of the building would have to be demolished and a new structural system with a wider span and taller columns added at the southern end of the building. The new court would be shifted to the south, which would also allow for the floor area previously devoted to the stage on the north side to be used for new, slightly larger, and better configured recreation classrooms. The existing stage would be demolished with retractable seating and a moveable stage used in replacement. The interior areas to the west of the shifted court, former classrooms, would be revised into social and circulation space, along with a new community center entrance facing the Strand. As referenced above, this set of proposed improvements would result in a taller structure that would exceed the height limit prescribed by Proposition A. The potential solution to the height restriction evaluated would have been to lower the ground floor of the building; however, that option was not considered further based on the potential for sea level rise.

Each of the key points discussed above under Design Option 2, including the Objective inconsistencies, the need to balance the improvements in the context of cost, approval complexity and timeline, sea level rise performance and resiliency, and public sentiments to preserve the original character of the JSBCC would all be applicable to Design Option 3. For the above-mentioned reasons Design Option 3 has been eliminated from further consideration and is not being analyzed as part of the Draft PEIR.

1.3.1.3 Junior Seau Amphitheater and Bandshell

As discussed in Section 3.3, the amphitheater seating and bandshell are approaching or have reached the end of useful life and are in need of replacement. Therefore, under Alternative 1, the Project includes the demolition and reconstruction of the outdoor stepped amphitheater and bandshell, along with new plaza area, landscaping, and site stairs and pedestrian ramps. Detailed descriptions of the design options and improvements considered is provided below.

Junior Seau Amphitheater

As part of Alternative 1, three design options were assessed and evaluated for the Junior Seau Amphitheatre to include new seating configuration that provides equivalent seating capacity. The existing amphitheater seats approximately 1,500 at the concrete benches and accommodates another 1,000 at the Strand level seating area for a total of 2,500 seats.

Design Option 1: Larger Terraces

Design Option 1 proposes expansive terraces that would be accessible from N. Pacific Street and intended to manage the flow of large crowds attending events. The south terrace, situated adjacent to a proposed elevator for disabled access, would offer a spacious area designated for ticketing and will-call activities, streamlining event logistics. Although these terraces offer picturesque views of the beach, some concerns have been raised about their potential to obstruct ocean views from vehicles traveling along N. Pacific Street.

To address these concerns, a revised seating option was explored. This design retains the larger terraces along N. Pacific Street and the site elevator, but it would also introduce two additional flanking terraces, which would be landscaped and include seating areas. These grass terraces would provide an alternative way for attendees to enjoy performances or events. However, there has been some apprehension from the community that when not in use, these grassy areas could become an attractive nuisance, potentially detracting from their overall functionality and aesthetic appeal.

Design Option 1 would align with several key objectives aimed at enhancing public spaces and supporting community needs. By proposing expansive terraces easily accessible from N. Pacific Street, it addresses Objective 1 and 2 by improving public facilities and recreation areas, ensuring functionality for large crowds, and enhancing the overall experience for eventgoers. The landscaped terraces would enhance the visual quality of the City of Oceanside's urban environment (Objective 4). The south terrace's integration with the proposed elevator would demonstrate a commitment to ADA compliance and accessibility (Objective 5 and 10) and promoting long-term investment in public spaces and safety. The introduction of additional landscaped grass terraces would offer a relaxed setting for enjoying performances, aligning with focus on creative placemaking and cultural vitality (Objective 9). Objectives 10 through 12 would be met through preserving coastal access and modernizing public facilities which promote public art while maintaining their character. However, this design option was removed from further consideration due to a combination of the concerns raised and discussed above, along with the visual appeal of the amphitheater altered in an undesirable manner and will therefore not be evaluated further in the Draft PEIR.

Design Option 2: Reduced Profile

Design Option 2 proposes a more streamlined profile for the Junior Seau Amphitheater by removing the extended terraces from Design Option 1 but would still incorporate a disabled access elevator. This design has been well-received for its emphasis on "greening" the venue, which would enhance the environmental integration of the space. The seating configuration in this option remains similar to that of Design Option 1. Instead of the extended terraces, this option would feature sloped planters that follow the natural profile of the coastal bluff. The disabled access elevator would be positioned to the south of N. Pacific Street, to ensure convenient access for all attendees.

Through these features, Design Option 2 would effectively address Objectives 1-5 and 9-12 by adopting a streamlined profile that emphasizes environmental integration and accessibility. The removal of the extended terraces, replaced by sloped planters that blend with the coastal bluff, aligns with Objective 1 and 2 by maintaining a focus on public spaces while enhancing the area's aesthetic. The reduced profile would further enhance the visual quality of the urban environment and coastal scenic resources (Objective 3 and 4). By integrating seating configurations that respect the natural landscape, this option also contributes to enhancing Oceanside's cityscape through creative placemaking (Objective 9). The continued inclusion of a disabled access elevator would ensure compliance with ADA requirements and address accessibility concerns (Objective 5 and 10). Additionally, the design

maintains and enhances coastal access and provides accommodations for local art (Objective 11 and 12). However, this design option based on many of the same concerned discussed under Design Option 1, Design Option 2 has been removed from further consideration and will not be evaluated further in the Draft PEIR.

Design Option 3: Reduced Profile and Elevator Relocation

Design Option 3, the latest design option evaluated, was introduced due to community input during the community outreach processes. Design Option 3 is similar to Design Option 2; except this option proposes the relocation of the disabled access elevator. Design Option 3 would also reduce the front-to-back depth of the flanking entrance/exit terraces an additional four feet at N. Pacific Street.

Under Design Option 3, the reconstructed amphitheater would seat 1,419 new bench seating and 26 wheelchair seats; 312 seats would be accommodated at the Strand Level seating area; therefore, the reconstructed amphitheater would include a total of 1,757 seats. Wheelchair seats would be distributed throughout the facility as required by code and provide sight lines for wheelchair guests that allow view over standing guests. Increased aisle width would be included for comfort, safety, and emergency egress code requirements. An additional 13,638 square feet of floor area on two levels includes storage, event production space, a green room, dressing rooms, utility support rooms, and restrooms designed for events is located under the new amphitheater seating.

As discussed above, proposed improvements of Design Option 3 include a new site ramp to serve the amphitheater that would extend south of the seating area and would be located in the bluff area to the east of the Beach Operations Center. The ramp would provide access to the mid-tier cross aisle and to the relocated venue elevator that would provide access to the Strand level seating area and stage. Massing of the amphitheater would be designed to retain the profile of the coastal bluff it abuts and the general configuration and dimension of the existing amphitheater. Similar to Design Option 2, improvements proposed as part of Design Option 3 would be consistent with and support the applicable goals defined as part of Objectives 1-5 and 9-12 through preservation, enhancement, and modernization of the public facilities and is the recommended design option from the Phase II Beachfront Feasibility Study.

Junior Seau Bandshell

Under Alternative 1, the existing Junior Seau Bandshell would be demolished and reconstructed. Three design options were analyzed and evaluated including varying heights and visual changes.

Design Option 1: Open Bandshell

Design Option 1 introduces the concept of an open bandshell, which would be designed to enhance coastal views through strategically placed openings in the back walls. This approach aimed to minimize the solid wall area, thereby visually reducing the bandshell's overall mass. This design option garnered positive feedback from many in the community who appreciate the improved sightlines and aesthetic appeal.

By incorporating strategically placed openings in the back walls, minimizing solid wall area, Design Option 1 would effectively address Objectives 1-4 and 9 through creating an aesthetically pleasing public facility that would maximize views of the coastal setting. The improved sightlines would contribute to a more engaging and culturally vibrant space. The open bandshell design would support Objective 5 and 10 by facilitating long-term investment in revitalizing public spaces and modernizing the venue while preserving its character. Additionally, the design would

uphold the goals of preserving coastal access (Objective 11) and restore a space for community art (Objective 9 and 12). However, there were concerns raised among some members of the community about potential acoustic challenges and impacts of ocean winds on performance experiences. Given the primary objective of the bandshell to provide and promote performances with a design that improves performance acoustics and the public concerns raised, the design details regarding openings in the bandshell were eliminated from further evaluation.

Design Option 2: Full Height Bandshell (Exceeds Proposition "A")

Design Option 2 proposes a full/optimal height bandshell, which would be approximately 36 feet tall. This height is a guideline based on current industry standards and is recommended to meet the needs of the types of functions held at the bandshell. A full height bandshell would provide the optimal stage volume and would incorporate all lighting and sound systems while maintaining optimal vertical clearance at the stage. The full height bandshell would exceed N. Pacific Street by approximately six feet.

This design would support Objective 1 and 2 by enhancing functionality of the public space and ensuring that the bandshell would accommodate the optimal stage volume for diverse performances. By adhering to industry guidelines, this option demonstrates a commitment to modernizing public facilities (Objective 10) while ensuring that the bandshell is equipped to handle its intended uses effectively. This design would offer opportunities for integrating public art and creative elements through enhancing the utility of the bandshell (Objective 9 and 12). Although, a taller bandshell would require a ballot measure to approve an exception to the height restrictions established by Proposition "A." This inconsistency with Proposition A, the complexity of processing an amendment to the ballot measure, and the corresponding public opposition has resulted in the Design Option 2 being removed from further consideration as part of the Draft PEIR.

Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition "A")

Design Option 3 proposes the bandshell be capped below the elevation of N. Pacific Street and would not require an exception to Proposition "A". This option would be designed to increase the stage volume as compared to the existing bandshell and would include upgrades to electrical power, lighting, and audiovisual infrastructure to support the wide variety of events at the amphitheater, including cultural festivals, musical events, and theatrical performances. The bandshell total height would be approximately 29 feet above the Strand level. The Project also includes two new light standards on the amphitheater parcel at each end of the amphitheater seating area. The light standards would be designed to support site area lighting and technical stage lighting that would be needed to light the bandshell stage front. The Strand level seating area would include a wider sidewalk to accommodate for the large volume of people entering and exiting the venue. This would allow spectators to view the stage during an event, from the sidewalk, without entering the amphitheater seating area. The Strand vehicular right-of-way would be maintained as existing for the entire length site. Restricted vehicle access for production vehicles, police, lifeguard, and emergency vehicles across the site remains in place.

Design Option 3 meets several key objectives by proposing a bandshell that remains below the elevation of N. Pacific Street, avoiding the need for exceptions to Proposition "A" while enhancing its functionality and infrastructure. This design address Objective 1 and 2 by increasing stage volume and upgrading essential elements like electrical power, lighting, and audiovisual systems to support a diverse range of events. By reducing the bandshell's height below the elevation of N. Pacific Street, Design Option 3 would enhance coastal views and the visual quality of Oceanside's urban environment by ensuring unobstructed sightlines (Objective 3 and 4). Keeping the bandshell's height at approximately 29 feet aligns with Objective 5 and 10, ensuring compliance with

regulations while contributing to the long-term revitalization of public spaces and modernizing the facility while preserving its original character. The inclusion of new light standards and a wider sidewalk would accommodate large crowds and would improve accessibility (Objective 11). Similar to the other designs, Design Option 3 would open opportunities for public art, which would enrich the cultural vibrancy without compromising the site's functionality or aesthetic appeal (Objective 9 and 12). Given these considerations, this design option is recommended for its effective balance of regulatory compliance, modernization, and preservation of public space character.

1.3.2 Alternative 2

Alternative 2 includes all of the components described under Alternative 1 along with development of Betty's Lot which would be assessed at the program-level wherein specific project details have only been developed at the conceptual level. The potential environmental impacts associated with the conceptual development of the Betty's Lot site would be disclosed and additional analysis would be required in a subsequent CEQA document that would be prepared once certain project-level details are known. Under this alternative, the EIR will assess Betty's Lot improvements at the program-level by analyzing a broad-based proposed suite of project components.

1.3.2.1 Betty's Lot

Development of Betty's Lot has been only studied as a long range possibility. Consideration of Betty's Lot as a site for improvements would require future conceptual design. However, such programmatic design may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between N. Pacific Street and The Strand), as well as multi-use surface courts. Future design considerations may include maintaining the beach view, access, and parking from N. Pacific Street as well as sea-level-rise resilience. The following components are described to memorialize a potential suite of future design phase concepts to inform program-level environmental assessment. As summarized above, these components would require project-level review once design details are further defined and confirmed.

Strand-level Parking Structure

Betty's Lot – Concept Design, Strand-level Parking Structure, a parking structure is considered at Strand-level, at-grade, to maintain the existing number of parking spaces or possibly increase the number of parking spaces. The structure would be open to the west side of Betty's Lot to the beach view and north toward the Beach Operations Center. This structure would include a large area for storage as well as larger waste/recycling areas to accommodate beachfront activities and events. This parking structure would allow for additional community space, park space, and amenities to be built on its roof. This parking structure would be developed to accommodate potential sea-level-rise conditions.

Mid-level Park and Community Amenities

A new mid-level would be made available as a result of the Strand-level parking structure. This level would likely support community amenities and park space. New open park space, multi-purpose courts, community recreation classrooms, storage, and site ramps and stairs connecting this level to the Strand-level and N. Pacific Street are considered possibilities. A mid-level central open space area may be used for a variety of functions including as an event area or simply as a place to congregate for beachgoers.

Street-level Pedestrian Improvements

As mentioned above, stairs and accessible site ramp would provide access from the mid-level park and amenities to and from the N. Pacific Street. New sidewalks and paths may be developed at street-level to improve connectivity and pedestrian safety. Water vistas from N. Pacific Street would be maintained.

1.3.3 Alternative 3

Alternative 3 is the No Project Alternative, Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used, as is and under existing conditions, as described in Section 2, Existing Facilities. Consistent with above discussion's, most of the project objectives are associated with preserving, restoring, reconstructing, and enhancing the City's existing coastal facilities. If the proposed improvements to these coastal public facilities are not implemented, the City's ongoing maintenance and damage management efforts would continue. The existing issues with long-term durability, functionality, and seismic safety would continue unabated, potentially resulting in the need to reevaluate continued investment and utilization. Additionally, given the age of these facilities the City would likely see an increase in overall maintenance costs, and may be required to assess the potential need for closure of all or major portions of these facilities due to public safety concerns. The following sections describe how existing facilities on the Project site would continue to be used, their anticipated conditions as time advances, and the reasonably foreseeable future conditions expected to occur and required action (e.g., partial of full closures) by the City. These sections also describe the implications and possible risk factors associated with continued use of these facilities without improvements.

1.3.3.1 Pier View Way Bridges and Lifeguard Headquarters

The Pier Bridges are approaching 100 years in age, and despite continued maintenance efforts by the City the structures have continued to deteriorate. As a result, the Pier Bridges are approaching the end of their service life. The No Project Alternative would not address these existing deterioration nor continuing maintenance issues, and the need for increased time and monetary investment from the City would be the most likely result. Continued efforts to maintain the Pier Bridges, including the decks, beams, and columns, has always been recognized as a short-term only solution. The No Project Alternative would not present long-term solutions to spalling concrete breaking off structure or to resolving the seismic/structural integrity deficiencies of the Pier Bridges. The No Project Alternative would also potentially jeopardize viable connectivity to the existing wooden municipal pier, which can only be accessed from the Pier Bridges, especially if they are closed due maintenance and/or seismic safety concerns.

As an integral element of the Pier Bridges, the Lifeguard Headquarters has been and is also subject to the maintenance and deterioration issues. The same needs for long-term solutions exist for the Lifeguard Headquarters. The No Project Alternative would not address these issues and long-term solutions would not be implemented. The City would reasonably encounter added costs and time for maintenance and damage management efforts and would also likely have to consider partial or full closure of the headquarters consistent with progressive deterioration of the existing building. This would introduce a complex set of follow-on relocation challenges consistent with the public service and safety needs associated with this location. In addition, under Alternatives 1 and 2 the Lifeguard Support and Lifeguard Administration spaces would be moved to upper levels thereby minimizing sea level rise impacts. Therefore, under Alternative 3, the Pier Bridges and Lifeguard

Headquarters would continue to deteriorate and be exposed to sea level rise; this would pose safety concerns for visitors and lifeguard staff. Deterioration of these facilities could also lead to a decline in utilization thereby potentially decreasing local revenues streams provided by visitors. Additionally, the No Project Alternative would not provide for the new Lifeguard Support Facility, which has been evaluated as a needed expansion to accommodate current and future Lifeguard Service needs and address the growing safety services, operational space, as well as sea level rise concerns. The No Project Alternative would not achieve any of the project objectives applicable to the Pier View Way Bridges or Lifeguard Headquarters.

1.3.3.2 Junior Seau Beach Community Center

The Feasibility Study concluded that the JSBCC building is in need of interior improvements for modernization and restoration to extend the functional lifetime of the building. These improvements primarily involve cosmetic and non-structural improvements including repair/replacement of the flooring, wall, ceiling, and building finishes. Under Alternatives 1 and 2, the JSBCC would also be updated with new energy efficient glazing within existing building openings. Also included under Alternatives 1 and 2 are code required disabled access improvements, including path of travel modifications to the building entrance and replacement/renovation of existing restrooms. The Feasibility Study also identified that the exiting JSBCC building is in need of mechanical, plumbing and lighting systems upgrades. The study also claims that exterior enhancements, which ensure aesthetic appeal, are required to ensure building envelope and structural integrity of the building. Under Alternative 3, these improvements would not occur and the JSBCC building's functional longevity and structural integrity would be jeopardized. Deterioration of the JSBCC could lead to a decline in utilization of the building thereby reducing the number of visitors to the Project area and potentially decreasing local revenue streams. Additionally, the public views this facility, consistent with the buildings' name, as a locally significant landmark worthy of preservation and continued use. The City's ability to support this public sentiment would not be achieved with the Alternative 3, the No Project Alternative.

1.3.3.3 Junior Seau Amphitheater and Bandshell

The referenced Feasibility Study also concluded that the concrete amphitheater seating was in need of repair and would continue to deteriorate over time, resulting in further damage to all concrete structure and finishes. This could include deterioration of the amphitheater stair nosing's and steps, as an example. This type of damage could eventually result in closure of portions, or all of the amphitheater area due to safety concerns. The repair of the concrete amphitheater was evaluated but determined to be unreasonable due to extensive work across the entire facility, high costs, and that those repairs would trigger code required disabled access improvements requiring significant reconstruction. Improvements are proposed as part of Alternatives 1 and 2. For the Bandshell, the Project under Alternatives 1 and 2 would address the current building's issues with age and deterioration. They would also address the need for increased stage volume as compared to the existing bandshell. The substandard existing utilities, including electrical power, lighting, and audiovisual infrastructure would all be upgraded to current requirements, thereby allowing the City to support a wide variety of events at the amphitheater. Under Alternative 3, the No Project Alternative these improvements would not be made. Deterioration of the amphitheater and bandshell materials, systems, and finishes over time would continue and could lead to a decline in utilization and possible closure due to safety concerns. Alternative 3, the No Project Alternative would also result in no improvements to audiovisual infrastructure thereby limiting the types of events that could be hosted at the bandshell. Overall, with the implementation of Alternative 3, there would a likely decrease in the number of events that by extension could be a reduction the number of visitors to the Project area, potentially decreasing local

revenue streams. The No Project Alternative would not achieve any of the project objectives applicable to the Junior Seau Amphitheater and Bandshell.

1.3.3.4 Betty's Lot

Under Alternative 3, Betty's Lot would remain unchanged. The parking lot would continue to provide visitors access to the beach and nearby amenities. The parking lot could be affected by future sea level rise conditions, potentially causing deterioration of the parking surface. As a potential decline in utilization of the adjacent coastal facilities occurs this could also lead to a decline in utilization of Betty's Lot thereby potentially decreasing local revenues streams provided by visitors and users of this parking lot. The suite of concept improvements evaluated as part of Alternative 2 would not be pursued further and the corresponding expansion of public facilities would not occur.

1.4 Regulatory Setting

While the Project as currently planned is subject only to state and local regulatory conditions, federal regulations are also provided here for reference should they be relevant in the future. The following sections provide a brief overview of the federal and state regulatory framework that historic properties and historical resources are identified and evaluated.

1.4.1 Federal

National Historic Preservation Act (54 USC § 300101 et seq., including Section 106 of the NHPA, 54 USC § 306108)

The National Historic Preservation Act (NHPA) established the National Register of Historic Places (NRHP) and the Advisory Council on Historic Preservation (ACHP). Under the NHPA, significant cultural resources are referred to as historic properties, which include any prehistoric or historic district, site, building, structure, or object included in, or determined eligible for inclusion in, the NRHP. A property is considered historically significant if it meets one of the NRHP criteria and retains sufficient historic integrity to convey its significance.

Implementing Regulations for Section 106 of the NHPA (36 CFR Part 800)

Section 106 of the NHPA (Section 106) requires federal agencies to take into account the effects of their undertakings on historic properties. The Section 106 process consists of four principal steps: 1) initiation of the Section 106 process, which includes identifying and initiating consultation with Native American tribes, local governments, and other interested parties; 2) identification of historic properties; 3) assessment of adverse effects; and 4) delineation of stipulations to resolve adverse effects in an agreement document.

Section 106 affords the ACHP and the State Historic Preservation Officer (SHPO), as well as other consulting parties, a reasonable opportunity to comment on any project that would adversely affect historic properties. The ACHP is an independent administering agency that develops procedures at the federal level to protect cultural resources included in, or eligible for inclusion in, the NRHP. The SHPOs administer the national historic preservation program at the state level, in addition to reviewing NRHP nominations, maintaining data on historic properties, and consulting with federal agencies during the Section 106 review.

The NRHP criteria for evaluation (36 CFR Section 60.4) considers the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

A. are associated with events that have made a significant contribution to the broad patterns of our history; or
B. are 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. have yielded or may be likely to yield, information important in prehistory or history.

To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity. Integrity is the ability of a property to convey its significance. Because the concept of integrity is based on significance, the assessment of a property's integrity can only proceed after its significance has been fully established. To retain integrity, a property will always possess several, and generally most, of these aspects (NPS 1997: 44).

National Environmental Policy Act (42 USC § 4331 et seq.) and CEQ NEPA Regulations (40 CFR § 1500 et seq.)

NEPA, as amended, establishes the federal government's policy for protecting important historic cultural, and natural aspects of our national heritage during the planning for federal projects. All federal or federally assisted projects requiring action pursuant to Section 102 of the NEPA must take into account the effects of those projects on cultural resources. In considering whether an action may "significantly affect the quality of the human environment," the NEPA regulations require that an agency must consider, among other things, unique characteristics of the geographic area such as proximity to historic or cultural resources (40 CFR § 1508.27(b)(3) and the degree to which the action may affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP. The NEPA regulations also require that, to the fullest extent possible, agencies prepare Environmental Impact Statements (EISs) concurrently and integrated with impact analyses and related surveys and studies required by the NHPA. When Section 106 of the NHPA and NEPA are integrated, project impacts that cause adverse effects under Section 106 are described in the EIS.

1.4.2 State

California Environmental Quality Act (PRC § 21083.2) and CEQA Guidelines (14 CCR § 15064.5)

CEQA requires that the lead agency consider the impacts of a project on historical resources. California Public Resources Code (PRC) Section 21084.1 defines historical resources as those listed, or eligible for listing, in the California Register of Historical Resources (CRHR), or those officially designated or recognized as historically significant by a local government pursuant to a local county or city ordinance or jurisdiction, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. Historical resources also include historic properties in California that are listed, or determined eligible for listing, in the NRHP and CRHR. The CEQA Guidelines provide specific guidance for determining the significance of impacts on historical

resources. As described in in Section 15064.5(b) of the CEQA Guidelines, a "project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment."

- A "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (Section 15064.5[b][1]).
- The significance of an historical resource is materially impaired when a project:
  - Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR (Section 15064.5[b][2][A]); or
  - Demolishes or materially alters in an adverse manner those physical characteristics that account for it inclusion in a local register of historical resources pursuant to section 5020.1[k] of the PRC or its identification in an historical resources survey meeting the requirements of section 5024.1[g] of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of the evidence that the resource is not historically or culturally significant (Section 15064.5[b][2][B]); or
  - Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historic significance and that justify its inclusion in the CRHR as determined by a lead agency for purposes of CEQA (Section 15064.5[b][2][B]); or

The CEQA Guidelines also provide guidance on minimizing or avoiding significant adverse impacts on historical resources as outlined in the following provisions of Section 15064.5(b)(3)-(5).

- Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource (Section 15064.5[b][3]).
- A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures (Section 15064.5[b][4]).
- When a project will affect state-owned historical resources, as described in PRC Section 5024, and the lead agency is a state agency, the lead agency shall consult with the SHPO as provided in PRC Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of the environmental documents (Section 15064.5[b][5]).

California Register of Historical Resources (PRC § 5024.1 and 14 CCR § 4850)

PRC Section 5024.1 establishes the CRHR, which lists all significant resources in California that are considered to be historical resources. In California, the term historical resource includes, but is not limited to, "any object, building,

structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC Section 5020.1[j]). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP. As such, a resource is considered historically significant if it meets at least one of the following criteria outlined under PRC Section 5024.1(c):

8. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
9. Is associated with the lives of persons important in our past.
10. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
11. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one of the significance criteria described in PRC Section 5024.1(c), a resource must also possess sufficient integrity to qualify for listing in the CRHR. Integrity as defined in 14 CCR Section 4852(c) as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" as evaluated with regard to the resource's retention of location, design, setting, materials, workmanship, feeling, and association. Historical resources that lack sufficient integrity to meet the criteria for listing in the NRHP may still be eligible for listing in the CRHR if they have the potential to yield significant scientific, historical information, specific data.

The CRHR includes not only listed prehistoric and historic cultural resources but also resources that are identified through local historical resource surveys or designated under local ordinances provided the survey and ordinance meet the criteria in 14 CCR Section 4852(e) and (f).

1.4.3 Local Regulations

City of Oceanside

Chapter 14A – Historical Preservation

Chapter 14A of the Oceanside City Code is known as the Historical Preservation Ordinance of the City of Oceanside. The chapter outlines the City's policy and purpose for the purpose of historic preservation which are as follows:

a) *Policy.* It is hereby declared as a matter of public policy that the recognition, preservation, enhancement, perpetuation and use of structures, landscape features, sites and areas within the City of Oceanside having historical, architectural, archeological, cultural or aesthetic significance is required in the interest of the economic prosperity, cultural enrichment and general welfare of the people.

b) *Purpose.* The purpose of this chapter is to:

1. Safeguard the heritage of the City of Oceanside by providing for the protection of historical sites and areas representing significant elements of its history;
2. Encourage public knowledge, understanding and appreciation of the city's past;
3. Enhance the visual character of the city by encouraging and regulating the compatibility of architectural styles within historical areas reflecting significant architectural traditions;
4. Foster civic and neighborhood pride and a sense of identity based on the recognition and use of historical areas and sites;
5. Strengthen the economy of the city by protecting and enhancing the city's attractions to residents, tourists and visitors;
6. Stabilize and improve property values and increase economic and financial benefits to the city and its inhabitants;
7. Identify as early as possible and resolve conflicts between the preservation of historical areas and sites and alternative land uses; and
8. Promote the private and public use of historical areas and sites for the education, prosperity and general welfare of the people.

Sec. 14A.6. - Historical area or site designation criteria.

For the purposes this chapter, an historical area or site may be designated as such by resolution of the city council pursuant to section 14A.7 if it meets the following criteria (Ord. No. 82-14, § 1, 9-8-82):

a. It exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, or architectural history; or
b. It is identified with persons or events significant in local, state, or national history; or
c. It 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. It is representative of the notable work of a builder, designer, or architect; or
e. It is found by the council to have significant characteristics which should come under the protection of this chapter.

1.5 Area of Potential Impacts

The API is the study area delineated to assess potential impacts from the construction and operation of the Project on both archaeological and historic built environment resources. The API for built environment resources encompasses the geographic area or areas within which the Project may directly or indirectly cause a substantial adverse change in the significance of a known or unknown historical resource. A substantial adverse change in the significance of a historical resource (14 CCR Section 15064.5[b][1]). Under CEQA, material impairment of a historical resource is considered a significant impact (or effect), which can be direct, indirect, or cumulative.[1]

A direct or primary effect on a historical resource is one that is caused by the Project and occurs at the same time and place (14 CCR Section 15358[a][1]). Examples of direct effects that are caused by, and immediately related

[1] As used in the CEQA Guidelines and 14 CCR Section 15358, the terms “effects” and “impacts” are synonymous in this report.

to, the Project include, but are not limited to, demolition, destruction, relocation, and alteration of a historical resource as a result of ground disturbance and other construction activities. Direct effects, however, are not limited to physical effects and, in certain circumstances, can be visual, vibratory, auditory, or atmospheric in nature if the effect is immediate and it results in the material impairment of the significance of a historical resource. Visual intrusions within the viewshed of a historical resource, for example, could result in the material impairment of the resource's integrity of setting if an unencumbered view of the surrounding area or a specific area is a characteristic that contributes to the significance of the resource. Similarly, operational noise that exceeds the ambient level of a sensitive noise receptor can cause material impairment to a historical resource that derives part or all its significance from an inherently quiet auditory setting.[2] Finally, atmospheric intrusions, such as those caused by the introduction of high levels of fugitive dust emissions or chemical pollutants, can result in adverse effects that directly and physically affect biological landscape features that have been identified as historical resources for the purposes of CEQA. Overall, while direct effects clearly include physical effects, they may also include other types of effects that are visual, vibratory, auditory, or atmospheric in nature if the effect is caused by and occurs at the same time and place as the Project and there is no other intervening cause between the activities or components of the Project and the historical resource.

By contrast, an indirect or secondary effect is a reasonably foreseeable effect caused by the Project that occurs later in time or is farther removed in distance. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems (14 CCR Section 15358[a][2]). Because these types of effects are not immediately related to the Project, they are considered secondary effects.

Cumulative impacts refer to two or more individual effects that, when considered together, are considerable or compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the Project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (14 CCR Section 15355[a]–[b]). The API for cumulative impacts, if any exist, would include the API for direct effects, indirect effects, or both because for a cumulative impact to exist, a historical resource must first be directly or indirectly affected by the project.

1.5.1 Area of Potential Impacts for Built Environment Properties

Delineation of the API considered the proposed Project activities in conjunction with historic era-built resources that are 45 years of age or older (those built in or prior to 1979) that may sustain impacts due to the construction or operation of the Project.[3]

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[2] Construction noise that exceeds the ambient level of a sensitive noise receptor is not analyzed because it is considered a temporary impact that would not have an adverse effect on historical resources because it would not cause physical damage and would not permanently alter or diminish the integrity of such resources. Temporary construction noise would not result in a substantial adverse change in the significance of a historical resource and, therefore, would not cause a significant impact under CEQA.

[3] While the 50-year threshold is generally used for listing resources in the NRHP and the CRHR, the California Office of Historic Preservation's (OHP) Instructions for Recording Historical Resources recommends recording "any physical evidence of human activities over 45 years . . . for the purposes of inclusion in the OHP's filing system." It also allows for the "documentation of resources less than 45 years . . . if those resources have been formally evaluated, regardless of the outcome of the evaluation." Further, the guidance notes that the 45-year threshold recognizes that there is commonly a 5-year lag between resource

The study area delineated for the Project consists of the JSBCC (Map ID 1), Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), the Junior Seau Amphitheater/Bandshell (Map ID 3), the Oceanside Comfort Station (Map ID 4), and Parking Lot #30/Betty's Lot (Map ID 5). The study area for built environment resources considers the boundary of the Project site, which includes the five properties. The boundary of the study area is consistent with the property boundaries of the five properties. Since much of the proposed Project for the properties are still in early conceptual planning stages, the primary focus of this built environment technical study is on buildings or facilities that are 45 years or older that could be subject to demolition, substantial alteration, or visual impacts caused by the Project. As such, the study area for built environment resources is limited to the legal parcel boundaries of the API for Built Environment Resources that are shown in Figure 2 and listed in Table 1.

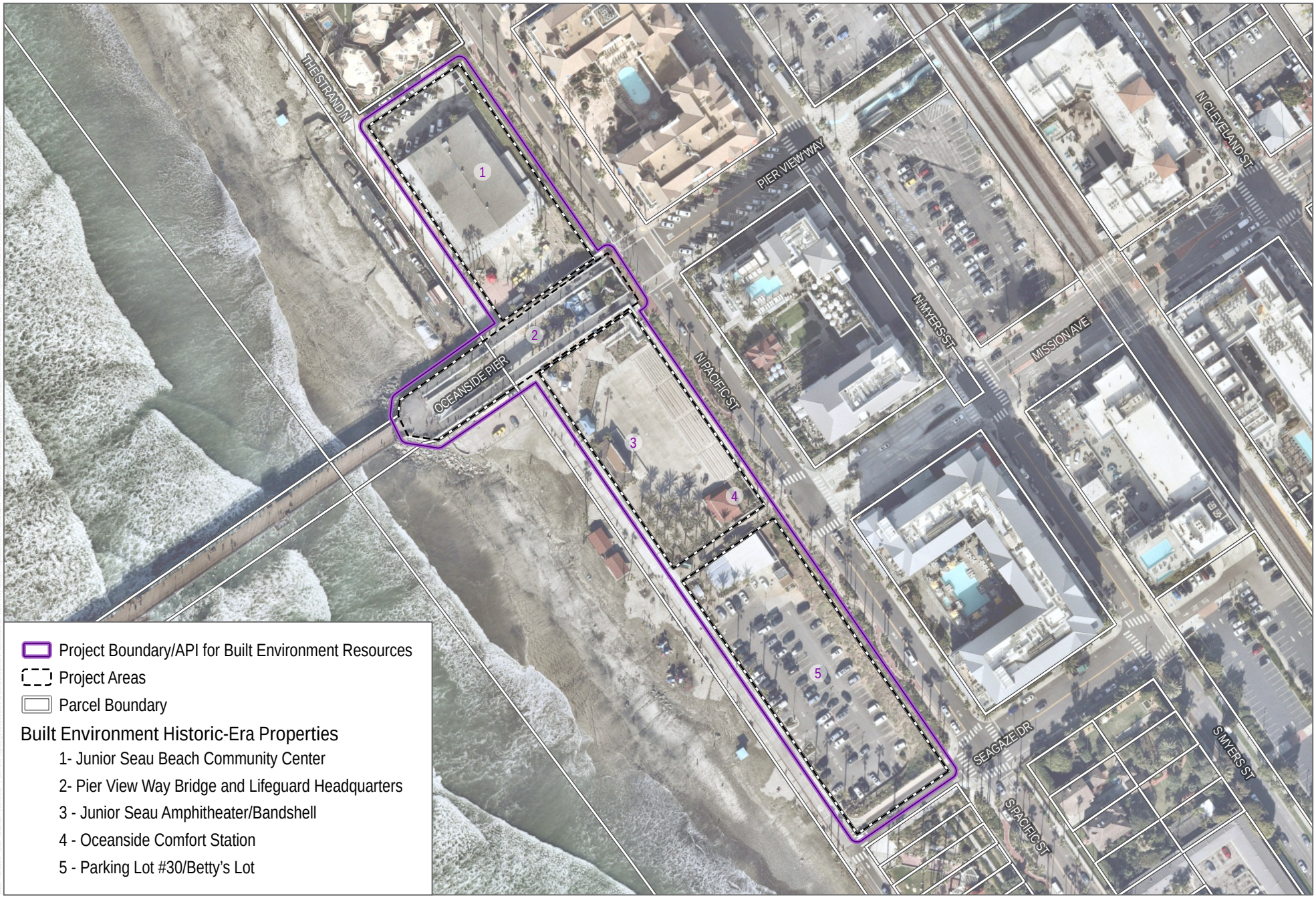
Table 1. Historic Era Properties Identified in the API During Background Research and Field Survey

Figure 2 Map IDs	Property Type	Name/Address/APN	Year Built	Primary Numbers
1	Community Center	JSBCC 300 Strand North (APN 147-074-14-00)	1955	N/A
2	Pier	Pier View Way Bridge and Lifeguard Headquarters 301 Strand North (APN 147-074-15A)	1927	N/A
3	Amphitheater	Junior Seau Amphitheater/Bandshell 305 Strand North (APN 147-074-15-00)	Amphitheater, Retaining Wall, and Stairs 1937; Bandshell 1950	N/A
4	Comfort Station	Oceanside Comfort Station 301 Strand North (APN 147-074-15-00)	1930	N/A
5	Parking Lot	Parking Lot #30/Betty's Lot APN 760-186-58-00	Originally paved c. 1950; repaved c. 1981	N/A

Notes: API = Area of Potential Impacts; APN = Assessor's Parcel Number; JSBCC = Junior Seau Beach Community Center; N/A = not applicable.

identification and the date that planning decisions are made, and thus it explicitly encourages the collection of data about resources that may become eligible for the NRHP or CRHR within that planning period. More restrictive criteria must be met before the resources included in OHP's filing system are listed, found eligible for listing, or otherwise determined to be important in connection with federal, state, and local legal statuses and registration programs (OHP 1995: 2).

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SOURCE: SANGIS 2023;
Oceanside Quadrangle - Township 11S Range 5W Section 26

DUDEK

0 80 160 Feet

FIGURE 2

Area of Potential Impacts (API) for Built Environment Resources

Pier View Way Bridge Replacement Project

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2 Literature Review and Background Research

This section provides the results of the CHRIS records search at the South Coastal Information Center (SCIC), a summary of archival research methods and additional records reviews, a narrative description of historic aerial photographs of the subject properties and surrounding area. The consultation with interested parties will be initiated once the CEQA process is initiated by the lead agency.

2.1 California Historical Resources Information System Records Search

On February 28, 2024, Dudek conducted a search of the CHRIS at the SCIC, located on the campus of San Diego State University. The search included previously recorded cultural resources and investigations within a 1-mile radius of the proposed Project site. A supplemental in-house records search was conducted on July 10, 2024. The CHRIS search also included a review of the NRHP, the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. Dudek reviewed the SCIC records to determine whether the implementation of the proposed Project would have the potential to impact any known and unknown cultural resources. The results presented below only discuss previously conducted cultural resource studies that include historic built environment resources and previously recorded historic built environment resources.

2.1.1 Previously Conducted Cultural Resource Studies

Results of the cultural resources records search indicate that 89 previous cultural resource studies have been conducted within 1 mile of the proposed Project site. Four of these previous studies intersect the current Project API. Table 2, below, includes one cultural resource study that includes built environment resources. Copies of the reports were not provided by the SCIC.

Table 2. Previous Cultural Resources Studies within the API

IC Report ID	Author	Year	Report Title
SD-14069	ASM Affiliates, Inc.	2011	Cultural and Historical Resources Study for the City of Oceanside General Plan Circulation Element Update Program Environmental Impact Report

Note: Area of Potential Impacts.

2.1.2 Previously Recorded Cultural Resources

The SCIC records search also revealed that no built environment cultural resources have been recorded within the API that are on file with the SCIC. The records search identified 18 built environment resources within 1 mile of the API, which are identified in Table 3, below.

Table 3. Previously Recorded Built Environment Resources within 1 Mile of the API

Primary Number	Trinomial	Description
P-37-016259		Residence
P-37-016260		Residence
P-37-016261		Residence
P-37-017018		Residence
P-37-017220		Residence
P-37-024739	CA-SDI-016385	San Diego Northern Railway
P-37-026686		Residence
P-37-027207	CA-SDI-017796	Railroad yard and historic refuses
P-37-027736		Apartment building
P-37-028816		Fire station
P-37-028817		City hall and library
P-37-035464		Residence
P-37-038725		Residence
P-37-040183		Residence
P-37-040184		Residence
P-37-040185		Residence
P-37-040186		Motel
P-37-040187		Restaurant
P-37-040444		Office building

2.2 Previously Recorded Built Environment Resources in the Area of Potential Impacts

In April 2023, Shannon Vitale, AICP, and Darra Woods from the City of Oceanside provided Dudek with all available documents pertaining to the resources within the API, which were not on file with the SCIC. Brief summaries of each of these studies and evaluation reports pertaining to properties are provided below.

Previous Studies and Surveys

Phase II Beachfront Improvement Feasibility Study (2022)

In 2022, Johnson Favaro completed a Feasibility Study as a pre-design effort to understand the general scale, massing, character, and configuration of a recommended option. The primary focus of the study was on two sites: The Junior Seau Beach Community Center (Map ID 2), the Junior Seau Amphitheater/Bandshell (Map ID 3) and the plaza between the two. During the feasibility study process a concept was studied and illustrated for Parking Lot #30/Betty's Lot (Map ID 5), an adjoining parcel at the beachfront. The JSBCC (Map ID 1) was proposed for non-structural improvements, code required ADA improvements, and mechanical, plumbing and lighting systems may be upgraded. The Junior Seau Amphitheater/Bandshell (Map ID 3) was proposed for reconstruction of the amphitheater seating, reconfiguration of seating, code required disabled access improvements, and replacement of the bandshell.

Proceeding the final report were the City of Oceanside - Phase II Beachfront Improvement Feasibility Study - Discovery Phase Report (August 2022) and the City of Oceanside - Phase II Beachfront Improvement Feasibility Study - Appendix 01 - Site/Facilities Condition Assessment (August 2022). Both of those reports summarize Discovery Phase analysis and findings, including existing condition assessment and were also provided by the City of Oceanside to Dudek.

Analysis of Proposed Project Plan for the Pumping Comfort Station (2016)

In 2016, Archaeos analyzed the proposed project plans prepared by Safdie Rabines Architects for the pumping comfort station located at 305 North The Strand (Oceanside Comfort Station) (Map ID 4) for compatibility with the Secretary of the Interior's Standards for Rehabilitation. The building's significance is primarily based on its Mission style architecture, but it was also recognized for its association with architect Charles G. Rieke, who designed several important buildings in Oceanside. The study determined that the proposed plan complied with the Secretary of the Interior's Standards for Rehabilitation.

Mitigated Negative Declaration and Initial Study/Environmental Checklist Oceanside Beach Facilities (2016)

In 2016, Kimley-Horn conducted an initial study for the Oceanside Beach Facilities Project. The City proposed improvements to beach facilities south of the Junior Seau Amphitheater/Bandshell (Map ID 3) including upgrading the beach entry, remodel and adaptively reuse the Oceanside Comfort Station (Map ID 4) and construct a new one-story City Services Building. The determination was that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project were made by or agreed to by the project proponents. A mitigated negative declaration was prepared.

Archaeological Survey Report for the Oceanside Beach Restroom and Beach Operations Facility Project (2016)

In 2016, ASM Affiliates, Inc. prepared an archaeological survey report for the City of Oceanside Beach Restroom and Beach Operations Facility Project. The project proposed renovation and development of the public facilities located next to the Junior Seau Amphitheatre/Bandshell (Map ID 3) as well as the restroom facility in Tyson Street Park. Built environment buildings and structures were not included in the study.

Bandshell Stairway/North the Strand DPR 523 Form (2015)

In 2015, Archaeos prepared a DPR 523 form for the Bandshell Stairway, which is part of the Junior Seau Amphitheatre/Bandshell (Map ID 3) property. The DPR form was not prepared as part of a project or report. Archaeos found the stairway to not qualify for listing under any of the NRHP criteria and lacks integrity and gave it a CHRIS status code of 6Z, found ineligible for NR, CR or Local designation through survey evaluation.

City of Oceanside Cultural Resources Survey (1992)

In 1992, S. Kathleen Flanigan, Susan H. Carrico, and Richard L. Carrico prepared a cultural resources inventory survey for the City. The focus of the study was to identify resources that could be suitable for single room occupancy housing. The study included archival research, development of a historic context statement, and a windshield and pedestrian survey beginning in December 1991. During field work the project team gathered additional property

information from owners/occupants. The study recorded several of the properties within the API on historic resources inventory forms and assigned evaluation codes, those are as follows:

1. Junior Seau Bandshell (Map ID 3), 5S1[4]
2. Oceanside Comfort Station (Map ID 4), 5S1
3. Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), 5S3[5]

2.3 Additional Records Reviewed

The following sources provide additional information regarding the built environment resources located within the API. This information was used to understand the history of the area and how the landscape has changed and developed over time.

2.3.1 Calisphere

Calisphere provides access to 2,000 collections contributed by more than 300 cultural heritage organizations in California, including universities, libraries, archives, museums, and historical societies. Dudek searched for subject properties' addresses and other keywords on Calisphere on February 23, 2024. This search identified nine historic photographs of the Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), two historic photographs of the Junior Seau Amphitheater/Bandshell (Map ID 3), and two historic photographs of the Oceanside Comfort Station (Map ID 4), but the search did not identify any additional materials pertaining to the JSBCC (Map ID 1) or Parking Lot #30/Betty's Lot (Map ID 5).

2.3.2 Building Permits

Dudek submitted a requested all available building permits associated with the five properties within the API on February 23, 2024. The City responded to the request on February 29, 2024, and sent Dudek digital building permits for the subject properties. Dudek reviewed all available permits, which were essential in establishing a history of alterations to the properties (see Section 4.2, Previously Recorded Resources, and Section 4.3, Newly Recorded Resources). Six permits were associated with JSBCC (Map ID 1), three permits were associated with the Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), six permits were associated with Junior Seau Amphitheater/Bandshell (Map ID 3), two permits were associated with the Oceanside Comfort Station (Map ID 4), and two permits were associated with Parking Lot #30/Betty's Lot (Map ID 4) (City of Oceanside 2024).

The permits are as follows:

Map ID 1. Junior Seau Beach Community Center

- 1958: remodeling of coffee shop (Permit # A1667)
- 1976: addition of three 20 ampere (amp) circuits, hook up gas for fryer, etc. (Permit # 111384)
- 1983: installation of a 6-foot-by-8-foot sign for CDC (Permit # 28974)

[4] 5S1 – Not eligible for the National Register but is of local interest because the property is separately listed or designated under an existing local ordinance, or is eligible for such a listing or designation.

[5] 5S3 – Is not eligible for separate listing or designation under an existing or likely local ordinance, but is eligible for special consideration in local planning.

- 1984: interior modifications, exterior painting, exterior landscaping, installation of area lighting, trellis, planters, etc. (Permit # 32131)
- 1984: installation of utilities for future concession areas (Permit # 32194)
- 2001: reroof – tear off existing shingles and install 30 pounds of felt and GAF shingles (Permit # 136275)

Map ID 2. Pier View Way Bridge and Lifeguard Headquarters

- 2003: replace electric service panel 600 amp (Permit # 148928)
- 2006: gas line repair (replace existing exterior gas line) (Permit # 162824)
- 2011: remediation (Permit # 11-0909)

Map ID 3. Junior Seau Amphitheater/Bandshell

- 1959: alterations for city council recreations (Permit # A3259)
- 1959: reroof (Permit # A3430)
- 1992: upgrade electrical service, existing underground service, and conduit needs replacing along with electrical service (Permit # 96213)
- 2008: install 200-amp main electric meter pedestal (Permit # 174705)
- 2020: install 100-amp temp service for beachfront improvements job (Permit # 20-1411)
- 2021: install 100-amp temp power pole (Permit # 21-2480)

Map ID 4. Oceanside Comfort Station

- 2016 and 2020: restoration of exiting restroom building, conversion to Oceanside Police Department office and locker rooms, interior tenant improvements, abandon existing sewer lift station, no addition to square footage (Permit # 16-3582)
- 2016: demolish existing building and construct new public restrooms, office and storage space for city use, and construct new sewer lift station (Permit # 16-3583)

Map ID 5. Parking Lot #30/Betty's Lot

- 1977: fire damage restorations (Permit # 101)
- 1997: addition of electrical service (Permit # 118139)

2.3.3 Historical Newspapers

Dudek reviewed historical newspapers from the California Digital Newspaper Collection and Newspapers.com covering the City and the surrounding area to understand the development of Oceanside and the subject properties. These documents were used in the preparation of Section 3, Historic Context, and Section 4, Results of Identification and Evaluation Efforts.

2.4 Review of Historical Maps and Aerial Photographs

Dudek consulted historical topographic maps and aerial photographs to understand the development of the API and its surrounding area. Important to note is that while topographic maps are informative, they do not show the minute changes to a landscape over time and, at times, are inconsistent with what is depicted year to year. Nevertheless, the information gathered contributes to the understanding of the chronological development of the API.

2.4.1 Historical Aerial Photographs

The subject properties were reviewed on historic aerial photographs via Nationwide Environmental Title Research LLC. Findings are described in Table 4 below (NETR 2024a).

Table 4. Historical Aerial Photograph Review of Subject Properties

Photograph Year	Observations and Findings
1938	This is the earliest available aerial photograph of the API. **Map IDs 2, 3, and 4** are visible on the west side of North Pacific Street. **Map ID 2** is developed with a pier extending west into the Pacific Ocean and **Map ID 3** is developed with rows of seating and two buildings. **Map ID 4** is developed with two buildings that are square in plan accessed by a y-shaped sidewalk surrounded by a grass lawn. The surrounding area is partially developed with single-family residences and commercial properties.
1946	The rectangular platform at the end of the pier on **Map ID 2** has been removed. There are no discernable changes to **Map IDs 3 and 4**. More infill of single-family residences is visible in the surrounding area.
1953	The pier on **Map ID 2** has been extended and new rectangular platform has been constructed at the end of the pier. One building has been demolished on **Map ID 3** and a bandshell has been constructed. One building has been demolished on **Map ID 4**. Additionally, **Map ID 5** has been developed with a parking lot. More infill with commercial and residential development is visible in the surrounding area.
1964	Three buildings have been constructed on the south side of the pier on **Map ID 2**. A rectangular in plan building has been constructed on **Map ID 1**. There are no discernable changes to **Map IDs 3, 4, and 5.** More commercial development is visible east of the API.
1967	There are no discernable changes in the API. More development is visible in the surrounding area.
1978	The rectangular platform at the end of the pier on **Map ID 2** has been removed, and **Map ID 1** appears to have been reroofed. There are no discernable changes to **Map IDs 3, 4, and 5**. More development is visible in the surrounding area.
1980	The pier on **Map ID 2** appears to have been shortened. There are no discernable changes to **Map IDs 1, 3, 4, or 5,** or in the surrounding area.
1981, 1982, 1983	No discernable changes within the API or in surrounding area.
1984	The three buildings on the south side of the pier on **Map ID 2** have been demolished. There are no discernable changes to **Map IDs 1, 3, 4, or 5,** or in the surrounding area.
1985, 1986	No discernable changes in the API or in surrounding area.
1988	The pier on **Map ID 2** has been extended and a rectangular platform has been constructed at the end. There are no discernable changes in the API or in surrounding area.

Table 4. Historical Aerial Photograph Review of Subject Properties

Photograph Year	Observations and Findings
1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005	No discernable changes in the API or surrounding area.
2009	There are no discernable changes in the API. A hotel has been constructed across from **Map ID 2** on the east side of North Pacific Street. Portions of the grass lawn around **Map ID 4** have been removed.
2010, 2012, 2014, 2016, 2018	No discernable changes in the API or surrounding area.
2020	There are no discernable changes to **Map IDs 1, 2, 3, or 5**. The entire grass lawn surrounding **Map ID 4** have been removed and the building has been replaced. Two hotels have been constructed across from **Map IDs 3 and 5** on the east side of North Pacific Street.

2.4.2 Historical Topographic Maps

A review of historical topographic maps was conducted as part of the archival research effort for the API from the following years: 1893, 1897, 1901, 1907, 1911, 1920, 1925, 1931, 1939, 1947, 1949, 1957, 1962, 1970, 1971, 1978, 2000, 2012, 2015, 2018, and 2022. The first topographical map from 1893 shows the City is partially developed with gridded streets and buildings east of the of the API, and the California Southern Railroad travels southeast along the coast and through the city. The subject properties are undeveloped. The 1897 topography map does not reveal any discernable changes to the API or surrounding area. By 1901, more development in visible in the city and a pier has been constructed on **Map ID 2**. There are no discernable changes visible on topography maps from 1907, 1911, 1920, 1925, 1931, 1939, and 1947. The 1949 topography map includes the development of gridded streets on the east side of the city. Only portions of the city are visible in the topography maps form 1955, 1957, 1961, 1962, 1966, 1969, and 1970, and the API is only visible in the topography maps from 1957, 1962, and 1970. There are no discernable changes to the subject properties or surrounding area in 1957 and 1962. By 1970, **Map ID 1** is visible along the seaside. The 1971 topography map does not reveal any discernable changes to the API or surrounding area. By 1978, Interstate-53 has been developed east of the API and more development is visible in the surrounding area. However, there are no discernable changes in the 2000, 2012, 2015, 2018, and 2022 topography maps. **Map IDs 3, 4,** and **5** were not include on any of the historic topography maps (NETR 2024b).

2.4.3 Sanborn Fire Insurance Maps

Dudek reviewed Sanborn Fire Insurance Maps of the City for the years 1887, 1888, 1892, 1897, and 1907. These maps did not include the subject property.

2.5 Field Survey

Dudek Architectural Historian Katie Ahmanson, MHC, conducted an intensive survey of the API on February 13, 2024. The survey entailed documenting the exteriors of each property with notes and photographs, specifically

noting character-defining features, spatial relationships, observed alterations, and examining any historic landscape features on the properties.

2.6 Interested Party Correspondence

On March 1, 2024, Dudek Architectural Historian Katie Ahmanson, MHC, sent an outreach letter and figures depicting the Project area to the Oceanside Historical Society, the San Diego History Center, Save Our Heritage Organization, California Surf Museum, and Oceanside Lifeguards. The letters provided a brief description of the proposed Project and requested information about historic and cultural components in or near the Project area. As of July 17, 2024, one response had been received. The response was from Kristi Hawthorne at the Oceanside Historical Society and included a copy of the 2015 Cultural Resources Report for the Historic Assessment of the Oceanside Pier (discussed in Section 2.2, Previously Recorded Built Environment Resources in the Area of Potential Impacts). Copies of the interested party correspondence have been submitted in conjunction with this Project, and all responses are in Appendix B.

3 Historic Context

This context is provided to ascertain what significant themes are present. Dudek provides this context to better understand the context of any of the identified previously recorded or newly documented resources in the API. This context provides an overview of the historic themes and the building types that were documented as part of this study.

3.1 Historical Overview of Oceanside

Situated on the Pacific Coast, in northern San Diego County, Oceanside is named after is location along the ocean. The area was established by Spanish explorers during the Hispanic Era as part of the San Luis Valley (Oceanside Chamber of Commerce 2024). Although Spanish, Russian, and British explorers visited parts of California for brief periods between 1529 and 1769, the Hispanic Era begins when Spanish Governor Don Gaspar de Portolá embarked on military and religious mission through Alta California. Portola's expedition resulted in the establishment of 21 missions, presidios, and secular pueblos along the coastal areas of California (LA County Library 2024). In 1769, Father Juan Crespi arrived in the San Luis Rey Valley to establish the Mission San Luis Rey de Francia, about 3.5 miles from the current City. The valley was planted with fruit orchards and supported cattle raising activities to provide for the Mission San Luis Rey de Francia. When the Mission San Luis Rey de Francia was completed in 1798 it was the largest building in California and became known as the "King of the Missions" (Oceanside 2024).

Following Mexican independence from Spain in 1821, secularization of the missions began in 1833 in order to turn over the large landholdings to private citizens. During this period, the governor of California, Pio Pico, confiscated the mission properties, opened California to foreign trade, and began issuing private land grants to create the rancho system of large agricultural estates throughout California. Mission San Luis Rey de Francia was divided into six ranchos in 1835: Santa Margarita, Las Flores, Guajome, Agua Hedionda, Buena Vista, and Monserrate. Ranchos Santa Margarita and Las Flores became the base of what makes up the present City (SD 2007: 16; Oceanside Chamber of Commerce 2024; Oceanside 2024).

The American Period begins in 1846 when United States military forces occupied California; this period continues today. By 1848, the United States assumed formal control of California with the Treaty of Guadalupe-Hidalgo and introduced Anglo culture and society (Smythe 1908: 282). The township of San Luis Rey was established west of the Mission San Luis Rey de Francia in the early 1870s and was primarily settled by English settlers. The development of the Southern Pacific Railroad traveling down the coast from Los Angeles to San Diego in 1882 resulted in the growth of the local population. By 1883, a local storekeeper, Andrew Jackson Meyers applied for a Homestead Grant to develop 160 acres south of Rancho Santa Margarita, which would become the City. As a result of the area's exponential growth, the City was incorporated by 1888 with a population of about 1,000 residents, and the Oceanside pier was first constructed (Oceanside Chamber of Commerce 2024; Oceanside 2024).

By the turn of the twentieth-century, railroads brought thousands of settlers who continued to develop Oceanside. A highway between Los Angeles and San Diego was completed by 1920 and lead to further growth in the area. During the 1920s in Oceanside, streetlights were installed, a golf course was developed, the Palomar Theater was constructed, and the slogan of the city was "Oceanside, California's Pride." The city prospered until the economic decline of the Great Depression halted the growth of the city. Between 1930 and 1940, the population grew from 3,508 to 4,652. However, World War II saw Oceanside grow from a tourist destination into a United States Marine

Corps Base. The construction of Camp Pendleton on the boarder of Oceanside created a demand for housing and municipal services in the area that led to rapid development throughout the 1940s and 1950s. According to census figures, the population of Oceanside jumped from 4,652 to over 18,000 by 1952 as Camp Pendleton grew with the onset of the Korean War (Oceanside 2024).

During the 1960s, Oceanside continued to grow as more subdivisions and civic institutions including the Tri-City Hospital and the Oceanside Small Craft Harbor were developed. The harbor quickly became known as a tourist destination and was the homeport for both recreational and fishing boats (Oceanside 2024). Historic aerial photographs reveal the commercial and civic development between Civic Center Drive and Seagaze Drive. By the 1970s, commercial development appears to replace residential properties surrounding the City's center (NETR 2024a). In 1972, Car Country Carlsbad was established in Carlsbad, and the commercial landscape of Oceanside changed as dealerships, such as Weseloh Chevrolet, Dixon Ford, and Rorick Buick, left the City. The Oceanside City Council approved plans for the redevelopment of downtown Oceanside in 1975, and by the 1980s, construction of a new transit center and the City's sixth redevelopment of the pier were completed (Hawthorne 2015f).

Commercial and industrial development in the city continued in the 1990s, including the construction of a new civic center and public library. By 1999, the city council approved a master planned business park, the Ocean Ranch Corporate Center (Hawthorne 2015f). Throughout the twenty-first century, Oceanside has become a thriving coastal community. Two new beach resort hotels were completed by 2021, and development within the nine blocks encompassing the downtown area has promoted the growth of local businesses. The city's main economy is focused on tourism and the military. Recreational and sporting activities in the area entice visitors from all over the world, and Oceanside's proximity to Camp Pendleton (Oceanside 2024).

3.2 Engineers/Architects/Builders

Sam W. Hamill (1903–1989)

Samuel Wood Hamill was born on April 27, 1903, in Globe, Arizona. In 1909, the Hamill family moved to San Diego and settled at 1612 Fern Street. Hamill attended the Brooklyn School in San Diego and became aware of the importance of gardens and plantings through lectures given by landscape architect and botanist Kate Sessions. In 1915, Hamill visited the Panama-California Exposition in San Diego's Balboa Park and was inspired by the Spanish Colonial architecture and gardens. He graduated San Diego High School in 1921 and enrolled in San Diego State College before transferring to the School of Architecture at the University of California in Berkeley. In 1927, he received his degree in architecture and began working for the San Diego based firm of Requa and Jackson. While at the firm, he worked in the Rancho Santa Fe office and designed in the emerging "Southern Californian" architectural style reflective of the area's Spanish and Mexican past. Hamill married Georgette Rousseau in 1931 and shortly after became a partner of Requa and Jackson's firm (Young 1985: 51-65).

As a WPA project, Hamill was recruited with architects William Templeton Johnson, Louis Gill, and Richard Requa to help design a new Civic Center Building in San Diego. Hamill was in charge of the Civic Center Building (now the County Administration Building) project, which opened in 1938, and acted as Chief Designer. During his career he redesigned some of the Panama-California Exposition buildings including the House of Hospitality in 1934 and designed the Del Mar Racetrack (1937) in the Mission style. Requa and Jackson left the architecture firm to Hamill after their retirement. During this period, Hamill designed multiple large-scale projects in San Diego including Veterans War Memorial Building in Balboa Park (1950), the Union Title and Trust Company Building (1960s), the

County Courts Building and Sheriff facilities (1950s), and the Community Concourse (1963). He was elected as a fellow of the American Institute of Architects (AIA) in 1957 and was heavily active in multiple civic groups including the San Diego Floral Association. He retired in 1968 after 40 years of practice and died on November 21, 1989, at the age of 86 (Young 1985: 51-65; Feeley et al. 2011: 12).

Ruel Leonard Loucks (1882–1938)

Ruel Leonard Loucks also known as R. L. Loucks was born in Decatur, Iowa, on February 25, 1882. When he was young his parents moved their family to Colorado, where Loucks received his education and graduated from the Colorado seminary (now the University of Denver). He entered the ministry of the Methodist Episcopal Church and was soon appointed as the church pastor at Cedaredge, Colorado. A few months later he moved to California and became a civil engineer in the early 1900s (Daily Sentinel 1938: 4). In 1926, Loucks was appointed as Oceanside's city engineer and began working on multiple projects for the city including installation of the city's sewer system (1926), the Oceanside Pier (1927), a concrete roadway along the strand (1927), a granite city reservoir (1929), and assistance with the city's Civic Center (1929), designed by architect Irving J. Gill (ET 1926: 24). By 1933, Loucks had moved to Riverside to work as a civil engineer for the city. While in Riverside he worked on multiple municipal projects. In 1936, he was elected as president of the San Bernadino chapter of the American-Associates of Engineers (RDP 1936: 15). Loucks, his wife Peal, and their daughter then moved to Orange, California, where he continued to work as a civil engineer. He was a member of Riverside Lodge No. 643, Benevolent and Protective Order of Elks. He died on March 16, 1938, at the age of 56 (RDP 1938: 9).

George Lykos (1911–2001)

George Lykos, an architect born in Boston in 1911, received his bachelor's degree and master's degree in architecture from Massachusetts Institute of Technology in 1935 and 1936, respectively. He met Sidney Goldhammer in the early 1940s, and the two established Lykos and Goldhammer Architecture & Engineering in 1942. In 1947, the firm joined the San Diego chapter of the AIA (Hawthorne 2020; MSD 2024). Other notable projects for which Lykos designed include the no-longer-extant Campus Drive-In (1948-49), the San Diego County Courthouse (1956-61), San Diego County Law Library (1958), First Unitarian Universalist Church (1959), Ocean Beach Pier, the Kearney Mesa Juvenile Hall, and the Santa Sophia Church in Spring Valley (1959) (MSD 2024). Lykos resided in San Diego County until his death in January 2001.

3.3 Typologies

Pier

A pier is a raised structure above a body of water, including an ocean, river, or lake, that typically attaches to a shoreline for the purpose of pedestrian movement providing above-water access to offshore areas. They can either float above the water or be supported by piles or pillars in a variety of materials including wood, concrete, and metal. The earliest piers in California were built in the 1870s, such as Sterns Wharf in Santa Barbara. By the early twentieth century, piers had become a popular feature in beach resort towns to attract tourists and typically included amusement rides and theatres as part of their attractions. Piers can be further broken down into three types, including working piers, pleasure piers, and fishing piers. The Oceanside Pier is a pleasure pier. Pleasure piers are built for pedestrian foot traffic and can be unroofed, closed, or partially open. Typically fishing and working piers extend out farther into the water than pleasure piers. Pleasure piers are designed with the intention of having

visitors reach their terminus, which are often supported by restaurants, retail stores, and street furniture (Barrera 2015; National Pier Society 2008).

Character-Defining Features of Pleasure Piers:

- Raised above a body of water
- Accessible by pedestrians
- Supported by piles or pillars
- Materials including wood, concrete, and metal
- Extends out into water

Bandshell

A bandshell is a concave outdoor performing venue built to focus sound toward an audience. Typically, a bandshell has a roof and three enclosed walls to protect performers from the elements, while the back and the sides of the bandshell serve as sounding boards. This building typology has been present in the United States since the 1890s, where they were built in large cities and amusement parks as tourist attractions. Many community bandshells were constructed between the 1920s and 1940s by the WPA as part of the New Deal during the Great Depression. Bandshells constructed by the WPA in San Diego County include the Balboa Park Starlight Bowl (1935) and the Escondido Band Shell (1936). A bandshell differs from a bandstand, which is typically a gazebo-style structure with open walls and a roof. A bandstand does not offer the same level of acoustic control that a bandshell offers. It is typical for a bandshell and an amphitheater to be built in conjunction with one another (MDN 2012; Living New Deal 2024a).

Character-Defining Features of Bandshells:

- Open stage facing towards audience
- Roofed with three enclosed walls
- Rounded or angled interior walls
- Elevated above ground level
- Hard exterior materials for sound including concrete, stucco, tile, and stone

Amphitheater

An amphitheater is an open-air venue intended for the viewing of entertainment, performances, demonstrations, events, and sports. Typically, the structure is either oval or circular in shape, with some being rectangular or square in plan. The tiered seating faces towards the performance area and usually increases in height from the pedestrian level. The building type has been existent since Ancient Greece and Rome, with the first amphitheater likely have been built in Pompeii around 70 BC. Their designs can range from simple to elaborate. Like the history of the bandshell, many amphitheaters were constructed in the United States by the WPA between the 1920s and 1940s as a result of New Deal initiatives. A WPA constructed amphitheater in San Diego County includes the San Diego State University Open Air Theater (1941) (Sheldon 2022; Living New Deal 2024a).

Character-Defining Features of Amphitheaters:

- Elliptical or circular form
- Tiered seating facing stage
- Seating accessed by stairs or ramps
- Materials include wood, concrete, and metal

Community Center

A community center, also known as a community hall, is a publicly accessible building or collection of buildings where community members can gather. The organization that runs the center can offer a variety of programs for socialization, recreation, and education and are either open to all or only to a particular group such as youths, immigrants, or senior citizens. The programs offered range in size from small to large depending on the community's needs and interests. There are three ownership types for community centers: government (secular), non-profit organizations, and faith-based religious groups. Typically, the buildings range in height from two- to six-stories depending on the surrounding neighborhood's characteristics. In urban areas the building's form follows the established street pattern, in suburban and rural areas they are typically setback, landscaped, and surrounded by a parking lot. Exterior lighting is important for any possible nighttime activities (CHRR 2024; LACP 2024).

Character-Defining Features of Community Centers:

- Multi-functional spaces
- Publicly accessible
- Two to six stories in height
- Exterior lighting

3.4 Architectural Styles

Mid-Century Modern

Mid-century Modern style is reflective of International and Bauhaus styles popular in Europe in the early 20th century. This style and its designers (e.g., Mies Van der Rohe and Walter Gropius) were disrupted by World War II and moved to the United States. During World War II, the United States established itself as a burgeoning manufacturing and industrial leader, with incredible demand for modern buildings to reflect modern products in the mid-twentieth century. As a result, many industrial buildings are often "decorated boxes"—plain buildings with applied ornament to suit the era and appear more modern without detracting from the importance of the activity inside the building. Following World War II, the United States had a focus on forward thinking, which sparked architectural movements like Mid-Century Modernism. Practitioners of the style were focused on the most cutting-edge materials and techniques. Architects throughout Southern California implemented the design aesthetics made famous by early Modernists like Richard Neutra and Frank Lloyd Wright, who created a variety of modern architectural forms. Like other buildings of this era, Mid-century Modern buildings had to be quickly assembled, and use modern materials that could be mass-produced. Both residences and offices designed in this style expressed its structure and materials, displayed large expanses of glass, and had an open interior plan (McAlester 2015; Morgan 2004).

Character Defining Features of Mid-Century Modern:

- One to two stories in height
- Low, boxy, horizontal proportions
- Simple geometric forms with a lack of exterior decoration
- Flat roofed without coping at roof line; flat roofs hidden behind parapets or cantilevered canopies
- Expressed post-and-beam construction in wood or steel
- Exterior walls are flat with smooth sheathing and typically display whites, buffs, and pale pastel colors
- Mass-produced materials
- Simple windows (metal or wood) flush-mounted and clerestory
- Industrially plain doors
- Large window groupings

3.5 Property Development Histories

3.5.1 Junior Seau Beach Community Center (Map ID 1)

The firm of A.E. Betraun Company of Vista, California, constructed the community center at a cost of $130,000, and the dedication was held in September 1955 (Hawthorne 2020). The building was originally named the Oceanside Beach Community Center. It was renamed the JSBCC in 2012 in honor of an Oceanside native who played professional football in the National Football League (Hawthorne 2020).

3.5.2 Pier View Way Bridge and Lifeguard Headquarters (Map ID 2)

As part of the 2015 evaluation, a substantial amount of archival research was undertaken to understand the development history of the property (see Appendix C, DPR 523 Forms). A summary of the property's development history is as follows (Hawthorne 2015e: 7-21):

Year	Description of Work
1927	Construction of the Municipal Pleasure Pier: ▪ Combined length of 1,600 feet ▪ Designed by City Engineer Ruel Leonard Loucks The pier built with two sections: ▪ Reinforced concrete bridge with municipal dining room and restrooms ▪ Timber pier at the seaward end
1938	The concrete bridge's approach, ramp, balustrades, and railing posts as well as the exterior of the municipal dining room are sprayed with shotcrete.
1947	The timber pier is extended by 205 feet and two boat landings are added on either side of the pier-head. Other improvements to the timber pier included reinforcement of piles, the addition of

Year	Description of Work
	horizontal braces to each bent, replacement of washed-out piles and damaged or rotten stringers, replacement of rotten decking, and resurfacing the entire pedestrian deck.
1978	The timber pier is split into two sections after winter storms wash away most of the pier, leaving only 200 feet of the 1,335-foot-long structure constructed in 1947.
1985	Restoration of the concrete bridge included: ▪ Sandblasting the walls and ramps and repainting the concrete ▪ The concrete steps and walkway from Pacific Street were patched and refinished ▪ The municipal dining room's exterior walls are demolished
1987	Reconstruction completed on the Municipal Pier's timber end (as it currently appears). Some of the characteristics of the Municipal Pier following this work include: ▪ Total length of 1,942 feet ▪ The new timber pier included a restaurant at the pier's seaward end, a lifeguard tower, public restrooms, and a small concession building ▪ Men's and women's restrooms exterior fenestration removed, and openings infilled. Use changed to storage ▪ Walkway/deck re-surfaced with asphalt ▪ New walls are constructed in the same location as the municipal dining room, which becomes the Oceanside lifeguard headquarters ▪ Light posts, metal guardrails, and metal handrails replaced

3.5.3 Junior Seau Amphitheater/Bandshell (Map ID 3)

As part of the 2015 evaluation, a substantial amount of archival research was undertaken to understand the development history of the property (see Appendix C). A summary of the property's development history is as follows (Hawthorne 2015a: 7-11; Hawthorne 2015b: 7-10; Archaeos 2015; NETR 2024a).

Plans for the first Oceanside bandshell were presented to the city council in 1919, and it was constructed by local contractor F.W. Rieke in a Mission architectural style with a cupola. In 1927, a cement wall was built along the bluff below Pacific Street with tiered benches below. That same year the bandshell's cupola was removed. A WPA project was initiated in 1936 and completed in 1937 to replace the stadium seating to fit approximately 2,000 people, the stadium since that time has remained relatively unchanged (now Junior Seau Amphitheater) other than being painted to resemble an American Flag in 1991. In addition to the stadium seating, the WPA also constructed the stairway leading from North Pacific Street to the amphitheater's plaza and reconstructed the retaining wall behind the amphitheater's seating in 1937. The first bandshell was demolished in 1948 due to termites. A new bandshell was designed by architect Sam W. Hamill in the Mission Revival style but was revised due to budget issues. A 58-foot-wide, 19-foot-deep bandshell was constructed in 1950 (now Junior Seau Bandshell). The bandshell was reroofed in 1959 (Permit # A3430). The stage was enlarged permanently in 1991 and has remained relatively unchanged since. Both the amphitheater and bandshell were renamed in honor of Junior Seau in 2012.

3.5.4 Oceanside Comfort Station (Map ID 4)

As part of the 2015 evaluation, a substantial amount of archival research was undertaken to understand the development history of the property (see Appendix C). A summary of the property's development history is as follows (Hawthorne 2015c: 20-24).

In 1930, City Engineer Ruel L. Loucks designed the plans for the pumping and comfort station, and local contractor, Charles Rieke, won the contract. The comfort station was constructed against the bluff in Block 8 of the Strand Addition. The pumping station allowed for the removal of sewage in the Oceanside beach area, and the building also provided necessary public restrooms (Hawthorne 2015c: 20-24).

The City provided Dudek with permits associated with the comfort station, which detailed significant alterations including a historic restoration of existing restroom building, conversion to Oceanside Police Department office and locker rooms, interior tenant improvements, and abandon existing sewer lift station (2016 and 2020; Permit #16-3582). In 2016, a second building permit filed contained plans to demolish the existing building and construct new public restrooms, office and storage space for city use, and construct a new sewer lift station (Permit #16-3583). In 2021, the comfort station underwent a replacement of all fenestration, reroofing, and recladding.

3.5.5 Parking Lot #30/Betty's Lot (Map ID 5)

The parking lot known as Parking Lot #30/Betty's Lot first appears on a 1938 aerial as a dirt lot (NETR 2024a). The lot, owned by the City, was paved with asphalt c. 1950. That same year, a restaurant called "Betty's" (also known as Betty's on the Beach and Betty's Place) opened adjacent to the parking lot, situated northwest to the subject property. Operated by Elizabeth B. Smith and her husband, Charles, Betty's became a popular place for residents and surfers. Parking Lot #30 became synonymous with the restaurant, earning the moniker, Betty's Lot (Hawthorne 2023). Elizabeth and Charles Smith operated Betty's from 1950 through the mid to late 1960s, and the restaurant was torn down sometime between 1967 and 1978, though the parking lot is still known by locals as Betty's Lot (Hawthorne 2023; NETR 2024a).

The City provided Dudek with permits associated with Parking Lot #30/Betty's Lot on February 28, 2024. These permits consisted of building and electrical permits. City of Oceanside building permits and Dudek's survey of the property identified minimal alterations to Parking Lot #30/Betty's Lot, limited to 1977 restoration due to fire damage (Permit #101).

4 Results of Identification and Evaluation Efforts

This section provides a physical description and an evaluation of each of the resources in the API under NRHP and CRHR listing criteria. To assess the historical significance and integrity of built resources in the API, the subject properties were recorded and evaluated in consideration of NRHP, CRHR, and City of Oceanside Historic Landmarks Evaluation criteria. The significance evaluations were prepared by Dudek Architectural Historians Danielle Baza, BA, and Nicole Frank, MSHP.

4.1 Survey Results

Five resources over 45 years of age were recorded and evaluated for historical significance. These resources are summarized below in Table 5.

Table 5. Built Environment Properties Recorded and Evaluated in the API

Map ID	Property Name	Address/APN	Year Built	Primary Numbers
Previously Recorded within the API				
1	JSBCC	300 Strand North (APN 147-074-14-00)	1955	N/A
2	Pier View Way Bridge and Lifeguard Headquarters	301 Strand North (APN 147-074-15A)	1927	N/A
3	Junior Seau Amphitheater/Bandshell	305 Strand North (APN 147-074-15-00)	Amphitheater, Retaining Wall, and Stairs 1937; Bandshell 1950	N/A
4	Oceanside Comfort Station	301 Strand North (APN 147-074-15-00)	1930	N/A
Newly Recorded within the API				
5	Parking Lot #30/Betty's Lot	APN 760-186-58-00	c. 1950; repaved c. 1981	N/A

Notes: API = Area of Potential Impacts; APN = Assessor's Parcel Number.

4.2 Previously Recorded Resources

4.2.1 Map ID 1: Junior Seau Beach Community Center

Description

A description of the property was provided in the 2015 report and DPR 523 form set (Hawthorne 2015d: 22-27), which is as follows (Photograph 1):

> This two-story cement block building was built in 1955. The first story roof is minimally pitched covered with torch down material. The second story of the building is inset or setback with a slightly pitched roof covered with composition shingles. The north and west facades are built flush to the sidewalk. The entrance and south facing façade features a former ticket booth or box office. On either side are two glass double door entrances. Landscaping is minimal with mature palms and artificial turf. The first story west facing façade has five sets of large tinted glass windows placed at intervals. The second story has a band of windows on both the east and west side to allow natural light to illuminate the interior. The front or south façade's second story windows are largely obscured by the addition of an air-conditioning system. The north façade includes two windows and single door and is painted with an ocean themed mural. The resource appears to be in fair condition.

The building has undergone minimal alterations that are limited to reroofing and minimal façade changes. The reroofing occurred between 1967 and 1978 (NETR 2024a). The roof shingles were replaced again in 2001 when 30 pounds of felt and gaf shingles were installed (Permit # 136275). The original windows, entrance glazing, and entrance doors have been removed and replaced with windows and doors of different material and operation. The original projecting sign that spelled "Oceanside Community Center Building" was removed and an air conditioning system was added to the first story roof on the main façade.

No additional changes to the building were observed during Dudek's recordation. Character-defining features are identified below:

- Location adjacent to beach (other buildings)
- Two stories in height
- Publicly accessible
- Landscape/hardscape

Photograph 1. JSBCC (Map ID 1), view to north, January 2024, IMG_4416.



Statement of Significance

In 2015, the JSBCC was assessed for historic significance under NRHP criteria and found to be eligible under NRHP Criterion C (Hawthorne 2015d: 15-17). The evaluation did not include an assessment under CRHR criteria, City of Oceanside Historic Landmarks criteria, and the seven aspects of integrity. The following evaluation is an update to the 2015 assessment and an evaluation of the property under all relevant regulations.

The JSBCC is eligible under NRHP and CRHR Criterion A/1 and City of Oceanside Historic Landmarks Criterion A. Its period of significance begins in 1955, the year it was constructed, and ends in 1974, when the City constructed additional community and senior centers throughout the latter half of the twentieth century. The property was also evaluated in accordance with Section 1515064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC § 5024.1 and found to be a historical resource for the purposes of CEQA. As such, this evaluation assigns a 3S California Historical Resources Status Code to the property.

NRHP and CRHR Evaluation

Under NRHP and CRHR Criterion A/1, the JSBCC is eligible for its association with patterns of events that have made a significant contribution to the broad patterns of history. When the community center opened in 1955, it quickly became a popular communing place for recreational activities, meetings, conventions, commercial exhibits, concerts, and art shows. Prior to the construction of the JSBCC, the City used the USO Building on Tremont to host community events. The new community center was designed to solve the problem of having a nice location for conventions and civic functions (Blade Tribune 1955: 2). The community center held events such as the Marine Corps Ball, adult and teen dances, recreational sports, and served an early senior center known as the “Golden Age

Club" (Hawthorne 2020). The Parks and Recreation Superintendent booked various artists to perform at the community center like R&B musician Ernie Freeman, jazz musician Earl Bostic, country western acts including Johnny Cash and the Maddox Bros. and Rose, and televised variety show hosts. The community center also showed movies and hosted the Boxing World Heavyweight Floyd Patterson in 1958 as he trained for a fight and spectators could watch him in sparring matches. The property served as the only community center in Oceanside until 1970, and the only community center with a gymnasium until 1974, with the construction of the Melba Bishop Recreation center. The JSBCC's proximity to the beach and the pier made it a popular spot for Oceanside residents to partake in a variety of activities and special events.

Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. There is no indication that the property is associated with a person individually significant within a historic context. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion B or CRHR Criterion 2.

The JSBCC does not meet NRHP and CRHR Criterion C/3. While the property displays elements of the Mid-Century Modern style, it is not an important example of the style. It lacks distinction and is a common example of its style. Additionally, the property is not the work of a master. The JSBCC was designed by architect George Lykos. There is no indication that Lykos can be considered a master in the field of architecture or that the building reflects an influential phase in his career. Lastly, there is no indication that the property possesses high artistic values. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion C or CRHR Criterion 3.

Under NRHP and CRHR Criterion D/4, the JSBCC is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. As such, the property lacks sufficient associative significance to meet NRHP Criterion D or CRHR Criterion 4.

City of Oceanside Historic Landmarks Evaluation

Under the City of Oceanside Criterion A, the JSBCC exemplifies a special element of the city's social and economic history. Socially, the community center served as a primary gathering spot from 1955 to 1974, utilized for events such as the Marine Corps Ball, adult and teen dances, recreational sports, and as an early senior center known as the "Golden Age Club" (Hawthorne 2020). The community center helped the local economy because the Parks and Recreation Superintendent booked various artists to perform and hosted other community events. It served as the primary community meeting spot until the 1970s when additional community and senior centers were built. The JSBCC meets Criterion A because it retains sufficient associative significance.

While many musicians and singers performed at the JSBCC, the property does not adequately represent their achievements in their field. Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. Additionally, archival research failed to reveal an association with the property and a specific event marking an important moment in local, state, or national history. The property's association with the broad patterns of history are better understood under Criterion A. Therefore, the property does not meet Criterion B.

Under the City of Oceanside Criterion C, the JSBCC does not embody distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. The property is a common example of its style and lacks distinction for its type, period, and method of construction.

Additionally, the property does not exhibit indigenous materials or craftsmanship rather it is made of mass-produced materials from the 1950s. As such, the JSBCC fails to rise to the level of significance to be eligible under Criterion C.

Under the City of Oceanside Criterion D, the JSBCC does not represent the notable work of a builder, designer, or architect. The building was designed by Lykos, but there is no indication that Lykos can be considered a master in the field of architecture. Lykos' design for the community center cannot be considered distinguished by its characteristic style or quality. Therefore, the property does not meet Criterion D.

Under the City of Oceanside Criterion E, the JSBCC has not been found by the City Council to have significant characteristics that should come under the protection of the Historical Preservation Ordinance of the City of Oceanside. Therefore, the property does not meet Criterion E.

Integrity Assessment

Because the JSBCC possesses associative significance under NRHP/CRHR/City of Oceanside Criterion A/1/A an analysis is required to determine if the segment within the API possesses sufficient integrity to convey its historic significance. The seven aspects of historic integrity are discussed below in order of importance to the overall integrity of the JSBCC.

- Location is the place where the community center was constructed and operated. Since the location of the JSBCC is the same as it was between 1955 and 1974, its period of significance, the subject property retains its integrity of location.
- Design is the combination of planned, developed, and constructed elements of the building that created its form, plan, and structure. In the 1980s, the City began its plans to redevelop the beach area, which included alterations to the community center. Included in the alterations were designs for a new 6' x 8' concrete sign located towards the southwest boundary of the property (1983) and alterations to landscaping and hardscaping involving the construction of stone and concrete pillars (1985). The stone pillars added in 1985 have since been removed and the community center returned to its original façade. As such, the subject property displays minimal diminishment of its integrity of design.
- Materials are the physical elements that were combined to form the community center during its period of significance. The materials associated with the property include cement blocks, glass windows, composition shingles, and industrial plain doors. While the replacement of some of these elements represents a loss of historic materials, it has not resulted in a complete loss of the building's integrity of materials, since the original materials have been largely replaced in-kind. Visible exception consists of the 30 pounds of felt and gaf shingles that replaced the composition shingles, the removal of the original projecting sign, and the addition of an air conditioning system on the first story roof of the main facade. Overall, the subject building retains sufficient integrity of materials to convey its significance.
- Setting is the physical environment of the JSBCC and includes properties adjacent to the building, as well as the urban landscape on the Pacific Ocean that characterizes the area. To retain integrity of setting, the existing general land uses adjacent to the property must be similar to those that existed historically during the community center's period of significance. The surrounding character of the place in which the property played its historic role is intact. The property maintains its coastal setting directly adjacent to the downtown commercial core of Oceanside. Although the buildings surrounding the property have been replaced over time, their commercial functions are intact. Additionally, the basic physical condition of the property's

adjacency to the Pacific Ocean and its function as a community center have been retained. As such, the property retains its integrity of setting.

- Feeling is conveyed through the JSBCC's ability to express its historic function and feel from its period of significance. The property's function as a community center located in downtown Oceanside has been maintained. Although there have been replacement and alterations of original physical features, the key elements that are extant allow the property to express the feeling of a community center constructed in the 1950s for the purpose of public recreation. As such, the property displays integrity of feeling.
- Association is the direct link between the JSBCC and the significant social and economic importance it provided to Oceanside. The property is in the same location as where the pattern of events occurred that made it significant to the community and is sufficiently intact to convey that relationship to an observer. Additionally, the property continues to maintain its function as a community center. As such, the property retains a its integrity of association.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The property's structural system remains the same as it was during its period of significance, so the expression of 1950s construction technology and techniques is retained. Though the building has undergone alterations, the modifications were minimal, and as such, the property displays sufficient integrity of workmanship to convey its significance.

The JSBCC's sufficient retention of its integrity of location, design, setting, workmanship, feeling, and association, and its compromised integrity of materials allow it to convey its historical significance under NRHP/CRHR/City of Oceanside Criterion A/1/A.

4.2.2 Map ID 2: Pier View Way Bridge and Lifeguard Headquarters

Description

A brief description of the property was provided in the 2015 report and DPR form set (Hawthorne 2015e: 23-28), which is as follows (Photograph 2):

> The Oceanside Pier was built in 1987. It is Oceanside's sixth pier and the fifth built at that location. The U-shaped cement approach was built in 1927 and remains largely unchanged since its original construction. The condition of the cement portion of the pier appears to be fair to poor. The pier is 22-foot-wide and includes a lifeguard tower, restrooms, and a bait shop. A restaurant is situated on the pier's "hammerhead" which measures 90 feet by 102 feet. The pier also features light posts reminiscent of the 1927 pier.

Only minor changes to the property have been undertaken since the 2015 recordation. Supplemental property description information as well as character-defining features are identified below:

The Oceanside Pier displays as two sections, the far eastern section displays as the 1927 concrete Pier View Way Bridge and Lifeguard Headquarters. The section is U-shaped in plan and accessed from above by North Pacific Street and below by The Strand North. The top walkway/deck is supported by thin concrete piers with arches and has a gradual slope from the street paved with asphalt. Concrete balusters have sprayed on shotcrete or concrete

with shotcrete pillars with metal guardrails between. Placed along the walkway/deck are non-original metal light posts. At the center of the walkway/deck is a steep ramp paved with asphalt leading to The Strand North. A straight set of concrete stairs is located at the northern corner of the bridge with metal handrails. The southern corner of the bridge exhibits a two-level concrete stairway with a landing in between levels with metal handrails. Most of the bridge's arched openings are filled in with concrete screen blocks or infilled with concrete.

At the farthest west portion of the bridge is the Lifeguard Headquarters located below the walkway/deck. Pedestrian access to the Lifeguard Headquarters is provided through a pair of storefront doors on the northeast elevation surrounded by fixed aluminum windows. Vehicle access is provided by two metal roller garage doors on the northeast and southeast elevations. Additional fenestration is located on the northwest, southwest, and southeast elevations facing towards the Pacific Ocean as arched, and angle toped multi-pane fixed aluminum windows.

The 1987 western wooden section extends approximately 1,626 feet into the Pacific Ocean and is supported by a series of treated wooden posts. At the far end of the pier is a rectangular head platform with an irregular in plan two story restaurant clad in horizontal wood board siding and a front-facing gable roof sheathed in composition shingles. Fenestration includes fixed and awning vinyl windows and storefront and metal entry doors. To the direct north of the restaurant is a small square in plan retail shop with exterior walls clad in horizontal wood board siding and a hipped roof sheathed in wood shingles. Fenestration incudes a fixed and sliding vinyl window.

As noted in Section 3.5.2, Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), the Oceanside Pier has undergone several alterations since its construction in 1927. In 1938, shotcrete was sprayed onto Pier View Way Bridge. In 1985, the Municipal Dining Room and WPA murals were removed. Other alterations include infill of fenestration openings (between 1985 and 1987), walkway/deck overlain with asphalt (circa 1987), replacement of light posts (date unknown), and installation of metal guardrails and handrails (date unknown). Between 1938 and 1988, the wooden portion of the pier was extended, replaced, and shortened multiple times.

The character-defining features of the resource include:

- Location and proximity to Pacific Ocean and Oceanside City Beach
- Concrete construction
- Long-spindle-like piers
- Publicly accessible
- Arched fenestration openings and the sense of openness between the openings
- Open space for community gatherings
- Access through flat ramp walkway/deck
- Proximity to the Junior Seau Amphitheater/Bandshell including available viewshed from the deck of the Pier View Way Bridge and the pier's staircase structure
- The staircase and landing at the north end of the pier that flank the pair Concrete balustrades with openings between

Photograph 2. Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), view to northwest, January 2024, IMG_4339.



Statement of Significance

In 2015, the Pier View Way Bridge and Lifeguard Headquarters was assessed for historic significance under NRHP criteria and found to be eligible under Criterion A (Hawthorne 2015e: 19). This evaluation did not include an assessment under CRHR criteria, City of Oceanside historic landmarks criteria, and the seven aspects of integrity. The following evaluation is an update to the 2015 assessment and an evaluation of the property under all relevant regulations.

The Pier View Way Bridge and Lifeguard Headquarters is eligible under NRHP and CRHR Criterion A/1 and City of Oceanside Criterion A for its role in the development of Oceanside. The period of significance begins in 1927, the year it was constructed, and ends in 1939, the start of World War II when Oceanside transitioned from a tourist destination into a United States Marine Corps Base. The property was also evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC § 5024.1 and found to be a historical resource for the purposes of CEQA. As such, the evaluation assigned a 3S California Historical Resources Status Code to the property.

NRHP and CRHR Evaluation

Under NRHP and CRHR Criterion A/1, the Pier View Way Bridge and Lifeguard Headquarters is eligible for its association with patterns of events that have made a significant contribution to the broad patterns of history. The city of Oceanside began its development in 1883 and the area grew rapidly with a population of approximately 1,000 within 5 years. Within those 5 years the city was incorporated, and the first Oceanside pier was constructed. The first pier's early construction date of 1888 demonstrates the importance a pleasure pier has played in the city's development from its inception. The pier was not constructed as a later result of large-scale development in the area, rather it was constructed at the same time as the city's incorporation. Local developers felt that the

construction of a pier would be beneficial to the emerging local tourist economy. The pier acted as a tourist attraction, bringing more people to the area and as a result supporting the growth and development of local businesses particularly in downtown Oceanside. The first pier's construction was funded through donations and was built using donated labor, highlighting the importance of the pier to the community. The Pier View Way Bridge and Lifeguard Headquarters section of the property was constructed in 1927 and the western wooden section was dedicated in 1987. This is the fifth pier built at its present location. The pier's location on the Pacific Ocean makes it highly vulnerable to storms and damage. Despite needing multiple replacements, Oceanside's government and citizens have continued to invest in its reconstruction and repair demonstrating is continued importance to the area. Despite multiple replacements to the wooden section of the pier, the pier continues to function as a pleasure pier attracting tourists and locals and continues to be one of the cities most visited sites.

Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. Since 1887 multiple companies, politicians, and local leaders were involved in the construction and replacement of several Oceanside piers. The Pier View Way Bridge and Lifeguard Headquarters was planned for construction in 1925 and completed in 1927. The planning and construction of the property was not championed by one particular person or group of people, rather it was a piece of civic infrastructure that was supported by the community. There is no indication that the property is associated with a person individually significant within a historic context. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion B or CRHR Criterion 2.

The Pier View Way Bridge and Lifeguard Headquarters does not meet NRHP and CRHR Criterion C/3. The property does not contain distinctive characteristics to be considered a true representative of a particular type, period, or method of construction. The structure was completed in 1927 as an exposed concrete pier bridge with a municipal dining room below. The overall form, proportions, and structure of the property have been retained but multiple large-scale alterations have affected the characteristics of style and materials. Large-scale alterations include the spraying of shotcrete onto the Pier View Way Bridge covering the original exposed concrete (1938), demolition of the Municipal Dining Room and removal of the WPA murals (1985), and the infill of the Pier View Way Bridge's fenestration openings (between 1985 and 1987). The property is also not an important example of building practices from a particular time in history. The earliest piers in California were built in the 1870s, and by the early twentieth century, piers had become a popular feature in beach resort towns such as Oceanside. The Pier View Way Bridge and Lifeguard Headquarters was completed, over 50 years after the introduction of pleasure piers in California. Within this context there is no indication that the property is significant as it did not represent variation, evolution, or transition of the concrete and wood pleasure pier property type. Additionally, the property is not the work of a master. The Pier View Way Bridge was designed by Oceanside's then city engineer Ruel Leonard Loucks. After working as a church pastor at Cedaredge, Colorado, Loucks moved to California and became a civil engineer in the early 1900s. In 1926, Loucks was appointed as Oceanside's city engineer and began working on multiple projects for the city including installation of the city's sewer system (1926), the Oceanside Pier (1927), a concrete roadway along The Strand North (1927), a granite city reservoir (1929), and assistance with the city's Civic Center designed by architect Irving J. Gill (1929). There is no indication the Loucks can be considered a master in the field of architecture and engineering, rather he helped to construct simply designed necessary pieces of civic infrastructure. Loucks' design for the pier was relatively simple and cannot be considered distinguished by its characteristic style or quality. There is no indication that the property possesses high artistic values. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion C or CRHR Criterion 3.

Under NRHP and CRHR Criterion D/4, the Pier View Way Bridge and Lifeguard Headquarters is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. The methods and technology used to construct the property in 1927 is well documented and well understood through construction drawings. The materials used to construct the property included concrete, metal, and glass, all of which we have extensive documentation on. As such, the property lacks sufficient associative significance to meet NRHP Criterion D or CRHR Criterion 4.

City of Oceanside Historic Landmarks Evaluation

Under the City of Oceanside Criterion A, the Pier View Way Bridge and Lifeguard Headquarters exemplifies a special element of the city's social and economic history. The first Oceanside pier was constructed in 1888, the same year the city was incorporated. The pleasure pier's construction bolstered Oceanside's economy by attracting tourists and locals to the emerging downtown commercial core. Into the present, the pier continues to serve the same function. Socially, the pier has been a local gathering spot since 1888 and represents one of the primary publicly accessible assembly locations in the city. It has been the site of parades, festivals, carnivals, surfing competitions, and cultural events, all of which contribute to the social history of Oceanside. As such, the Pier View Way Bridge and Lifeguard Headquarters retains sufficient associative significance to meet Criterion A.

Under the City of Oceanside Criterion B, the Pier View Way Bridge and Lifeguard Headquarters is not identified with persons or events significant in local, state, or national history. Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. Despite the property's development and construction having associations with local politicians and civic leaders, there is no indication that these people are individually significant within a historic context. Additionally, archival research failed to reveal an association with the property and a specific event marking an important moment in local, state, or national history. The property's association with the broad patterns of history are better understood under Criterion A. Therefore, the property does not meet Criterion B.

Under the City of Oceanside Criterion C, the Pier View Way Bridge and Lifeguard Headquarters does not embody distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. The property does not contain distinctive characteristics to be considered a true representative of a particular type, period, or method of construction. The structure was completed in 1927 as an exposed concrete pier bridge with a municipal dining room below. The overall form, proportions, and structure of the property have been retained but multiple large-scale alterations have affected the characteristics of plan, style, and materials. Additionally, the property does not exhibit indigenous materials or craftsmanship rather it is made of mass-produced materials from the 1920s. As such, the Pier View Way Bridge and Lifeguard Headquarters fails to rise to the level of significance to be eligible under Criterion C.

Under the City of Oceanside Criterion D, Pier View Way Bridge and Lifeguard Headquarters does not represent the notable work of a builder, designer, or architect. The Pier View Way Bridge was designed by Oceanside's then city engineer Ruel Leonard Loucks in 1927. There is no indication the Loucks can be considered a master in the field of architecture and engineering, rather he helped to construct simply designed necessary pieces of civic infrastructure. Loucks' design for the pier is relatively simple and cannot be considered distinguished by its characteristic style or quality. Therefore, the property does not meet Criterion D.

Under the City of Oceanside Criterion E, the Pier View Way Bridge and Lifeguard Headquarters has not been found by the council to have significant characteristics that should come under the protection of the Historical Preservation Ordinance of the City of Oceanside. Therefore, the property does not meet Criterion E.

Integrity Assessment

Because the Pier View Way Bridge and Lifeguard Headquarters possesses associative significance under NRHP/CRHR/City of Oceanside Criterion A/1/A, an analysis is required to determine if property possesses sufficient integrity to convey its historic significance. The seven aspects of historic integrity are discussed below.

- Location is the place where the Pier View Way Bridge and Lifeguard Headquarters was constructed. The 1927 section of the pier was constructed for the purpose of bringing pedestrian foot traffic from the street level at North Pacific Street to the wooden pier section located in the Pacific Ocean. The property retains this location, and as such retains its integrity of location.
- Design is the combination of planned, developed, and constructed elements of the Pier View Way Bridge and Lifeguard Headquarters that created its form, plan, and structure. The property's design includes its organization of space between the street and the ocean, its two-story spindle-like proportions, scale, technology of construction, ornamentation, and concrete, wood, and glass materials. The property retains the majority of its original design elements despite large-scale alterations including the spraying of shotcrete onto the Pier View Way Bridge covering the original exposed concrete (1938), demolition of the Municipal Dining Room and removal of the WPA murals (1985), and the infill of the Pier View Way Bridge's fenestration openings (between 1985 and 1987). The property maintains its historic function as a pier and most of its original aesthetics. Aspects of the Pier View Way Bridge and Lifeguard Headquarters have been covered, removed, or replaced but the primary design considerations of height, material, function, location, arrangement of space, and massing all remain. As such, the property retains sufficient integrity of design to convey its significance.
- Setting is the physical environment of the Pier View Way Bridge and Lifeguard Headquarters and includes properties adjacent to the structure, as well as the urban landscape on the Pacific Ocean that characterizes the area. To retain integrity of setting, the existing general land uses adjacent to the property must be similar to those that existed historically during the pier's period of significance. The surrounding character of the place in which the property played its historic role are intact. The property maintains its coastal setting directly adjacent to the downtown commercial core of Oceanside. Although the buildings surrounding the property have been replaced over time, their commercial functions are intact. Additionally, the basic physical condition of the property's adjacency to the Pacific Ocean and its function as a pier have been retained. As such, the property retains its integrity of setting.
- Materials are the physical elements that were combined to form the Pier View Way Bridge and Lifeguard Headquarters during its period of significance. The materials associated with the property include reinforced concrete construction, concrete pilings and deck, pipe handrails, concrete light posts, and glass windows. Several of these materials have been replaced or removed including the pipe handrails, light posts, and glass windows. These materials are considered minor in comparison to the key materials of the reinforced concrete construction, concrete pilings, and deck. The key exterior materials dating from the property's construction are extant but have been covered with non-original materials including shotcrete and asphalt. The key materials deposited during the construction have not been removed but their covering has affected their ability to express a particular type of material dating from the 1920s. These alterations have impacted the Pier View Way Bridge and Lifeguard Headquarters' overall integrity of materials.

- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The workmanship required to construct the 1927 Pier View Way Bridge and Lifeguard Headquarters has been affected by alterations including the removal of original materials and the covering of original features such as the exposed concrete exterior cladding. The property's structural system remains the same allowing the expression of 1920s construction technology and techniques, but it has been affected by alterations. As such, the property displays sufficient integrity of workmanship to convey its significance.
- Feeling is conveyed through the Pier View Way Bridge and Lifeguard Headquarters' ability to express its historic function and feel from its period of significance. The property's function as a publicly accessible pleasure pier located in downtown Oceanside has been maintained. Although there have been replacement, removal, and alterations of original physical features, the key elements that are extant allow the property to express the feeling of a pier constructed in the 1920s for the purpose of creating a destination for both tourists and locals. As such, the property displays integrity of feeling.
- Association is the direct link between the Pier View Way Bridge and Lifeguard Headquarters and the significant social and economic importance it provided to Oceanside. The property is in the same location as where the pattern of events occurred that made it significant to the community and is sufficiently intact to convey that relationship to an observer. Additionally, the property continues to maintain its function as a coastal pleasure pier. As such, the property retains a its integrity of association.

The Pier View Way Bridge and Lifeguard Headquarters' sufficient retention of its integrity of location, design, setting, workmanship, feeling, and association, and its compromised integrity of materials allow it to convey its historical significance under NRHP/CRHR/City of Oceanside Criterion A/1/A.

4.2.3 Map ID 3: Junior Seau Amphitheater/Bandshell

Description

A description of the property was provided in the 2015 reports and DPR 523 form sets (Hawthorne 2015a: 6; Hawthorne 2015b: 13; Archaeos 2015: 1). The deterioration of finish materials in the marine environment have changed the condition of the property since their original recording in 2015. The 2015 property description is as follows (Photograph 3):

Junior Seau Amphitheater

> The resource at 200 North Strand, in particular, the Beach Stadium, is a municipal structure built as a WPA project. The stadium contains 13 rows of concrete stepped seating with rows of wooden back supports. There are 5 stairways, two on the north and south end of the stadium and three additional stairways centered at intervals. A metal piped handrail runs along the top, as well as down from the top at the north and south end to the floor of the stadium.

Junior Seau Bandshell

> The beach bandshell or bandstand, built in 1950, remains largely unchanged since its original construction. The bandshell and stage faces east, away from the ocean to a large cement stadium. Two large panels on either side of the interior shell open and close to the dressing rooms from the

stage. A concrete planter runs along the south, north and west facing facades where various palm trees and "birds of paradise" are planted. The stage was enlarged in 1991, providing an area for large speakers and lighting. On either side of the stage is a set of stairs and pipe railing. The stairs, railing, roofline and shell are trimmed in blue. The roofline is also topped with red clay tiles. The bandshell includes an enclosed area which provides dressing rooms or storage along with restroom facilities. There are two windows on either side of the bandshell (north and south exposures) and two windows on the rear (west exposure). A stairway leads to the rear of the bandshell with access by two wooden doors. The design and physical size of the resource remains adequate for concerts and community events. However, with the advent of nearby casinos with larger venues, the Oceanside bandshell is inadequate in comparison. The resource appears to be in good condition.

Junior Seau Bandshell Stairway

The subject resource consists of a concrete, tiered stairway connecting N. Pacific Street and N. The Strand down a steep embankment to the beach below. The stairway is 8’ wide and is divided into two sections. The upper portion consists of 14 steps, while the lower has 36. The treads are 12” wide and the risers are 8” high. A landing separates the sections, and continues northward as a walkway leading to the upper area of the bandshell seating. Replaced metal handrails are present on top of the piers on both sides of the staircases.

The character-defining features of the resource include:

- Location and close proximity to the Oceanside Pier, the Pacific Ocean, and Oceanside City Beach
- The area’s recreational use as an amphitheater and bandshell
- The staircase’s location to the amphitheater
- Concrete construction
- Tier seating arrangement
- Open, flat, concrete plaza
- Bandshell opening facing away from the Pacific Ocean
- Publicly accessible from street level and beach
- Viewsheds from the street above and the pier

Photograph 3. Junior Seau Amphitheater/Bandshell (Map ID 3), view to south, January 2024, IMG_4336.



Statement of Significance

In 2015, the Junior Seau Amphitheater was assessed for historic significance under NRHP criteria and found to be eligible under Criterion A (Hawthorne 2015b: 14). Also in 2015, the Junior Seau Bandshell was assessed for historic significance under NRHP criteria and found to be eligible under Criteria A and C (Hawthorne 2015a: 16). Additionally in 2015, the Junior Seau Bandshell Stairway was assessed for historic significance under NRHP and found to be ineligible under all criteria (Archaeos 2015: 1). These evaluations did not include an assessment under CRHR criteria, City of Oceanside Historic Landmarks criteria, and the seven aspects of integrity. The following evaluation is an update to the 2015 assessments and an evaluation of the property under all relevant regulations. The 2015 evaluations assessed the Junior Seau Amphitheater, the Junior Seau Bandshell, and the Junior Seau Bandshell Stairway as three separate properties, but due to their shared histories and function, they, in addition to the WPA constructed retaining wall are considered one property for the purposes of this evaluation.

The Junior Seau Amphitheater/Bandshell is eligible under NRHP and CRHR Criterion A/1 and City of Oceanside Historic Landmarks Criterion A for reflecting special elements of the city's social history. The period of significance begins in 1937, the year the Junior Seau Amphitheater was constructed, and ends in 1974. The year 1974 was selected based on guidance from the National Park Service because property continues to be the location of important community events into the present (NPS 1997: 42). The property was also evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC § 5024.1 and found to be a historical resource for the purposes of CEQA. As such, the evaluation assigned a 3S California Historical Resources Status Code to the property.

NRHP and CRHR Evaluation

Under NRHP and CRHR Criterion A/1, the Junior Seau Amphitheater/Bandshell is eligible for its association with patterns of events that have made a significant contribution to the broad patterns of history. Plans for a publicly accessible bandshell south of the pier were presented to the Oceanside city council as early as 1919. During this time, railroads brought thousands of settlers to the area who continued to develop Oceanside. A highway between Los Angeles and San Diego was completed by 1920 and lead to further growth in the area. Oceanside City Beach was established as a tourist destination through the construction of the first Oceanside Pier in 1888. A bandshell and amphitheater represented the city's investment in community driven civic projects, geared for further attracting tourists and serving as a gathering place for locals. Since the first bandshell's construction in 1919, the Junior Seau Amphitheater/Bandshell site has been the location of numerous events, celebrations, demonstrations, and concerts. These include the Miss Southern California Beauty Contest starting in 1931, anti-Vietnam War demonstrations in the 1960s and 1970s including one in 1969 with keynote speaker activist Angela Davis, Oceanside High School graduation ceremonies, which started at the location in the 1960s, the 1991 "Welcome Home the Troops" celebration, welcoming troops home from Operation Desert Storm, and concerts in the 1980s featuring jazz legend Lionel Hampton and country music singer Barbara Mandrell. Since the first bandshell's construction in 1919, the site has been continuously used by the public for a variety of uses, signifying its importance to the community. It has been the location of multiple events important to the citizens of Oceanside and is a direct link to some of the community's most prized traditions including the annual Miss Southern California Beauty Contest and the Oceanside High School graduation ceremony. The Junior Seau Amphitheater/Bandshell continues to function as both an everyday recreational site for those visiting Oceanside City Beach and the location of major events for residents of Oceanside.

Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. Since the introduction of constructing a band shell south of the pier was made to the Oceanside city council in 1919 multiple government bodies, politicians, and local leaders were involved in the conception and development of the site. There is no indication that the property is associated with a person individually significant within a historic context. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion B or CRHR Criterion 2.

The Junior Seau Amphitheater/Bandshell does not meet NRHP and CRHR Criterion C/3. The Junior Seau Amphitheater was constructed in 1937 as a WPA project, replacing the tiered benches constructed in 1927. The amphitheater's design is relatively simple with poured concrete steps and seating and undecorated rows of wooden plank back supports. There are no distinctive characteristics that would allow the structure to be a true representative of a type, period, or method of construction. The construction techniques used to build the structure are not innovative or unique. Amphitheaters have been existent since Ancient Greece and Rome. In the United States, many amphitheaters were constructed by the WPA between the 1920s and 1940s as a result of New Deal initiatives. The Junior Seau Amphitheater is not distinctive in design, planning, or engineering, rather it's a simplistic version of a civic property type that was frequently constructed by the WPA in the 1930s. It is not simply enough that the structure was constructed by the WPA, rather it must be proved that it is distinguished within their body of work. Comparing the Junior Seau Amphitheater to other WPA constructed amphitheaters in California, it does not rise to the level of being distinguished. Additionally, there is no indication that the amphitheater was designed by a master due to its lack of ornamentation and straightforward design. The Junior Seau Bandshell was constructed in 1950 to replace the original 1919 bandshell that was demolished in 1948 due to termite damage. There are no distinctive characteristics that would allow the structure to be a true representative of a type, period, or method of

construction. The design of the bandshell is relatively simple. It does not possess enough character defining features of any architectural style to be considered a representation of any specific style. Additionally, the construction techniques used to build the structure are not innovative or unique and relied on the design and technology of earlier properties. Bandshells have been present in the United States since the 1890s, where they were built in large cities and amusement parks as tourist attractions. The Junior Seau Bandshell was constructed to attract people to downtown Oceanside and Oceanside City Beach, the same function as the earlier bandshells approximately 60 years after their introduction to California. In comparing the design of the Junior Seau Bandshell to others in California it cannot be considered innovative, unique, or representative of variation, evolution, or transition of construction types. The Junior Seau Bandshell was designed by master San Diego architect, Sam W. Hamill. Originally, the bandshell was to be more decorative and in the Mission Revival architectural style but due to budget cuts the design needed to be scaled back. Hamill worked for the San Diego based firm of Requa and Jackson and designed in the emerging "Southern Californian" architectural style reflective of the area's Spanish and Mexican past. During his career he redesigned some of the Panama-California Exposition buildings including the House of Hospitality in 1934 and designed the Del Mar Racetrack (1937) in the Mission Revival style. In addition, he designed multiple large-scale projects in San Diego including Veterans War Memorial Building in Balboa Park (1950), the Union Title and Trust Company Building (1960s), the County Courts Building and Sheriff facilities (1950s), and the Community Concourse (1963). A property is not eligible simply because it is the work of a master, rather it must express a particular idea or phase in their career. There is no indication that the Junior Seau Bandshell expressed a unique idea or phase in Hamill's career. In comparing the Junior Seau Bandshell to Hamills most notable works the Del Mar Racetrack and the Civic Center Building (now the County Administration Building), the bandshell is a relatively simple, economic civic design. There is no indication that the property possesses high artistic values. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion C or CRHR Criterion 3.

Under NRHP and CRHR Criterion D/4, the Junior Seau Amphitheater/Bandshell is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. The methods and technology used to construct the property in 1937 and 1950 is well documented and well understood. The materials used to construct the property included concrete, wood, stucco, and metal, all of which we have extensive documentation on. As such, the property lacks sufficient associative significance to meet NRHP Criterion D or CRHR Criterion 4.

City of Oceanside Historic Landmarks Evaluation

Under the City of Oceanside Criterion A, the Junior Seau Amphitheater/Bandshell exemplifies a special element of the city's social history. A bandshell and amphitheater represented the city's investment in community driven civic projects, geared for further attracting tourists and serving as a gathering place for locals. Since the first bandshell's construction in 1919, the Junior Seau Amphitheater/Bandshell site has been the location of numerous events, celebrations, demonstrations, and concerts. The site has been continuously used by the public for a variety of uses, signifying its importance to the community's social history. The Junior Seau Amphitheater/Bandshell site has been the location of multiple events important to the citizens of Oceanside and is a direct link to some of the community's most prized traditions including the annual Miss Southern California Beauty Contest and the Oceanside High School graduation ceremony. As such, the Junior Seau Amphitheater/Bandshell retains sufficient associative significance to meet Criterion A.

Under the City of Oceanside Criterion B, the Junior Seau Amphitheater/Bandshell is not identified with persons or events significant in local, state, or national history. Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. Despite the property's development and construction having associations with local multiple government bodies, politicians, and local leaders, there is no indication that these people are individually significant within a historic context. Additionally, archival research failed to reveal an association with the property and a specific event marking an important moment in local, state, or national history. The property's association with the broad patterns of social history are better understood under Criterion A. Therefore, the property does not meet Criterion B.

Under the City of Oceanside Criterion C, the Junior Seau Amphitheater/Bandshell does not embody distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. The Junior Seau Amphitheater's design is relatively simple with poured concrete steps and seating and undecorated rows of wooden plank back supports. The construction techniques used to build the structure are not innovative or unique. In the United States, many amphitheaters were constructed by the WPA between the 1920s and 1940s as a result of New Deal initiatives. The Junior Seau Amphitheater is not distinctive in design, planning, or engineering, rather it's a simplistic version of a civic property type that was frequently constructed by the WPA in the 1930s. The Junior Seau Bandshell does not possess enough character defining features of any architectural style to be considered a representation of any specific style. Additionally, the construction techniques used to build the structure are not innovative or unique and relied on the design and technology of earlier properties. In comparing the design of the Junior Seau Bandshell to others in California it cannot be considered innovative, unique, or representative of variation, evolution, or transition of construction types. Additionally, the property does not exhibit indigenous materials or craftsmanship rather it is made of mass-produced materials from the 1930s and 1950s. As such, the Junior Seau Amphitheater/Bandshell fails to rise to the level of significance to be eligible under Criterion C.

Under the City of Oceanside Criterion D, the Junior Seau Amphitheater/Bandshell does not represent the notable work of a builder, designer, or architect. The amphitheater's architect is unknown but due to its simple design and lack of ornamentation, there is no indication that it was designed by a master. It is not simply enough that the structure was constructed by the WPA, rather it must be proved that it is distinguished within their body of work. Comparing the Junior Seau Amphitheater to other WPA constructed amphitheaters, it does not rise to the level of being distinguished. The Junior Seau Bandshell was designed by master San Diego architect, Sam W. Hamill. Despite Hamill being considered a master in the field of architecture, the Junior Seau Bandshell is not a distinctive amongst his body of work. A property is not eligible simply because it is the work of a master, rather it must express a particular idea or phase in their career. In comparing the Junior Seau Bandshell to Hamills most notable works the Del Mar Racetrack and the Civic Center Building (now the County Administration Building), the bandshell is a relatively simple, economic civic design. There is no indication that the Junior Seau Bandshell expressed a unique idea or phase in Hamills career. Therefore, the property does not meet Criterion D.

Under the City of Oceanside Criterion E, the Junior Seau Amphitheater/Bandshell has not been found by the council to have significant characteristics that should come under the protection of the Historical Preservation Ordinance of the City of Oceanside. Therefore, the property does not meet Criterion E.

Integrity Assessment

Because the Junior Seau Amphitheater/Bandshell possesses associative significance under NRHP/CRHR/City of Oceanside Criterion A/1/A, an analysis is required to determine if property possesses sufficient integrity to convey

its historic significance. The seven aspects of historic integrity are discussed below.

- Location is the place where the Junior Seau Amphitheater/Bandshell was constructed. The amphitheater was constructed in 1937 to provide seating for events hosted at the bandshell, which was constructed in 1950 to replace the earlier 1919 bandshell. The property was intentionally constructed to be south of the Oceanside Pier and accessed along The Strand North while being visible from North Pacific Street above. The property retains this location, and as such retains its integrity of location.
- Design is the combination of planned, developed, and constructed elements of the Junior Seau Amphitheater/Bandshell that created its form, plan, and structure. The property's design includes its organization of space between the amphitheater and the bandshell to each other as well as their proximity to the Oceanside Pier, street, and the ocean. The property's proportions, scale, technology of construction, ornamentation, and materials of concrete, wood, and stucco have all been retained. Only minor alterations have occurred to the property since the amphitheater's construction in 1937 and the bandshell in 1950, none of which have affected the original conception and planning of the property. The property also maintains its historic function as an entertainment amphitheater and bandshell and its original aesthetics. As such, the property retains integrity of design.
- Setting is the physical environment of the Junior Seau Amphitheater/Bandshell and includes properties adjacent to the structure, as well as the urban landscape on the Pacific Ocean that characterizes the area. To retain integrity of setting, the existing general land uses adjacent to the property must be similar to those that existed historically during the pier's period of significance. The surrounding character of the place in which the property played its historic role are intact. The property maintains its coastal setting directly adjacent to the downtown commercial core of Oceanside. The property since 1919 was intended to be located south of the pier, which it maintains. Although the buildings surrounding the property to the east have been replaced over time, their commercial functions are intact. Additionally, the basic physical condition of the property's adjacency to the Pacific Ocean and its function as an amphitheater and bandshell have been retained. As such, the property retains its integrity of setting.
- Materials are the physical elements that were combined to form the Junior Seau Amphitheater/Bandshell during its period of significance. The materials associated with the property include the poured concrete seating, steps, and plaza, wooden back supports, reinforced concrete construction, stucco exterior cladding, and pipe handrails. Several of these materials have been added or replaced including additional concrete for the bandshell's stage, the addition of new handrails, and the replacement of the bandshell's roof. These materials are considered minor in comparison to the key materials of the amphitheater and bandshell that are extant and date from the property's construction. The key materials deposited during their construction have not been removed and possess the ability to express a particular type of material dating from the 1930s and 1950s. As such, the property retains its integrity of materials.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The workmanship required to construct the 1937 Junior Seau Amphitheater and the 1950 Junior Seau Bandshell have not been affected by alterations. The majority of the original materials, features, and design elements are intact, allowing the property to express 1930s and 1950s construction techniques. As such, the property displays integrity of workmanship.
- Feeling is conveyed through the Junior Seau Amphitheater/Bandshell's ability to express its historic function and feel from its period of significance. The property's function as a publicly accessible amphitheater and bandshell to host events and recreational activities located adjacent to the Oceanside Pier and downtown has been maintained. There has been very little removal, replacement, and alterations

of original features, and all of the property's key elements remain. The property possesses the feeling of an outdoor entertainment venue constructed in the 1930s and 1950s for the purpose of community gatherings. As such, the property displays integrity of feeling.

- Association is the direct link between the Junior Seau Amphitheater/Bandshell and the significant social importance it provided to Oceanside. The property is in the same location as where the pattern of events occurred that made it significant to the community and is sufficiently intact to convey that relationship to an observer. Additionally, the property continues to maintain its function as a coastal event space open to the public. As such, the property retains a its integrity of association.

The Junior Seau Amphitheater/Bandshell sufficient retention of its integrity of location, design, setting, materials, workmanship, feeling, and association, allow it to convey its historical significance under NRHP/CRHR/City of Oceanside Criterion A/1/A.

4.2.4 Map ID 4: Oceanside Comfort Station

Description

A brief description of the property was provided in the 2015 report and DPR 523 form set (Hawthorne 2015c: 20-24), which is as follows (Photograph 4):

> The Oceanside Bathhouse or Comfort Station was built in 1930. Designed by City Engineer Ruel L. Loucks, this structure was constructed by Charles G. Rieke, a local contractor. It is a one-story Mission-style building with a tile roof. It has been modified to house a sewer pump station. It is the oldest public beach facility in San Diego County. The resource appears to be in good condition.

Since the 2015 recordation, the building underwent major alterations. These include the replacement of all fenestration with glazed doors with sidelites below the arcades on the first story and vinyl replacement windows with muntins on the second story. The shallow tile roof was replaced, and the building was reclad in stucco. All alterations were completed in 2021.

Photograph 4. Oceanside Comfort Station (Map ID 4), view to east.



Statement of Significance

In 2015, the Oceanside Comfort Station was assessed for historic significance under NRHP criteria and found to be eligible under Criteria A and C (Hawthorne 2015c: 15). This evaluation did not include an assessment under CRHR criteria, City of Oceanside Historic Landmarks criteria, and the seven aspects of integrity. The following evaluation is an update to the 2015 assessment, and an evaluation of the property under all relevant regulations.

Dudek does not concur with the previous assessment and concludes that the Oceanside Comfort Station does not meet the NRHP eligibility requirements under Criterion C. Instead, Dudek determines that the Oceanside Comfort Station possesses significance under NRHP /CRHR/City of Oceanside Criterion A/1/A but does not retain sufficient integrity to be eligible for listing on the NRHP, CRHR or as a City of Oceanside Historic Landmark. The property was also evaluated in accordance with Section 1515064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC § 5024.1 and is not considered a historical resource for the purposes of CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to the Oceanside Comfort Station.

NRHP and CRHR Evaluation

Under NRHP and CRHR Criterion A/1, the Oceanside Comfort Station appears eligible for its association with patterns of events that have made a significant contribution to the broad patterns of history. The 2015 assessment indicated that the property is considered significant for its role in the development of the beach area in Oceanside in the 1930s as it appears to be the oldest beachside public restroom in San Diego County. Dudek concurs with this assessment; the construction of the Oceanside Comfort Station followed the national trend of public restroom

development in parks and public spaces during the early twentieth century and into the 1940s. President Franklin D. Roosevelt's New Deal program provided for the construction by the Works Project Administration (WPA) of privies and comfort stations to supply the public with access to free facilities in recreational and public areas (Living New Deal 2024b). Though the Oceanside Comfort Station is not a WPA project, it still exemplifies the trend for developing public accommodations. The comfort station was constructed in connection with the sewer extension in the area, which itself led to an increase in beachside development (Carrico et al. 1992). The new access to public restrooms encouraged a greater influx of visitors to downtown Oceanside. As such, the Oceanside Comfort Station appears eligible for Criterion A/1.

Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. There is no indication that the property is associated with a person individually significant within a historic context. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion B or CRHR Criterion 2.

The 2015 assessment considered the Oceanside Comfort Station to be of significant design; however, Dudek concludes that the comfort station does not meet NRHP and CRHR Criterion C/3. The property is a common example of the Mission Revival style popular in Southern California. Other Oceanside properties such as the Oceanside Fire Station better exemplify the character defining features of Mission Revival that render a property architecturally significant. It also lacks distinction as a property type because it is not an important example. It does not represent a transition of evolution of comfort stations within a local or larger regional context. Other Oceanside properties such as the Oceanside Fire Station better exemplify the character defining features of Mission Revival that render a property architecturally significant. Additionally, the resource is not the work of a master. City Engineer Ruel Louck designed the property, but there is no indication that Louck can be considered a master in the field of architecture or engineering. Research does not support that the building reflects an influential phase in his career. As such, the Oceanside Comfort Station lacks sufficient associative significance to meet NRHP Criterion C or CRHR Criterion 3.

Under NRHP and CRHR Criterion D/4, the Oceanside Comfort Station is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. As such, the property lacks sufficient associative significance to meet NRHP Criterion D or CRHR Criterion 4.

City of Oceanside Historic Landmarks Evaluation

Under the City of Oceanside Criterion A, the Oceanside Comfort Station appears to have made a significant contribution to the city's social and economic history as it may be the oldest public beach comfort station remaining in San Diego County. Immediate access to public facilities allowed people to spend more time at the Oceanside beach area, which contributed to the commercial and recreational beachside development. As such, the Oceanside Comfort Station possesses sufficient associative significance to meet Criterion A.

Under the City of Oceanside Criterion B, the Oceanside Comfort Station is not directly associated with any important person who made a significant contribution to the history, development, and/or culture of the city, region, state, or nation. Research did not indicate that any important individuals made a singular and specific significant contribution to the establishment or management of the Oceanside Comfort Station. The comfort station represents the collective work of many individuals rather than the work of any single individual. Therefore, the property lacks the necessary level of singular importance and associative significance to meet Criterion B.

Under the City of Oceanside Criterion C, the Oceanside Comfort Center does not fully embody the distinctive characteristics of the Mission Revival style due to modifications that include vinyl replacement windows. As an undistinguished Mission Revival building, the property lacks sufficient design and construction value to meet Criterion C.

Under the City of Oceanside Criterion D, research yielded no information that indicated that the Oceanside Comfort Station represents the work of a master or possesses high artistic or aesthetic values. The comfort station was designed by Ruel Louck, but there is no indication that Louck can be considered a master in the field of architecture. As such, the available information does not indicate that the Oceanside Comfort Station meets Criterion D.

Under the City of Oceanside Criterion E, the Oceanside Comfort Station does not represent the last, best remaining example of a Mission Revival style in Oceanside. The city has other more significant examples of the Mission Revival style, including Oceanside Fire Station designed by architect Irving Gill at 714 Pier View Way. As an undistinguished, Mission Revival-style building, the Oceanside Comfort Station does not meet Criterion E.

Integrity Assessment

Although the Oceanside Comfort Station meets NRHP/CRHR/City of Oceanside Criterion A/1/A, it has lost integrity and can no longer convey its significance. Therefore, it is not eligible for the NRHP, CRHR or as a City of Oceanside Historic Landmark. The following discussion of the seven aspects of historic integrity serves as an analysis of why Dudek is reversing the conclusion that the Oceanside Comfort Station is historically significant.

- Location is the place where the Oceanside Comfort Station was constructed and operated. Since the location of the Oceanside Comfort Station is the same as it was at the time of its construction in 1930, the subject property retains its integrity of location.
- Design is the combination of planned, developed, and constructed elements of the building that created its form, plan, and structure. The property's design includes its use as a pumping station and restroom facility as well as its proximity to the Oceanside Pier, street, and ocean. While the comfort station retains its design as restrooms, its configuration was modified after the 2016 conversion to an Oceanside Police Department office and locker rooms and the abandonment of the sewer lift station. In the case of this type of building the loss of these interior features greatly impacts integrity of design. As such, the subject segment displays a significant diminishment of its integrity of design.
- Materials are the physical elements that were combined to form the Oceanside Comfort Station during its construction. The materials associated with the subject building include the roof tile, stucco, and wood hopper windows. All these elements were replaced during the 2021 remodel. The introduction of the modern vinyl replacement windows and glazed doors have introduced new materials to a building constructed in the 1930s. These alterations have a cumulative effect and has resulted in a loss of integrity of materials (Photographs 5, 6, and 7).

Photographs 5, 6, and 7. Oceanside Comfort Station (Map ID 4) in 1931 (left), 2015 (middle), and 2021 (right)





Source: Oceanside Historical Society (left), Hawthorne 2015c (middle), DSC02714 (right)

- Setting is the physical environment of Oceanside Comfort Station includes properties adjacent to the structure, as well as the urban landscape on the Pacific Ocean that characterizes the area. To retain integrity of setting, the existing general land uses adjacent to the property must be similar to those that existed historically during the pier's period of significance. The surrounding character of the place in which the property played its historic role are intact. The property maintains its coastal setting directly adjacent to the downtown commercial core of Oceanside. The property since 1930 was intended to be located south of the pier, which it maintains. Although the buildings surrounding the property to the east have been replaced over time, their commercial functions are intact. As such, the property retains its integrity of setting.
- Feeling is conveyed through the Oceanside Comfort Station's ability to express its historic function and feel from its period of significance. The property's function as a publicly accessible restroom located adjacent to the Oceanside Pier and downtown has been maintained. However, there have been removal, replacements, and alterations of original features, and not all of the property's key elements remain. Because the comfort station was converted into an office and locker rooms in addition to restrooms, the property displays a diminishment of integrity of feeling.
- Association is the direct link between the Oceanside Comfort Station and its role in the beachside development of Oceanside. The property is in the same location and continues to maintain its function as a public restroom. As such, the property retains its integrity of association.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The workmanship required to construct the 1930 Oceanside Comfort Station has been affected by alterations. Most of the original materials, features, and design elements are not intact. As such, the property does not display integrity of workmanship.

Ultimately, the Oceanside Comfort Station lacks the necessary integrity to convey its significance under Criterion A/1/A. Thus, Dudek recommends that the property is not eligible for inclusion in the NRHP, CRHR, or as a City of Oceanside Landmark. The comfort station's retention of its integrity of location, setting, and association are insufficient to overcome its compromised integrity of design, materials, workmanship, and feeling under Criterion A/1/A.

4.3 Newly Recorded Resources

4.3.1 Map ID 5: Parking Lot #30/Betty's Lot

Description

Parking Lot #30/Betty's Lot is a paved asphalt parking lot located in downtown Oceanside, southeast of the Oceanside Pier and adjacent to the Junior Seau Amphitheater/Bandshell. The resource is flanked by The Strand to the southwest and North Pacific Street to the northeast. The parking lot is accessed through an entrance on The Strand. The parking lot measures approximately 305 feet by 115 feet and contains 111 parking spaces. Throughout the lot are metal light posts set in concrete and there is minimal landscaping (Photograph 8).

Photograph 8. Parking Lot #30/Betty's Lot (Map ID 5), view to north.



Statement of Significance

Parking Lot #30/Betty's Lot does not meet the criteria for the NRHP, CRHR, or the City of Oceanside Historic Landmarks criteria. The property was also evaluated in accordance with Section 1515064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC § 5024.1 and is not considered historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to Parking Lot #30/Betty's Lot.

NRHP and CRHR Evaluation

Under NRHP and CRHR Criterion A/1, Parking Lot #30 /Betty's Lot is not eligible for its association with patterns of events that have made a significant contribution to the broad patterns of history. Though the parking lot became a

popular gathering place for locals and surfers for its association with Betty's restaurant (no longer extant) and provided beachside visitors with immediate beach access, neither the parking lot nor the restaurant played an important role within the general pattern of beachside commercial development or within the context of social history (Photograph 9). Parking Lot #30/Betty's Lot did not contribute to broad patterns of history, but the lot retains its sentimental value to residents of Oceanside for its association with the surf culture, and is still referred to as Betty's Lot, despite the restaurant's demolition decades ago. As a municipal parking lot, Parking Lot #30/Betty's Lot's proximity to Betty's restaurant and the ocean made it a convenient meeting spot, but the lot itself did not pay a vital role in the social history of Oceanside.

Photograph 9. Parking Lot #30/Betty's Lot (1950s)



Source: Hawthorne 2023.

Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. There is no indication that the property is associated with a person individually significant within a historic context. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion B or CRHR Criterion 2.

Parking Lot #30/Betty's Lot does not meet NRHP and CRHR Criterion C/3. The property does not contain distinctive characteristics to be considered a true representative of a particular type, period, or method of construction. Rather, it is a common example of an asphalt paved parking lot. Additionally, the resource is not the work of a master. Therefore, Parking Lot #30/Betty's Lot lacks sufficient associative significance to meet NRHP Criterion C or CRHR Criterion 3.

Under NRHP and CRHR Criterion D/4, Parking Lot #30/Betty's Lot is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction

methods, materials, or technologies. As such, the property lacks sufficient associative significance to meet NRHP Criterion D or CRHR Criterion 4.

City of Oceanside Historic Landmarks Evaluation

Under the City of Oceanside Criterion A, Parking Lot #30/Betty's Lot is not directly associated with any important events that have made a significant contribution to the social, political, cultural, or architectural history of the city, region, state, or nation. Although the property has an association with the commercial development of downtown Oceanside, and the lot was a popular spot for both local teenagers and surfers, the resource itself did not contribute in any significant way to this pattern of development in downtown Oceanside. As such, Parking Lot #30/Betty's Lot lacks sufficient associative significance to meet Criterion A.

Under the City of Oceanside Criterion B, Parking Lot #30/Betty's Lot is not directly associated with any important person who made a significant contribution to the history, development, and/or culture of the city, region, state, or nation. Although the property has an association with the owners of the no-longer-extant Betty's restaurant, due to the proximity of the lot to the restaurant, research did not indicate that any of these individuals made a singular and specific significant contribution to the establishment or management of the Parking Lot #30/Betty's Lot. The establishment and management of the parking lot remains under the ownership of the City. Therefore, the property lacks the necessary level of singular importance and associative significance to meet Criterion B.

Under the City of Oceanside Criterion C, Parking Lot #30/Betty's Lot does not embody distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. The property does not contain distinctive characteristics to be considered a true representative of a particular type, period, or method of construction. As an undistinguished, paved parking lot, the property lacks sufficient design and construction value to meet Criterion C.

Under the City of Oceanside Criterion D, research yielded no information that indicated that Parking Lot #30/Betty's Lot represents the work of a master or possesses high artistic or aesthetic values. As a municipally owned parking lot, the resource possesses no artistic or aesthetic values. Additional online research yielded no information regarding the original architect or builder of the property. As such, the available information does not indicate that Parking Lot #30/Betty's Lot meets Criterion D.

Under the City of Oceanside Criterion E, Parking Lot #30/Betty's Lot has not been found by the council to have significant characteristics that should come under the protection of the Historical Preservation Ordinance of the City of Oceanside. Therefore, the property does not meet Criterion E.

Integrity Assessment

Integrity is the ability of a property to convey its significance. Because the concept of integrity is based on significance, the assessment of a property's integrity can only proceed after its significance has been fully established. Because Parking Lot #30/Betty's Lot does not meet any of the criteria for listing in the NRHP or CRHR, an integrity analysis was considered immaterial.

5 Significance Evaluation Findings and Conclusions

The subject properties were evaluated in consideration of NRHP, CRHR, and local criteria and integrity requirements. As a result of the evaluation, Map ID 1 (JSBCC), Map ID 2 (Pier View Way Bridge and Lifeguard Headquarters), and Map ID 3 (Junior Seau Amphitheater/Bandshell) are recommended eligible for inclusion in the NRHP, CRHR, and the City of Oceanside register. Map ID 4 (Oceanside Comfort Station) and Map ID 5 (Parking Lot #30/Betty's Lot) are recommended ineligible for inclusion in the NRHP, CRHR, and the City of Oceanside register.

Three historical resources or historic properties were identified within the Project API as a result of archival research, a SCIC records search, field survey, and significance evaluations. The subject properties are not currently listed in any national, state, or local registers.

Dudek evaluated the resources in the API in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code and found that three of the resources within the API are considered historical resources for the purposes of CEQA. The recommended Status Code for Map IDs 1, 2, and 3 is 3S. The recommended status code for Map IDs 4 and 5 is 6Z. A summary of the findings is provided below in Table 6.

Table 6. Summary of Significance Evaluations and Findings

Map ID	Address/APN	Year Built	Primary Number*	NRHP/CRHR/City of Oceanside Eligibility	Assigned California Historical Resource Status code
Previously Recorded within the API					
1	JSBCC 300 Strand North (APN 147-074-14-00)	1955	N/A	A/1/A	3S (CEQA Historical Resource)
2	Pier View Way Bridge and Lifeguard Headquarters 301 Strand North (APN 147-074-15A)	1927	N/A	A/1/A	3S (CEQA Historical Resource)
3	Junior Seau Amphitheater/Bandshell 305 Strand North (APN 147-074-15-00)	Amphitheater and Stairs 1937; Bandshell 1950	N/A	A/1/A	3S (CEQA Historical Resource)
4	Oceanside Comfort Station 301 Strand North (APN 147-074-15-00)	1930	N/A	N/A	6Z

Table 6. Summary of Significance Evaluations and Findings

Map ID	Address/APN	Year Built	Primary Number*	NRHP/CRHR/City of Oceanside Eligibility	Assigned California Historical Resource Status code
Newly Recorded within the API					
5	Parking Lot #30/Betty's Lot APN 760-186-58-00	Originally paved c. 1950; Repaved circa 1981	N/A	N/A	6Z

Notes: APN = Assessor's Parcel Number; API = Area of Potential Impacts; c. = circa; NRHP = National Register of Historic Places; CRHR = California Register of Historical Resources.
***** If previously evaluated
3S= Appears eligible for NR as an individual property through survey evaluation.
6Z=Found ineligible for NR, CR, or local designation through survey evaluation

This BEIER serves as substantial evidence under CEQA and can be utilized for the purposes of impact analysis in the CEQA document to assess potential project impacts related to properties that qualify as CEQA historical resources. This report will be included as an attachment to the Environmental Impact Report as part of CEQA compliance for this Project.

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Appendix A
Preparers' Qualifications

Nicole Frank, MSHP

ARCHITECTURAL HISTORIAN

Nicole Frank (*nih-COHL FRAYNK; she/her*) is an architectural historian with 7 years' experience in the historic preservation field. Ms. Frank's professional experience encompasses a variety of projects for local agencies, private developers, and homeowners in both highly urbanized and rural areas. Projects have included reconnaissance-level surveys, preparation of resource-appropriate and citywide historic contexts, and historical significance evaluations in consideration of the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and local designation criteria. Ms. Frank has experience conducting historic research, writing landmark designations, performing conditions assessments, and working hands-on in building restoration projects throughout the United States. Ms. Frank also has governmental experience with the City of San Francisco's Planning Department and the City of Chicago's Landmark Designations Department. She meets the Secretary of the Interior's Professional Qualification Standards for Architectural History.



Education

The School of the Art Institute of Chicago
MS, Historic Preservation, 2018

The College of Charleston
BA, Historic Preservation and Art History, 2016

Professional Affiliations

Encinitas Preservation Association, Past President

California Preservation Foundation

Association for Preservation Technology (APT)

Project Experience

Development

Mesa Verde Specific Plan, Mesa Verde Owner LLC, City of Calimesa, California. Dudek was retained by Mesa Verde Owners LLC to complete a built environment inventory and evaluation report for the proposed Mesa Verde Specific Plan 2023 Project, which is an Amendment to the Mesa Verde Estates Specific Plan (SPA 13-01) that was previously adopted in 2007 and subsequently amended in 2017. Complete evaluations for the six properties located within the area of potential effects (APE) were detailed in the report. All properties addressed do not appear eligible for national, state, or local listing either individually or as part of a multi-property district. Acting as architectural historian, conducted a survey of the project site and assisted in the preparation of the report and the associated property significance evaluations. (2023–Present)

Historical Resource Research Report for 1424 Olivet Lane, L Jane Ryan Trust, La Jolla, California. Dudek was retained by L Jane Ryan Trust to prepare a historical resource research report for the single-family residence located at 1424 Olivet Lane, La Jolla. The report was prepared in accordance with City of San Diego guidelines and evaluated under all applicable city guidelines and regulations. The property was nominated for designation as a historical resource under Historical Resources Board Criteria A, B, and C under the name the Harry W. Child House. Acting as project manager and primary author, conducted the intensive-level survey, building development and archival research, development of an appropriate historic context for the property, and recordation and evaluation under city guidelines and regulations. (2022–2023))

Vista Melrose Residential Project, Urban Advisory & Building Group LLC, City of Vista, California. Dudek was retained by Urban Advisory & Building Group LLC to complete a historical resources technical report (HRTR) to identify all historical resources (if any) on the project site to determine whether the proposed project would result in a significant impact to historical resources under the California Environmental Quality Act (CEQA). The report included the results of a California Historical Resources Information System records search; an intensive survey of the project site by a qualified architectural historian; building development and archival research; development of an appropriate historic context for the evaluation of the Project site; and recordation and evaluation of one church property and one single-family residential property over 45 years old for historical significance and integrity in consideration of NRHP, CRHR, and City of Vista designation criteria and integrity requirements. Acting as architectural historian, conducted a survey of the project site and prepared the report and the associated property significance evaluations. (2022–Present)

Vista Foothill Residential Project, TTLC Vista Foothill LLC, City of Vista, California. Dudek was retained by TTLC Vista Foothill LLC to complete an HRTR to identify all historical resources (if any) on the project site to determine whether the proposed project would result in a significant impact to historical resources under CEQA. One of the five parcels that comprises the project site contains buildings that are more than 45 years of age and required evaluation as a potential historical resource. As a result of Dudek's extensive archival research, field survey, record search, and property significance evaluations, no historical resources were identified within the project site, nor were any adjacent cultural resources identified that could be indirectly impacted by proposed project activities. Acting as built environment project manager, conducted intensive-level survey, delegated writing and research tasks, and coauthored the technical report. (2022–Present)

Tooley Carlsbad Project, Atlantis Group Land Use Consultants, City of Carlsbad, California. Dudek was retained by Atlantis Group Land Use Consultants to prepare an HRTR for the Tooley Carlsbad Project, which proposes to develop a mixed-use development consisting of 219 multifamily units and 13,764 square feet of retail space, including parking and open space in Carlsbad, California. The report included an intensive-level survey of the project site and its vicinity by a qualified architectural historian; building development and archival research; development of an appropriate historic context for the project site; and recordation and evaluation of one built environment resource with buildings over 45 years old for historical significance and integrity in consideration of NRHP, CRHR, and local designation criteria and integrity requirements. After research and evaluation, the project site does not appear eligible under any NRHP, CRHR, or City of Carlsbad cultural resource designation criteria due to a lack of significant historical associations and architectural merit. Acting as built environment project manager, conducted intensive-level survey, delegated writing and research tasks, and coauthored the technical report. (2022–2023)

6365 Imperial Avenue Historical Resources Technical Report Project, Denya LLC, San Diego, California. Dudek was retained by Denya LLC to prepare an HRTR for a property located at 6365 Imperial Avenue in the City of San Diego. The report was prepared in accordance with CEQA Guidelines, Section 15064.5, for historical resources and all applicable City guidelines and regulations. One built environment resource was identified with the subject property as a result of the background research and survey: the commercial building associated with the address 6365 Imperial Avenue. The significance evaluation found that 6365 Imperial Avenue is not eligible under any designation criteria due to a lack of the requisite integrity necessary to convey significant historical associations and a lack of architectural merit. Acting as architectural historian, coauthored the technical report and conducted a pedestrian survey of the site. (2022)

5146–5148 and 5150 Dehesa Road Project, Kevin R. Carlin, San Diego County, California. The property owner, Kevin R. Carlin, is proposing a Tentative Parcel Map to subdivide an existing 5.87-acre parcel into four parcels and one remaining undeveloped parcel, known as the 5146–5148 and 5150 Dehesa Road Project. Dudek completed an HRTR to identify all historical resources (if any) within the project area to determine whether the proposed

project would result in a significant impact to historical resources under CEQA. To complete the evaluation of significance, Dudek conducted archival and building development research and developed an appropriate historic context for the evaluation of the project area. All buildings and structures over 45 years old were recorded and evaluated for historical significance. The subject property is recommended not eligible for inclusion in the NRHP, CRHR, and San Diego County Local Register of Historical Resources under all designation criteria due to a lack of historical or architectural significance and lack of integrity. Acting as architectural historian, coauthored the technical report and conducted a pedestrian survey of the site. (2021–2022)

Downtown Buena Park Project, Merlone Geier, Buena Park, California. Dudek prepared an HRTR for a project that proposes the redevelopment of a former Sears building, parking lot, and Sears Automobile Service Station at the Buena Park Downtown Mall, located at 8150 La Palma Avenue in the City of Buena Park. The redevelopment plans include 1,381 residential units, 41,500 square feet of amenity and lobby space, and 2,551 residential parking spaces over 28-acres. The report included an intensive-level survey of the Buena Park Downtown Mall by a qualified architectural historian for historical significance and integrity in consideration of NRHP and CRHR designation criteria; building development and archival research; development of an appropriate historic context for the Buena Park Downtown Mall; and recordation and evaluation of the Sears building, a built environment resource over 45 years old. The Buena Park Downtown Mall does not appear eligible under any NRHP or CRHR designation criteria due to a lack of significant historical associations, architectural merit, and compromised integrity. Acting as architectural historian, coauthored the technical report and conducted a pedestrian survey of the site. (2021)

6th and Victoria Avenue Warehouse Project, Confidential Client, Highland, California. Dudek completed a Historic Resource Evaluation Report (HRER) for a project that proposes to construct a single 307,455-square-foot industrial/warehouse building (inclusive of 10,000 square feet of office/mezzanine). Associated improvements include loading docks, truck and vehicle parking, and landscape areas. The report included an evaluation of three buildings more than 45 years old. Each property was recorded on State of California Department of Parks and Recreation Series 523 Forms (DPR Forms) and was evaluated in consideration of NRHP and CRHR designation criteria and integrity requirements. As architectural historian, authored a historical resources inventory and evaluation report. (2021)

Forest Resiliency Program Project SPI Keystone, Golden State Finance Authority, Tuolumne County, California. Dudek completed a historical resources inventory and evaluation report for a project that proposes to redevelop a site in La Grange and Jamestown in Tuolumne County to facilitate the transport of forest material (e.g., trees with no lumber value and underbrush) by truck, turn it into wood fuel pellets, and then ship the pellets from the site using the existing railroad line. Completed this report to be consistent with Section 106 of the National Historic Preservation Act (NHPA) (36 Code of Federal Regulations 800), CEQA Section 15064.5, Public Resources Code 5024, and applicable local regulations. This report included (1) a California Historical Resources Information System records search conducted at the Central California Information Center for the APE plus a 1-mile buffer; (2) a pedestrian surface reconnaissance of the APE for archaeological and built environment resources; and (3) a historical significance evaluation of Property 1 Assessor's Parcel Numbers (APNs) (063- 190- 056, 063-350-004, 063-350-005, and 063-190-051) and Property 2 (Sierra Railroad–Mainline, Keystone Segment) located within the APE. As architectural historian, authored a historical resources inventory and evaluation report. (2021)

Senior Residences at Hillcrest Project, DFA Development, San Diego, California. Dudek prepared a Historic Properties Inventory Report for the project, which proposes to develop a 68-unit, affordable senior housing community located in the Hillcrest neighborhood of San Diego. The project site is partially developed with existing buildings for preschool services associated with the adjacent University Christian Church and a parking lot. The project is proposing to receive U.S. Department of Housing and Urban Development project vouchers issued to the

San Diego Housing Commission and is therefore required to undergo a National Environmental Policy Act (NEPA) analysis for receiving federal funding. Acting as architectural historian, coauthored the technical report and conducted a pedestrian survey of the site. (2020–2021)

Sycuan Fee to Trust Project, Sycuan Band of the Kumeyaay Nation Reservation, Unincorporated San Diego County, California. Dudek completed a Historic Properties Inventory and Evaluation Report for the proposed project, located within the vicinity of El Cajon, California, in unincorporated San Diego County. The project proposes a fee-to-trust transfer of five parcels that cumulatively total approximately 40 acres. The transfer of land from the Sycuan Band to the Bureau of Indian Affairs (the federal lead agency) would include several parcels. Dudek's report included development of a project APE map; the relevant results of a California Historical Resources Information System records search and background research; a pedestrian survey of the APE for built environment resources; and a historical significance evaluation of all properties more than 50 years of age within the APE, in consideration of potential adverse effects to historic properties under Section 106 of the NHPA. The evaluation found that Properties 1, 2, 4, and 5 were not eligible for the NRHP at the individual level or as part of a larger historic district. As a result, no historic properties were identified within the APE, and Dudek recommended a finding of No Historic Properties Affected. As architectural historian, conducted background research and a pedestrian survey. (2021)

Ranch at River Bend Project, Save Gregory Canyon Hills LLC, Community of Pala, California. Dudek completed an HRTR in support of the proposed project, which includes the development of a new, mixed-use community. Acting as architectural historian, coauthored the technical report and conducted a pedestrian survey of the site. (2020)

Enclave at Ivanhoe Ranch Project, Vance and Associates, Rancho San Diego, California. Dudek completed an HRTR in support of the proposed residential development project. The project site totals approximately 121.9 acres in Rancho San Diego. Included in the project site is a historic-era complex of horse ranch buildings and accompanying residences, located at 3256, 3261, 3263, 3267, and 3269 Ivanhoe Ranch Road (APNs 518-030-41, 518-030-43, 518-030-44, and 518-030-45), which were evaluated for historical significance. This study was conducted in accordance with Section 15064.5(a)(2)-(3) of CEQA guidelines, and the project site was evaluated in consideration of NRHP, CRHR, and County of San Diego Historic Preservation Ordinance and resource protection ordinance requirements. Acting as architectural historian, coauthored the technical report and conducted a pedestrian survey of the site. (2020)

Shawnee/CG7600 Master Plan Redevelopment Project, Palmer Mission Gorge Properties, LP, San Diego, California. Dudek conducted a Potential Historical Resource Review (in accordance with Information Bulletin 580) for four properties more than 45 years old within the City of San Diego. Acting as architectural historian, conducted a photographic survey of the four properties within the project site. Updated three 2011 DPR Forms and created a new DPR Form for a previously unrecorded property within the project site. (2020)

740–790 East Green Street Mixed-Use Project, City of Pasadena, California. Dudek completed a Cultural Resources Technical Report (CRTR) for five commercial buildings located in the City of Pasadena (Assessor's Identification Nos. 5734-025-014, 024, 026, 029, 027). The study included a pedestrian survey of the proposed project area, building development and archival research, development of an appropriate historic context for the property, and recordation and evaluation of the property for historical significance and integrity in consideration of NRHP, CRHR, and local eligibility requirements. Acting as architectural historian, updated the Pasadena historic context, conducted archival research, and wrote significance evaluations for the five buildings that are more than 45 years old. (2019)

8850 Sunset Boulevard Project, City of West Hollywood, California. Dudek completed a CRTR for the proposed project, which consisted of the demolition of existing buildings and the construction and operation of a new mixed-use hotel and residential building on a property along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard. Acting as architectural historian, assisted in the completion of the technical report as the primary writer. (2019)

Palmetto Avenue Warehouse Project, Patriot Development Partners, Rialto, California. Dudek conducted a Cultural Resources Report in support of the proposed project, which proposed to demolish buildings on six parcels in the City of Rialto and construct an industrial/warehouse building on an approximately 4.24-acre property located at the northeast corner of Palmetto Avenue and Baseline Road. Acted as evaluator for three of the six properties, which were at least 45 years old. (2019)

14545 Lanark Street Project, Clifford Beers Housing Inc., Los Angeles, California. Dudek completed an HRER for a property located at 14545 Lanark Street in the Panorama City neighborhood of Los Angeles (APN 2210-011-900). Acting as architectural historian, authored the HRER for the subject property, a Public Social Services Department building constructed in 1967. (2019)

Confidential Solar Energy Project, Confidential Client, California. Dudek completed an HRTR for a confidential solar project. Acting as architectural historian, authored the report evaluating a complex of 20 buildings for historical significance. (2019)

1605 Industrial Avenue Warehouse Project., City of San José, California. Acting as architectural historian, coauthored the CRTR for the project, which included the construction of an approximately 186,000-square-foot industrial warehouse building on an approximately 10.96-gross-acre property located in the northern part of the City of San José. Preparation of the historical context statement involved archival research, building descriptions, historic context development, and historical significance evaluations. (2018)

Jefferson La Mesa Project, JPI, La Mesa, California. The project proposed to demolish three industrial automotive buildings to redevelop the property. Served as architectural historian and coauthor of the HRER for the project. Contributed archival research and historical context development for the three automotive buildings. (2018)

Education

Riverside City College Life Science/Physical Science Reconstruction Project, Riverside Community College District, Riverside, California. Dudek completed a CRTR for the project that proposes to modernize the currently vacant Life Science and Physical Science connected buildings on the Riverside City College campus to allow for growth in the Business and Information Systems programs. Acting as architectural historian, conducted research on the buildings associated with the project. (2021)

Richland Elementary School Reconstruction Project, San Marcos United School District, San Marcos, California. Dudek completed a CRTR for the project located at 910 Borden Road. The proposed project involves the demolition of the existing Richland Elementary School, which includes seven permanent buildings and 24 portable classrooms, and the reconstruction of the school, including the redevelopment of play fields and playgrounds. Acting as architectural historian, conducted a field visit, researched the school district and elementary school, and coauthored the technical report. (2021)

University of California San Diego, Future College Living and Learning Neighborhood, University of California San Diego Campus Planning Office, San Diego, California. Dudek was retained by the University of California (UC) San Diego Campus Planning Office to conduct a visual analysis for the proposed project, which would consist of

five housing buildings providing an additional 2,000 beds to serve the student population of the UC San Diego campus. As architectural historian, conducted a field visit to gain a better understanding of the visual environment of the project site and surrounding area. (2020)

San Francisco State University Master Plan Update Environmental Impact Report, San Francisco State University Capital Planning, Design, and Construction, San Francisco, California. Dudek conducted a historic built environment study for the proposed project. Only buildings more than 45 years of age and proposed for renovation or demolition were included in this historic built environment study. Acting as architectural historian, participated in a survey of the San Francisco State University (SFSU) Psychology and Ethnic Studies Building and conducted archival research to prepare appropriate historic context for San Francisco, SFSU, and the Psychology and Ethnic Studies Building. Conducted research on 18 buildings located on the SFSU campus and wrote historic contexts, descriptions, and lists of alterations for each. (2019)

Keats Building and Amphitheater, California State University Fresno, California. As architectural historian, authored the description of the amphitheater and Keats Building on the California State University (CSU) Fresno campus for the CRTR. Also prepared DPR Forms for the two buildings. (2018)

College Park Demolition Project, CSU Chico, California. Dudek was retained by CSU Chico to complete a cultural resources study for a project that proposes demolition of 10 single-family residences near the CSU Chico campus. As architectural historian, coauthored a cultural resources report for CSU Chico, writing 10 building feature descriptions. (2018)

Energy

Seguro Storage Project, Seguro Storage LLC, San Diego County, California. Dudek was retained by Seguro Storage LLC to complete a historic technical report for the Seguro Storage System Project. The project involves constructing a 400-megawatt battery energy storage system in phases or all at once, depending on when full capacity is needed. The project will interconnect to the nearby San Diego Gas & Electric Escondido Substation via newly installed overhead generation-tie (gen-tie) line. Dudek identified 13 properties located within the APE that required evaluation. After thorough consideration of historical significance criteria, all properties addressed in the report do not appear eligible for national, state, or local listing either individually or as part of a multi-property district. Acting as architectural historian, conducted pedestrian survey and co-authored the historic technical report. (2023–Present)

Battery Storage Project, Confidential Client, San Diego, California. Dudek prepared an HRER for a project that proposes to develop a battery energy storage system located in San Diego. All buildings and structures more than 45 years old identified within the project area were recorded and evaluated for historical significance. The significance evaluation involved conducting archival research and building development research for the project area and completing an appropriate historic context. Acting as architectural historian, conducted pedestrian surveys to evaluate the presence of historic built environmental resources and authored the HRER. (2021)

Battery Energy Storage Project, Confidential Client, Grand Terrace, California. Dudek prepared an HRER for a project that proposes to develop a battery energy storage system in the City of Grand Terrace. This report included development of a built environment study area map, a pedestrian survey of the proposed project study area for built environment resources, and a historical significance evaluation of a steam plant in consideration of state designation criteria and integrity requirements. The significance evaluation found that the steam plant is not eligible under any designation criteria due to a lack of architectural merit and a lack of the requisite integrity necessary to convey significant historical associations. As such, the steam plant is not considered a historical resource under CEQA. Acting as architectural historian, conducted pedestrian surveys and authored the HRER. (2021)

Confidential Solar Project, San Diego County, California. Serving as architectural historian, coauthored the HRTR for the project, which proposed the development of a solar energy facility and energy storage system. The project site totals approximately 1,356 acres and is in unincorporated southeastern San Diego County. The HRTR involved a pedestrian survey for the presence of historic built environment resources. All buildings and structures more than 45 years old were recorded and evaluated for historical significance. The significance evaluation included conducting archival research and building development research for a dairy and creamery complex located on the project site and completing a historic context. The complex of dairy buildings was evaluated for historical significance and is not eligible for inclusion in the NRHP, CRHR, or the County Register due to a lack of significant historical associations. (2020)

Healthcare

St. Joseph's Hospital Master Plan Project, Devenney Group Ltd., Stockton, California. Dudek prepared a historical resources inventory and evaluation report in support of the project. The proposed project site included five properties in the City of Stockton: (1) 1638 North California Street (APN 127-190-32), (2) 1800 North California Street and 542 McCloud Avenue (APN 127-180-44), (3) 534 East Maple Street (APN 127-190-30), (4) 425 East Harding Way (APN 127-150-39), and (5) 445 East Harding Way (APN 127-150-51). Served as architectural historian and coauthor of the historical resources inventory and evaluation report, conducting research on properties 2–4 of the historic-age built environmental resource properties, primarily located within the St. Joseph's Medical Center Complex or on parcels adjacent to the complex that may be acquired. (2020)

Historical Resource Treatment Plans, Impacts Analysis (Secretary of the Interior's Standards Compliance Review)

Historical Resource Assessment Report NoHo Garden Apartment Project, Volunteers of America of Los Angeles, Los Angeles, California. The Volunteers of America of Los Angeles proposed to construct additional affordable units at the North Hollywood Manor. North Hollywood Manor, as part of SurveyLA, was determined eligible for listing on the NRHP, the CRHR, and as a City of Los Angeles Historic-Cultural Monument under Criterion C and 3 for its architectural significance (associated status codes 3S;3CS;5S3). Assisted the Volunteers of America of Los Angeles in conforming to the Secretary's Standards and therefore complying with CEQA, assessing any potential impacts the project may have on the identified historical resource, and recommending mitigation measures, as appropriate. (2023)

Municipal

Los Angeles County South Bay Area Plan Project, County of Los Angeles Department of Regional Planning, California. Dudek was retained by the County of Los Angeles Department of Regional Planning to prepare a historic context statement in support of the project. The goal of the historic context statement is to inform, enhance, and streamline the larger project as it pertains to historical resources. The communities included within the historic context statement include the following: Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills. The historic context statement documents the development history of the communities from the rancho period to the present; identifies important themes, events, and patterns of development; and describes the different property types, styles, builders, and architects associated with these important periods and themes. The document will also provide registration requirements and recommendations for future study/action by the County of Los Angeles to facilitate and streamline the historic preservation program. Responsibilities include co-project management, conducting archival research, coauthoring the historic context statement, engaging with stakeholders, collaborating with the geographic information system (GIS) team to create an online mapping tool, performing field survey, attending public meetings, and collaborating with the graphics team for flyers and social media content. (2023–Present)

Ben Clark Training Center Modernization Project, Riverside County Fire/California Department of Forestry and Fire Protection, County of Riverside, California. Dudek was retained by Riverside County Fire/the California Department of Forestry and Fire Protection to conduct a built environment inventory and evaluation study for the Ben Clark Training Center Modernization Project. Only buildings and structures over 45 years of age were included in the historic built environment study of the training center campus. The report identified 12 buildings requiring evaluation, which were divided into four building typologies (Assembly Buildings, Storage and Maintenance Buildings, Living Quarters, and Education and Training Buildings) and evaluated as groups within those typologies. The report concluded that all 12 buildings within the study area are ineligible for inclusion in the NRHP, CRHR, and the City of Riverside's list of historically designated resources. Acting as architectural historian, conducted pedestrian survey and co-authored the built environment inventory and evaluation report. (2023–Present)

Ocean Beach Pier Improvements Project, City of San Diego, California. Dudek was retained by the City of San Diego to prepare an HRTR for the Ocean Beach Pier Improvements Project. The City requested an evaluation of whether the Ocean Beach Pier (Ocean Beach Municipal, Pier, or Pier Project site) met eligibility criteria for local, state, or federal designation. The report was prepared in accordance with CEQA Guidelines, Section 15064.5, for historical resources and all applicable City guidelines and regulations. As a result of the evaluation, the Ocean Beach Pier is recommended eligible under NRHP and CRHR Criteria A/1 and C/3 and San Diego Historical Resources Board Designation Criteria A, C, and D. The Ocean Beach Pier reflects special elements of Ocean Beach's historical and economic development and embodies distinctive characteristics of the concrete fishing pier typology. Responsibilities include fieldwork, archival research, and the associated property significance evaluation. (2022)

Los Angeles County Metro Area Plan Project, County of Los Angeles Department of Regional Planning, California. Dudek was retained by the County of Los Angeles Department of Regional Planning to prepare a Historic Context Statement in support of the project. The goal of the Historic Context Statement component is to inform, enhance, and streamline the larger project as it pertains to historical resources. The communities included within the Historic Context Statement include the following: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. The Historic Context Statement documents the development history of the communities from the rancho period to the present; identifies important themes, events, and patterns of development; and describes the different property types, styles, builders, and architects associated with these important periods and themes. The document will also provide registration requirements and recommendations for future study/action by the County of Los Angeles to facilitate and streamline the historic preservation program. Responsibilities include conducting archival research, coauthoring the Historic Context Statement, engaging with stakeholders, collaborating with the GIS team to create an online mapping tool, performing field survey, attending public meetings, and collaborating with the graphics team for flyers and social media content. (2021–2022)

Florence-Firestone Community Plan Area Historic Resources Survey, County of Los Angeles Department of Regional Planning, California. Dudek was retained by the County of Los Angeles Department of Regional Planning to prepare a Historic Context Statement and conduct a Historic Resources Survey for the Community Plan Area (CPA) of Florence-Firestone. The goal of the project is to document the development history of the community from the rancho period to the present; identify important themes, events, and patterns of development; and describe the different property types, styles, builders, and architects associated with these important periods and themes. The document will also provide registration requirements and recommendations for future study/action by the County of Los Angeles to facilitate and streamline the historic preservation program. Responsibilities include conducting archival research, coauthoring the Historic Context Statement, engaging with stakeholders,

collaborating with the GIS team to create an online mapping tool, attending public meetings, and collaborating with the graphics team for flyers and social media content. (2021–2022)

East Los Angeles Historic Resources Survey of Historic Age Commercial Signage, County of Los Angeles Department of Regional Planning, California. Dudek was retained by the County of Los Angeles Department of Regional Planning to perform a Historic Resources Survey and focused Historic Context Statement for historic age commercial signage located in the CPA of East Los Angeles. The goal of the project is to document the history of commercial signage, record and evaluate significant historic signs, and designate all applicable signs as County Landmarks. Responsibilities include archival research, collaboration with the GIS team to create an online mapping tool, and collaboration with the graphics team for flyers and social media content. (2021–Present)

Mission Bay Park Improvements Project, City of San Diego, California. Dudek reviewed the City's proposed seawall and bulkhead designs for conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, specifically the Standards for Rehabilitation. This review included advising the design team on how to remain in conformance with the standards by way of informal design review/check-ins throughout the design review process. Acting as architectural historian, conducted a pedestrian survey, and coauthored the Mission Beach Seawall Evaluation Memorandum. (2021–Present)

Pier View Way Bridge and Lifeguard Headquarters Restoration/Replacement Project, Confidential Client, Oceanside, California. Dudek is preparing a CRTR for a project that proposes to restore or replace the concrete portion of the Pier View Way Bridge and the Lifeguard Headquarters in the City of Oceanside. This report includes a pedestrian survey for historic built environment resources, development research, archival research to develop the appropriate historic context, and a historical significance evaluation. The report discusses the proposed project description, regulatory framework, all sources consulted, research and field methodology, setting, and findings. In addition, the report discusses the proposed project's potential to impact historical resources under CEQA and will provide recommendations as appropriate. Acting as architectural historian, conducted pedestrian surveys and coauthored the technical report. (2021–Present)

Mira Mesa CPA Historic Context Statement and Focused Reconnaissance Survey, City of San Diego, California. Dudek prepared a historic context statement identifying the historical themes and associated property types important to the development of Mira Mesa, accompanied by a reconnaissance-level survey report focused on the master-planned residential communities within the Mira Mesa CPA. This study was completed as part of the comprehensive update to the Mira Mesa CPA and Programmatic Environmental Impact Report. While the historic context statement addressed all development themes and property types within the community, the scope of the survey was limited to residential housing within the CPA constructed between 1969 and 1990. Acting as architectural historian, coauthored and completed the historic context statement, the survey document, and all associated archival research efforts. (2020–2022)

University CPA Historic Context Statement and Focused Reconnaissance Survey, City of San Diego, California. Dudek prepared a historic context statement identifying the historical themes and associated property types important to the development of the University CPA, accompanied by a reconnaissance-level survey report focused on the master-planned residential communities within the University CPA. This study was completed as part of the comprehensive update to the University CPA and Programmatic Environmental Impact Report. While the historic context statement addressed all development themes and property types within the community, the scope of the survey was limited to residential housing within the CPA constructed between the 1960s and 1990s. Acting as architectural historian, coauthored and completed the historic context statement, the survey document, and all associated archival research efforts. (2020–Present)

Coronado Citywide Historic Resources Inventory and Historic Context Statement, City of Coronado, California. Dudek is currently in the process of preparing a historic context statement and historic resources inventory survey for all properties at least 50 years old within City of Coronado limits. Following current professional methodology standards and procedures developed by the California Office of Historic Preservation and the National Park Service, Dudek will develop a detailed historic context statement for the City that identifies and discusses the important themes, patterns of development, property types, and architectural styles prevalent throughout the City. Dudek will also conduct a reconnaissance-level survey of all properties within City limits that are at least 50 years old to identify individual properties and groupings of properties (i.e., historic districts) with potential for historical significance under City Criterion C (properties that possess distinctive characteristics of an architectural style; are valuable for the study of a type, period, or method of construction; and have not been substantially altered). Acting as architectural historian, authored the historic context statement and conducted reconnaissance-level surveys of properties within City limits. (2019–Present)

As-Needed Historic Research Consulting Services, City of Coronado, California. Dudek provides as-needed historic consulting services for various projects. Each evaluation involves the creation of an occupancy timeline, supplemental research on occupants, building development research (including architects, builders, and property), a pedestrian survey of the project area, creation of a description of the surveyed resource, and completion of a historical significance evaluation report in consideration of designation criteria and integrity requirements. Acting as project manager and architectural historian, authored or co-authored HRERs for the following properties: 936 J Avenue, 310 2nd Street, 718 B Avenue, 1027-1029 Orange Avenue, 735 Margarita Avenue, 519 Ocean Boulevard, 1901 Monterey Avenue, 269 Palm Avenue, 1113 Adella Avenue, 1519 4th Street, 745 A Avenue, 451–55 Alameda Boulevard, 503 10th Street, 121 G Avenue, 1152 Glorietta Boulevard, 711 Tolita Avenue, 951 G Avenue, 817 A Avenue, 625 B Avenue, 260 D Avenue, 761 I Avenue, 816 1st Street, 820 A Avenue, 953-57 G Avenue, 725 Adella Avenue, 754 H Avenue, 168-70 F Avenue, 1011 E Avenue, 404 8th Street, 1421 6th Street, 820 G Avenue, 335 Alameda Boulevard, 1027 Olive Avenue and 1029 Olive Lane, 743 B Avenue, 925 9th Street, 517 I Avenue, 978 B Avenue, 873 G Avenue, 1118 Flora Avenue, and 721 J Avenue. (2019–Present)

Gilroy Citywide Historic Resources Inventory, City of Gilroy, California. Dudek is currently bringing to completion a citywide historic context statement and historic resources inventory update of the City of Gilroy's outdated 1986 historic resources inventory. Dudek hosted a public kickoff meeting/outreach session that was well-received by the community, successfully completed a reconnaissance-level survey of more than 3,000 properties on time and within budget, and completed a draft citywide historic context statement. Dudek is also preparing a Public Guide to Preservation that provides an overview of the City's existing policies, what it means to live in a designated property/a district contributor, answers to commonly asked questions concerning restrictions on alterations, and clarification of common misconceptions about property owner requirements. Acting as surveyor, utilized Dudek's architectural survey application to record the features, alterations, and photographs of historic-era buildings throughout the City. Additionally, assisted in the data management and cleanup of the majority of the DPR Forms produced for each of the surveyed buildings. This process included assigning status codes, editing descriptions, choosing an accurate photograph, and adding proper narrative significance. (2020)

955 Hancock Avenue, City of West Hollywood, California. Dudek completed a City-compliant Historical Resource Assessment for a single-family residential property located at 955 Hancock Avenue in West Hollywood. The property was built in 1910 and did not appear to have been previously evaluated for historical significance. This study included a pedestrian survey of the property by a qualified architectural historian, building development and archival research, development of an appropriate historic context for the property, and recordation and evaluation of the property for historical significance and integrity in consideration of NRHP, CRHR, and City of West Hollywood

Register eligibility requirements. Acting as architectural historian, assisted in the completion of the assessment as the primary writer. (2018)

Transportation

Keller Road/Interstate 215 Interchange Project, California Department of Transportation, Murrieta and Menifee, California. The project proposed to construct a new, full interchange and auxiliary lanes at Interstate 215 and Keller Road in Riverside County. Acted as architectural historian for the project, coauthoring the HRER. Preparation of the report included a site visit, archival research, historic context development of Murrieta and Menifee, building feature descriptions of six historic-era resources, and historical significance evaluations. (2018)

Water/Wastewater

Southern First Aqueduct Structures Rehabilitation Project, San Diego County Water Authority, San Diego, California. Dudek conducted a Phase I Cultural Resources Inventory (including both archaeological and built environment) for the Southern First Aqueduct Rehabilitation Project, located along a 21-mile stretch of the First San Diego Aqueduct, east of Interstate 15 from the City of Escondido in the north to the Goodan Ranch/Sycamore Canyon County Preserve west of San Vicente Reservoir. As part of this effort, the San Diego Water Authority will be applying for a Letter of Permission under its Programmatic Master Plan Permit with the U.S. Army Corps of Engineers (ACOE), pursuant to Section 404 of the Clean Water Act. ACOE is the federal lead agency responsible for overseeing compliance with Section 106 of the NHPA, as this project is exempt from review under CEQA. Acting as architectural historian, coauthored the Phase I Cultural Resources Inventory Report and authored the analysis of potential adverse effects. (2021)

Historic Context Statement for Reservoirs, City of San Diego Public Utilities Department, San Diego, California. Dudek completed a survey and historic context statement for the City's surface water storage system, including 10 dam complexes and the Dulzura Conduit. Dudek also prepared detailed impacts assessments for proposed modification to dams, as required by the Department of Safety of Dams. The project involves evaluation of 10 dam complexes and conduit for historical significance in consideration of NRHP, CRHR, and City designation criteria and integrity requirements. The evaluation required extensive archival research and a pedestrian survey. Acting as architectural historian, evaluated five resources, including the Dulzura Conduit, Upper Otay Dam, Murray Dam, Sutherland Dam, and Miramar Dam. (2020)

Historical Resources Impacts Assessment for Maintenance on the Morena Dam Spillway, City of San Diego, California. Acted as the primary author for an impacts assessment of proposed project activities, including maintenance to the Morena Dam, which is considered a historical resource under CEQA and a historic property under Section 106 of the NHPA. (2019)

Professional Activities

- Meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

Specialized Training

- Specialized Certificate in CEQA Practice, UC San Diego Extension, 90 hours of study, March 2022.
  - BUSA40739: California Environmental Quality Act (CEQA), UC San Diego Extension, Summer 2019.
  - ENVR-40008: Writing Effective CEQA Documents, UC San Diego Extension, Winter 2021.
  - ENVR-40010: CEQA in Practice, UC San Diego Extension, Spring 2021.

- ENVR-40009: Advanced CEQA, UC San Diego Extension, Winter 2022.

Publications

Frank, N. 2018. "Mid-Century Glass Block: The Colored Patterned and Textured Era." Master's Thesis; The School of the Art Institute of Chicago.

Presentations

Frank, N. 2018. "Mid-Century Glass Block: The Colored Patterned and Textured Era." Presented at the Association for Preservation Technology Annual Conference, Buffalo, New York, 2018.

Frank, N. 2018. "Mid-Century Glass Block: The Colored Patterned and Textured Era." Presented at the Association for Preservation Technology Western Great Lakes Chapter and DOCOMOMO US/Chicago 2018 Symposium: Preservation Challenges of Modernist Structures, Chicago, Illinois, 2018.

Danielle Baza

ARCHITECTURAL HISTORIAN I



Danielle Baza (*DAN-yell BA-zuh; she/her*) is an architectural historian with 2 years' experience in cultural resources management. Ms. Baza's professional experience encompasses a variety of projects and resource types for federal and state agencies, municipal governments, and private developers. She has experience with National Register of Historic Places (NRHP) nominations, National Historic Landmark (NHL) nominations, California Department of Parks and Recreation (DPR) 523 forms, and Nevada Architectural Resource Assessment (ARA), and Bureau of Land Management Nevada Architectural Resource Assessment (NARA) forms. Ms. Baza has worked with environmental compliance documentation in support of projects that fall under the California Environment Quality Act (CEQA) and Section 106 of the National Historic Preservation Act.

Education

California State University, Sacramento
MA, Public History, in progress

University of California, Davis
BA, History, 2021

Relevant Previous Experience

Greenlink North Transmission Project, NV Energy, Multiple Locations, Nevada. The proposed project will span 235 miles from Ely, Nevada to Yerington, Nevada and will involve the construction of new transmission lines, collector stations, and substation expansions. Assisted with field surveys of resources in White Pine, Eureka, Lander, Churchill, and Lyon Counties, and prepared evaluations and property-specific history contexts on NARA forms. Conducted newspaper research, analyzed historic aerial photographs and historic maps, and prepared the Battle Mountain mining historic context. (2022–2024)

Central Arizona Project, Somach Simmons & Dunn, Multiple Locations, Arizona. The project sought to determine whether the Central Arizona Water Conservation District had rights to water flowing from the Gila River and its tributaries. Assisted with research at the Denver branch of the National Archives, collecting correspondence, maps, and field reports from the Bureau of Reclamation records. (2024)

Calaveras Boulevard Highway Realignment, Santa Clara Valley Transportation Authority, Milpitas, California. Santa Clara Valley Transportation Authority, in cooperation with the City of Milpitas and California Department of Transportation, plans to modify State Route 237/Calaveras Boulevard between Abel Street and Milpitas Boulevard. Assisted with the exterior survey fieldwork of the resources, building permit and newspaper research, and the preparation of accompanying DPR forms. (2024)

Angiola Water District Prescriptive Rights, Angiola, California. This project entailed an effort to establish the extent of the Tulare Lake Basin. Conducted newspaper research and analysis of General Land Office survey plats and field notes. (2024)

Patterson 25 and 33 South Del Puerto Avenue, City of Patterson, California. Co-authored a historic resources evaluation for two commercial buildings on behalf of the City of Patterson. Preparation of the letter report entailed archival building development research in local repositories, exterior and interior survey fieldwork of the

resources, historical significance evaluations for the resources in consideration of NRHP and local designation requirements, and the preparation of accompanying DPR forms. (2023)

Alturas Capital Preventative Maintenance Project, CalTrans, Alturas, California. Aided in the preparation of DPR forms by writing resource descriptions and conducting newspaper research for the property-specific histories. (2023)

Reno to Las Vegas Fiber Optic Project, Bureau of Land Management, Vero, Nevada. This project will include the construction and operation of an approximately 450-mile-long underground fiber optic line, spanning from Reno to Las Vegas. Assisted with field surveys of resources throughout Washoe, Lyon, Storey, Churchill, Mineral, Nye, Esmeralda, and Clark Counties. Wrote descriptions and property specific history of resources in the accompanying NARA and ARA forms. In preparation of the property-specific histories, conducted research via newspapers, city directories, historic aerial photographs, and historic maps. (2022–2023)

Federal Emergency Management Agency Hazard Mitigation Technical Assistance Program, Sector A: City of Angels Camp Critical Water and Wastewater Infrastructure Protection Project; CDM Smith; Angels Camp; California. Assisted with the field survey of resources and wrote building descriptions in the accompanying DPR forms. (2023)

Pacific Gas and Electric, California State Parks, Humboldt, California. This project entailed a historic resources report on three orchard remnants in Humboldt Redwoods State Parks. Assisted with field surveys of resources, conducted research at state and local repositories, and wrote descriptions in the accompanying DPR forms. (2023)

Phelan Ranch Homestead Research, Phelan Ranch, Napa, California. Assisted with deed and placename research conducted at local and municipal repositories. This project involved a letter report detailing the history of a homestead and cemetery in Napa. The client wanted to display a history, any accompanying historic photographs, and General Land Office records pertaining to the homestead. (2023)

Intensive National Historic Landmark Evaluation: "1968-1969: San Francisco State College Strike Site," National Park Service, San Francisco, California. Collaborative effort between Sacramento State's Public History department and National Park Service to identify and research potential sites for NHL nominations. Co-authored an intensive National Historic Landmark Evaluation that involved a field survey of resources, research at San Francisco State University's Special Collections, preparation of appropriate historic context sections, and evaluation of the resources within the framework of NHL requirements. (2023)

Preliminary National Historic Landmark Evaluation: "Hattie McDaniel Residence," National Park Service, Los Angeles, California. Collaborative effort between Sacramento State's Public History department and National Park Service to identify and research potential sites for NHL nominations. Co-authored a preliminary National Historic Landmark Evaluation that involved archival and secondary source research, preparation of appropriate historic context sections, and evaluation of the resources within the framework of NHL requirements. (2023)

Upper Kings River Water Rights, Alta Irrigation, Dinuba, California. Assisted with records collections at water districts, including district meeting minutes, historic maps, and correspondence. Research was conducted as reconnaissance for a legal project. (2022)

Statewide Historic Context Study for California Wastewater and Drinking Water Treatment Facilities, State Water Resources Control Board, California. This project presented a statewide historic context and research design of wastewater and drinking water treatment facilities for use by the State Water Resources Control Board to aid in the evaluation of such resources for the NRHP and California Register of Historical Resources. The deliverable is to be used for reference, adapted on a project-by-project basis by agencies applying for project funding or those

conducting evaluations of current facilities. Ms. Baza assisted with the field survey of resources in Pleasanton and Yountville, conducted building record and newspaper research, archival research at state repositories, and wrote descriptions for the accompanying DPR forms. (2022)

Delta Mendota Canal Subsidence Correction Project, Department of Water Resources, Central Valley, California. Assisted with the field survey of resources along the San Luis Drain, conducted research at the Bureau of Reclamation, and wrote sections of the construction context. (2022)

Blue Lake Rancheria Phase II, Blue Lake Rancheria, Blue Lake, California. Assisted with deed research and archival research at local, municipal, and state repositories to help determine the extent of water rights to the Mad River. (2022)

Publications

Baza, Danielle. 2022. "Interview with Ginger Rutland." Oral History Interview Transcripts. City of Sacramento Community Development Department, African American Experience Project. August 2022.

Patricia Ambacher

SENIOR ARCHITECTURAL HISTORIAN

Patricia Ambacher (*pa-TRISH-uh am-bah-ker; she/her*) is a senior architectural historian with 21 years' experience specializing in historic preservation, Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA), and cultural resources management. Ms. Ambacher evaluates properties for their eligibility for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks (CHL), and local registration programs.

Ms. Ambacher has prepared a range of technical documents including historic resources evaluation reports, finding of effects, built environment treatment plans, and historic property management plans, as well as Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), and Historic American Landscapes Survey (HALS) documentation. Her clients include public and private entities seeking expertise in cultural resources and historic preservation.



Education

California State University, Sacramento
MA, History—Emphasis in Public History, 2002
BA, History, 1993

Professional Affiliations

California Preservation Foundation

Project Experience

Development

Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II, City of Oceanside, Oceanside, California. The Project proposes improvements to the Pier View Way Bridge and Lifeguard Headquarters, a suite of proposed improvements to the Junior Seau Beach Community Center and Plaza, a range of improvement options for the Junior Seau Amphitheater/Bandshell, and conceptual improvements to Parking Lot #30/Betty's Lot consisting of built elements atop the existing surface parking lot to support a new beachfront park, community recreation classrooms, and a terraced park with multi-purpose landscaping and ramped paths. Served as senior architectural historian. (2024–Ongoing)

South Bascom Avenue Adult Daycare Facility, Tupaz Day Care Services, Inc., San Jose, California. The project proposed the demolition of the existing buildings located and the construction of a new 15,438-square-foot, 3-story building on an approximately 0.50-acre site. The existing buildings were more than 45 years of age and required inventory and evaluation to determine if they were historical resources for the purposes of CEQA. Served as the senior architectural historian, providing project oversight, overseeing the team of architectural historians, and conducting the senior review of the technical report (2024-Ongoing).

9407 Jericho Road Project, City of La Mesa, California. MLC Holdings Inc. proposed redeveloping the existing 3.49-acre site at 9407 Jericho Road with 73 three-story townhomes. The existing site is currently developed with the Calvary Chapel, which would be demolished as part of the proposed project. The City of La Mesa retained Dudek to evaluate the property and adjoining buildings for compliance with CEQA. Served as the senior

architectural historian, overseeing the team of architectural historians and conducting the senior review of the technical report. (2024)

14125 Goldenwest Apartments, Orange County Housing & Community Development Department, Westminster, California. The proposed project involved demolishing a commercial building for the construction of a 29-unit residential community for families experiencing homelessness. The project was subject to CEQA and Section 106 of the NHPA (Section 106). The Orange County Housing and Community Development (OCHCD) retained Dudek to prepare to evaluate the resources in the study area for their potential eligibility for NRHP and CRHR listing. Served as the senior architectural historian, providing project oversight, overseeing the team of architectural historians, and conducting the senior review of the technical report. (2024)

15081 Jackson Street Affordable Housing Project, OCHCD, Midway City, California. OCHCD retained Dudek to prepare a built environment inventory and evaluation report for the proposed 15081 Jackson Street Affordable Housing Project in unincorporated Midway City, Orange County, California. The project involves demolishing existing buildings for the construction of a 71-unit housing complex with related site improvements. The project was subject to CEQA and Section 106. Served as the senior architectural historian, providing project oversight, overseeing the team of architectural historians, and conducting the senior review of the technical report (2024)

Education

Bidwell Bowl Project, California State University, Chico, Chico, California. California State University, Chico (Chico State), retained Dudek to prepare a built environment inventory and evaluation report for the Bidwell Bowl, an amphitheater constructed by the Works Progress Administration. Chico State needed the structure evaluated for compliance with California Public Resources Code (PRC), Section 5024. Served as the lead architectural historian, conducting field work and archival research. Prepared the historic context and the evaluation of the resource. (2024–Ongoing)

Evolve Student Housing Project, San Diego State University, San Diego, California. The project would involve the construction of new student housing, dining, and auxiliary uses to the university's main campus. The project requires the demolition of 13 apartment buildings that are more than 45 years of age. The project is subject to CEQA, and the buildings required inventory and evaluation to determine if they were historical resources. Served as the senior architectural historian, providing project oversight, overseeing the team of architectural historians, and conducting the senior review of the technical report. (2024-Ongoing).

Food Hub and Shops Project, San Francisco Unified School District, San Francisco, California. The school district owns and operates a large central warehouse facility used for administrative and workshop functions and was looking to demolish the existing building or repurpose it for another use. The building is more than 45 years old and required inventory and evaluation to determine if it is a historical resource for the purposes of CEQA. Served as the senior architectural historian, providing project oversight, overseeing the team of architectural historians, and conducting the senior review of the technical report. (2024-Ongoing).

Manzanita Public Charter School Project, KBZ Architects, Vandenberg Space Force Base, California. The Manzanita Public Charter School proposed expanding the existing school through the construction of three new buildings and large-scale site improvements. The school campus was constructed in 1966 and required inventory and evaluation to assess its potential eligibility for NRHP and CRHR listing and compliance with CEQA and Section 106. Served as the senior architectural historian, providing project oversight, overseeing the team of architectural historians, and conducting the senior review of the technical report. (2024)

Energy

Spike's Peak Solar Project, Merced County Community & Economic Development Department, Merced County, California. The project proposes to entitle, construct, operate, and maintain a utility-scale solar photovoltaic (PV) electrical generating and storage facility that will generate and deliver renewable electricity to the statewide electricity transmission grid. The project includes a solar development with associated PV panels, inverters, converters, generators, foundations, transformers, and gen-tie routes to the Quinto Switching Station. To support the environmental impact report (EIR), built environment cultural resources technical report and finding of effect was prepared to comply with CEQA and Section 106. Served as the senior architectural historian, providing project oversight, overseeing the team of architectural historians, and conducting the senior review of the technical report. (2024-Ongoing)

Planning

Golden State Natural Resources Forest Resiliency Demonstration Project, Golden State Finance Authority, Various Counties, California. Golden State Finance Authority serves as the lead agency for implementation of the Golden State Natural Resources Forest Resiliency Demonstration Project, which is a response to the growing rate of wildfires in California. The project was subject to CEQA. Prepared the cultural resources chapter of the environmental impact report (EIR) as part of a team of cultural resources specialists. (2024–Ongoing)

Historical Eligibility of the California Tower, California Department of General Services, Riverside, California. To comply with California PRC 5024 and 5025.5 the Department of General Services (DGS) needed the building evaluated to determine if it met the registration requirements of the NRHP and CHL and should be placed the State's Mater List. Served as senior architectural historian providing QA/QC for the report.

Transportation

Shared Use Pathway East Wetland Park to Pacific Avenue, Nicklaus Engineering, Inc., Yuma, Arizona. The City of Yuma proposed the construction of a shared use pathway along the Main Drain, a U.S. Bureau of Reclamation (BOR) canal. Because the project required an easement from (BOR) and the project was receiving federal funding from the Carbon Reduction Program, it was subject to Section 106. Served as the senior architectural historian, providing guidance to the architectural historian team on the project and conducting the senior peer review of the technical report. (2024–Ongoing)

Clarksburg Branch Trail Project, Kimley-Horn and Associates Inc., West Sacramento, California. Kimley-Horn and Associates Inc. retained Dudek to prepare an inventory and evaluate resources for CEQA compliance. The project, Clarksburg Branch Trail, involved completing segments of the Class I Trail within the existing Clarksburg Branch Line Trail system by paving and widening segments from South River Road to the trail entrance at Apache Street and Cherokee Road (approximately 2.2 miles). Served as the lead architectural historian, overseeing the team of architectural historians, leading the field survey, and conducting the senior review of the technical report. (2024)

Landels-Hill Big Creek Reserve Emergency Bank Stabilization Project, University of California, Santa Cruz, Monterey County, California. The project involved replacing road material along Big Creek Canyon Road that was removed during the 2022/2023 winter storms and to improve on the original construction of the road by using larger rock that is engineered to resist future high flow events. The goal of the project was to rebuild the road sections better than what was possible when the road was constructed in the 1930s without introducing unnatural materials and to rebuild the road with materials that are consistent with the dynamic ecological and geomorphological processes of disturbance and recovery occurring within the stream. The project was subject to

Section 106. Served as the senior architectural historian, providing guidance to the architectural historian team on the project and conducting the senior peer review of the technical report. (2024)

Water

Oroville Pump Storage Project, California Department of Water Resources, Oroville, California. The Oroville Complex is a water and power storage and conveyance system proposed by the California Department of Water Resources (DWR), which is key to the State Water Project (SWP). The Oroville Pump back project aims to provide a dedicated low-level outlet that can deliver colder water to the Feather River Fish Hatchery and low flow river outlet to reliably comply with water temperature requirements and management purposes, independent of the pump-storage operations. The project was subject to CEQA and Section 106. Served as part of a team of cultural resources specialists preparing feasibility studies and technical documents to support the compliance processes. (2024–Ongoing)

Physical Security Modernization and Fire Safety Modernization Projects, DWR, Kern and Los Angeles Counties, California. DWR sought approval for the construction and operation of the physical security modernization improvements. DWR would fund the new infrastructure, and DWR and/or its designee would complete all work. The projects involve complying with the California DWR SWP Security Program's requirements for the physical security of assets. DWR is the lead agency responsible for compliance with CEQA. Served as part of a team of architectural historians who evaluated facilities, including pumping plants and operations and maintenance centers along the California Aqueduct for their potential NRHP and CRHR eligibility. (2024–Ongoing)

SWP Built Environment Management Plan Project, DWR, Various Counties, California. The California SWP is the largest state-owned water and power generator and user-finance water system in the United States. The vast system covers nearly two-thirds of California and includes a wide array of historic buildings and water management infrastructure. Many SWP structures and facilities have been evaluated for historic significance, and some are considered historical resources under CEQA and historic properties under Section 106. The project involved preparing a built environment management plan to outline a program and process for DWR to effectively manage elements of the system as historical resources that comply with state and federal regulations while simultaneously prioritizing continued operation, maintenance, and repair. Served as part of a team of architectural historians conducting research, field work, and writing the procedures for the management plan. (2024–Ongoing)

Relevant Previous Experience

Development

Quincy Heavy Industrial Facility Project, Confidential Client, Grant County, Washington. The project area for this assessment encompassed six parcels totaling approximately 210 acres of land currently zoned as light industrial. The purpose of the project was to identify the presence/absence of archaeological resources and identify and evaluate historic built environment resources for NRHP listing. The cultural resource study was conducted in compliance with the Washington State Environmental Policy Act. Served as the senior architectural historian, conducting research and evaluating these agricultural-related properties. Prepared the historic context and provided senior review for the technical report. (2022–2023)

Peer Review of Effects Analysis, Old East Davis Neighborhood Association, Davis, California. The Old East Davis Neighborhood Association requested a peer review on an effects analysis for a proposed project. The analysis focused on the setting and feeling and the potential impact the proposed project would have on three individual

historical resources and the Old East Davis neighborhood, a special planning district in Davis. The report was provided to the client on an extremely tight schedule so that it could be presented before the Davis Historical Resources Management Commission, which agreed with the findings. Served as the lead architectural historian and project manager. (2016)

2025 L Street/2101 Capitol Avenue Mixed-Use Project, Pappas Investments, Sacramento, California. The proposed project involved demolishing a two-story parking garage designed by Skidmore, Owings & Merrill and an adjacent building designed by Dreyfuss & Blackford and developing the space with a six-story, mixed-use building. The project was subject to CEQA, and AECOM prepared the EIR. The Sacramento Preservation Director concurred with the historical resources findings, and the City of Sacramento certified the environmental document. Served as the lead architectural historian, evaluating the existing structure and building for its potential eligibility for the NRHP, CRHR, and Sacramento Register of Historical and Cultural Resources (SRHCR). (2015)

CVS Pharmacy Store Historic Resource Evaluation Report, Armstrong Development Properties Inc., San Jose, California. The project involved the removal of a building to construct a new CVS Pharmacy store. Three locations were considered, each containing an existing building that was 50 years old and of Modernism design. The project involved evaluating the buildings against NRHP and CRHR criteria and the city's local register to comply with CEQA and San Jose's local historic preservation ordinance. The city's preservation director accepted the findings. A site was selected, and the new store was constructed. (2015)

Magnolia Ranch Specific Plan EIR, Yuba County Planning Department, Yuba County, California. The applicant, CEM Investments, requested approval from the Yuba County Planning Department to develop 1,039 acres for a mixed-use community with approximately 3,000 to 4,200 dwelling units, including age-restricted units, neighborhood commercial areas, a business professional area, an elementary and intermediate school, recreation areas, and dedicated open space with park trails. Yuba County Planning Department was the lead public agency for the project and prepared an EIR for compliance with CEQA. Served as the lead architectural historian, evaluating a historic-era ranch complex in the study area for its potential NRHP and CRHR eligibility. Also prepared the built environment portion of the cultural resources section of the EIR. (2015)

Sacramento Commons EIR, Kennedy Wilson, Sacramento, California. The proposed project involved demolishing a mid-century modern garden apartment complex determined eligible for the NRHP by the Keeper of the Register. That determination made the property a historical resource for the purposes of CEQA. Served as the lead architectural historian, providing peer review of a subconsultant's historical resources evaluation of the apartment complex. Mitigation measures—which included preparing a Level II HABS for the resource—were crafted for the project because the environmental assessment concluded that the project would have a significant and unavoidable impact to the historic resource. Also conducted archival research pertaining to the architectural plans at the University of California, Berkeley, Environmental Design Archives and prepared the work plan for the creation of the documentation. (2014–2015)

Wood Creek 66 EIR, Solano County Department of Resource Management, Solano County, California. Solano County, as the lead public agency for the project, directed the preparation of an EIR to evaluate the potential environmental effects of the proposed Woodcreek 66 project in compliance with CEQA. The project involved constructing a 66-unit housing development on approximately 33 acres of land in the western unincorporated area of Solano County. Served as the lead architectural historian, conducting archival research and fieldwork, preparing the historic context, and evaluating an existing historic-era barn located in the study area. Also prepared the cultural resources section of the EIR for the built environment. (2014–2015)

CVS Pharmacy Store Historic Resource Evaluation, Armstrong Development Properties Inc., Sacramento, California. The project involved demolishing an existing grocery store, which was historically a Safeway grocery store designed by a known architect responsible for several grocery stores, schools, and other public buildings during the mid-twentieth century in Sacramento and the greater region. The project involved evaluating the building against the criteria for the NRHP, CRHR, and SRHCR to comply with CEQA and the local historic preservation ordinance. The project met with resistance from a local historic preservation group. The preservation director accepted the findings, and the new CVS was built. Served as the lead architectural historian, conducting archival research, fieldwork, and evaluation. (2014)

800 Indiana Preservation Alternatives Analysis, Avalon Bay, San Francisco, California. The proposed project involved demolishing a large warehouse building to construct a new housing development. The project was subject to CEQA, and the City and County of San Francisco requires project applicants to prepare preservation alternatives as part of project alternatives analyzed in an EIR. Served as the lead architectural historian, working with the applicant's architects to develop preservation alternatives that could incorporate the historic resource in the design and preparing the technical documentation outlining how the preservation alternatives could meet the Secretary of the Interior's Standards for Rehabilitation. This analysis was used later in the CEQA documentation. (2013–2014)

Cultural Resources Investigation of the Clarion Hotel, Pacifica Companies, Sacramento, California. Pacifica Companies bought the former Clarion Hotel that needed to be evaluated for its potential NRHP, CRHR, and SRHCR eligibility to comply with local ordinances and CEQA. The hotel was the early work of the prominent, locally recognized architectural firm, Dreyfuss & Blackford, and landscape architect, Robert Deering. The City of Sacramento accepted the findings, and the report was eventually used for CEQA compliance. Served as the lead historian, conducting archival research and preparing an evaluation for the three registration programs. (2013)

Glenn County Superior Courthouse Initial Study/Mitigated Negative Declaration, California Administrative Office of Courts, Willows, California. The California Administrative Office of Courts (AOC) proposed purchasing and demolishing a residence built in 1913 to construct a new parking lot for the superior court. The residence needed to be evaluated for the CRHR to comply with CEQA. The findings were accepted, and the project was completed. Served as the lead architectural historian, preparing an inventory and evaluation of the residence for its CRHR eligibility. Conducted research and wrote the report verifying that the building had no historical significance. (2013)

Historic Resource Evaluations for the Stanislaus County Courthouse, Stanislaus County Hall of Records, Modesto Bee Building, and Team Modesto Properties, California AOC, Modesto, California. AOC was seeking a new location for the Stanislaus County Courthouse and required the existing eight buildings at those sites be evaluated for compliance with PRC Section 5024.5. The project did not move forward for execution because of state budgetary cuts, but the analysis was completed and submitted to the State Historic Preservation Officer (SHPO) as documentation for the future when budgetary costs allow for the project. Served as the lead architectural historian, overseeing research, historic context development, and the evaluation. (2011)

Historic Resource Evaluation Report for a CVS Pharmacy Store, Armstrong Development Properties Inc., Sacramento, California. The project involved developing the parcel that contained a former mid-twentieth century little league baseball field and evaluating the site against the criteria for the NRHP, CRHR, and the city's local register to comply with CEQA and the local historic preservation ordinance. The preservation director accepted the findings, and the project was constructed. Served as the lead architectural historian, conducting archival research, fieldwork, and the evaluations. (2011)

Historic Resources Evaluations for Various Privately-Owned Properties, City of Davis, California. The City of Davis has a historic preservation ordinance that requires evaluation of the historical significance of properties that are more than 50 years old if an applicant proposes demolishing the building. Prepared the historic resources evaluation reports and evaluated properties using the criteria for the City of Davis's two local registration programs, NRHP, and CRHR for three separate projects. Also presented the findings before the Davis Historical Resources Management Commission. The analysis for one of the properties was met with opposition; ultimately, the City accepted the documentation, and all the projects moved forward. (2009–2010)

Energy

R-1402 L-130 Sacramento River Crossing Replacement Project, Pacific Gas and Electric, Sacramento County, California. Pacific Gas & Electric (PG&E) needed to replace the L-130 Sacramento River crossing using horizontal directional drilling methodology and the decommissioning of the existing pipeline crossing, which was through Levee Unit 102 of the Sacramento River East Levee. This was a federally funded project and subject to Section 106 of the NHPA. As the lead architectural historian, evaluated the levee for its potential eligibility for the NRHP and prepared the cultural resources technical documentation for the project. (2022)

San Juan Community Solar Project, Orcas Power & Light Cooperative, San Juan Island, Washington. Orcas Power & Light Cooperative is a rural utilities service provider in San Juan County, Washington. It is a member-owned cooperative and partially finances upgrades and improvements to its transmission and distribution system through federal loans administered by the Rural Utilities Service Provider, which is a part of the U.S. Department of Agriculture's Rural Development Agency. This was a federally funded project and subject to Section 106. Served as part of a team of architectural historians, evaluating properties for their potential eligibility for NRHP and assisting with the cultural resources technical documentation for the project. (2021)

Cultural Resources Assessment for the Lafayette Reservoir and Outlet Tower, East Bay Municipal Utility District, Lafayette, California. East Bay Municipal Utility District needed the Lafayette Outlet Tower evaluated for the NRHP and CRHR to determine its potential historical significance. That evaluation guided the agency in designing a future project. Served as the lead cultural resources specialist, conducting archival research, preparing the historic context and technical documentation, and evaluating the resources. (2015)

Station A Substation Rebuild and Relocation Project, Sacramento Municipal Utility District, Sacramento, California. Sacramento Municipal Utility District (SMUD) proposed to rebuild, reconfigure, and relocate portions of the Station A Substation at 6th and H Streets. Station A is a registered California State Historical Landmark and was previously determined eligible for the NRHP by the SHPO. An initial study/mitigated negative declaration was prepared for the project and the City of Sacramento accepted the findings. As the lead architectural historian, assessed impacts to Station A, a historical resource under CEQA. Other resources, a railroad spur and berm, required inventory and evaluation for their potential eligibility for the NRHP and the CRHR. (2015)

Buck Island Weir and Rubicon Dam Outlet Project, SMUD, El Dorado County, California. A new Federal Energy Relicensing Commission license required SMUD to increase the streamflow releases at all Upper American River Project dams. Because the weir, directly downstream of Buck Island Dam, was approximately 50 years old and showed signs of seepage, SMUD proposed to replace it. In addition, because the existing outlet works at Rubicon Dam could not provide the higher minimum flow, it was proposed to modify the dam's outlet works. The project team was tasked with conducting a cultural resources evaluation in compliance with Section 106 of the NHPA. As the architectural historian, prepared the evaluation and assisted with the technical documentation. The recommendations for the structures were concurred with by the SHPO. (2012–2013)

Fresno #1 Former Manufactured Gas Plant Historic Evaluation, PG&E, Fresno, California. PG&E planned to conduct remediation for the Fresno #1 Former Manufactured Gas Plant. An evaluation of the former plant's eligibility for the NRHP was necessary to adequately satisfy federal and state cultural resources compliance requirements and to determine the sensitivity of the project location for the presence of historic resources. As the lead architectural historian, conducted archival research and evaluated the resource for its potential eligibility for the NRHP. (2012)

Pacifica 1103 Pole Replacement Project, PG&E, San Mateo County, California. PG&E needed to place electrical poles requiring heavy vehicles to travel on Old San Pedro Mountain Road, which was considered a historic property. For the cultural resources portion of the project, steps needed to be identified to recommend measures to protect the road during project implementation. The land use history and context were used to make those recommendations. As the lead architectural historian, conducted archival research for the land use history and prepared the historic context for the project. (2012)

Upper American River Project Hydroelectric License Implementation, Lower Slab Creek Gen-Tie Line Route Cultural Resources Studies, SMUD, El Dorado County, California. SMUD planned to build the gen-tie transmission line along Lower Slab Creek to provide additional distribution capabilities. The project required compliance with Section 106 of the NHPA. As the lead architectural historian, conducted archival research, developed the historic context, and evaluated the dam and its associated resources for their eligibility for the NRHP. (2012)

Weatherization Assistance Program, DGS, Statewide, California. This project was for Section 106 compliance for the Department of Energy's American Recovery and Reinvestment Act (ARRA). The project involved evaluating residences throughout California on an on-call basis under the Programmatic Agreement Among the California Energy Commission, the Department of Community Services and Development, the U.S. Department of Energy, and the California SHPO Regarding Section 106 Compliance for the Department of Energy American Recovery and Reinvestment Act Programs. The project was administered by the DGS. The project was done with ARRA funding and had an accelerated schedule. Served as the architectural historian, conducting evaluations to assist in the determination if the property appeared to meet the requirements for listing on the NRHP. (2012)

Kelso to Tesla 230 kV Reconductoring Project Extended Phase I Investigation, PG&E, Contra Costa County, California. PG&E was reconductoring approximately 8 miles of an existing transmission line and required compliance with Section 106 of the NHPA. As part of the cultural resources team, evaluated the transmission line and associated substations for their potential eligibility for the NRHP. Also conducted extensive archival research at PG&E's archives. (2011)

Port Costa Wharf Removal, Phillips 66, Contra Costa County, California. Phillips 66 planned to remove the Port Costa Wharf and required a permit from the U.S. Army Corps of Engineers (USACE), which triggered the process for Section 106. Prepared a historic resources evaluation report to comply with Section 106. Conducted archival research and fieldwork, evaluated the wharf, and prepared the technical report. (2011)

Confidential Project, Confidential Client, Solano County, California. The client needed to repair the weirs along a river because they were more than 50 years old. The project required compliance with CEQA and Section 106. Served as the lead architectural historian, evaluating the weirs for their potential NRHP and CRHR eligibility. Also assisted with the technical report by conducing archival research and preparing the historic context. (2011)

Shiloh III Project, EnXco Development Corporation, Solano County, California. The project involved installing wind turbine generators in the Montezuma Hills region of Solano County and required CEQA compliance. An EIR and a cultural resources technical report were prepared. Served as the lead architectural historian, preparing the

cultural resources technical report. Oversaw and led fieldwork for the built environment resources, conducted archival research, prepared the historic context, and evaluated properties containing more than 25 buildings and structures. Also prepared the cultural resources analysis for the EIR. (2009)

Military

Flightline Installation Development at Beale Air Force Base, U.S. Airforce, Beal Air Force Base, California. To comply with Section 106 of the NHPA, Beale Airforce Base (Beale AFB) needed five resources evaluated for their potential eligibility for the NRHP. Included were hangars associated with the SR-71 program, which were recommended eligible for the NRHP. The findings were accepted by the cultural resources staff for the base. As senior architectural historian, assisted with research and conducted the senior peer review of the report and evaluations. (2023)

Fish Passage and Habitat Improvements to Dry Creek Environmental Assessment, U.S. Airforce, Beale AFB, California. To comply with Section 106 of the NHPA, Beale AFB needed the Beale Lake Dam Complex evaluated for its potential eligibility for the NRHP. The dam was built between 1942 and 1943 to provide a swimming area for base personnel. The findings were accepted by the cultural resources staff for the base. As architectural historian evaluated the dam and its associated resources. (2019)

Bridge Replacement Project, U.S. Airforce, Beale AFB, California. Beale AFB was seeking to replace four one-lane bridges with two-lane bridges and the project needed to comply with Section 106 of the NHPA. Inventoried and evaluated the bridges for their potential eligibility for the NRHP. (2014)

Mare Island Naval Shipyard Historic Properties Inspection Report, Naval Facilities Engineering Command, Solano County, California. The U.S. Navy owned the last remaining buildings at the Mare Island Naval Shipyard. The condition of the buildings needed assessment as part of the Sections 106 and 110 of the NHPA processes before ownership of the buildings could be transferred. Served as part of a team of architectural historians, preparing the report and conducting field survey, archival research, and building condition assessments. (2008–2009)

Planning

DWR Small Communities Flood Risk Reduction Program Feasibility Study, Sacramento County, California. Sacramento County received a grant from DWR for feasibility studies for the Sacramento-San Joaquin Delta communities of Courtland, Hood, Isleton, Locke, Ryde, and Walnut Grove. This included identifying the cultural resources in the communities. Served as the lead cultural resources specialist, identifying historic resources in each community and preparing the cultural resources analysis for the feasibility study. (2018–2019)

Kaiser Permanente Historic Mining District HAER, Lehigh Southwest Cement Company, Cupertino, California. The client needed to prepare an HAER to document resources as part of the mitigation to address impacts of the eventual demolition of the conveyor belt system, a contributing structure to an NRHP- and CRHR-eligible historic district. The documentation was submitted to local repositories to be used as future reference material. Prepared the HAER that documented the historic district that included a bridge, railroad tracks, railroad maintenance shed, and a road. The document also provided a history of the company and Henry J. Kaiser's role in the development of the site. Conducted archival research using special collections at the Bancroft Library. (2018)

Mid-Century Modern Historic Context Statement and Survey, City of Sacramento, California. The City of Sacramento, a certified local government (CLG) under the CLG Program of the NHPA, received a CLG grant from the California Office of Historic Preservation. The grant involved preparing a historic context statement for

Sacramento's mid-century modern buildings built between 1940 and 1970; conduct a reconnaissance-level survey; and conduct an intensive level survey and prepare evaluations for five mid-century modern properties, including a historic district. The project was conducted under a condensed schedule but was completed on time. Sacramento and the California Office of Historic Preservation accepted the documentation and findings. The project received a 2018 Governor's Historic Preservation Award. Served as the lead architectural historian, conducting research, preparing the historic context focusing on local history and modernist architects and builders practicing in Sacramento, conducting the intensive level survey, and preparing the evaluations for three of the five properties that were listed on Sacramento's local register. (2018)

On-Call Cultural Resources Services, City of Sacramento, California. Sacramento's Community Development Department Planning Division reviews applications for demolition/relocation investigation and reports, historic eligibility investigations and reports, and various planning entitlement applications. To process these requests, the City's preservation director may be required to make a preliminary determination as to whether a property is eligible for listing in the CRHR or the SRHCR and consider whether the property is historically significant for the purposes of CEQA. Served as the project manager and the lead architectural historian, assisting the preservation director in reviewing such applications by conducting property-specific research and evaluating the properties. (2018)

Downtown Superior Courthouse Historic Resources Evaluation, California AOC, San Jose, California. The California AOC needed this mid-century modern courthouse evaluated for compliance with PRC Section 5024 because it is a state-owned property and was 50 years old. The building required evaluation for its potential listing on the State's Master List by determining if the buildings met the criteria for either the NRHP or the California State Historical Landmark program. Served as the lead architectural historian, conducting primary and secondary research at local and state repositories and developing a historic context focusing on the law in California, courthouse architecture, and courthouses as property types. The building was evaluated for both registration programs as required under PRC Section 5024. The courthouse was also evaluated for the CRHR for any future projects subject to CEQA. (2015)

Jesse Unruh Roof Replacement Project, Horizon Environmental, Sacramento, California. The Jesse Unruh Building is an NRHP-listed building owned by the State of California. The building needed its roof replaced to stop leaks from damaging the interior of the building. The project required compliance with PRC Section 5024.5 and approval from SHPO before the work could begin. Served as the lead architectural historian, analyzing the potential for impacts to the building and changes to its character-defining features. Prepared the consultation package for the Department of General Services to submit to SHPO. (2015)

Judge George D. Carroll Courthouse Historic Resources Evaluation, California AOC, Richmond, California. The California AOC needed this mid-century modern courthouse evaluated for compliance with PRC Section 5024 because it was a state-owned property and was 50 years old. The building required evaluation for its potential listing on the State's Master List by determining if the buildings met either NRHP or California State Historical Landmark program criteria. Served as the lead architectural historian, conducting primary and secondary research at local and state repositories; developed a historic context focusing on the law in California, courthouse architecture, and courthouses as property types. The building was evaluated for both registration programs as required under PRC Section 5024. The courthouse was also evaluated for the CRHR for any future projects subject to CEQA. (2015)

Lions Wayside and Delucchi Parks Master Plan Initial Study/Mitigated Negative Declaration, City of Pleasanton, California. The City of Pleasanton sought to upgrade and improve existing park and recreational facilities at Lions

Wayside and Delucchi Parks. The two parks and the culverts associated with the creek that runs adjacent to the parks were evaluated for their NRHP and CRHR eligibility to comply with CEQA and Section 106. The parks are near several of Pleasanton's heritage neighborhoods and locally listed historic properties. Therefore, the analysis also included potential impacts to the surrounding area. Served as the architectural historian, conducting fieldwork and archival research and evaluating the resources. Also wrote the cultural resources section for the built environment for the CEQA document. (2015)

Placer Center Inventory and Evaluation, Horizon Environmental, Placer County, California. The Department of General Services planned to demolish some buildings, expand others, and construct new buildings at the Placer Center, a former California Department of Forestry and Fire Protection facility that today is used and maintained by the California Conservation Corps. The department was required to evaluate the property for its potential NRHP, CRHR, and California State Historical Landmark program eligibility under PRC 5024.5 and CEQA. SHPO concurred with the findings. Served as the lead architectural historian, conducting the field survey of the 18 buildings and landscape features. Prepared documentation in accordance with the SHPO guidelines for PRC Section 5024.5 evaluations, which included an evaluation for the three registration programs and the preparation of a historic context. (2015)

San Mateo County Northern District Court Building Historic Resources Evaluation, California AOC, South San Francisco, California. The California AOC needed this mid-century modern courthouse evaluated for compliance with PRC Section 5024 because it is a state-owned property and was 50 years old. The building required evaluation for its potential listing on the State's Master List by determining if the buildings met the criteria for either the NRHP or the California State Historical Landmark program. Served as the lead architectural historian, conducting primary and secondary research at local and state repositories; developed a historic context focusing on the law in California, courthouse architecture, and courthouses as property types. The building was evaluated for both registration programs as required under PRC Section 5024. The courthouse was also evaluated for the CRHR for any future projects subject to CEQA. (2015)

NRHP Nominations, NASA, Ames Research Center Moffett Field, Santa Clara, California. NASA had previously identified buildings and structures eligible for listing in the NRHP. As part of the Section 111 of the NHPA, NASA wanted NRHP nominations prepared so the buildings and structures would be listed and NASA would receive funding in their budget for the maintenance of the historic properties. The Keeper of the Register approved the nominations, and the nominations were listed. Served as part of a team of architectural historians, preparing the nominations for a wind tunnel historic district and three individual buildings. The properties were nominated at the national level of significance. Tasks included archival research and the development of a comprehensive historic context about the development of wind tunnels in the United States. (2014–2015)

San Francisco Veterans Affairs Medical Center Long Range Development Plan, Veterans Health Administration, San Francisco Veterans Affairs Medical Center, Advisory Council on Historic Preservation, and the California SHPO, San Francisco, California. A long-range development plan for 31 project components was developed to meet the needs of the federal agency, which sought to manage its mission and the historic properties at the medical center by continued use and reinvestment of the contributing buildings to the San Francisco Veterans Affairs Medical Center Historic District, an NRHP-listed historic district. A programmatic agreement was signed that identified sub-phases to reduce adverse effects to the historic district and the adjacent Fort Miley Military Reservation Historic District, also an NRHP-listed historic district. The programmatic agreement was executed in January 2015. Served as the historian on the project, assisting with coordination amongst 10 consulting parties, drafting mitigation measures, and assisting in the preparation of the programmatic agreement. (2014–2015)

SMUD Headquarters Building and Site Rehabilitation Cultural Landscape Survey and Historic Structure Report, SMUD, Sacramento, California. The SMUD headquarters building and site are listed on the NRHP, making the property a historical resource under CEQA. As part of the state environmental process for rehabilitating the building, a cultural landscape survey and historic structure report were prepared. The documentation was accepted by the city and the project was constructed. As the historian on the project, prepared the historic context for both reports. (2014)

Prairie City State Vehicular Recreation Area General Plan EIR and Cultural Resources Inventory and Evaluation, California Department of Parks and Recreation, Sacramento County, California. California Department of Parks and Recreation (California State Parks) operates a vehicular recreation area on land previously owned by Aerojet. The General Plan was developed to establish a clear purpose and long-range vision for the recreation area. There were some buildings and structures that were previously associated with Aerojet that were more than 50 years old and required inventory and evaluation for California State Parks to comply with PRC Section 5024 and CEQA. Served as the lead architectural historian, conducting a site visit, recording the resources, and evaluating them for their potential NRHP, CRHR, and the California State Historical Landmarks program eligibility. Also assisted with the cultural resources section of the environmental document and the General Plan. (2013–2014)

Old Sacramento State Historic Park General Development Plan and EIR, California State Parks, Sacramento, California. The Old Sacramento Historic District is a National Historic Landmark district established in the mid-1970s as one of the first historic districts in the western United States. California State Parks manages 13.8 acres of the historic district as a state park. California State Parks was preparing a General Development Plan focused on the reconstruction of the scene and activities that occurred during California's Gold Rush period. Served as the lead architectural historian/historian, providing guidance with the historic context, recording the existing conditions of historic resources, and providing goals and objectives for historic resources to ensure compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. (2013)

Telecommunications and Cellular Infrastructure

Cultural Resources Evaluation and Effects Assessment for Parkside Community Church, Trileaf Corporation, Sacramento, California. This was a Federal Communications Commission project, which was subject to Section 106. The Parkside Community Church complex was inventoried, evaluated for its potential eligibility for listing on the NRHP, and assessed for potential adverse effects resulting from the proposed project's implementation at the direction of SHPO. The property evaluated included a mid-twentieth century church designed by a master architect. Served as the lead architectural historian, conducting archival research and preparing the historic context and the evaluation. The church was recommended eligible for the NRHP, and SHPO concurred with the findings. (2022)

Digital 395 Middle Mile Project, Praxis, Barstow, California to Reno, Nevada. Praxis contracted for the survey of 583 miles of the proposed fiber optic network to comply with NEPA, CEQA, and Section 106. Served as the lead architectural historian, identifying buildings and structures more than 45 years old at the location of proposed anchor sites, and proposing management recommendations to avoid adverse effects to historic properties. SHPO accepted the documentation, the environmental documents were certified, and the project was constructed. (2012)

Transportation

State Street Project, Valley Regional Transit, Boise, Idaho. Valley Regional Transit proposed improvements to select bus stops along approximately 7 miles of W. State Street from N. Horseshoe Bend Road to 7th Street. The project

is the result of many years of planning, including establishment of an Urban Renewal District, State Street Transit and Traffic Operational Plan, State Street Corridor Transit Oriented Development, and Transit Operational Analysis. The project corridor spans two transportation agencies' jurisdictions. The Federal Transit Administration was the lead federal agency responsible for compliance with Section 106. Served as part of a team of architectural historians overseeing the cultural resources aspect of the project. Conducted fieldwork and archival research, co-authored the report, and completed the evaluations of properties. (2023)

Cordova Ferry Terminal Modifications Project, Alaska Department of Transportation & Public Facilities, Marine Highways, Cordova, Alaska. The project required modifications to the existing Cordova Ferry Terminal to better accommodate Alaska Class Ferry berthing and home port needs. The terminal was constructed in the 1960s as part of Alaska's Marine Highway System, which is overseen by the Alaska Department of Transportation & Public Facilities (DOT&PF) and was completely remodeled in the 1990s. Assisted with the preparation of the cultural resources technical report to comply with Section 106. (2023)

Mt. Murphy Road Bridge HAER and NRHP Nomination Update, El Dorado County, Coloma, California. The Mt. Murphy Road Bridge crosses the South Fork of the American River in Coloma within the Marshall Gold Discovery State Historic Park and the NRHP-listed Coloma Historic District. The project involved replacing the historic bridge. An HAER document was prepared to meet stipulations of a memorandum of understanding as well as an updated NRHP nomination. Served as the lead architectural historian overseeing the project. Conducted archival research and contributed to the HAER and the nomination. The project involved working closing with the client and the signatories and consulting parties to the memorandum of understanding: SHPO, California Department of Transportation (Caltrans) District 3, and California State Parks. (2023)

Interpretive Panel Design for the Apache Trail (State Route 88) Between Milepost 229.20 and 240.60, Federal Highway Administration Central Federal Lands Highway Division, Maricopa County, Arizona. The Federal Highway Administration (FHWA) Central Federal Lands Highway Division, in cooperation with Arizona Department of Transportation (ADOT) and Tonto National Forest, proposed improvements to an 11.16-mile section of the Apache Trail (State Route [SR] 88) between the Apache Lake Marina and the Theodore Roosevelt Dam. The project resulted in an adverse effect to Apache Trail and the 15 culverts that are considered character-defining features of the road. Interpretive panels were prepared for placement along the Apache Trail highlighting the history of the road's construction and the important role the road played in Arizona's tourism industry in the twentieth century in accordance with the memorandum of agreement (MOU) prepared as part of Section 106. Served as the lead architectural historian, conducting archival research used as the basis for the interpretive panels. Worked with a multidisciplinary team and assisted with authoring the text for the panels. (2022–2023)

SR-17 Corridor Congestion Relief Project, Santa Clara Valley Transportation Authority, Los Gatos, California. Santa Clara Valley Transportation Authority, in cooperation with Caltrans District 4 and the Town of Los Gatos, proposed constructing improvements on SR-17 and upgrading the SR-17/SR-9 interchange in Los Gatos. The purpose of the project is to improve mainline traffic operations and reduce congestion on SR-17, reduce cut-through traffic in Los Gatos, improve SR-17/SR-9 interchange operations, and improve active transportation (bicycle and pedestrian) mobility and connectivity in Los Gatos across SR-17. The project was subject to Section 106 and was conducted under a programmatic agreement. Served as the lead architectural historian, preparing the Historic Property Survey Report and Historic Resource Evaluation Report. Also assisted with the preparation of the archaeological survey report. Conducted field survey and archival research and evaluated three mid-twentieth century properties that were in the area of potential effects (APE). (2021–2023)

U.S. Highway 20/26, Middleton Road to Star Road Project, Idaho Transportation Department, Ada and Canyon Counties, Idaho. Beginning in 2009, Idaho Transportation Department planned to increase capacity along approximately 15 miles of U.S. Highway 20/26 between Interstate (I) 84 and Eagle Road. The project was subject to Section 106 and required all properties constructed in 1980 and earlier be evaluated for their potential NRHP eligibility. Served as the senior architectural historian overseeing the project for the built environment. Conducted research and field survey and reviewed junior staff's work. (2022–2023)

Arlington Bridge Replacement Project, City of Reno and Nevada Department of Transportation, Reno, Nevada. This was a bridge replacement project subject to Section 106. The properties within the APE required survey and evaluation for their potential eligibility for the NRHP. Served as part of a team of architectural historians, conducting field survey and archival research and preparing evaluations of the properties. (2022)

BNSF Auburn Yard North Lead Project, BNSF Railway, Auburn, Washington. This project had no state or federal nexus, and it was part due diligence efforts by BNSF Railway to identify any potential risks that may affect cultural resources. Served as the senior architectural historian, conducting archival research, preparing the historic context, and evaluating railroad-related resources for their potential NRHP eligibility. (2022)

EA 04-2Q440 SR-121 Bridge Railing Upgrade Project, Caltrans, Sonoma County, California. Caltrans proposed upgrading the existing bridge railings on the Yellow Creek Bridge and the Arroyo Seco Bridge on SR-121. The project was subject to CEQA and NEPA. Served as the lead cultural resources specialist, authoring the chapter for cultural resources and tribal resources as part of the initial study/negative declaration. (2022)

Takotna River Bridge No. 463 Replacement Project, Alaska DOT&PF, Yukon-Koyukuk Census Area, Alaska. The Alaska DOT&PF planned to replace the Takotna River Bridge to comply with current load standards for large trucks. The project was subject to Section 106. It was determined there would be an adverse effect to the bridge, which was eligible for the NRHP. An HAER needed to be prepared to mitigate for the adverse effect to the bridge as part of an MOU between DOT&PF and SHPO . Served as the senior architectural historian overseeing the technical aspects of the project and the junior cultural resources staff. Provided direction for research, format, and senior review of the document to ensure that it complied with the standards for a Level II HAER. (2022)

HAER for the Apache Trail (SR-88) Between Milepost 229.20 and 240.60, FHWA Central Federal Lands Highway Division, Maricopa County, Arizona. The FHWA Central Federal Lands Highway Division, in cooperation with the ADOT and Tonto National Forest, proposed improvements to an 11.16-mile section of the Apache Trail between the Apache Lake Marina and the Theodore Roosevelt Dam. The project resulted in an adverse effect to Apache Trail and the 15 culverts that are considered character-defining features of the road. In accordance with the MOU prepared as part of the Section 106, a HAER document was prepared to document the road and culverts before construction activities would alter the features. The documentation was accepted by the National Park Service (NPS). Served as the lead architectural historian and authored the HAER. (2021–2022)

Pinal Creek Bridge (Structure No. 9711) Replacement Project, City of Globe, Arizona. The City of Globe, in cooperation with ADOT, planned to replace the Pinal Creek Bridge at Cottonwood Street located between Broad Street and Tebbs Street. The Pinal Creek Bridge contributes to the NRHP-listed Globe Downtown Historic District. The bridge was also individually determined eligible for NRHP inclusion under Arizona's statewide bridge survey. The bridge replacement constituted an adverse effect to a historic property under Section 106. An HAER document was prepared as part of mitigation. An HAER Plan was written to outline the process to prepare the documentation before the HAER could be prepared. A Historic Building Summary was also prepared to assess

visual and indirect effects to the contributing buildings of the historic district and the historic district. NPS accepted the documentation. Authored the HAER Plan and was part of a team of architectural historians who authored the summary document and the HAER. Also conducted archival research used to prepare the HAER. (2021–2022)

BNSF Railway Bridge Replacement Project for Bridges 7000-0010.0 and 7000-0024.7 Spanning the Chicago Sanitary and Ship Canal, BNSF Railway, Cook County, Illinois. The BNSF Railway sought to replace two existing railroad bridges that were constructed in the late 1890s. The project was subject to Section 106, which required the bridges be evaluated for their potential NRHP eligibility. Served as part of the cultural resources team, preparing the historic context used to evaluate the bridges and the evaluations of the bridges for their eligibility for the NRHP. (2021)

Butterfly Avenue Bridge (02C00076) Replacement Project, City of Dunsmuir and Caltrans, Dunsmuir, California. The purpose of the project was to replace the existing bridge, built in 1915 and modified in 1956, with a new, slightly wider bridge to safely accommodate pedestrian access and continue to carry two lanes of vehicular traffic. The City of Dunsmuir implemented the project with funding from the FHWA Highway Bridge Program, administered by Caltrans. The City of Dunsmuir was the lead agency under CEQA. Compliance with Section 106 was needed for the cultural resources component of the project. The cultural resources study was conducted under a programmatic agreement. Served as part of the cultural resources team, preparing the Historic Property Survey Report, archaeological survey report, and the Historic Resource Evaluation Report. Also authored the finding of effect document for the adjacent railroad tracks, which were assumed eligible for the NRHP for the purposes of the project according to stipulations outlined in the programmatic agreement. (2021)

Exploratory Drilling Project, Martinez Subdivision Milepost 92.12, Union Pacific Railroad, Sacramento, California. The Union Pacific Railroad planned to drill exploratory borings within their right-of-way into a project levee along the American River. The project was subject to Section 106 because it required a permit from USACE. Prepared the historic context and evaluation for the levee. (2021)

Historic Properties Treatment Plan for Cultural Resources Between Milepost 229.20 and 240.60 of SR-88/Apache Trail Project, FHWA Central Federal Lands Highway Division, Maricopa County, Arizona. The FHWA Central Federal Lands Highway Division, in cooperation with ADOT and Tonto National Forest, proposed improvements to an 11.16-mile section of the Apache Trail between the Apache Lake Marina and the Theodore Roosevelt Dam. The historic properties treatment plan (HPTP) was written in accordance with the MOU prepared as part of the Section 106. The treatment plan involved the handling of the identified historic properties. The signatories of the MOU accepted the documentation. Served as the lead architectural historian, preparing the sections of the HPTP that discussed the built environment resources. (2021)

Interstate 515 Downtown Access Project, FHWA Nevada Division and Nevada Department of Transportation, Las Vegas, Nevada. The proposed project involved improving approximately 4.4 miles of I-515 between Rancho Drive and Mojave Road. The purpose of the project was improving traffic operations and safety on I-515. The project was federally funded and needed to comply with Section 106. Served as part of a team of architectural historians evaluating properties for their potential eligibility for the NRHP. (2021)

Larkspur Ferry Service and Parking Expansion, Golden Gate Highway and Transportation Bridge District, Larkspur, California. This was a study to review ways to increase ferry ridership and reduce traffic congestion on Highway 101 in Marin and Sonoma Counties and in the Larkspur Landing area. The study considered how the ferry terminal can accommodate increases in ridership with adequate parking, transit connectivity (bus and rail), and

active transportation, for an overall reduction in traffic backup and congestion in the area. The project needed to comply with CEQA. Served as part of a team of cultural resource specialists, preparing the technical report in support of the CEQA findings. (2021)

Oregon Route 18 Fort Hill Road Project FHWA Aid No. C053(042) Key No. 18854 Project, Oregon Department of Transportation, Polk County, Oregon. The Oregon Department of Transportation planned to improve safety and mobility on Oregon Route (OR)-18 and OR-22. The project was federally funded and needed to comply with Section 106. Served as part of the team of architectural historians, evaluating properties for their potential NRHP eligibility. Conducted property-specific archival research as part of the evaluation process. (2021)

OR-99 Curb Ramps FHWA Aid No. SA00(296), Key Nos. K22117 and K22118 Project, Oregon Department of Transportation, Benton and Lane Counties, Oregon. The Oregon Department of Transportation is committed to accessibility for all people using its transportation system and bringing all curb ramps up to current Americans with Disabilities Act accessibility guidelines. The project was federally funded and needed to comply with Section 106. Served as part of the team of architectural historians, preparing the finding of effect documentation for the properties recommended as eligible for the NRHP. (2021)

West Seattle and Ballard Link Extension Project, Sound Transit, Seattle, Washington. The link extension project would provide, fast, reliable light rail connection to dense residential and job centers throughout Seattle. The project required an environmental impact statement (EIS) and compliance with Section 106. More than 1,400 properties, built in 1980 or earlier, required survey and evaluation. More than 200 properties were recommended as eligible for the NRHP. The team used ArcGIS software and iPads to quickly document the properties in the field. Served as part of a team of architectural historians who surveyed and evaluated the properties. Prepared a comprehensive historic context documenting the historic themes pertaining to Seattle's development and the requirements for a property to be eligible for its historic associations. (2019–2021)

Skagit River Bridge 0050-0070.00 Replacement Project, BNSF Railway, Skagit County, Washington. BNSF Railway proposed replacing a 200-foot swing span bridge because of settlement and other issues caused by annual flooding events. The project was subject to Section 106. Served as part of the cultural resources team. Assisted with context development and the evaluation of the levees that were in the project area. SHPO concurred with the findings. (2020)

Cultural Resources Inventory and Evaluation for the U.S. 12 Whetstone Creek Bridge Replacement Project, Washington State Department of Transportation, Columbia County, Washington. Washington State Department of Transportation planned to replace a bridge and improve an intersection. The project involved complying with Section 106. Served as the lead architectural historian, developing the historic context and evaluating an early 19th century farm complex, which was the only built environment resource in the project area. SHPO concurred with the recommendations. (2019)

Interstate 10, Junction 1-19 to Kolb Road and SR-210, Golf Links to Interstate 10 Project, Arizona Department of Transportation Environmental Planning, Tucson, Arizona. ADOT was proceeding with a design concept report and environmental assessment for the project that consisted of improvements to the project area that included traffic interchanges and extensions of the state routes. The project needed to comply with Section 106. ADOT received comments from the local city preservation director and requested further analysis be conducted to reinforce the findings of its cultural resources team and SHPO staff. The project received concurrence from the SHPO. Assisted the cultural resources team in responding to the comments and enhanced the evaluations. (2019)

Two Rivers Bike Trail Project Phase II, Caltrans and the City of Sacramento, Sacramento, California. Two Rivers Trail is a planned Class 1 bicycle and pedestrian trail along the south bank of the American River. The proposed project involved constructing the remainder of the of the project's Phase II. The project needed to comply with CEQA and Section 106. Served as part of the cultural resources team preparing the technical documents, including the finding of effect documentation. (2017–2019)

Historic Bridges Project, Town of Ross, California. The Town of Ross has four concrete bridges dating to the early 20th century. The bridges were believed to be constructed by John B. Leonard, a pioneer in concrete bridge engineering. Served as part of a team of architectural historians and was tasked with determining if Leonard designed the bridges and if they are eligible for the NRHP. Also provided the Town of Ross with recommendations with design options for future rehabilitation or replacement of the bridges to minimize environmental consequences. (2018)

Port of Hueneme Intermodal Infrastructure Project, Oxnard Harbor District Port Hueneme, Port Hueneme, California. Oxnard Harbor District Port Hueneme needed to make long-term infrastructure enhancements to continue to facilitate efficient movement of cargo at their facility and needed a berth and wharf evaluated to comply with CEQA and Section 106. Served as the lead architectural historian, preparing a cultural resources inventory and assessment report and evaluating the structure for its NRHP and CRHR eligibility. (2015)

Downtown San Rafael to Larkspur Extension Environmental Assessment, Sonoma-Marin Area Rail Transit, Marin County, California. The project involved utilizing federal funds to extend the transit system's locally funded project approximately 2 miles southward from Downtown San Rafael to Larkspur. It was determined that there would be no adverse effect on built environment resources, and SHPO concurred with the findings. Oversaw field survey within the project area for the built environment and evaluated resources for their NRHP potential eligibility. (2014–2015)

Multiuse Bicycle and Pedestrian Pathway, Sonoma-Marin Area Rail Transit Sonoma and Marin Counties, California. The project involved constructing a 70-mile-long multi-use pathway through Sonoma and Marin Counties. Caltrans District 4 Local Assistance Department was responsible for the project's NEPA compliance but needed the technical work completed under Section 106. SHPO concurred with the findings. Served as the architectural historian, conducting field survey and evaluation and assisting with the technical report preparation for the project. (2014–2015)

Transbay Transit Center NHPA, Section 106 Supplemental Consultation, Transbay Joint Powers Authority, San Francisco, California. The Transbay Joint Powers Authority, in cooperation with the Federal Transportation Administration and the Federal Rail Authority, proposed changes to the approved 2004 Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project. Further engineering for the Caltrain Downtown Extension occurred since the project's approval in 2004 and included track curvature entering the train box, extension of below-grade rail levels of the Transbay Transit Center to accommodate high-speed rail requirements, and other refinements necessary for implementing the Transbay Program. Prepared the supplemental consultation report and analyzed the potential for additional adverse effects to historic resources, including four historic districts. (2014–2015)

White Rock Road Widening, City of Rancho Cordova and Caltrans, Rancho Cordova, California. City of Rancho Cordova and Caltrans District 3 planned to widen the existing two-lane road between Luyung Drive and Grant Line Road. The project was subject to Section 106. Served as the architectural historian, assisting with

cultural resources studies. Conducted archival research and evaluated a segment of the Old White Rock Road and mining-related resources. SHPO concurred with the findings, and the project was constructed. (2014–2015)

Pacific Coast Seeded Raisin Building HABS, California High Speed Rail Authority, Fresno, California. The Pacific Coast Seeded Raisin Building was considered eligible for the CRHR, making it a historic resource for the purposes of CEQA. The building was slated for demolition as part of the high-speed rail project. The mitigation under the environmental document required the preparation of HABS, with the documentation provided to the local government and local archival repositories for further research needs. Served as part of a team of architectural historians that prepared the HABS documentation for the property. Conducted extensive archival research that resulted in a comprehensive historic context about the raisin industry in California. (2014)

Design Refinements for the High-Speed Train Merced to Fresno Segment, California High Speed Rail Authority, Merced, Madera, and Fresno Counties, California. Design refinements to the high-speed train were made as it approached completion. The design refinements required analysis to determine if the environmental documentation required recirculation and if consultation under Section 106 needed to be re-opened. Work was done at an accelerated pace. Served as cultural resources lead for the environmental team, conducting additional analysis for potential impacts. (2013–2014)

SR-89 Fanny Bridge, Tahoe Transportation District, Tahoe City, California. Tahoe Transportation District and Caltrans District 3 sought an intersection improvement, bridge replacement, and construction of an additional new bridge. Served as the architectural historian, assisting the agencies with cultural resources studies. (2012-2014)

South Sacramento Corridor Phase 2 Extension 69 kV Transmission Line and 12 kV Distribution Line Relocation Project, Sacramento Regional Transit, Sacramento, California. Sacramento Regional Transit was working with the Federal Transit Administration regarding proposed modifications to the previously approved South Sacramento Corridor Phase 2 Project. Several of the modifications would affect areas that were outside of the APE for architectural resources that was previously delineated for analysis in the Supplemental Final (EIS)/EIR adopted in 2008. The project was also subject to Section 106. Served as the cultural resources team lead, revising the area APE and evaluating resources within that APE, including the original training center for the California Highway Patrol. The revised cultural study received concurrence from SHPO. (2013)

17 Bridges Seismic Retrofit Project, DWR, San Joaquin Valley, California. DWR and Caltrans District 6 needed cultural resources studies done for upgrades on 17 bridges that crossed the California Aqueduct. The evaluations received concurrence from SHPO that the bridges and the California Aqueduct were eligible for the NRHP as a historic district. The determination of eligibility automatically placed the California Aqueduct and the bridges on the CRHR, making them historical resources for future projects under CEQA. Served as the architectural historian, conducting archival research, preparing an extensive historic context, and evaluating the California Aqueduct and the 17 pre-stressed concrete bridges. (2011–2012)

Belmont Avenue Subway, Traffic Circle, and Belmont Avenue Bridge HAER, California High Speed Rail Authority, Fresno, California. SHPO determined that three structures were eligible for the NRHP as part of Section 106 requirements for the project. An HAER for these functionally related structures had to be prepared as mitigation for their demolition. NPS accepted the documentation. Served as the architectural historian, assisting with preparing the documentation. Conducted archival research and wrote part of the narrative portion of the document. (2011–2012)

Weber Avenue Overcrossing (Bridge No. 42C0071) HAER, California High Speed Rail Authority, Fresno, California. SHPO previously determined this bridge NRHP-eligible. The bridge would be demolished as part of the high-speed rail project, causing an adverse effect to a historic property. An HAER was prepared as part of the mitigation drafted as part of Section 106 requirements for the project. NPS accepted the documentation. Served as the architectural historian, assisting with preparing the documentation. Conducted archival research and wrote part of the narrative portion of the document. (2011–2012)

EIR/EIS and Section 106 Project for the High-Speed Train Merced to Fresno Section, California High Speed Rail Authority, Merced, Madera, and Fresno Counties, California. The proposed project involved constructing routes in several sections connecting Northern and Southern California. The project required compliance with NEPA, CEQA, and Section 106. SHPO concurred with the evaluations, and the environmental document was certified. This work was completed at an accelerated schedule driven by ARRA funding and was the first section of this large project to receive environmental clearance. Served as an architectural historian, inventorying more than 1,000 properties and evaluating more than 400 properties for eligibility for their inclusion in the NRHP and CRHR. The cultural resources team completed appropriate sections of the combined environmental documentation, a finding of effect addendum, built environment treatment plan addendum, and historic architectural survey report addendums following completion of this identification/evaluation documentation. (2010–2012)

Cultural Resources Inventory and Evaluation for the High-Speed Train Los Angeles to Anaheim Section, California High Speed Rail Authority, Fullerton, Anaheim, and Buena Park, California. The California High Speed Rail Authority needed to conduct cultural resources studies to comply with NEPA, CEQA, and Section 106. The survey was conducted on an accelerated schedule. Served as part of a team of architectural historians, surveying more than 1,000 properties as part of this section of the project. Coordinated the field surveys in Fullerton, Anaheim, and Buena Park. Properties included more than 10 moved buildings and NRHP-listed properties. (2010)

Doyle Drive Corridor at the Presidio of San Francisco HALS, Caltrans, San Francisco, California. The Doyle Drive Corridor is in the City and County of San Francisco and within the formal boundary of the Presidio of San Francisco National Historic Landmark District. This specific corridor was documented to mitigate adverse effects to significant contributing elements of the cultural landscape of the Presidio of San Francisco National Historic Landmark District resulting from the implementation of the Doyle Drive Replacement Project, a Section 106 project. Served as part of a team of architectural historians, conducting archival research and preparing the historic narrative section of the document. The project was recognized by the California Preservation Foundation and awarded a Preservation Design Award in 2016. (2010)

80/Interstate 680/State Route Interchange Project, Solano County Transportation Authority, Solano County, California. The Solano County Transportation Authority and Caltrans planned a large highway improvement project that was subject to Section 106. Served as part of the cultural resources team, conducting field surveys and evaluating historic resources, including an NRHP-eligible historic district with more than 95 contributing resources. SHPO concurred with the findings, and the project was constructed. (2009)

Benjamin Holt Drive Improvements Project, San Joaquin Department of Public Works, Stockton, California. The project included roadway improvements to Benjamin Holt Drive between Gettysburg Place and Pacific Avenue and was subject to CEQA. Wrote the cultural resources study for the built environment and assessed potential significance of a shopping complex. Conducted fieldwork and archival research to determine that the shopping complex was not a historical resource. (2009)

State Route 4 Crosstown Freeway Extension Project, BFK Engineering, San Joaquin County, California. The project involved improving the SR 4 Crosstown Freeway. Served as the assistant investigator for historic architectural resources. Assisted with fieldwork and preparation of technical documentation identifying and evaluating historic properties in the project area. (2009)

Water

Lake Goerge Diversion Dam Historic American Engineering Record, Colorado Springs Utilities and the Coalition for the Upper South Platte, Pike and San Isabel National Forests, Colorado. The Lake George Diversion Dam was determined eligible for the NRHP under Section 106. Its removal constituted an adverse effect to a historic property. A Level I HAER was prepared as mitigation under an MOU. Served as part of a team of architectural historians, conducting research and preparing the documentation. NPS accepted the Level I HAER. (2023)

West Boise Water Renewal Facility Improvements Project, City of Boise, Idaho. The City of Boise proposed updating its water renewal facilities. The West Boise facility is one of the two existing water renewal facilities currently used by the city. The proposed project activities included updates to the infrastructure, utilities, and facilities at the plant, with the addition of new primary clarifiers, new aeration basins, new secondary clarifiers, new tertiary filters, and modified UV disinfection system. Dudek was contracted to conduct a cultural resource assessment of the facility to identify and evaluate historic resources and provide management recommendations regarding compliance with Section 106. Served as part of a team of cultural resources professionals, authoring the report and evaluating the facility. SHPO concurred with the findings, and the project moved forward to construction. (2023)

Lander Street Water Renewal Facility Phase 2 Improvements Project, City of Boise, Idaho. The City of Boise proposed updating its water renewal facilities on Lander Street. The proposed project activities included updating the infrastructure, utilities, and facilities at the plant, which will include the demolition of 17 buildings/structures, the modification of 7 existing structures, and the construction of 20 new structures. Dudek was contracted to conduct a cultural resource assessment of the APE to identify and evaluate historic resources and provide management recommendations regarding compliance with Section 106. Served as part of a team of cultural resources professionals who authored the report and evaluated the facility. SHPO concurred with the findings, and the project moved forward to construction. (2022–2023)

Opportunities for New Settlers: Historic Context of the Kittitas Division of the Yakima Project, Kittitas Reclamation District, Kittitas County, Washington. In 2020, the U.S. Department of the Interior and BOR partially funded conversion of the Kittitas Division South Branch Canal from an open irrigation canal to one of buried pipe that is in the Kittitas Division of the Yakima Project. This undertaking resulted in an adverse effect to the NRHP-eligible historic property, and an MOU was signed detailing steps to mitigate the adverse effect. One of the stipulations in the MOU was to develop a historic context of the Kittitas Division to provide a detailed history of the Kittitas Division and draw connections between significant elements of the history of the reclamation district and the physical pieces of the irrigation system. Additionally, it identified the registration requirements for a structure or building to be eligible for its association with the Yakima Project within the Kittitas Division and for their engineering quality. This document fulfilled the MOU stipulation of a historic context. Provided senior peer review over the document. (2021)

Reclamation District 3 Seepage Cutoff Wall Project, MBK Engineers, Grand Island, Sacramento County, California. The project required a Section 408 permit from USACE and needed to comply with Section 106. Served as the lead architectural historian contracted to evaluate the Grand Island Levee along Steamboat Slough and a farm complex on the land side of the of the levee for their potential eligibility for the NRHP. (2019)

Lower Elkhorn Basin Levee Setback Project HPTP, DWR, Yolo County, California. The Lower Elkhorn Basin Levee Setback Project caused an adverse effect to Levee Unit 122, which SHPO determined eligible for the NRHP. A treatment plan was prepared to outline how the adverse effect would be resolved. Served as part of a team of architectural historians who prepared the plan. (2018–2019)

Yuba Goldfields 200-Year Flood Protection Project and Supplemental EIR, Three Rivers Levee Improvement Authority, Yuba County, California. The agency proposed to reduce the 200-year flood risk associated with floodwaters flowing through the Yuba Goldfields and entering urban areas in the Reclamation District 784 and assessment districts through the Goldfields 200-Year Flood Protection Project. The project involved constructing a levee south of the Yuba Goldfields to intercept flood flows from the Yuba Goldfields and redirect them to the Yuba River Floodplain west of the Yuba Goldfields. Served as the architectural historian, conducting field work and historic research and evaluating Levee Unit 149 and various rural properties. (2018–2019)

HPTP for CA-YOL-253/H Sacramento River Southport Implementation Project, West Sacramento Area Flood Control Agency, Yolo County, California. A prehistoric archaeological site eligible for the NRHP was discovered during project construction, and an HPTP was needed. Conducted archival and land use history of the area where the site was located to aid in the preparation of the treatment plan. Research was conducted at the Yolo County Archives. (2018)

Northwest Levee Improvements and Stone Road Levee Seepage Reduction Project, Bethel Island Municipal Improvement District, Contra Costa County, California. Improvements to the levee were needed to correct seepage. The project was subject to CEQA and Section 106. Served as the lead architectural historian, preparing the cultural resources section for the environmental document and the supporting technical cultural resources report. (2018)

7th Standard Pipeline Project, Buena Vista Water Storage District, Kern County, California. The district received a grant from BOR to install approximately 12 miles of buried pipe to improve water delivery. The project was subject to Section 106. Served as the lead architectural historian, conducting research, preparing the historic context, and evaluating the built environment resources. (2017–2018)

American River Common Features Project, Natomas Basin-Reach I, Sacramento Area Flood Control Agency, Sacramento, California. This was a levee improvement project that needed a permit from USACE, which triggered Section 106. SHPO concurred with the findings. Served as the lead architectural historian, inventorying and evaluating a segment of the Natomas East Main Drainage Canal for its potential NRHP and CRHR eligibility as part of the regulatory process. Also assisted with evaluating the potential project-related impacts to historic resources. (2017–2018)

Borrow Site 1 Native American Field Survey Southport Sacramento River Early Implementation Project, West Sacramento Area Flood Control Agency, Yolo County, California. Borrow Site 1 consists of an approximately 119-acre area in unincorporated Yolo County. Served as the lead historian, conducting archival research for the site to provide a history of the site's development. This research led to a better understanding of the two concentrations of material that represented historic trash from repeated use of the area as a lunch or gathering spot during agricultural-related activities. Conducted archival research at the California History Room of the California State Library and the Yolo County Archives. (2017–2018)

Northern Area Pipeline Southeast Extension Project, Buena Vista Water Storage District, Kern County, California. The district proposed the Northern Area Pipeline Southeast Extension Project to convert unlined canals and ditches to a pipeline system with water distributed from the California Aqueduct and the Kern River. The BOR

awarded the district with a WaterSMART grant that made the project subject to Section 106. SHPO concurred with the findings. Served as the lead architectural historian, conducting research, preparing historic context development, and evaluating built environment resources. (2017–2018)

Reach D Historic Resources Evaluation, Sacramento Area Flood Control District, Sacramento, California. Part of continued efforts to improve and maintain the levees along the Sacramento River, the improvements were subject to Section 106. SHPO concurred with the evaluations, and USACE granted permits. Served as the lead architectural historian evaluating resources in the APE for their potential NRHP eligibility. Resources included a levee, railroad, and headgate. (2017)

Southport Sacramento River Early Implementation Project, West Sacramento Area Flood Control Agency, Yolo County, California. The project was conducted under a programmatic agreement between the West Sacramento Area Flood Control Agency, USACE, and SHPO. SHPO concurred with the findings, and the project was built. Served as the architectural historian, preparing the historic context statement for flood management and the Sacramento River Flood Control Project and evaluating a portion of the Sacramento River's west levee. (2017)

Historic Properties Management Plan for the American River Commons Features Project, USACE Sacramento District, Sacramento, Sutter, and Yolo Counties, California. A programmatic agreement between USACE and SHPO was signed in compliance with Section 106. The agreement stipulates that a historic properties management plan would be prepared to provide the framework by which remaining efforts to identify, evaluate eligibility, determine effect, and identify resolution of adverse effects to historic properties will occur. SHPO accepted the plan. Served as part of a team of cultural resources specialists who prepared the historic properties management plan. Tasks included archival research at the National Archives San Francisco and development of a comprehensive flood management historic context. (2016–2017)

Lower Elkhorn and Sacramento Bypass Levee Setback Improvement Project, DWR, Yolo County, California. The project was to remove an existing levee and irrigation canals and build a new levee setback within the Sacramento Bypass. The project was subject to NEPA, CEQA, and Section 106. An EIS/EIR and cultural resources technical reports were prepared. The environmental document was certified, and SHPO concurred with the technical documentation. The project went forward with design and implementation. Served as the architectural historian evaluating cultural resources, including a levee system and residences, for their potential NRHP and CRHR eligibility. Prepared the cultural resources chapter for the environmental document and the supporting technical documentation. (2016–2017)

Drought Emergency Temporary Rock Barriers Project, DWR, Contra Costa, Sacramento, and Yolo Counties, California. The project involved implementing the governor's 2014 Drought Emergency Proclamation calling for DWR to install temporary barriers to protect water quality and water supply in the Sacramento-San Joaquin Delta and work with the California Department of Fish and Wildlife to minimize impacts to aquatic species. The project was done on an accelerated schedule. Served as the lead architectural historian, evaluating various non-project levees in the Sacramento-San Joaquin Delta for their potential NRHP eligibility. (2015)

McCormack-Williamson Tract Levee Modification and Habitat Enhancement Project, The Nature Conservancy, Sacramento County, California. DWR proposed implementing flood control improvements at the McCormack-Williamson Tract in a manner that benefitted aquatic and terrestrial habitats, species, and ecological processes. The proposed project was part of the larger North Delta Flood Control and Ecosystems Restoration Project and was located on lands owned and managed by The Nature Conservancy. Served as the project's architectural

historian, conducting field work and archival research and evaluating the levee system and an agricultural ranch complex for potential NRHP and CRHR eligibility for compliance with CEQA and Section 106. (2015)

Permanente Creek Restoration Project, Cultural Resources Inventory and Evaluation, Lehigh Hanson Southwest Cement Company, Cupertino, California. The project involved restoring Permanente Creek. Historic resources identified included a historic district that would be adversely affected by the project. The project required permits from USACE, which triggered Section 106. The project was also subject to CEQA. Served as the lead architectural historian, preparing cultural resources documentation that identified a historic district. (2015)

Levee Accreditation Project, Sacramento Area Flood Control Agency, Sacramento County, California. Environmental compliance efforts were needed in the Sacramento Area Flood Control Agency's program of flood control improvements. Conducted field work and archival research on the levees along Arcade Creek and the Sacramento River and evaluated the resources for compliance with CEQA and Section 106. (2014–2015)

Willow Slough and Five Small Erosion Repair Program Sites Project, DWR, Colusa County, California. DWR needed to make erosion repairs to its levees and needed permits from USACE, which triggered Section 106. Served as the lead architectural historian, evaluating the levees and integrating DWR policies and project needs with a new levee evaluation approach developed by USACE, which required the levees to be evaluated as an entire levee unit, rather than just the location of the repairs. (2014)

Twitchell Island Levee San Joaquin Reach Improvement Project, Reclamation District 1601, Sacramento County, California. The project involved levee improvements to the Twitchell Island levees along the San Joaquin River. The levee improvements, which included a stability berm and backup levee, were intended to increase levee resistance to the 100-year flood event and erosion caused by wind-generated wave-runup. Served as the architectural historian, co-authoring a cultural resources technical report for state and federal environmental compliance. The team conducted various studies to characterize and document potential impacts and mitigation to cultural and historic resources and other resources. (2012–2014)

Bethany Dam and Reservoir Improvements Project and the Bethany Sediment Removal Project, DWR, Alameda County, California. The proposed project involved improving the Bethany Dam and Bethany Forebay Dam intake structure to ensure safe and reliable operations. Served as the architectural historian, conducting survey and evaluation tasks for resources within the project area, including resources eligible for the NRHP for their association with the California Aqueduct, an NRHP-eligible resource. Also prepared the effects analysis for the project. (2013–2014)

Natomas Levee Improvement Program, Sacramento Area Flood Control Agency, Sacramento and Sutter Counties, California. The project team was leading the environmental compliance effort for agency's program of flood control improvements to provide the Sacramento metropolitan area with a 200-year level of protection. The team prepared a Programmatic EIR and various state and federal environmental documents for this four-phase critical, multi-year project. Served as the architectural historian, inventorying and evaluating cultural resources of the multi-phase program and assisted with the built environment portions of the environmental document. (2010-2014)

Butte Slough Outfall Gates Rehabilitation Project, DWR, Butte County, California. DWR planned to replace the water valves in Butte Slough. Served as the lead architectural historian for the project, conducting the field survey and evaluating the structure and its associated levee for its potential NRHP and CRHR eligibility in compliance with CEQA and Section 106. (2013)

Clifton Court Forebay Fishing Facility Cultural Resources Survey Report, DWR, Contra Costa County, California. The proposed project involved improving angler access in the forebay's fishing facility, and the project required permitting through USACE. The project was subject to CEQA and Section 106. Served as the lead architectural historian, evaluating the forebay for the NRHP and CRHR. Also prepared the built environment cultural resources section of the CEQA document for the project. (2012)

Cosumnes River Preserve Denier II/Oneto Property Floodplain and Riparian Habitat Restoration Project Permitting Support, The Nature Conservancy, Sacramento County, California. The project team provided permitting support services for the floodplain and riparian habitat restoration project. Project implementation required permits and other authorizations from several agencies that triggered Section 106. Served as the lead architectural historian, preparing the technical documentation for the built environment resources, which included several locally built levees. (2011)

Awards

Governor's Award for Historic Preservation, Governor of California and the California Office of Historic Preservation, 2018. This is the only state-sponsored awards program recognizing individuals and organizations whose contributions demonstrate outstanding achievements in historic preservation. The award was received for the Sacramento Mid-Century Modern Historic Context Statement and Survey.

Design Award, California Preservation Foundation, 2016. The California Preservation Foundation celebrates and recognizes exemplary work in historic preservation, restoration, rehabilitation, sustainability, studies, reports, and other significant categories in the preservation field. The award recognized the team of architectural historians and landscape architects for the Doyle Drive Historic American Landscapes Survey.

Kathryn Haley, MA

HISTORIC BUILT ENVIRONMENT LEAD



Education

California State University, Sacramento MA, Public History, 2004

California State University, Sacramento BA, History, 2001

Professional Affiliations

California Council for the Promotion of History (former Treasurer)

California Preservation Foundation

Kathryn Haley (*KATH-rin HAY-lee; she/her*) is a historic built environment resource specialist/architectural historian with 18 years' professional experience in historic/cultural resource management. Ms. Haley has worked on a wide variety of projects involving historic research, field inventory, and site assessment conducted for compliance with Section 106 of the National Historic Preservation Act (NHPA), National Environmental Policy Act (NEPA), and California Environmental Quality Act (CEQA). Ms. Haley specializes in the California Register of Historical Resources (CRHR); the National Register of Historic Places (NRHP); and evaluations of built environment resources, including water management structures (levees, canals, dams, and ditches), buildings (residential, industrial, and commercial), and linear resources (railroad alignments, roads, and bridges). She specializes in managing large-scale surveys of built environment resources, including historic district evaluations. She has prepared numerous Historic Resources Evaluation Reports (HRERs) and Historic Property Survey Reports (HPSRs) for the California Department of Transportation (Caltrans). Ms. Haley also worked on the San Jose to Merced section and Central Valley Wye section of the California High-Speed Rail Project, where she led the built environment survey, conducted property-specific research, prepared the Draft Historic Architectural Survey Report (HASR) and co-authored the environmental section for cultural resources.

She meets the Secretary of the Interior's Professional Qualification Standards for historian and architectural historian. Ms. Haley has also assisted in preparation of Historic Properties Inspection Reports (condition assessments) under the direction of the Naval Facilities Engineering Command (NAVFAC) in accordance with Section 106 and Section 110 of the NHPA. Moreover, Ms. Haley has served as project manager, coordinator, historian, and researcher for a wide variety of projects. She is also experienced in the preparation of Historic American Building Survey (HABS), Historic American Engineering Record (HAER), and Historic American Landscape Survey (HALS) documents, as well as the preparation for National Register nominations.

Dudek Project Experience

The Sonrisa Solar Project, Tranquility, Fresno County, California. Dudek architectural historians conducted the fieldwork and authored the HRER for the Sonrisa Solar Project. The purpose of the project is to construct a 1,700 square foot solar photovoltaic facility on multiple agricultural properties located in the unincorporated area of Tranquility, Fresno County. The HRER analyzed the potential project impacts to historical resources for five properties containing buildings and structures over 45-years of age. Historical significance evaluation was prepared for each property in conformance with CEQA Guidelines Section 15064.5 for historical resources and found that none of the properties were eligible for listing in the NRHP or CRHR, nor did the properties rise to the level of significance for local designation in Fresno County. Provided quality assurance/quality control (QA/QC). (June 2020)

University of California Berkeley, Clark Kerr Campus Beach Volleyball Complex Environmental Impact Report, University of California Berkeley, Alameda County, California. Dudek is in the process of assisting the University of California Berkeley (UC Berkeley) with an Environmental Impact Report (EIR) for the Clark Kerr Campus (CKC) Beach Volleyball Complex Project, which is located within NRHP District No. 82000962 *State Asylum for the Deaf, Dumb, and Blind* (also known as *California Schools for the Deaf and Blind*) (historic district). The historic district is also considered a City of Berkeley Landmark. UC Berkeley is proposing to partially demolish CKC Building 21/NRHP California Schools for the Deaf and Blind Building B-11, which is a contributing building to the historic district. The partial demolition of CKC Building 21 is being pursued due to the seismic safety risk posed by the building pursuant to the University of California's Seismic Safety Policy, as well as certain obligations under the CKC Covenants, which limit the ability of the campus to construct new buildings on the CKC. This subject building has been vacant since at least the late 1970s. To comply with Public Resources Code (PRC) Section 5024(b), regarding state-owned historical resources, UC Berkeley must consult with the State Historic Preservation Officer (SHPO) on the project. Is serving as lead architectural historian on the project, assisting UC Berkeley with SHPO correspondence and preparing the technical finding of effect/Secretary of the Interior's Standards (SOIS) analysis for the project. Will work with UC Berkeley on mitigation development if necessary. (January 2020–Ongoing)

Judicial Council of California Historical Resource Evaluation Report for the Stanley Mosk Courthouse, City of Los Angeles, Los Angeles County, California. To comply with PRC Section 5024(b), the Judicial Council of California (JCC) must submit to SHPO an inventory of all structures over 50 years of age under JCC jurisdiction that are listed in or that may be eligible for inclusion in the NRHP, or registered or that may be eligible for registration as a California Historical Landmark (CHL). The Stanley Mosk Courthouse was found eligible for designation for the NRHP, CHL, CRHR, and Los Angeles Historic Cultural Monument list under Criterion A/1 and C/3. Provided QA/QC for the final report. (2019)

Globemaster Corridor Specific Plan, City of Long Beach, Los Angeles County, California. The project proposed to implement the Globemaster Corridor Specific Plan (GCSP), a planning and regulatory framework for redevelopment of an area adjacent to the Long Beach Airport and the surrounding residential and business community, which includes rezoning portions of the GCSP area, and a mobility plan that implements new streets and pedestrian connectors. Since the GCSP does not directly propose changes to the buildings or structures in the Plan area, the cultural resources report takes a programmatic overview and offers potential impacts analysis and mitigation measures for future development. Provided QA/QC for the Draft EIR/Environmental Impact Statement (EIS) Cultural Resources Chapter for the GCSP project. (2018)

Historic Resources Compliance Report for the Crowther Sewer Pipeline Project, City of Placentia, Orange County, California. The City of Placentia proposes to upsize the existing sewer pipeline under Crowther Avenue, Placentia Avenue, and Orangethorpe Avenue by constructing a completely independent pipeline parallel to the existing pipeline, which would be capped and left in place once the new pipeline is completed. All cultural resources work was conducted according to Caltrans guidelines for compliance with CEQA. Provided QA/QC for the Historic Resources Compliance Report. (In progress)

The Keiser Avenue Reconstruction Project, City of Rohnert Park, Sonoma County, California. The City of Rohnert Park retained Dudek to prepare an HRER for the proposed Keiser Avenue Reconstruction project, which proposed the demolition of a residential property within the project area limits, located at 5040 Snyder Lane. Served as lead architectural historian for the project and co-authored the HRER. Preparation of the report entailed extensive archival research; the composition of an appropriate historic context focused on the history of Rohnert Park; evaluation of the built features of the property within the framework of NRHP, CRHP, and local designation requirements; and the preparation of accompanying Department of Parks and Recreation (DPR) 523 forms. (2019)

Bidwell and El Rancho Verde Parks Master Plan, Cities of Hayward and Union City, Alameda County, California. Dudek was retained to prepare a cultural resources technical report for the Bidwell and El Rancho Verde Parks Master Plan project located in Alameda County. Co-authored the cultural resources technical report and provided QA/QC. Preparation of the technical report entailed archival building development research in local repositories and the composition of an appropriate historic context focused on the history of Hayward and the development of Post-war residential communities in the Bay Area, exterior survey fieldwork of the resources, and historical significance evaluations for the resources in consideration of NRHP, CRHP, and local designation requirements. (2020)

Mitigation Implementation for 3093 Broadway (HABS and Interpretative Signage), The Martin Group, City of Oakland, Alameda County, California. Dudek was retained by The Martin Group to prepare documentation required under CEQA for the 3093 Broadway Project, which resulted in a significant impact of a CEQA historical resource. Preparation of local-level HABS documentation of the Connell Motor Company Building in Oakland, California and interpretative signage were included as mitigation requirements outlined in the EIR for this project. In coordination with the City of Oakland, Dudek assisted The Martin Group in implementation of the required mitigation. Dudek prepared the HABS documentation and created the interpretive signage for the building that documented the history of the Connell Motor Company building following its demolition in 2016 and integration of the showroom façade into the new complex located at the site completed in 2019. Tasks involved in completing this work included intensive research related to the Connell Motor Company building, writing the HABS report, and the compilation of all known existing physical evidence related to the building. Additionally, the information compiled as part of the HABS documentation was used to produce the text and graphics for the interpretative signage in the form of an informational plaque documenting the historic significance of the Connell Building that is now featured at the new complex. Provided senior-level technical support and QA/QC. (2020)

California State University, Chico, Master Plan EIR, City of Chico, Butte County, California. Served as lead architectural historian and co-author of the cultural resources technical study prepared in support of the California State University (CSU) Chico Master Plan EIR. Her role in the preparation of the study included the required exterior survey of campus and university farm buildings and in some cases, interior survey fieldwork involving all buildings and structures on campus over 45 years of age scheduled for demolition and/or substantial alteration as part of Phase 1 and 2 of the proposed Master Plan. This project also entailed extensive archival research and the preparation of historic context covering the development of the CSU system and the CSU Chico campus, and the preparation of significance evaluations and accompanying DPR forms for each resource. (2019–Ongoing)

1624 Mission Street, SOIS Compliance Analysis, City and County of Santa Cruz, California. Dudek was retained to review the proposed project to rehabilitate the locally listed historic resource located at 1624 Mission Street in the City of Santa Cruz, California. The City of Santa Cruz required that a qualified architectural historian assess the proposed project, which involved the replacement of the wooden storefront window wall and full-light metal door, the concrete entry slab, wall and stairs, and the addition of a new front railing for conformance with SOIS for the Treatment of Historic Properties, specifically, the Standards for Rehabilitation. Project work entailed consultation to design a suitable replacement storefront after structural failure caused by a storm. Dudek also drafted the memorandum providing an analysis of how the project conforms to SOIS. Provided senior level technical support and QA/QC. (2019)

Water Management Resources

On-Call Services for Department of Water Resources, Operations and Maintenance Division, State of California. Dudek was retained by the State of California's Department of Water Resources (DWR), Operations and Maintenance Division (O&M), to assist in a wide range of on-going environmental compliance efforts. Under this on-call contract, serves as project manager for a task order focused on assisting DWR in efforts to streamline cultural resources

environmental documentation for O&M projects. Dudek is also preparing built environment technical reports for several projects under this contract. Led the creation of a standardized historic context statement for State Water Project (SWP), as well as Historical Resources Technical Reports for various SWP maintenance projects. Technical reports have been prepared for O&M projects at the following sites: Dyer Dam and Reservoir, Patterson Dam and Reservoir, Clifton Court Forebay, California Aqueduct Milepost 230. (2020–Ongoing)

Laguna Creek Diversion Retrofit Project, CEQA Compliance and U.S. Army Corps of Engineers permitting, City of Santa Cruz, Bonny Doon, California. As lead architectural historian, co-authored the Cultural Resources Inventory, Evaluation and Finding of Effect Report for the Laguna Creek Diversion Retrofit Project. The purpose of the project is to retrofit the existing 1890 Laguna Creek Diversion Facility in Bonny Doon, California with a new intake and sediment control system. Co-authored the historical significance evaluation of the Laguna Creek Diversion Facility and is associated components. The significance evaluation determined that the Laguna Creek Dam appears individually eligible as a historic resource/property under NRHP/CRHR Criterion A/1, and Santa Cruz County Criterion 2 as a well-preserved masonry water management structure dating to 1890. It is a physical example of pioneering water management infrastructure in California and is significant for its association with early advances in water management in California, specifically through creation of the City of Santa Cruz's first municipal water distribution system. All other associated facility buildings and structures were found not eligible under all NRHP, CRHR, and local designation criteria, and the project effects assessment recommends that the project would have a less than significant impact on historical resources (CEQA)/no adverse effect on historic properties. (June 2020–Ongoing)

Santa Cruz Water Rights Project CEQA Compliance, City of Santa Cruz, Santa Cruz County, California. As lead architectural historian, co-authored the Cultural Resources Inventory and Evaluation Report for the Santa Cruz Water Rights Project. The proposed project included 11 proposed undertakings related to water rights and infrastructure improvements for five water districts in 11 non-contiguous locations in Santa Cruz County, California. As the project includes both project-level and programmatic-level components, the City requested the document comply with Section 106 of the NHPA and CEQA as federal permits may be needed and/or federal funding may be used for some of the undertakings in the future. Provided QA/QC on the historical significance evaluations of the two historic-era properties (over 45 years of age) identified within the area of potential effect (APE). Both properties were found not eligible for designation under NRHP, CRHR, and local designation criteria. Wrote the project- and program-level impact analysis in the CEQA EIR cultural resources section for built environment resources. (July 2020–Ongoing)

Santa Cruz Wharf Maintenance Project CEQA Compliance and U.S. Army Corps of Engineers permitting, City of Santa Cruz, California. The purpose of this project is to replace and/or repair storm-damaged piles supporting the Santa Cruz Municipal Wharf in Santa Cruz, California. The Dudek built environment team conducted fieldwork and co-authored the Evaluation and Finding of Effect Report for the Santa Cruz Wharf Maintenance Project. The report was prepared in compliance with Section 106 and in support of the permitting process with the U.S. Army Corps of Engineers (ACOE). Although the Wharf was previously evaluated under CRHR and local criteria by another historian in recent years, no NRHP criteria evaluation existed. Co-authored all documentation related to the Wharf, including the significance evaluation that recommended the Wharf as eligible under NRHP Criterion A for its continued associations with the industrial development, transportation, commerce, and recreation development of Santa Cruz and under Criterion C as a distinctive engineering structure known to be the longest wooden pier structure located along the United States west coast. Additionally, a detailed effects assessment determined that the proposed Wharf Maintenance project would have a less than significant impact on historical resources (CEQA)/no adverse effect on historic properties (Section 106). No mitigation or management recommendations were necessary to support the no adverse effect finding. Provided senior-level guidance throughout the project and QA/QC on the technical report. (January 2020)

Municipal Waterways Maintenance Project CEQA Compliance and ACOE permitting, City of San Diego, California. Dudek developed the Municipal Waterways Maintenance Plan (MWMP) in close coordination with the City of San Diego and prepared a program EIR for the City's on-going stormwater facility maintenance program. The MWMP details the planned maintenance activities, specific facility maintenance locations, biological compensatory mitigation sites, agency permitting procedures, and includes site-specific facility maintenance plans and/or technical summaries for stormwater conveyance channels, ditches, structures, and basins throughout eight watersheds within the City's municipal boundaries. Dudek prepared a program EIR for the maintenance program, including cultural resources as one of the associated technical studies. Provided senior-level guidance on built environment resources for the project and QA/QC on the technical documentation. (January 2019–Ongoing.)

Previous Project Experience

Transportation – Roads, Bridges, Highways, and Rail

California High-Speed Rail from San Jose to Merced and Central Valley Wye Project Sections, California High-Speed Rail Authority/Parsons Transportation Group, Various Counties in California. For several years, served as lead historian and project coordinator for architectural history for the San Jose Merced and Central Valley Wye Project Sections. Led the built environment field surveys and property-specific historical research, co-wrote technical reports, and assisted in preparing the EIR/EIS cultural resources section. All work was conducted according to stipulations in the programmatic agreement written specifically for the project and in coordination with the California High-Speed Rail Authority. While working on these project sections, participated in surveying more than 1000 buildings. Played a key role in managing the survey data and evaluating built environment resources under NRHP and CRHR criteria, as well as ensuring the proper documentation of locally designated CEQA historical resources. (2010–2018)

Interstate 80/Interstate 680 Interchange Projects, Solano County Transportation Authority, Solano County, California. Conducted a field survey and contributed to NRHP and CRHR evaluations of historic architectural resources located in the Interstate 80/Interstate 680/State Route (SR) 12 interchange project area. More than 200 historic architectural resources were identified in the project area, including two historic districts. The Suisun City Historic District was identified as part of this project and consisted of 95 contributing buildings built within the period of significance, 1880–1934. The district comprised residential and commercial buildings constructed in a wide range of architectural styles, including Queen Anne and Craftsman bungalows, as well as late 19th century and early 20th century Revival styles. The Village of Cordelia Historic District, also located in the project area, was previously identified as eligible for the NRHP in 1989. The historic district was reevaluated as part of this project because several of the contributing buildings had been destroyed and fallen into disrepair. The overall integrity of the district, contributors, non-contributors, as well as district boundaries were reassessed and documented. All work was conducted according to Caltrans guidelines for compliance with Section 106. (2009)

Replacement of I Street Bridge Overhead Structure CEQA/NEPA Review, City of Sacramento Department of Transportation/Mark Thomas & Company, Sacramento, California. Served as lead investigator for built environment resources. Prepared Caltrans HRER and Finding of Effect (FOE) documents for Section 106 compliance. Conducted fieldwork and archival and property specific research, contacted historical societies, and prepared DPR 523 forms. Prepared reports identifying and evaluating historic properties in accordance with Caltrans guidelines. (2016–2018)

SR 70 Corridor Improvements Segments 1 and 2, Butte County Association of Governments/Mark Thomas & Company, Oroville, California. Conducted field survey, worked with Caltrans District 3 Professionally Qualified Staff (PQS) staff on APE delineation, and provided internal QA/QC on the HPSR package. All reports identifying and evaluating historic properties were prepared in accordance with Caltrans guidelines. (2015)

On-Call Environmental Support Services (Contract 03A137), Caltrans Districts 1, 2, and 3, Northern California. Served as architectural historian for three task orders. (2007–2008)

- **U.S. 50 Meyers Road to Incline Road Water Quality Improvement Project Initial Study/Environmental Assessment (IS/EA).** Prepared a Caltrans HRER for Section 106 compliance. Conducted fieldwork and archival and property-specific research, contacted historical societies, and prepared DPR 523 forms.
- **SR 89 Eagle Falls Viaduct to Meeks Creek Water Quality Improvement Project IS/EA.** Assistant Historian. Prepared a Caltrans HRER for Section 106 compliance. Conducted fieldwork and archival and property-specific research, contacted historical societies, and prepared DPR 523 forms.
- **SR 89, Wye-to-Cascade Road, Water Quality IS/EA.** Served as lead investigator and prepared a Caltrans HRER for Section 106 compliance. Conducted fieldwork and archival and property-specific research, contacted historical societies, and prepared DPR 523 forms. Prepared an HPSR and HRER identifying and evaluating historic properties in accordance with Caltrans guidelines.

Bayview/Hunters Point Transportation Improvements Project, City and County of San Francisco and Caltrans, California. Served as lead investigator for historic architectural resources. Conducted fieldwork and prepared documentation identifying and evaluating historic properties in the Bayview/Hunters Point project area for Section 106 compliance. Prepared an HPSR and HRER identifying and evaluating historic properties in accordance with Caltrans guidelines. (2007)

Road 108 Widening Project, Tulare County, Visalia, California. Served as assistant historian for the cultural resources inventory report, conducted research and fieldwork, and assisted in preparation of Section 106 documentation for a road improvement project. (2007)

NRHP Evaluation of the Sacramento Seawall, Caltrans/Mark Thomas & Company, Sacramento and Yolo Counties, California. Conducted research, assisted in fieldwork, and prepared DPR 523 forms. Prepared an HPSR and HRER evaluating the Sacramento seawall to meet NEPA and Section 106 requirements for the proposed pedestrian/bicycle improvement project on the Tower Bridge. (2003)

Caldwell Avenue/Avenue 280 Widening, Tulare County Resource Management Agency and Caltrans, California. As lead investigator for architectural/built environment resources, prepared a Caltrans HRER for Section 106 compliance. Conducted fieldwork and archival and property-specific research, contacted historical societies, and prepared DPR 523 forms. Prepared HPSRs and HRERs identifying and evaluating historic properties in accordance with Caltrans guidelines. (2006)

Mitchell Road Improvement Technical Studies, City of Ceres/Nolte Associates, California. Prepared a Caltrans HRER for Section 106 compliance. As lead investigator for architectural/built environment resources, conducted fieldwork and archival and property-specific research, contacted historical societies, and prepared DPR 523 forms. Prepared HPSRs and HRERs identifying and evaluating historic properties in accordance with Caltrans guidelines. (2016)

The Kings River Bridge Replacement Project, County of Fresno and Caltrans, California. As project manager for cultural resources, consulted with the client and prepared documentation identifying and evaluating historic properties in the project area. Prepared an HPSR identifying historic properties in accordance with Caltrans guidelines. (2006)

Downtown Bridges and Fire Station Improvement Project, Mark Thomas & Company and City of Roseville, California. Serving as lead historian preparing Caltrans cultural resources technical reports. (2014)

Oak Street/Washington Boulevard Round-About Project, Mark Thomas & Company and City of Roseville, California. As Lead Historian, assisted with Caltrans cultural resources technical report. (2014)

Roseville Road Improvement Project, Psomas Engineering and City of Roseville, California. Served as lead historian preparing Caltrans cultural resources technical reports. (2014)

Healdsburg Avenue Bridge NEPA/CEQA Compliance, City of Healdsburg/Omni Means, California. As lead historian, conducted a field survey and wrote the constraints analysis for historic resources. The project studied different alternatives in replacing and rehabilitating the historic Healdsburg Avenue Bridge, which is listed in the NRHP. Prepared the HSPR, HRER, and assisted in preparing the FOE. (2012)

Mitigation Implementation

Tower Bridge Pedestrian/Bikeway Improvement Project, City of Sacramento/Parsons Brinkerhoff, California. Conducted archival research and prepared text for interpretative display kiosks outlining the history of the Tower Bridge, which is listed in the NRHP. The interpretive kiosks were created in compliance with Section 106 to mitigate changes to the Tower Bridge resulting from the expansion of the structure's pedestrian walkways. (2007)

Doyle Drive and Presidio Mitigation Project for HABS, HAER, and HALS Documentation, Parsons Brinkerhoff, San Francisco, California. This work included documenting several contributing historic buildings, structures, and landscape features located within the Presidio of San Francisco National Historic Landmark (NHL) District. This recordation was required under Section 106 of the NHPA to mitigate the adverse effects of the Doyle Drive replacement project. Doyle Drive is the southern access route to the Golden Gate Bridge. Construction activities related to the project will result in the demolition of historic resources that contribute to the NHL district. Served as project coordinator, assistant historian, researcher, and co-author for compliance documents prepared for this project. (2010–2014)

Hallbom Ranch Mitigation, Placer County Water Agency, Auburn, California. As Assistant Historian, conducted research and assisted in production of a brochure that documented the history of the property. The brochure was produced as part of mitigating impacts to Hallbom Ranch due to project construction on the historically significant property. The mitigation was required as part of CEQA compliance. (2006)

Feather River CEQA/NEPA Compliance, Mitigation for Adverse Effects to the Sutter Butte Canal, Sutter Butte Flood Control Agency, Butte and Sutter Counties, California. As built environment lead, worked with ACOE to establish efficient and appropriate mitigation for the burial of the Sutter Butte Canal Haselbusch Headgate, which was determined eligible for listing in the NRHP and CRHR as part of the cultural resources inventory and evaluation efforts for this project. To mitigate the adverse effect to the resource, an interpretative program was established in consultation with ACOE, SHPO, and Sutter Butte Flood Control Agency. Led the effort to produce an interpretive brochure and exhibit that explained the history of the Sutter Butte Canal Haselbusch Headgate. The brochures were distributed to local libraries and archives in Sutter and Butte Counties. The exhibit is part of the Butte County Historical Museum in Oroville, California. (2016)

Parks/Trail/Bicycle Path/Recreation

East Bay Greenway (Lake Merritt Bay Area Rapid Transit to South Hayward Bay Area Rapid Transit), HNTB Engineering, Alameda County Transportation Commission, Oakland, San Leandro, Hayward, and Alameda County, California. Served as technical lead for architectural history. Prepared an HRER for Caltrans as part of the CEQA/NEPA documentation for a visionary 16-mile, multimodal trail facility (rail to trail/rail with trail) connecting seven Bay Area Rapid Transit stations adjacent to the Union Pacific Railroad Oakland Subdivision from Oakland to Hayward. The project objectives include improvement of bicycle and pedestrian network connectivity; access to

schools, downtown destinations, and activity centers; and development of a multimodal transportation system. Prepared an FOE document in support of a No Adverse Effect Finding to historically significant properties identified in the HRER. (2017–2018)

Water and Wastewater

Feather River CEQA/NEPA Compliance, Sutter Butte Flood Control Agency, Butte and Sutter Counties, California. The purpose of this project was to assist the Sutter Butte Flood Control Agency (SBFCA) through the Section 106 compliance and permitting process with ACOE to help facilitate construction improvements along a 40-mile segment of the Feather River Levee in Sutter and Butte Counties. Led the effort to record, evaluate, and document historic built environment resources located in the project APE in consultation with ACOE and SHPO in compliance with the Programmatic Agreement (PA) for this specific project. The survey work resulted in the identification of 99 historic-era resources within the APE, which required evaluation under NRHP Criteria. Of the resources inventoried, 17 resources were found to be eligible for the NRHP. Two of these resources are linear water conveyance/flood control structures; the Feather River Levee and the Sutter-Butte Canal. Worked extensively with ACOE in the process of documenting the historic-era built environment resources located in the APE as well as preparing FOE analysis for significant built environment resources. Helped establish efficient and appropriate mitigation measures for properties adversely affected by the project. (2012–2016)

Southport Early Implementation Project Environmental Interim Preliminary Planning, West Sacramento Flood Control Agency/HDR Engineering, Yolo County, California. Served as lead architectural historian for the Southport Levee project in the City of West Sacramento. Conducted an intensive-level architectural/built environment survey of the project area. Prepared an inventory and evaluation report of resources identified as requiring evaluation under NRHP Criteria. In consultation with ACOE, SHPO, assisted in the preparation of a programmatic agreement and historic properties treatment plan to address cultural resources issues that may arise during project implementation. Cultural work was prepared according to guidelines set forth in the PA for compliance with Section 106. (2014–2016)

Knights Landing Outfall Gate Project, Cultural Resources Inventory and Evaluation Report, Reclamation District 108, Yolo County, California. Served as lead architectural historian for the Knights Landing Outfall Gate Project along the Sacramento River near the community of Knights Landing in Yolo County. Conducted an intensive-level architectural/built environment survey of the project area. Prepared an inventory and evaluation report of resources identified as requiring evaluation under NRHP and CRHR criteria. All work was completed in consultation with ACOE, Bureau of Reclamation, and SHPO. (2015)

Sacramento River West Bank Seepage Mitigation Project Levee Miles 3.41 to 6.45, Cultural Resources Inventory and Evaluation Report, Sacramento River West Side Levee District and ACOE, Yolo County, California. Served as lead architectural historian along the Sacramento River near the community of Knights Landing in Yolo County. Prepared an inventory and evaluation report of resources identified as requiring evaluation under NRHP and CRHR Criteria. A segment of the Sacramento West Levee was determined individually eligible for listing in the NRHP and the CRHR under Criterion A/1 for its association with early advances in water management in California that resulted in making settlement and expansion of infrastructure in the region possible. This levee segment is a physical example of California's evolution of reclamation—including the earliest efforts to build levees, formation of reclamation districts, and development of water management public policy—which took place between 1850 (Arkansas Act enacted) and 1911 (State Flood Control Act enacted). As part of this project, wrote a finding of No Adverse Effect assessment for the significant levee segment in consultation with ACOE and SHPO. (2017)

Long Ravine Pipeline Replacement Project, Placer County Water Agency, Placer County, California. As lead investigator for historical resources, conducted research and prepared Section 106 and CEQA documentation. Evaluated a segment of the Lincoln Highway and determined eligible for listing in NRHP and CRHR Criteria as part of this project. (2013)

Harry Tracy Water Treatment Plant EIR, San Francisco Public Utilities Commission, San Bruno, California. Served as assistant historian on this project. Conducted research and helped with preparation of Section 106 and CEQA documentation. (2008)

PG&E South Canal Project, Placer County Water Agency, Newcastle, California. Served as lead investigator for built environment resources. Conducted research and field surveys, and prepared Section 106 and CEQA documentation. (2007)

Sewer Treatment-Water Reuse Facility EIR, City of Clovis, Fresno County, California. Conducted research, assisted in fieldwork, and prepared documentation evaluating the significance of cultural resources to meet CEQA and Section 106 compliance requirements for proposed construction of wastewater collection facilities. (2004)

State of California

Department of General Services Historical Resource Evaluation for the California Highway Patrol and Department of Motor Vehicles Site Broadway and 24th Street, Sacramento, California. Served as lead architectural historian in preparation of an Historical Resources Technical Report for the State of California Department of General Services (DGS). As part of the planning process for proposed improvements to the site, the complex of historic-era buildings was evaluated to comply with PRC Section 5024(b). To comply with this regulation, DGS must submit to SHPO an inventory of all structures over 50 years of age under DGS jurisdiction that are listed in or that may be eligible for inclusion in the NRHP, or that may be eligible for registration as a California Historical Landmark (CHL). Found the Department of Motor Vehicles building eligible for listing in the NRHP/CRHR for its association with master architect Milton T. Pflueger. The California Highway Patrol complex was not found eligible as it did not meet any of the NRHP/CRHR significance criteria. (2008)

Ports and Harbors

Historic Initiative Inventory and Conservation, Port of Los Angeles, California. Assisted the Port of Los Angeles with establishing an archival repository to house historic documents by advising the Port on all aspects of the proposed archival facility. As project manager and lead archivist, conducted a records inventory, facilitated immediate preservation and conservation of historic materials, and helped establish policy and procedures for the archives. (2006–2007)

Architectural Survey and Evaluation of Signal Street Properties, Port of Los Angeles, California. Prepared an inventory and evaluation report for six historic-era properties located in an area that Los Angeles Harbor Department was planning on redeveloping. The purpose of the report was to evaluate the properties under NHPR, CRHR, and the criteria set forth in the City of Los Angeles Heritage Ordinance to see if they were eligible for listing. Completed this work during the planning phase of the redevelopment project. Five of the six buildings were found eligible for listing in the NRHP, CRHR, and as Los Angeles Historic Cultural Monuments. (2007)

Development

Raincross Townhomes Architectural and Archaeological Services, Watt Communities, Riverside, California. As lead investigator for architectural resources, conducted fieldwork, research, and prepared documentation identifying and evaluating historic-era properties located in the project area. Prepared a cultural resources inventory report for the proposed Raincross Townhomes development project as part of the environmental documentation conducted for CEQA compliance. (2005)

La Sierra Avenue Cultural Resource Study, Watt Communities, Riverside, California. Conducted fieldwork and research and prepared documentation identifying and evaluating historic-era properties in the proposed study area for a proposed residential development. Documentation was prepared for CEQA compliance. (2005)

Section 106 Compliance for the Sixth Street Streetscape West Project, Harris and Associates and City of Gilroy, California. Served as project manager and lead architectural historian. Prepared a recommendations report for Section 106 compliance for streetscape improvements within the City's downtown historic district. (2008)

Machado Estates EIR, City of Manteca Community Development Department, California. Served as lead historian for documentation and evaluation of architectural (built environment) resources as part of the cultural resources study in support of an EIR for the proposed Machado Estates subdivision. Prepared a cultural resources inventory report for CEQA compliance, as well as the cultural resources EIR section. All buildings 50 years old or older were evaluated under CRHP criteria. (2006)

Bekins Cell Site Project, Clayton Group Environmental, Berkeley, California. Conducted research and assisted in preparing a report evaluating the historical significance of the Bekins warehouse designed by architect James Palchek, located in downtown Berkeley, to meet Section 106 requirements for a cellular antenna project. (2004)

Military

Naval Air Station Alameda, Historic Properties Inspection Report and Draft NRHP Nomination, NAVFAC, Alameda, California. Served as assistant historian in the preparation of historic properties inspection reports and an NRHP nomination for the Naval Air Station Alameda Historic District under the direction of NAVFAC, in accordance with Section 106 and Section 110 of the NHPA. Tasks included conducting research, a field survey, and written condition assessments of the contributing buildings and structures located within the historic districts. (2008)

Treasure Island Naval Air Station, Historic Properties Inspection Report, NAVFAC, Treasure Island, California. Conducted a field survey, research, and evaluation of the condition of historic resources. Assisted in the preparation of an historic properties inspection report for Treasure Island Naval Air Station under the direction of NAVFAC, in accordance with Section 106 and Section 110 of the NHPA. (2008)

Mare Island Naval Shipyard, Historic Properties Inspection Report, NAVFAC, Mare Island, California. Led a field survey, conducted research, and assisted in the evaluation of the condition of historic resources in the preparation of an historic properties inspection report for the Mare Island Historic District under the direction of NAVFAC, in accordance with Section 106 and Section 110 of the NHPA. (2009)

National Register Nominations

NRHP Nomination for the Border Station Multiple Property Submission, Groundwater Sustainability Agency, New Orleans, Louisiana, and Laredo, Texas. Conducted a site assessment and photographic documentation and assisted in preparation of NRHP nomination forms for Groundwater Sustainability Agency Border Station buildings in New Orleans, Louisiana, and Laredo, Texas. (2006)

Specialized Training

- Section 106: A Review for Experienced Practitioners, National Preservation Institute, Claudia Nissley, 2010
- Section 106 Compliance: An Introduction to Professional Practice under Section 106 of the NHPA, SWCA Environmental Consultants, Thomas F. King, PhD, 2006
- Programmatic Agreement for Compliance with Section 106: Streamlining the Process, California Council for the Promotion of History, 2004

Presentations

Haley, K. "What the Heck is That? Cultural Resources Compliance Basics." Association for Environmental Professionals Annual Conference, San Francisco, California. 2009.

Haley, K. "Legislating Land Use: The creation of the Delta Protection Act of 1992." California Council for the Promotion of History Annual Conference. Eureka, California. 2004.

Awards

Preservation Design Award (Cultural Resources Studies and Reports), California Preservation Foundation. Each year California Preservation Foundation (CPF) awards firms and individuals for exemplary work in a broad range of historic preservation categories, including restoration, rehabilitation, sustainability, studies, and reports. In 2016, the ICF/PGAdesign team was one of the CPF Preservation Design Awards recipients for the HALS/HAER/HABS documents prepared for the Doyle Drive Corridor Replacement Project at the Presidio of San Francisco.

Employment History

ICF. Architectural Historian/Historian. Sacramento, California. June 2003 to December 2018

California State Archives. Graduate Archival Intern. Sacramento, California. September 2001 to December 2004

References

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Appendix B

Interested Party Correspondence

From: Katie Ahmanson
To: csm@surfmuseum.org
Cc: Katie Haley; Nicole Frank; Jason Reynolds; Joshua Saunders; Daniel Hoffman; DWoods@oceansideca.org; jcole@moffattnichol.com; aford@moffattnichol.com
Subject: Proposed Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project - California Surf Museum Outreach
Date: Friday, March 1, 2024 10:38:00 AM
Attachments: [redacted]

To Whom it May Concern,

I am reaching out today on behalf of Dudek and the City of Oceanside to provide you with some information about the Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project. As part of the cultural resources study for the proposed project, Dudek is consulting all regional historical organizations to determine if there are any known historic or cultural resources that may be within the proposed project area. Please see the attached letter and maps for more information about the nature and location of the project, and please feel free to contact me should you have questions or information regarding cultural or historical resources in this area.

Thank you,

Katie Ahmanson

Katie Ahmanson
Architectural Historian I
DUDEK

O: 626 204 9807
dudek.com



DUDEK
38 NORTH MARENGO AVENUE
PASADENA, CALIFORNIA 91101
T 626.204.9800 F 626.204.9834

California Surf Museum
312 Pier View Way
Oceanside, CA 92054

March 1, 2024

Subject: Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project, City of Oceanside, California

To Whom it May Concern,

Dudek has been retained by the City of Oceanside to assess and disclose the potential impacts on the environment of the Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project (Proposed Project). The Proposed Project is located in the City of Oceanside and includes four properties, the Pier View Way Bridge and Lifeguard Headquarters, the Junior Sea Beach Community Center, the Junior Seau Amphitheater/Bandshell, and Parking Lot #30 (also known as Betty's Lot) (see Figures 1 and 2 enclosed). The project site is surrounded by commercial properties to the east, commercial and residential properties to the north, and the Pacific Ocean to the south and west. The client is proposing improvements to the Pier View Way Bridge and Lifeguard Headquarters, a suite of proposed improvements to the Community Center and Plaza, a range of improvement options for the Amphitheater and Bandshell, and conceptual improvements to Betty's Lot consisting of built elements atop the existing surface parking lot to support a new beachfront park, community recreation classrooms, and a terraced park with multi-purpose landscaping and ramped paths. There is a well establish relationship between these four City facilities, they are connected both physically and operationally, and those interrelationships will be an integral part of the analysis and documentation.

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Sincerely,

Katie Ahmanson

Katie Ahmanson, MHC
Architectural Historian
323.829.9088 / kahmanson@dudek.com

Att.: *Figure 1, Project Location*
Figure 2, Project Site
cc: *Nicole Frank, MSHP, Dudek*
Katie Hayley, MPH, Dudek
Jason Reynolds, Dudek
Joshua Saunders, Dudek
Daniel Hoffman, Dudek
Darra Woods, City of Oceanside
Jared Cole, Moffatt & Nichol
Alexandra Ford, Moffat & Nichol



SOURCE: SANGIS 2023

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects



SOURCE: SANGIS 2023

DUDEK

0 125 250 Feet

FIGURE 2

Project Site

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects

From:	Katie Ahmanson
To:	Info@OceansideHistoricalSociety.org
Cc:	Katie Haley; Nicole Frank; Jason Reynolds; Joshua Saunders; Daniel Hoffman; DWoods@oceansideca.org; jcole@moffattnichol.com; aford@moffattnichol.com
Subject:	Proposed Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project - Oceanside Historical Society
Date:	Friday, March 1, 2024 10:37:00 AM
Attachments:	[redacted]

To Whom it May Concern,

I am reaching out today on behalf of Dudek and the City of Oceanside to provide you with some information about the Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project. As part of the cultural resources study for the proposed project, Dudek is consulting all regional historical organizations to determine if there are any known historic or cultural resources that may be within the proposed project area. Please see the attached letter and maps for more information about the nature and location of the project, and please feel free to contact me should you have questions or information regarding cultural or historical resources in this area.

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Katie Ahmanson

Katie Ahmanson
Architectural Historian I
DUDEK

O: 626 204 9807
dudek.com



DUDEK
38 NORTH MARENGO AVENUE
PASADENA, CALIFORNIA 91101
T 626.204.9800 F 626.204.9834

Oceanside Historical Society
8369 University Avenue
La Mesa, CA 91942

March 1, 2024

Subject: Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project, City of Oceanside, California

To Whom it May Concern,

Dudek has been retained by the City of Oceanside to assess and disclose the potential impacts on the environment of the Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project (Proposed Project). The Proposed Project is located in the City of Oceanside and includes four properties, the Pier View Way Bridge and Lifeguard Headquarters, the Junior Sea Beach Community Center, the Junior Seau Amphitheater/Bandshell, and Parking Lot #30 (also known as Betty's Lot) (see Figures 1 and 2 enclosed). The project site is surrounded by commercial properties to the east, commercial and residential properties to the north, and the Pacific Ocean to the south and west. The client is proposing improvements to the Pier View Way Bridge and Lifeguard Headquarters, a suite of proposed improvements to the Community Center and Plaza, a range of improvement options for the Amphitheater and Bandshell, and conceptual improvements to Betty's Lot consisting of built elements atop the existing surface parking lot to support a new beachfront park, community recreation classrooms, and a terraced park with multi-purpose landscaping and ramped paths. There is a well establish relationship between these four City facilities, they are connected both physically and operationally, and those interrelationships will be an integral part of the analysis and documentation.

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Katie Ahmanson, MHC
Architectural Historian
323.829.9088 / kahmanson@dudek.com

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Jason Reynolds, Dudek
Joshua Saunders, Dudek
Daniel Hoffman, Dudek
Darra Woods, City of Oceanside
Jared Cole, Moffatt & Nichol
Alexandra Ford, Moffat & Nichol



SOURCE: SANGIS 2023

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects



SOURCE: SANGIS 2023

DUDEK

0 125 250 Feet

FIGURE 2

Project Site

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects

Nicole Frank

From: Katie Ahmanson
Sent: Wednesday, July 3, 2024 1:45 PM
To: Nicole Frank
Subject: FW: Oceanside Pier Research Visit
Attachments: Oceanside Pier report K Hawthorne.pdf

Hey Nicole,

This was the only response I received for Oceanside!

Best,

Katie Ahmanson (she/her)
Architectural Historian

O: 626 204 9807
dudek.com

From: KRISTI HAWTHORNE <kristihawthorne@cox.net>
Sent: Wednesday, February 14, 2024 3:21 PM
To: Katie Ahmanson <kahmanson@dudek.com>
Subject: Re: Oceanside Pier Research Visit

Katie, here is the report I did in 2015, it includes a lot of research that I compiled from local newspapers and photos ....

Kristi Hawthorne

> On 02/09/2024 12:28 PM PST Katie Ahmanson <kahmanson@dudek.com> wrote:
>
> Good afternoon,
>
> I am an architectural historian reaching out on the behalf of Dudek about research for Oceanside Pier. I am currently working on a project regarding the structure and would like to see if the Oceanside Historical Society has any materials pertaining to the pier including historic photographs, newspaper articles, interviews, original drawings, or anything else about the site's history and construction. Please let me know if there is anything you may think that fits this request. I will be conducting a survey of the pier on Tuesday (2/13) and will plan to visit the Oceanside Historical Society to view any relevant information.
>
> Thank you,

Katie

Katie Ahmanson
Architectural Historian I
DUDEK

O: 626 204 9807
dudek.com



From:	Katie Ahmanson
To:	"JGStaff@oceansideca.org"
Cc:	Katie Haley; Nicole Frank; Jason Reynolds; Joshua Saunders; Daniel Hoffman; "DWoods@oceansideca.org"; "jcole@moffattnichol.com"; "aford@moffattnichol.com"
Subject:	Proposed Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project - Oceanside Lifeguards Outreach
Date:	Friday, March 1, 2024 10:38:00 AM
Attachments:	[redacted] Letter.pdf [redacted].png [redacted].png [redacted].png [redacted].png [redacted].png

---

To Whom it May Concern,

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Thank you,

Katie Ahmanson

Katie Ahmanson
Architectural Historian I
DUDEK

O: 626 204 9807
dudek.com



DUDEK
38 NORTH MARENGO AVENUE
PASADENA, CALIFORNIA 91101
T 626.204.9800 F 626.204.9834

Oceanside Lifeguards
300 N Coast Hwy
Oceanside, CA 92054

March 1, 2024

Subject: Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project, City of Oceanside, California

To Whom it May Concern,

Dudek has been retained by the City of Oceanside to assess and disclose the potential impacts on the environment of the Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project (Proposed Project). The Proposed Project is located in the City of Oceanside and includes four properties, the Pier View Way Bridge and Lifeguard Headquarters, the Junior Sea Beach Community Center, the Junior Seau Amphitheater/Bandshell, and Parking Lot #30 (also known as Betty's Lot) (see Figures 1 and 2 enclosed). The project site is surrounded by commercial properties to the east, commercial and residential properties to the north, and the Pacific Ocean to the south and west. The client is proposing improvements to the Pier View Way Bridge and Lifeguard Headquarters, a suite of proposed improvements to the Community Center and Plaza, a range of improvement options for the Amphitheater and Bandshell, and conceptual improvements to Betty's Lot consisting of built elements atop the existing surface parking lot to support a new beachfront park, community recreation classrooms, and a terraced park with multi-purpose landscaping and ramped paths. There is a well establish relationship between these four City facilities, they are connected both physically and operationally, and those interrelationships will be an integral part of the analysis and documentation.

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Katie Ahmanson

Katie Ahmanson, MHC
Architectural Historian
323.829.9088 / kahmanson@dudek.com

Att.: *Figure 1, Project Location*
Figure 2, Project Site
cc: *Nicole Frank, MSHP, Dudek*
Katie Hayley, MPH, Dudek
Jason Reynolds, Dudek
Joshua Saunders, Dudek
Daniel Hoffman, Dudek
Darra Woods, City of Oceanside
Jared Cole, Moffatt & Nichol
Alexandra Ford, Moffat & Nichol



SOURCE: SANGIS 2023

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects



SOURCE: SANGIS 2023

DUDEK

0 125 250 Feet

FIGURE 2

Project Site

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects

From:	Katie Ahmanson
To:	"collections@sandiegohistory.org"
Cc:	Katie Haley; Nicole Frank; Jason Reynolds; Joshua Saunders; Daniel Hoffman; "DWoods@oceansideca.org"; "jcole@moffattnichol.com"; "aford@moffattnichol.com"
Subject:	Proposed Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project - San Diego History Center Outreach
Date:	Friday, March 1, 2024 10:38:00 AM
Attachments:	San Diego Hi[redacted]ch Letter.pdf ima[redacted].png ima[redacted].png ima[redacted].png ima[redacted].png ima[redacted].png

---

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Katie Ahmanson

Katie Ahmanson
Architectural Historian I
DUDEK

O: 626 204 9807
dudek.com



DUDEK
38 NORTH MARENGO AVENUE
PASADENA, CALIFORNIA 91101
T 626.204.9800 F 626.204.9834

San Diego History Center
1649 El Prado
San Diego, CA 92101

March 1, 2024

Subject: View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project, City of Oceanside, California

To Whom it May Concern,

Dudek has been retained by the City of Oceanside to assess and disclose the potential impacts on the environment of the Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project (Proposed Project). The Proposed Project is located in the City of Oceanside and includes four properties, the Pier View Way Bridge and Lifeguard Headquarters, the Junior Sea Beach Community Center, the Junior Seau Amphitheater/Bandshell, and Parking Lot #30 (also known as Betty's Lot) (see Figures 1 and 2 enclosed). The project site is surrounded by commercial properties to the east, commercial and residential properties to the north, and the Pacific Ocean to the south and west. The client is proposing improvements to the Pier View Way Bridge and Lifeguard Headquarters, a suite of proposed improvements to the Community Center and Plaza, a range of improvement options for the Amphitheater and Bandshell, and conceptual improvements to Betty's Lot consisting of built elements atop the existing surface parking lot to support a new beachfront park, community recreation classrooms, and a terraced park with multi-purpose landscaping and ramped paths. There is a well establish relationship between these four City facilities, they are connected both physically and operationally, and those interrelationships will be an integral part of the analysis and documentation.

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323.829.9088 / kahmanson@dudek.com

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Katie Hayley, MPH, Dudek
Jason Reynolds, Dudek
Joshua Saunders, Dudek
Daniel Hoffman, Dudek
Darra Woods, City of Oceanside
Jared Cole, Moffatt & Nichol
Alexandra Ford, Moffat & Nichol



SOURCE: SANGIS 2023

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects



SOURCE: SANGIS 2023

DUDEK

0 125 250 Feet

FIGURE 2

Project Site

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects

From: Katie Ahmanson
To: sohosandiego@aol.com
Cc: Katie Haley; Nicole Frank; Jason Reynolds; Joshua Saunders; Daniel Hoffman; DWoods@oceansideca.org; jcole@moffattnichol.com; aford@moffattnichol.com
Subject: Proposed Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project - Save Our Heritage Organization Outreach
Date: Friday, March 1, 2024 10:38:00 AM
Attachments: [redacted]
Save Our Heritage Organization Outreach Letter.pdf

To Whom it May Concern,

I am reaching out today on behalf of Dudek and the City of Oceanside to provide you with some information about the Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project. As part of the cultural resources study for the proposed project, Dudek is consulting all regional historical organizations to determine if there are any known historic or cultural resources that may be within the proposed project area. Please see the attached letter and maps for more information about the nature and location of the project, and please feel free to contact me should you have questions or information regarding cultural or historical resources in this area.

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Katie Ahmanson

Katie Ahmanson
Architectural Historian I
DUDEK

O: 626 204 9807
dudek.com



DUDEK
38 NORTH MARENGO AVENUE
PASADENA, CALIFORNIA 91101
T 626.204.9800 F 626.204.9834

Save Our Heritage Organization
4015 Harney Street
San Diego, CA 92110

March 1, 2024

Subject: Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project, City of Oceanside, California

To Whom it May Concern,

Dudek has been retained by the City of Oceanside to assess and disclose the potential impacts on the environment of the Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Project (Proposed Project). The Proposed Project is located in the City of Oceanside and includes four properties, the Pier View Way Bridge and Lifeguard Headquarters, the Junior Sea Beach Community Center, the Junior Seau Amphitheater/Bandshell, and Parking Lot #30 (also known as Betty's Lot) (see Figures 1 and 2 enclosed). The project site is surrounded by commercial properties to the east, commercial and residential properties to the north, and the Pacific Ocean to the south and west. The client is proposing improvements to the Pier View Way Bridge and Lifeguard Headquarters, a suite of proposed improvements to the Community Center and Plaza, a range of improvement options for the Amphitheater and Bandshell, and conceptual improvements to Betty's Lot consisting of built elements atop the existing surface parking lot to support a new beachfront park, community recreation classrooms, and a terraced park with multi-purpose landscaping and ramped paths. There is a well establish relationship between these four City facilities, they are connected both physically and operationally, and those interrelationships will be an integral part of the analysis and documentation.

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Katie Ahmanson, MHC
Architectural Historian
323.829.9088 / kahmanson@dudek.com

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Katie Hayley, MPH, Dudek
Jason Reynolds, Dudek
Joshua Saunders, Dudek
Daniel Hoffman, Dudek
Darra Woods, City of Oceanside
Jared Cole, Moffatt & Nichol
Alexandra Ford, Moffat & Nichol



SOURCE: SANGIS 2023

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects



SOURCE: SANGIS 2023

DUDEK

0 125 250 Feet

FIGURE 2

Project Site

Pier View Way Bridge & Lifeguards Headquarters and Beachfront Phase II Projects

Appendix C
DPR 523 Forms

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S

Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** (Assigned by recorder) UPDATE – Junior Seau Beach Community Center

P1. Other Identifier: Oceanside Beach Community Center
*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** San Diego
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** *Oceanside, Calif.* **Date** 1968, rev. 1997 & 2012 **T** 11S; **R** 5W; ¼ **of** ¼ **of Sec** ; San Bernardino **B.M.**
c. Address 300 The Strand N City Oceanside Zip 92054
d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN: 147-074-14-00

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

This form records the Junior Seau Beach Community Center located at 300 The Strand N in Oceanside, California (**Photograph 1**). A description of the property was provided in the 2015 report and DPR 523 form set (Hawthorne 2015e: 22-27), which is as follows: this two-story cement block building was built in 1955. The first story roof is minimally pitched covered with torch down material. The second story of the building is inset or setback with a slightly pitched roof covered with composition shingles. The north and west facades are built flush to the sidewalk. The entrance and south facing façade features a former ticket booth or box office. (See Continuation Sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP13. Community Center/ Social Hall
***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☒ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1, looking north, January 23, 2024

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1955 / *Blade-Tribune*

***P7. Owner and Address:**
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

***P8. Recorded by:** (Name, affiliation, address)
Katie Ahmanson
Dudek
605 Third Street
Encinitas, CA 92024

***P9. Date Recorded:** January 23, 2024

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2024. *Built Environment Inventory and Evaluation Report Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II, Oceanside, California*. Prepared for City of Oceanside.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 3S

***Resource Name or #** (Assigned by recorder) UPDATE – Junior Seau Beach Community Center

B1. Historic Name: Oceanside Beach Community Center
B2. Common Name: Junior Seau Beach Community Center
B3. Original Use: Community center
B4. Present Use: Community center
***B5. Architectural Style:** Mid-Century Modern with elements of International
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built in 1955; reroofed between 1967 and 1978; roof shingles replaced again in 2011; original windows, entrance glazing, and entrance doors have been removed and replaced with windows and doors of different material and operation (unknown date); original projecting sign removed and air conditioning system added to first story roof (unknown date).

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: George Lykos b. Builder: A.E. Betraun Co.
***B10. Significance:** **Theme** Social History **Area:** San Diego County
Period of Significance 1955-1974 **Property Type** Community center **Applicable Criteria** A/1
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Junior Seau Beach Community Center meets the criteria for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR) and at the local level of significance under Criterion A/1/A for its association with local recreation and economic history. The Junior Seau Beach Community Center also meets Oceanside's local historic designation Criterion A because it reflects special elements of the city's social history. The property was evaluated in accordance Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is considered a historical resource under CEQA. As such, this evaluation assigns a 3S California Historical Resources Status Code to the property. See Continuation Sheet.

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

***B12. References:** See Continuation Sheet

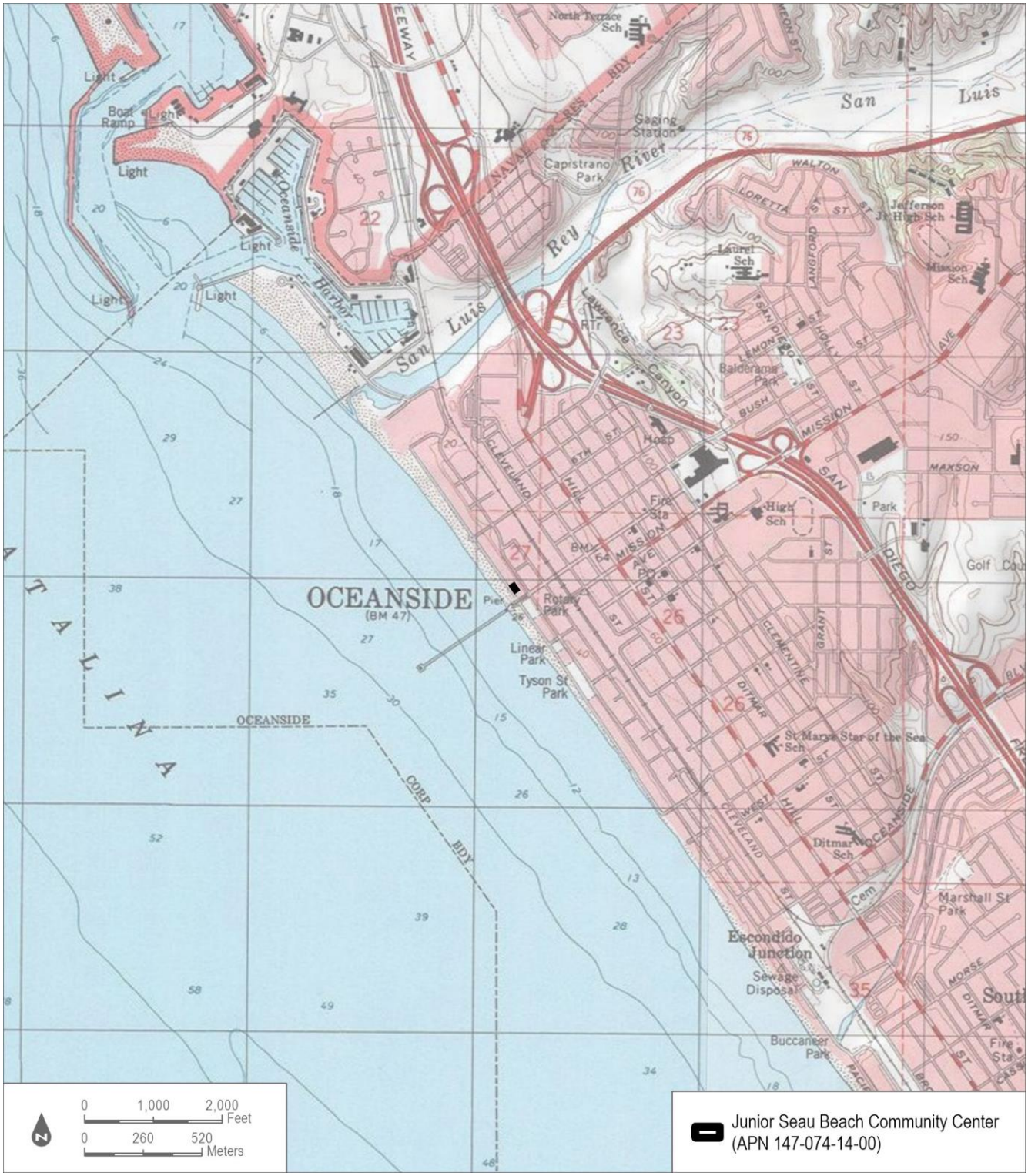
B13. Remarks:

***B14. Evaluator:** Danielle Baza, BA and Patricia Ambacher, MA

***Date of Evaluation:** July 18, 2024

(This space reserved for official comments.)




OCEANSIDE
(BM 47)
OCEANSIDE
San Luis Rey River
Oceanside Harbor
Light
Boat Ramp
Capistrano Park
Gaging Station
Lawrence Canyon
Balderama Park
Linear Park
Tyson St Park
Rotary Park
Pier
Fire Sta
High Sch
Hosp
Park
Golf Cou
Escondido Junction
Sewage Disposal
Buccaneer Park
Marshall St Park
Ditmar Sch
St Marys Star of the Sea Sch
Laurel Sch
Jefferson Jr High Sch
Mission Sch
North Terrace Sch
Cem
CORP
BDY
EEWAY
MISSION
SAN DIEGO
CLEVELAND
WEST HILL
DITMAR
CLEMENTINE
GRANT
MAXSON
WALTON
LORETTA
LANGFORD
BUSH
HOLLY
LEMON
8TH
PIER
0 1,000 2,000 Feet
0 260 520 Meters
N
Junior Seau Beach Community Center
(APN 147-074-14-00)

Description (cont.)

On either side are two glass double door entrances. Landscaping is minimal with mature palms and artificial turf. The first story west facing façade has five sets of large tinted glass windows placed at intervals. The second story has a band of windows on both the east and west side to allow natural light to illuminate the interior. The front or south façade's second story windows are largely obscured by the addition of an air-conditioning system. The north façade includes two windows and single door and is painted with an ocean themed mural. The resource appears to be in fair condition. No additional changes to the building were observed during Dudek's recordation (Photograph 2 – Photograph 5).

Significance (cont.)

Historic Context

By 1848, the United States assumed formal control of California with the Treaty of Guadalupe-Hidalgo and introduced Anglo culture and society (Smythe 1908: 282). The township of San Luis Rey was established west of the Mission San Luis Rey de Francia in the early 1870s and was primarily settled by English settlers. The development of the Southern Pacific Railroad traveling down the coast from Los Angeles to San Diego in 1882 resulted in the growth of the local population. By 1883, a local storekeeper, Andrew Jackson Meyers applied for a Homestead Grant to developed 160-acres south of Rancho Santa Margarita, which would become the City. As a result of the area's exponential growth, the City was incorporated by 1888 with a population of about 1,000 residents, and the Oceanside pier was first constructed (Oceanside Chamber of Commerce 2024; Oceanside 2024).

By the turn of the twentieth-century, railroads brought thousands of settlers who continued to develop Oceanside. A highway between Los Angeles and San Diego was completed by 1920 and lead to further growth in the area. During the 1920s in Oceanside, streetlights were installed, a golf course was developed, the Palomar Theater was constructed, and the slogan of the city was "Oceanside, California's Pride". The city prospered until the economic decline of the Great Depression halted the growth of the city. Between 1930 and 1940, the population grew from 3,508 to 4,652. However, World War II saw Oceanside grow from a tourist destination into a United States Marine Corps Base. The construction of Camp Pendleton on the boarder of Oceanside created a demand for housing and municipal services in the area that led to rapid development throughout the 1940s and 1950s. According to census figures, the population of Oceanside jumped from 4,652 to over 18,000 by 1952 as Camp Pendleton grew with the onset of the Korean War (Oceanside 2024).

During the 1960s, Oceanside continued to grow as more subdivisions and civic institutions including the Tri-City Hospital and the Oceanside Small Craft Harbor were developed. The harbor quickly became known as a tourist destination and was the homeport for both recreational and fishing boats (Oceanside 2024). Historic aerial photographs reveal the commercial and civic development between Civic Center Drive and Seagaze Drive. By the 1970s, commercial development appears to replace residential properties surrounding the City's center (NETR 2024a). In 1972, Car Country Carlsbad was established in Carlsbad, and the commercial landscape of Oceanside changed as dealerships, such as Weseloh Chevrolet, Dixon Ford, and Rorick Buick, left the City. The Oceanside City Council approved plans for the redevelopment of downtown Oceanside in 1975, and by the 1980s, construction of a new transit center and the City's sixth redevelopment of the pier were completed (Hawthorne 2015: 5).

Commercial and industrial development in the city continued in the 1990s, including the construction of a new civic center and public library. By 1999, the city council approved a master planned business park, the Ocean Ranch Corporate Center (Hawthorne 2015: 5). Throughout the twenty-first century, Oceanside has become a thriving coastal community. Two new beach resort hotels were completed by 2021 and development within the nine-blocks encompassing the downtown area has promoted the growth of local businesses. The city's main economy is focused on tourism and the military. Recreational and sporting activities in the area entice visitors from all over the world, and Oceanside's proximity to Camp Pendleton (Oceanside 2024).

Property History

The Junior Seau Beach Community Center was designed by George Lykos, an architect born in Boston in 1911. Lykos received his bachelor's degree and master's degree in architecture from MIT in 1935 and 1936, respectively. He met Sidney Goldhammer in the early 1940s, and the two established Lykos and Goldhammer Architecture & Engineering in 1942. In 1947, the firm joined the San Diego chapter of the American Institute of Architects (Hawthorne 2020; MSD 2024). Other notable projects for which Lykos designed plans include the San Diego County Law Library, Ocean Beach Pier, the San Diego County Courthouse, the Kearney Mesa Juvenile Hall, and the Santa Sophia Church in Spring Valley. Lykos resided in San Diego County until his death in January 2001.

The firm of A.E. Betraun Company of Vista constructed the Oceanside Beach Community Center, and the dedication was held in September 1955, with a built cost of $130,000 (Hawthorne 2020).

The Oceanside Beach Community Center was renamed the Junior Seau Beach Community Center in 2012 in honor of an Oceanside native who played professional football in the National Football League (Hawthorne 2020).

Evaluation

In 2015, the Junior Seau Beach Community Center was assessed for historic significance under NRHP criteria and found to be eligible under NRHP Criterion C (Hawthorne 2015). The evaluation did not include an assessment under CRHR criteria, City of Oceanside Historic Landmarks criteria, and the seven aspects of integrity. The following evaluation is an update to the 2015 assessment and an evaluation of the property under all relevant regulations.

NRHP and CRHR Evaluation

Under NRHP and CRHR Criterion A/1, the Junior Seau Beach Community Center is eligible for its association with patterns of events that have made a significant contribution to the broad patterns of history. When the community center opened in 1955, it quickly became a popular communing place for recreational activities, meetings, conventions, commercial exhibits, concerts, and art shows. Prior to the construction of the Junior Seau Beach Community Center, the City used the USO Building on Tremont to host community events. The new community center was designed to solve the problem of having a nice location for conventions and civic functions (Blade Tribune 1955). The community center held events such as the Marine Corps Ball, adult and teen dances, recreational sports, and served an early senior center known as the "Golden Age Club" (Hawthorne 2020). The Parks and Recreation Superintendent booked various artists to perform at the community center like R&B musician Ernie Freeman, jazz musician Earl Bostic, country western acts including Johnny Cash and the Maddox Bros. and Rose, and televised variety show hosts. The community center also showed movies and hosted the Boxing World Heavyweight Floyd Patterson in 1958 as he trained for a fight and spectators could watch him in sparring matches. The property served as the only community center in Oceanside until 1970, and the only community center with a gymnasium until 1974, with the construction of the Melba Bishop Recreation center. The Junior Seau Beach Community Center's proximity to the beach and the pier made it a popular spot for Oceanside residents to partake in a variety of activities and special events.

Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. There is no indication that the property is associated with a person individually significant within a historic context. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion B or CRHR Criterion 2.

The Junior Seau Beach Community Center does not meet NRHP and CRHR Criterion C/3. While the property expresses characteristics of the Mid-Century Modern style, it does not express an evolution of the style and is instead a common example and is not an important example of its type, period, or method of construction. Additionally, the property is not the work of a master. The Junior Seau Beach Community Center was designed by architect George Lykos. There is no indication that Lykos can be considered a master in the field of architecture or that the building reflects an influential phase in his career. Lastly, there is no indication that the property possesses high artistic values. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion C or CRHR Criterion 3.

Under NRHP and CRHR Criterion D/4, the Junior Seau Beach Community Center is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic

construction methods, materials, or technologies. As such, the property lacks sufficient associative significance to meet NRHP Criterion D or CRHR Criterion 4.

City of Oceanside Historic Landmarks Evaluation

Under the City of Oceanside Criterion A, the Junior Seau Beach Community Center exemplifies a special element of the city's social and economic history. Socially, the community center served as a primary gathering spot from 1955 to 1974, utilized for events such as the Marine Corps Ball, adult and teen dances, recreational sports, and as an early senior center known as the "Golden Age Club" (Hawthorne 2020). The community center helped the local economy because the Parks and Recreation Superintendent booked various artists to perform and hosted other community events. It served as the primary community meeting spot until the 1970s when additional community and senior centers were built. The Junior Seau Beach Community Center meets Criterion A because it retains sufficient associative significance.

While many musicians and singers performed at the Junior Seau Beach Community Center, the property does not adequately represent their achievements in their field. Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. Additionally, archival research failed to reveal an association with the property and a specific event marking an important moment in local, state, or national history. The property's association with the broad patterns of history are better understood under Criterion A. Therefore, the property does not meet Criterion B.

Under the City of Oceanside Criterion C, the Junior Seau Beach Community Center does not embody distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. The property expresses characteristics of the Mid-Century Modern style, but does not represent the best or most significant example of the Mid-Century Modern style in Oceanside. Additionally, the property does not exhibit indigenous materials or craftsmanship rather it is made of mass-produced materials from the 1950s. As such, the Junior Seau Beach Community Center fails to rise to the level of significance to be eligible under Criterion C.

Under the City of Oceanside Criterion D, the Junior Seau Beach Community Center does not represent the notable work of a builder, designer, or architect. The building was designed by Lykos, but there is no indication that Lykos can be considered a master in the field of architecture. Lykos' design for the community center cannot be considered distinguished by its characteristic style or quality. Therefore, the property does not meet Criterion D.

Under the City of Oceanside Criterion E, the Junior Seau Beach Community Center has not been found by the City Council to have significant characteristics which should come under the protection of the Historical Preservation Ordinance of the City of Oceanside. Therefore, the property does not meet Criterion E.

Integrity Assessment

Because the Junior Seau Beach Community Center possesses associative significance under NRHP/CRHR/City of Oceanside Criterion A/1/A an analysis is required to determine if the segment within the API possesses sufficient integrity to convey its historic significance. The seven aspects of historic integrity are discussed below.

Location is the place where the community center was constructed and operated. Since the location of the Junior Seau Beach Community Center is the same as it was between 1955 and 1974, its period of significance, the subject property retains its integrity of location. The community center retains its location and proximity to the Pacific Ocean and Oceanside City Beach.

Design is the combination of planned, developed, and constructed elements of the building that created its form, plan, and structure. As a Mid-Century Modern building, the community center reflects a design with low, boxy, horizontal

proportions, large window groupings, and smooth exterior walls. In the 1980s, the City began its plans to redevelop the beach area, which included alterations to the community center. Included in the alterations were designs for a new 6' x 8' concrete sign located towards the southwest boundary of the property (1983) and alterations to landscaping and hardscaping involving the construction of stone and concrete pillars (1985). The stone pillars added in 1985 have since been removed and the community center returned to its original façade of simple geometric forms and a lack of exterior decoration. As such, the subject property displays minimal diminishment of its integrity of design.

Materials are the physical elements that were combined to form the community center during its period of significance. The materials associated with the property include mass-produced materials such as cement blocks, glass windows, composition shingles, and industrial plain doors. While the replacement of some of these elements represents a loss of historic materials, it has not resulted in a complete loss of the building's integrity of materials, since the original materials have been largely replaced in-kind. Visible exception consists of the 30 pounds of felt and gaf shingles that replaced the composition shingles, the original windows, entrance glazing, and entrance doors have been removed and replaced with windows and doors of different material and operation, the removal of the original projecting sign, and the addition of an air conditioning system on the first story roof of the main facade. Overall, the subject building retains sufficient integrity of materials to convey its significance.

Setting is the physical environment of the Junior Seau Beach Community Center and includes properties adjacent to the building, as well as the urban landscape on the Pacific Ocean that characterizes the area. To retain integrity of setting, the existing general land uses adjacent to the property must be similar to those that existed historically during the community center's period of significance. The surrounding character of the place in which the property played its historic role is intact. The property maintains its coastal setting directly adjacent to the downtown commercial core of Oceanside. Although the buildings surrounding the property have been replaced over time, their commercial functions are intact. Additionally, the basic physical condition of the property's adjacency to the Pacific Ocean and its function as a community center have been retained. As such, the property retains its integrity of setting.

Feeling is conveyed through the Junior Seau Beach Community Center's ability to express its historic function and feel from its period of significance. The property's function as a publicly accessible community center located in downtown Oceanside has been maintained. Although there have been replacement and alterations of original physical features, the key elements that are extant allow the property to express the feeling of a community center constructed in the 1950s for the purpose of multi-functional spaces for public recreation. As such, the property displays integrity of feeling.

Association is the direct link between the Junior Seau Beach Community Center and the significant social and economic importance it provided to Oceanside. The property is in the same location as where the pattern of events occurred that made it significant to the community and is sufficiently intact to convey that relationship to an observer. Additionally, the property continues to maintain its function as a community center. As such, the property retains a its integrity of association.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The property's structural system remains the same as it was during its period of significance, so the expression of 1950s construction technology and techniques is retained. Though the building has undergone alterations, the modifications were minimal, and as such, the property displays sufficient integrity of workmanship to convey its significance.

The Junior Seau Beach Community Center's sufficient retention of its integrity of location, design, setting, workmanship, feeling, and association, and its compromised integrity of materials allow it to convey its historical significance under NRHP/CRHR/City of Oceanside Criterion A/1/A.

References (cont.)

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Photographs (cont.)

Photo 2. Close-up view of main façade



Source: Dudek 2024. IMG_4447

Photo 3. West elevation



Source: Dudek 2024. IMG_4422

Photo 4. North elevation (rear)



Source: Dudek 2024. IMG_4427

Photo 5. East elevation



Source: Dudek 2024. IMG_4450

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S

Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** (Assigned by recorder) UPDATE – Pier View Way Bridge and Lifeguard Headquarters

P1. Other Identifier: Oceanside Pier
*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** San Diego
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** *Oceanside, Calif.* **Date** 1997 (2001 ed.) **T** 11S; **R** 5W; ¼ **of** ¼ **of Sec** 27; San Bernardino **B.M.**
c. Address 301 Strand North City Oceanside Zip 92054
d. UTM: (Give more than one for large and/or linear resources) Zone 11, 464195 mE/ 3672910 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 147-074-15A

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

The Oceanside Pier was built in 1987. It is Oceanside's sixth pier and the fifth built at that location. The U-shaped cement approach was built in 1927 and remains largely unchanged since its original construction. The condition of the cement portion of the pier appears to be fair to poor. The pier is 22-foot-wide and includes a lifeguard tower, restrooms, and a bait shop. A restaurant is situated on the pier's "hammerhead" which measures 90 feet by 102 feet. The pier also features light posts reminiscent of the 1927 pier. See Continuation Sheet.

***P3b. Resource Attributes:** (List attributes and codes) HP11. Engineering Structure
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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



P5b. Description of Photo: (View, date, accession #) Photo 1, View to northwest, February 13, 2024, IMG_4300

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1927 (Historic Newspapers)

***P7. Owner and Address:**
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

***P8. Recorded by:** (Name, affiliation, address)
Katie Ahmanson
Dudek
605 Third Street
Encinitas, CA 92024

***P9. Date Recorded:**
February 13, 2024

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2024. *Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II*. Prepared for City of Oceanside Planning.
***Attachments:** ☐ NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐Sketch Map ☐Other (List):

B1. Historic Name: Oceanside Pier
B2. Common Name: Oceanside Pier
B3. Original Use: Municipal pier
B4. Present Use: Municipal pier
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed (1927); shotcrete sprayed onto Pier View Way Bridge (1938); demolition of the Municipal Dining Room and removal of WPA murals (1985); Pier View Way Bridge's fenestration openings infilled (between 1985 and 1987); walkway/deck overlain with asphalt (circa 1987); construction of the Lifeguard Headquarters (1987); removal and replacement of original light posts and installation of metal guardrails and handrails (dates unknown)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** N/A

B9a. Architect: Ruel Leonard Loucks b. Builder: Unknown
***B10. Significance:** **Theme** Early development of Oceanside **Area:** Oceanside, CA
Period of Significance 1927-1939 **Property Type** Pier **Applicable Criteria** NRHP A; CRHR 1; City of Oceanside 1
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Pier View Way Bridge and Lifeguard Headquarters was assessed for historic significance under National Register of Historic Places (NRHP) criteria and found to be eligible under Criterion A (Hawthorne 2015e: 19). This evaluation did not include an assessment under California Register of Historical Resources (CRHR) criteria, City of Oceanside Historic Landmarks criteria, and the seven aspects of integrity. The following evaluation is an update to the 2015 assessment and an evaluation of the property under all relevant regulations. See Continuation Sheet.

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

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Nicole Frank, MSHP

***Date of Evaluation:** July 10, 2024

(This space reserved for official comments.)

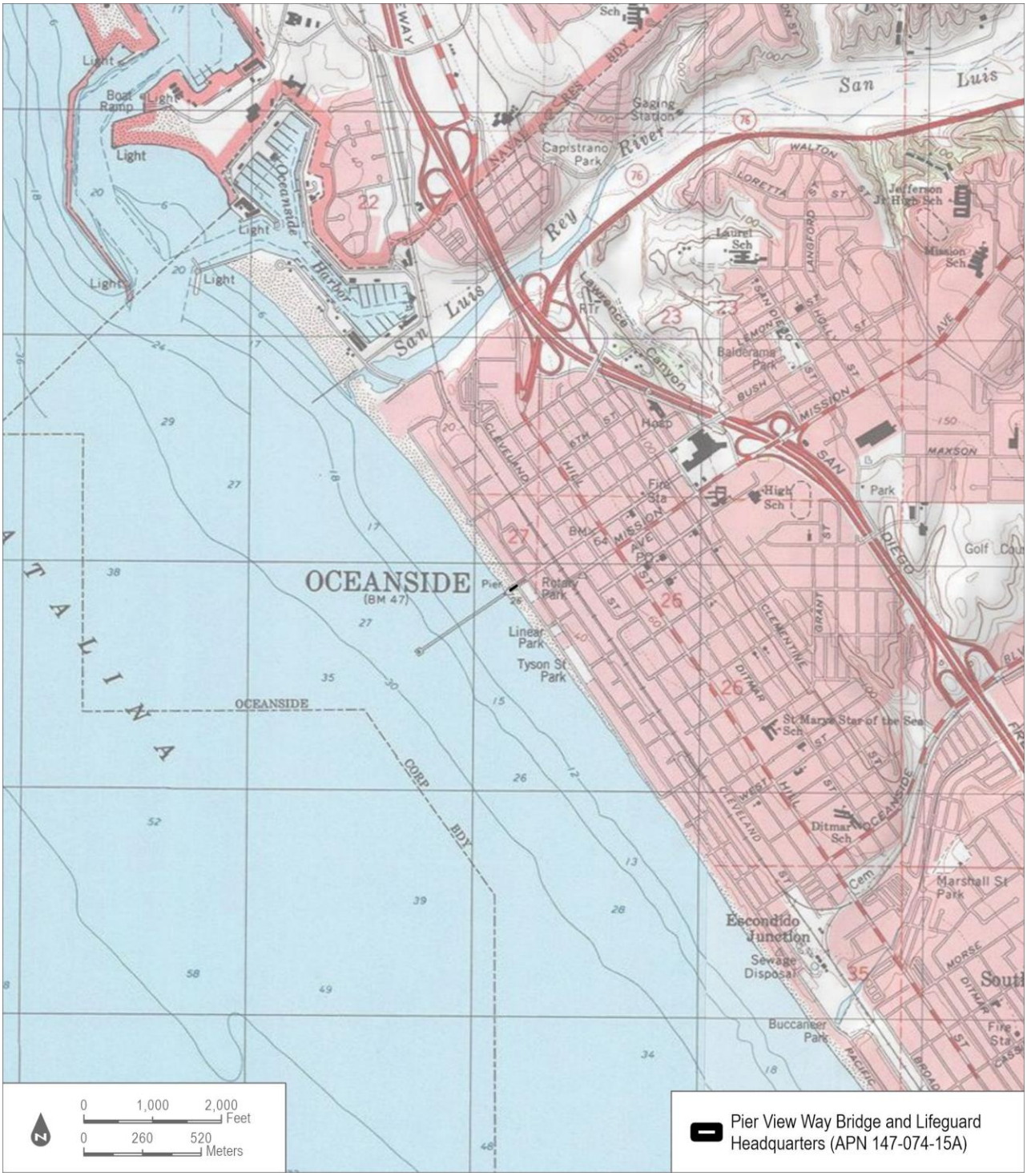


State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 3 **of** 12 ***Resource Name or #** (Assigned by recorder) Pier View Way Bridge and Lifeguard Headquarters
***Map Name:** *Oceanside, Calif.* ***Scale:** 1:24,000 ***Date of Map:** 1997 (2001 ed.)



Description (cont.)

Only minor changes to the property have been undertaken since the 2015 recordation. Supplemental property description information as well as character-defining features are identified below:

The Oceanside Pier displays as two sections, the far eastern section displays as the 1927 concrete Pier View Way Bridge and Lifeguard Headquarters. The section is U-shaped in plan and accessed from above by North Pacific Street and below by The Strand North. The top walkway/deck is supported by thin concrete piers with arches and has a gradual slope from the street paved with asphalt. Concrete balusters have sprayed on shotcrete or concrete with shotcrete pillars with metal guardrails between. Placed along the walkway/deck are non-original metal light posts. At the center of the walkway/deck is a steep ramp paved with asphalt leading to The Strand North. A straight set of concrete stairs is located at the northern corner of the bridge with metal handrails. The southern corner of the bridge exhibits a two-level concrete stairway with a landing in between levels with metal handrails. Most of the bridge's arched openings are filled in with concrete screen blocks or infilled with concrete.

At the farthest west portion of the bridge is the Lifeguard Headquarters located below the walkway/deck. Pedestrian access to the Lifeguard Headquarters is provided through a pair of storefront doors on the northeast elevation surrounded by fixed aluminum windows. Vehicle access is provided by two metal roller garage doors on the northeast and southeast elevations. Additional fenestration is located on the northwest, southwest, and southeast elevations facing towards the Pacific Ocean as arched, and angle toped multi-pane fixed aluminum windows.

The 1987 western wooden section extends approximately 1,626 feet into the Pacific Ocean and is supported by a series of treated wooden posts. At the far end of the pier is a rectangular head platform with an irregular in plan two story restaurant clad in horizontal wood board siding and a front-facing gable roof sheathed in composition shingles. Fenestration includes fixed and awning vinyl windows and storefront and metal entry doors. To the direct north of the restaurant is a small square in plan retail shop with exterior walls clad in horizontal wood board siding and a hipped roof sheathed in wood shingles. Fenestration incudes a fixed and sliding vinyl window.

As noted in Section 3.5.2, Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), the Oceanside Pier has undergone several alterations since its construction in 1927. In 1938, shotcrete was sprayed onto Pier View Way Bridge. In 1985, the Municipal Dining Room and WPA murals were removed. Other alterations include infill of fenestration openings (between 1985 and 1987), walkway/deck overlain with asphalt (circa 1987), replacement of light posts (date unknown), and installation of metal guardrails and handrails (date unknown). Between 1938 and 1988, the wooden portion of the pier was extended, replaced, and shortened multiple times.

The character-defining features of the resource include:

- Location and proximity to Pacific Ocean and Oceanside City Beach
- Concrete construction
- Long-spindle-like piers
- Publicly accessible
- Arched fenestration openings
- Open space for community gatherings
- Access through flat ramp walkway/deck
- Viewshed of Junior Seau Amphitheater/Bandshell
- Concrete balustrades with openings between

Significance (cont.)

The Pier View Way Bridge and Lifeguard Headquarters is eligible under NRHP and CRHR Criterion A/1 and City of

Oceanside Criterion A for its role in the development of Oceanside. The period of significance begins in 1927, the year it was constructed, and ends in 1939, the start of World War II when Oceanside transitioned from a tourist destination into a United States Marine Corps Base. The property was also evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC § 5024.1 and found to be a historical resource for the purposes of CEQA. As such, the evaluation assigned a 3S California Historical Resources Status Code to the property.

Historic Context

Historical Overview of Oceanside

Situated on the Pacific Coast, in northern San Diego County, Oceanside is named after is location along the ocean. The area was established by Spanish explorers during the Hispanic Era as part of the San Luis Valley (Oceanside Chamber of Commerce 2024). Although Spanish, Russian, and British explorers visited parts of California for brief periods between 1529 and 1769, the Hispanic Era begins when Spanish Governor Don Gaspar de Portolá embarked on military and religious mission through Alta California. Portola's expedition resulted in the establishment of 21 missions, presidios, and secular pueblos along the coastal areas of California (LA County Library 2024). In 1769, Father Juan Crespi arrived in the San Luis Rey Valley to establish the Mission San Luis Rey de Francia, about 3.5 miles from the current City. The valley was planted with fruit orchards and supported cattle raising activities to provide for the Mission San Luis Rey de Francia. When the Mission San Luis Rey de Francia was completed in 1798 it was the largest building in California and became known as the "King of the Missions" (Oceanside 2024).

Following Mexican independence from Spain in 1821, secularization of the missions began in 1833 in order to turn over the large landholdings to private citizens. During this period, the governor of California, Pio Pico, confiscated the mission properties, opened California to foreign trade, and began issuing private land grants to create the rancho system of large agricultural estates throughout California. Mission San Luis Rey de Francia was divided into six ranchos in 1835: Santa Margarita, Las Flores, Guajome, Agua Hedionda, Buena Vista, and Monserrate. Ranchos Santa Margarita and Las Flores became the base of what makes up the present City (SD 2007: 16; Oceanside Chamber of Commerce 2024; Oceanside 2024).

The American Period begins in 1846 when United States military forces occupied California; this period continues today. By 1848, the United States assumed formal control of California with the Treaty of Guadalupe-Hidalgo and introduced Anglo culture and society (Smythe 1908: 282). The township of San Luis Rey was established west of the Mission San Luis Rey de Francia in the early 1870s and was primarily settled by English settlers. The development of the Southern Pacific Railroad traveling down the coast from Los Angeles to San Diego in 1882 resulted in the growth of the local population. By 1883, a local storekeeper, Andrew Jackson Meyers applied for a Homestead Grant to develop 160 acres south of Rancho Santa Margarita, which would become the City. As a result of the area's exponential growth, the City was incorporated by 1888 with a population of about 1,000 residents, and the Oceanside pier was first constructed (Oceanside Chamber of Commerce 2024; Oceanside 2024).

By the turn of the twentieth-century, railroads brought thousands of settlers who continued to develop Oceanside. A highway between Los Angeles and San Diego was completed by 1920 and lead to further growth in the area. During the 1920s in Oceanside, streetlights were installed, a golf course was developed, the Palomar Theater was constructed, and the slogan of the city was "Oceanside, California's Pride." The city prospered until the economic decline of the Great Depression halted the growth of the city. Between 1930 and 1940, the population grew from 3,508 to 4,652. However, World War II saw Oceanside grow from a tourist destination into a United States Marine Corps Base. The construction of Camp Pendleton on the boarder of Oceanside created a demand for housing and municipal services in the area that led to rapid development throughout the 1940s and 1950s. According to census figures, the population of Oceanside jumped from 4,652 to over 18,000 by 1952 as Camp Pendleton grew with the onset of the Korean War (Oceanside 2024).

During the 1960s, Oceanside continued to grow as more subdivisions and civic institutions including the Tri-City Hospital and the Oceanside Small Craft Harbor were developed. The harbor quickly became known as a tourist destination and was the homeport for both recreational and fishing boats (Oceanside 2024). Historic aerial photographs reveal the commercial and civic development between Civic Center Drive and Seagaze Drive. By the 1970s, commercial development appears to replace residential properties surrounding the City's center (NETR 2024a). In 1972, Car Country Carlsbad was established in Carlsbad, and the commercial landscape of Oceanside changed as dealerships, such as Weseloh Chevrolet, Dixon Ford, and Rorick Buick, left the City. The Oceanside City Council approved plans for the redevelopment of downtown Oceanside in 1975, and by the 1980s, construction of a new transit center and the City's sixth redevelopment of the pier were completed (Hawthorne 2015f).

Commercial and industrial development in the city continued in the 1990s, including the construction of a new civic center and public library. By 1999, the city council approved a master planned business park, the Ocean Ranch Corporate Center (Hawthorne 2015f). Throughout the twenty-first century, Oceanside has become a thriving coastal community. Two new beach resort hotels were completed by 2021, and development within the nine blocks encompassing the downtown area has promoted the growth of local businesses. The city's main economy is focused on tourism and the military. Recreational and sporting activities in the area entice visitors from all over the world, and Oceanside's proximity to Camp Pendleton (Oceanside 2024).

Architect: Ruel Leonard Loucks (1882–1938)

Ruel Leonard Loucks also known as R. L. Loucks was born in Decatur, Iowa, on February 25, 1882. When he was young his parents moved their family to Colorado, where Loucks received his education and graduated from the Colorado seminary (now the University of Denver). He entered the ministry of the Methodist Episcopal Church and was soon appointed as the church pastor at Cedaredge, Colorado. A few months later he moved to California and became a civil engineer in the early 1900s (Daily Sentinel 1938: 4). In 1926, Loucks was appointed as Oceanside's city engineer and began working on multiple projects for the city including installation of the city's sewer system (1926), the Oceanside Pier (1927), a concrete roadway along the strand (1927), a granite city reservoir (1929), and assistance with the city's Civic Center (1929), designed by architect Irving J. Gill (ET 1926: 24). By 1933, Loucks had moved to Riverside to work as a civil engineer for the city. While in Riverside he worked on multiple municipal projects. In 1936, he was elected as president of the San Bernadino chapter of the American-Associates of Engineers (RDP 1936: 15). Loucks, his wife Peal, and their daughter then moved to Orange, California, where he continued to work as a civil engineer. He was a member of Riverside Lodge No. 643, Benevolent and Protective Order of Elks. He died on March 16, 1938, at the age of 56 (RDP 1938: 9).

Typology: Pier

A pier is a raised structure above a body of water, including an ocean, river, or lake, that typically attaches to a shoreline for the purpose of pedestrian movement providing above-water access to offshore areas. They can either float above the water or be supported by piles or pillars in a variety of materials including wood, concrete, and metal. The earliest piers in California were built in the 1870s, such as Sterns Wharf in Santa Barbara. By the early twentieth century, piers had become a popular feature in beach resort towns to attract tourists and typically included amusement rides and theatres as part of their attractions. Piers can be further broken down into three types, including working piers, pleasure piers, and fishing piers. The Oceanside Pier is a pleasure pier. Pleasure piers are built for pedestrian foot traffic and can be unroofed, closed, or partially open. Typically fishing and working piers extend out farther into the water than pleasure piers. Pleasure piers are designed with the intention of having visitors reach their terminus, which are often supported by restaurants, retail stores, and street furniture (Barrera 2015; National Pier Society 2008).

Character-Defining Features of Pleasure Piers:

- Raised above a body of water
- Accessible by pedestrians
- Supported by piles or pillars
- Materials including wood, concrete, and metal
- Extends out into water

Property Development History

As part of the 2015 evaluation, a substantial amount of archival research was undertaken to understand the development history of the property (see Appendix C, DPR 523 Forms). A summary of the property's development history is as follows (Hawthorne 2015e: 7-21):

Year	Description of Work
1927	Construction of the Municipal Pleasure Pier: ▪ Combined length of 1,600 feet ▪ Designed by City Engineer Ruel Leonard Loucks The pier built with two sections: ▪ Reinforced concrete bridge with municipal dining room and restrooms ▪ Timber pier at the seaward end
1938	The concrete bridge's approach, ramp, balustrades, and railing posts as well as the exterior of the municipal dining room are sprayed with shotcrete.
1947	The timber pier is extended by 205 feet and two boat landings are added on either side of the pier-head. Other improvements to the timber pier included reinforcement of piles, the addition of horizontal braces to each bent, replacement of washed-out piles and damaged or rotten stringers, replacement of rotten decking, and resurfacing the entire pedestrian deck.
1978	The timber pier is split into two sections after winter storms wash away most of the pier, leaving only 200 feet of the 1,335-foot-long structure constructed in 1947.
1985	Restoration of the concrete bridge included: ▪ Sandblasting the walls and ramps and repainting the concrete ▪ The concrete steps and walkway from Pacific Street were patched and refinished ▪ The municipal dining room's exterior walls are demolished
1987	Reconstruction completed on the Municipal Pier's timber end (as it currently appears). Some of the characteristics of the Municipal Pier following this work include: ▪ Total length of 1,942 feet ▪ The new timber pier included a restaurant at the pier's seaward end, a lifeguard tower, public restrooms, and a small concession building ▪ Men's and women's restrooms exterior fenestration removed, and openings infilled. Use changed to storage ▪ Walkway/deck re-surfaced with asphalt

Year	Description of Work
	▪ New walls are constructed in the same location as the municipal dining room, which becomes the Oceanside lifeguard headquarters ▪ Light posts, metal guardrails, and metal handrails replaced

NRHP and CRHR Evaluation

Under NRHP and CRHR Criterion A/1, the Pier View Way Bridge and Lifeguard Headquarters is eligible for its association with patterns of events that have made a significant contribution to the broad patterns of history. The city of Oceanside began its development in 1883 and the area grew rapidly with a population of approximately 1,000 within 5 years. Within those 5 years the city was incorporated, and the first Oceanside pier was constructed. The first pier's early construction date of 1888 demonstrates the importance a pleasure pier has played in the city's development from its inception. The pier was not constructed as a later result of large-scale development in the area, rather it was constructed at the same time as the city's incorporation. Local developers felt that the construction of a pier would be beneficial to the emerging local tourist economy. The pier acted as a tourist attraction, bringing more people to the area and as a result supporting the growth and development of local businesses particularly in downtown Oceanside. The first pier's construction was funded through donations and was built using donated labor, highlighting the importance of the pier to the community. The Pier View Way Bridge and Lifeguard Headquarters section of the property was constructed in 1927 and the western wooden section was dedicated in 1987. This is the fifth pier built at its present location. The pier's location on the Pacific Ocean makes it highly vulnerable to storms and damage. Despite needing multiple replacements, Oceanside's government and citizens have continued to invest in its reconstruction and repair demonstrating is continued importance to the area. Despite multiple replacements to the wooden section of the pier, the pier continues to function as a pleasure pier attracting tourists and locals and continues to be one of the cities most visited sites.

Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. Since 1887 multiple companies, politicians, and local leaders were involved in the construction and replacement of several Oceanside piers. The Pier View Way Bridge and Lifeguard Headquarters was planned for construction in 1925 and completed in 1927. The planning and construction of the property was not championed by one particular person or group of people, rather it was a piece of civic infrastructure that was supported by the community. There is no indication that the property is associated with a person individually significant within a historic context. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion B or CRHR Criterion 2.

The Pier View Way Bridge and Lifeguard Headquarters does not meet NRHP and CRHR Criterion C/3. The property does not contain distinctive characteristics to be considered a true representative of a particular type, period, or method of construction. The structure was completed in 1927 as an exposed concrete pier bridge with a municipal dining room below. The overall form, proportions, and structure of the property have been retained but multiple large-scale alterations have affected the characteristics of style and materials. Large-scale alterations include the spraying of shotcrete onto the Pier View Way Bridge covering the original exposed concrete (1938), demolition of the Municipal Dining Room and removal of the WPA murals (1985), and the infill of the Pier View Way Bridge's fenestration openings (between 1985 and 1987). The property is also not an important example of building practices from a particular time in history. The earliest piers in California were built in the 1870s, and by the early twentieth century, piers had become a popular feature in beach resort towns such as Oceanside. The Pier View Way Bridge and Lifeguard Headquarters was completed, over 50 years after the introduction of pleasure piers in California. Within this context there is no indication that the property is significant as it did not represent variation, evolution, or transition of the concrete and wood pleasure pier property type. Additionally, the property is not the work of a master. The Pier View Way Bridge was designed by Oceanside's then city engineer Ruel Leonard Loucks. After working as a church pastor at Cedaredge, Colorado, Loucks moved to California and became a civil engineer in the early 1900s. In 1926, Loucks was appointed

as Oceanside's city engineer and began working on multiple projects for the city including installation of the city's sewer system (1926), the Oceanside Pier (1927), a concrete roadway along The Strand North (1927), a granite city reservoir (1929), and assistance with the city's Civic Center designed by architect Irving J. Gill (1929). There is no indication the Loucks can be considered a master in the field of architecture and engineering, rather he helped to construct simply designed necessary pieces of civic infrastructure. Loucks' design for the pier was relatively simple and cannot be considered distinguished by its characteristic style or quality. There is no indication that the property possesses high artistic values. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion C or CRHR Criterion 3.

Under NRHP and CRHR Criterion D/4, the Pier View Way Bridge and Lifeguard Headquarters is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. The methods and technology used to construct the property in 1927 is well documented and well understood through construction drawings. The materials used to construct the property included concrete, metal, and glass, all of which we have extensive documentation on. As such, the property lacks sufficient associative significance to meet NRHP Criterion D or CRHR Criterion 4.

City of Oceanside Historic Landmarks Evaluation

Under the City of Oceanside Criterion A, the Pier View Way Bridge and Lifeguard Headquarters exemplifies a special element of the city's social and economic history. The first Oceanside pier was constructed in 1888, the same year the city was incorporated. The pleasure pier's construction bolstered Oceanside's economy by attracting tourists and locals to the emerging downtown commercial core. Into the present, the pier continues to serve the same function. Socially, the pier has been a local gathering spot since 1888 and represents one of the primary publicly accessible assembly locations in the city. It has been the site of parades, festivals, carnivals, surfing competitions, and cultural events, all of which contribute to the social history of Oceanside. As such, the Pier View Way Bridge and Lifeguard Headquarters retains sufficient associative significance to meet Criterion A.

Under the City of Oceanside Criterion B, the Pier View Way Bridge and Lifeguard Headquarters is not identified with persons or events significant in local, state, or national history. Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. Despite the property's development and construction having associations with local politicians and civic leaders, there is no indication that these people are individually significant within a historic context. Additionally, archival research failed to reveal an association with the property and a specific event marking an important moment in local, state, or national history. The property's association with the broad patterns of history are better understood under Criterion A. Therefore, the property does not meet Criterion B.

Under the City of Oceanside Criterion C, the Pier View Way Bridge and Lifeguard Headquarters does not embody distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. The property does not contain distinctive characteristics to be considered a true representative of a particular type, period, or method of construction. The structure was completed in 1927 as an exposed concrete pier bridge with a municipal dining room below. The overall form, proportions, and structure of the property have been retained but multiple large-scale alterations have affected the characteristics of plan, style, and materials. Additionally, the property does not exhibit indigenous materials or craftsmanship rather it is made of mass-produced materials from the 1920s. As such, the Pier View Way Bridge and Lifeguard Headquarters fails to rise to the level of significance to be eligible under Criterion C.

Under the City of Oceanside Criterion D, Pier View Way Bridge and Lifeguard Headquarters does not represent the notable work of a builder, designer, or architect. The Pier View Way Bridge was designed by Oceanside's then city engineer Ruel Leonard Loucks in 1927. There is no indication the Loucks can be considered a master in the field of architecture and engineering, rather he helped to construct simply designed necessary pieces of civic infrastructure. Loucks' design for the pier is relatively simple and cannot be considered distinguished by its characteristic style or

quality. Therefore, the property does not meet Criterion D.

Under the City of Oceanside Criterion E, the Pier View Way Bridge and Lifeguard Headquarters has not been found by the council to have significant characteristics that should come under the protection of the Historical Preservation Ordinance of the City of Oceanside. Therefore, the property does not meet Criterion E.

Integrity Assessment

Because the Pier View Way Bridge and Lifeguard Headquarters possesses associative significance under NRHP/CRHR/City of Oceanside Criterion A/1/A, an analysis is required to determine if property possesses sufficient integrity to convey its historic significance. The seven aspects of historic integrity are discussed below.

- Location is the place where the Pier View Way Bridge and Lifeguard Headquarters was constructed. The 1927 section of the pier was constructed for the purpose of bringing pedestrian foot traffic from the street level at North Pacific Street to the wooden pier section located in the Pacific Ocean. The property retains this location, and as such retains its integrity of location.

- Design is the combination of planned, developed, and constructed elements of the Pier View Way Bridge and Lifeguard Headquarters that created its form, plan, and structure. The property's design includes its organization of space between the street and the ocean, its two-story spindle-like proportions, scale, technology of construction, ornamentation, and concrete, wood, and glass materials. The property retains the majority of its original design elements despite large-scale alterations including the spraying of shotcrete onto the Pier View Way Bridge covering the original exposed concrete (1938), demolition of the Municipal Dining Room and removal of the WPA murals (1985), and the infill of the Pier View Way Bridge's fenestration openings (between 1985 and 1987). The property maintains its historic function as a pier and most of its original aesthetics. Aspects of the Pier View Way Bridge and Lifeguard Headquarters have been covered, removed, or replaced but the primary design considerations of height, material, function, location, arrangement of space, and massing all remain. As such, the property retains sufficient integrity of design to convey its significance.

- Setting is the physical environment of the Pier View Way Bridge and Lifeguard Headquarters and includes properties adjacent to the structure, as well as the urban landscape on the Pacific Ocean that characterizes the area. To retain integrity of setting, the existing general land uses adjacent to the property must be similar to those that existed historically during the pier's period of significance. The surrounding character of the place in which the property played its historic role are intact. The property maintains its coastal setting directly adjacent to the downtown commercial core of Oceanside. Although the buildings surrounding the property have been replaced over time, their commercial functions are intact. Additionally, the basic physical condition of the property's adjacency to the Pacific Ocean and its function as a pier have been retained. As such, the property retains its integrity of setting.

- Materials are the physical elements that were combined to form the Pier View Way Bridge and Lifeguard Headquarters during its period of significance. The materials associated with the property include reinforced concrete construction, concrete pilings and deck, pipe handrails, concrete light posts, and glass windows. Several of these materials have been replaced or removed including the pipe handrails, light posts, and glass windows. These materials are considered minor in comparison to the key materials of the reinforced concrete construction, concrete pilings, and deck. The key exterior materials dating from the property's construction are extant but have been covered with non-original materials including shotcrete and asphalt. The key materials deposited during the construction have not been removed but their covering has affected their ability to express a particular type of material dating from the 1920s. These alterations have impacted the Pier View Way Bridge and Lifeguard Headquarters' overall integrity of materials.

- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The workmanship required to construct the 1927 Pier View Way Bridge and Lifeguard Headquarters has been affected by alterations including the removal of original materials and the covering of original features such as the exposed concrete exterior cladding. The property's structural system remains the same allowing the expression of 1920s construction technology and techniques, but it has been affected by alterations. As such, the property displays sufficient integrity of workmanship to convey its significance.

- Feeling is conveyed through the Pier View Way Bridge and Lifeguard Headquarters' ability to express its historic function and feel from its period of significance. The property's function as a publicly accessible pleasure pier located in downtown Oceanside has been maintained. Although there have been replacement, removal, and alterations of original physical features, the key elements that are extant allow the property to express the feeling of a pier constructed in the 1920s for the purpose of creating a destination for both tourists and locals. As such, the property displays integrity of feeling.

- Association is the direct link between the Pier View Way Bridge and Lifeguard Headquarters and the significant social and economic importance it provided to Oceanside. The property is in the same location as where the pattern of events occurred that made it significant to the community and is sufficiently intact to convey that relationship to an observer. Additionally, the property continues to maintain its function as a coastal pleasure pier. As such, the property retains a its integrity of association.

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Photographs (cont.)

Photograph 2. Pier View Way Bridge and Lifeguard Headquarters (Map ID 2), view to northwest, January 2024, IMG_4339.



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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S

Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** (Assigned by recorder) Junior Seau Amphitheater/Bandshell

P1. Other Identifier: Oceanside Pier Amphitheater; Oceanside Bandshell; Rotary Park; Oceanside Beach Stadium
*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** San Diego
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** *Oceanside, Calif.* **Date** 1997 (2001 ed.) **T** 11S; **R** 5W; ¼ **of** ¼ **of Sec** 27; San Bernardino **B.M.**
c. Address 305 Strand North City Oceanside Zip 92054
d. UTM: (Give more than one for large and/or linear resources) Zone 11, 464195 mE/ 3672910 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 147-074-15-00

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

Junior Seau Amphitheater

The resource at 200 North Strand, in particular, the Beach Stadium, is a municipal structure built as a WPA project. The stadium contains 13 rows of concrete stepped seating with rows of wooden back supports. There are 5 stairways, two on the north and south end of the stadium and three additional stairways centered at intervals. A metal piped handrail runs along the top, as well as down from the top at the north and south end to the floor of the stadium. See Continuation Sheet.

***P3b. Resource Attributes:** (List attributes and codes) HP39. Other; Amphitheater; Bandshell
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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



P5b. Description of Photo: (View, date, accession #) Photo 1, View to northwest, February 13, 2024, IMG_4308

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
Amphitheater, Retaining Wall, and Stairs 1937; Bandshell 1950 (Historic Newspapers)

***P7. Owner and Address:**
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

***P8. Recorded by:** (Name, affiliation, address)
Katie Ahmanson
Dudek
605 Third Street
Encinitas, CA 92024

***P9. Date Recorded:**
February 13, 2024

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2024. *Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II*. Prepared for City of Oceanside Planning.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 3S

***Resource Name or #** (Assigned by recorder) Junior Seau Amphitheater/Bandshell

B1. Historic Name: Oceanside Bandshell and Amphitheater
B2. Common Name: Junior Seau Amphitheater/Bandshell
B3. Original Use: Amphitheater and bandshell
B4. Present Use: Amphitheater and bandshell, recreation
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations) Construction of amphitheater, stairs, and retaining wall (1937); construction of the bandshell (1950); bandshell reroofed (1959); bandshell stage enlarged (1991).

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Retaining wall and stairs

B9a. Architect: Sam W. Hamill (Junior Seau Bandshell) b. Builder: Works Progress Administration (Junior Seau Amphitheater)
***B10. Significance: Theme** Social history **Area:** Oceanside, CA
Period of Significance 1937-1974 **Property Type** Bandshell and Amphitheater **Applicable Criteria** NRHP A; CRHR 1; City of Oceanside 1
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Junior Seau Amphitheater/Bandshell is eligible under National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Criterion A/1 and City of Oceanside Historic Landmarks Criterion A for reflecting special elements of the city's social history. The period of significance begins in 1937, the year the Junior Seau Amphitheater was constructed, and ends in 1974. The year 1974 was selected based on guidance from the National Park Service because property continues to be the location of important community events into the present (NPS 1997: 42). The property was also evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC § 5024.1 and found to be a historical resource for the purposes of CEQA. As such, the evaluation assigned a 3S California Historical Resources Status Code to the property. See Continuation Sheet.

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

***B12. References:** See Continuation Sheet

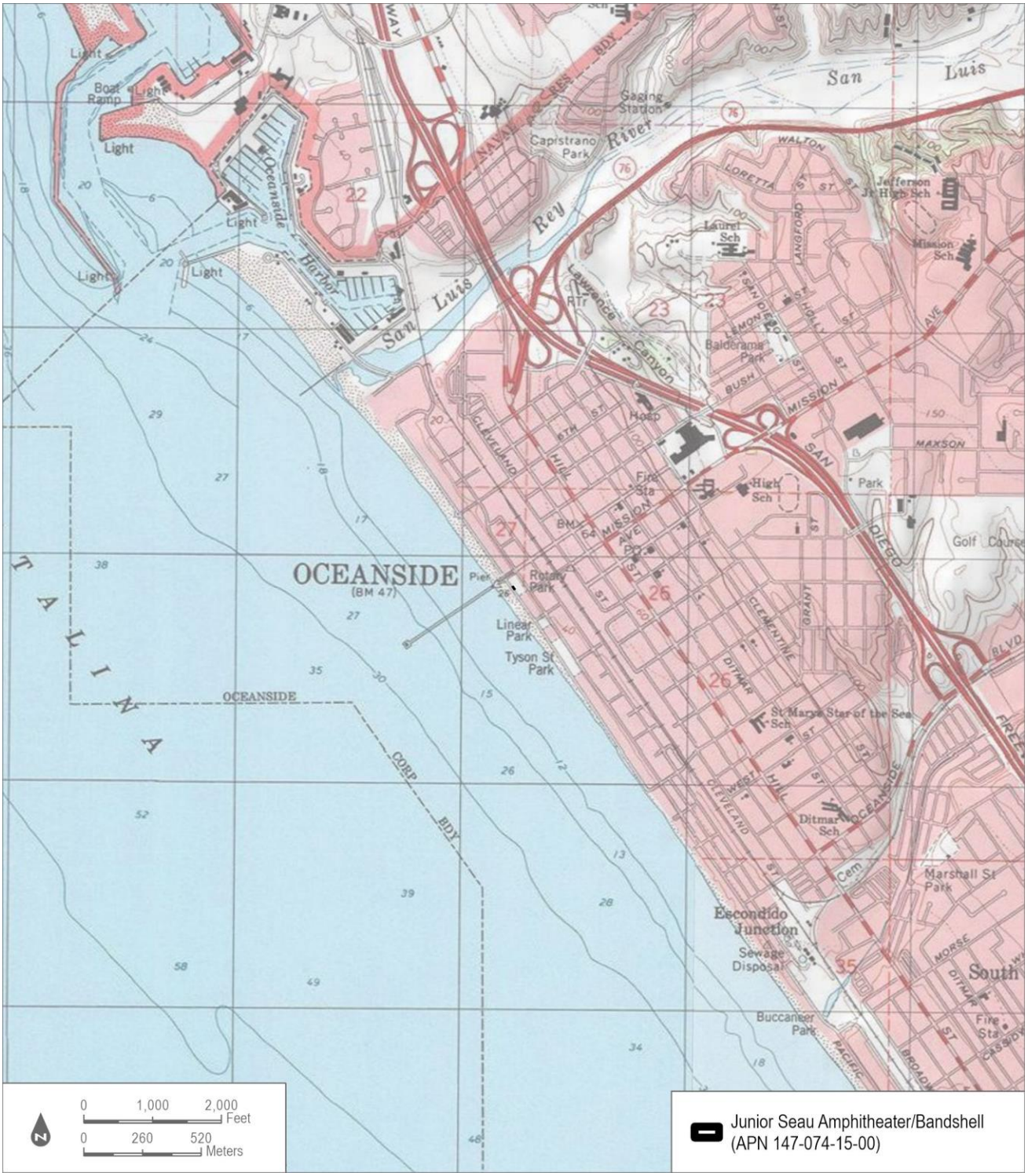
B13. Remarks:

***B14. Evaluator:** Nicole Frank, MSHP

***Date of Evaluation:** July 10, 2024

(This space reserved for official comments.)




OCEANSIDE
(BM 47)
OCEANSIDE
TALIWA
San Luis Rey River
Oceanside Harbor
Boat Ramp
Light
Capistrano Park
Gaging Station
Lawrence Canyon
Linear Park
Tyson St Park
Rotary Park
Pier
Hosp
Fire Sta
High Sch
Jefferson Jr High Sch
Laurel Sch
Mission Sch
Balderama Park
St Marys Star of the Sea Sch
Ditmar Sch
Marshall St Park
Escondido Junction
Sewage Disposal
Buccaneer Park
South
Golf Course
Cem
0 1,000 2,000 Feet
0 260 520 Meters
Junior Seau Amphitheater/Bandshell
(APN 147-074-15-00)

Description (cont.)

Junior Seau Bandshell

The beach bandshell or bandstand, built in 1950, remains largely unchanged since its original construction. The bandshell and stage faces east, away from the ocean to a large cement stadium. Two large panels on either side of the interior shell open and close to the dressing rooms from the stage. A concrete planter runs along the south, north and west facing facades where various palm trees and "birds of paradise" are planted. The stage was enlarged in 1991, providing an area for large speakers and lighting. On either side of the stage is a set of stairs and pipe railing. The stairs, railing, roofline and shell are trimmed in blue. The roofline is also topped with red clay tiles. The bandshell includes an enclosed area which provides dressing rooms or storage along with restroom facilities. There are two windows on either side of the bandshell (north and south exposures) and two windows on the rear (west exposure). A stairway leads to the rear of the bandshell with access by two wooden doors. The design and physical size of the resource remains adequate for concerts and community events. However, with the advent of nearby casinos with larger venues, the Oceanside bandshell is inadequate in comparison. The resource appears to be in good condition.

Junior Seau Bandshell Stairway

The subject resource consists of a concrete, tiered stairway connecting N. Pacific Street and N. The Strand down a steep embankment to the beach below. The stairway is 8' wide and is divided into two sections. The upper portion consists of 14 steps, while the lower has 36. The treads are 12" wide and the risers are 8" high. A landing separates the sections, and continues northward as a walkway leading to the upper area of the bandshell seating. Replaced metal handrails are present on top of the piers on both sides of the staircases.

The character-defining features of the resource include:

- Location and close proximity to the Oceanside Pier, the Pacific Ocean, and Oceanside City Beach
- Concrete construction
- Tier seating arrangement
- Open, flat, concrete plaza
- Bandshell opening facing away from the Pacific Ocean
- Publicly accessible from street level and beach
- Viewsheds from the street above and the pier

Significance (cont.)

In 2015, the Junior Seau Amphitheater was assessed for historic significance under NRHP criteria and found to be eligible under Criterion A (Hawthorne 2015b: 14). Also in 2015, the Junior Seau Bandshell was assessed for historic significance under NRHP criteria and found to be eligible under Criteria A and C (Hawthorne 2015a: 16). Additionally in 2015, the Junior Seau Bandshell Stairway was assessed for historic significance under NRHP and found to be ineligible under all criteria (Archaeos 2015: 1). These evaluations did not include an assessment under CRHR criteria, City of Oceanside Historic Landmarks criteria, and the seven aspects of integrity. The following evaluation is an update to the 2015 assessments and an evaluation of the property under all relevant regulations. The 2015 evaluations assessed the Junior Seau Amphitheater, the Junior Seau Bandshell, and the Junior Seau Bandshell Stairway as three separate properties, but due to their shared histories and function, they, in addition to the WPA constructed retaining wall are considered one property for the purposes of this evaluation.

Historic Context

Historical Overview of Oceanside

Situated on the Pacific Coast, in northern San Diego County, Oceanside is named after is location along the ocean. The area was established by Spanish explorers during the Hispanic Era as part of the San Luis Valley (Oceanside Chamber of Commerce 2024). Although Spanish, Russian, and British explorers visited parts of California for brief periods between 1529 and 1769, the Hispanic Era begins when Spanish Governor Don Gaspar de Portolá embarked on military and religious mission through Alta California. Portola's expedition resulted in the establishment of 21 missions, presidios, and secular pueblos along the coastal areas of California (LA County Library 2024). In 1769, Father Juan Crespi arrived in the San Luis Rey Valley to establish the Mission San Luis Rey de Francia, about 3.5 miles from the current City. The valley was planted with fruit orchards and supported cattle raising activities to provide for the Mission San Luis Rey de Francia. When the Mission San Luis Rey de Francia was completed in 1798 it was the largest building in California and became known as the "King of the Missions" (Oceanside 2024).

Following Mexican independence from Spain in 1821, secularization of the missions began in 1833 in order to turn over the large landholdings to private citizens. During this period, the governor of California, Pio Pico, confiscated the mission properties, opened California to foreign trade, and began issuing private land grants to create the rancho system of large agricultural estates throughout California. Mission San Luis Rey de Francia was divided into six ranchos in 1835: Santa Margarita, Las Flores, Guajome, Agua Hedionda, Buena Vista, and Monserrate. Ranchos Santa Margarita and Las Flores became the base of what makes up the present City (SD 2007: 16; Oceanside Chamber of Commerce 2024; Oceanside 2024).

The American Period begins in 1846 when United States military forces occupied California; this period continues today. By 1848, the United States assumed formal control of California with the Treaty of Guadalupe-Hidalgo and introduced Anglo culture and society (Smythe 1908: 282). The township of San Luis Rey was established west of the Mission San Luis Rey de Francia in the early 1870s and was primarily settled by English settlers. The development of the Southern Pacific Railroad traveling down the coast from Los Angeles to San Diego in 1882 resulted in the growth of the local population. By 1883, a local storekeeper, Andrew Jackson Meyers applied for a Homestead Grant to develop 160 acres south of Rancho Santa Margarita, which would become the City. As a result of the area's exponential growth, the City was incorporated by 1888 with a population of about 1,000 residents, and the Oceanside pier was first constructed (Oceanside Chamber of Commerce 2024; Oceanside 2024).

By the turn of the twentieth-century, railroads brought thousands of settlers who continued to develop Oceanside. A highway between Los Angeles and San Diego was completed by 1920 and lead to further growth in the area. During the 1920s in Oceanside, streetlights were installed, a golf course was developed, the Palomar Theater was constructed, and the slogan of the city was "Oceanside, California's Pride." The city prospered until the economic decline of the Great Depression halted the growth of the city. Between 1930 and 1940, the population grew from 3,508 to 4,652. However, World War II saw Oceanside grow from a tourist destination into a United States Marine Corps Base. The construction of Camp Pendleton on the boarder of Oceanside created a demand for housing and municipal services in the area that led to rapid development throughout the 1940s and 1950s. According to census figures, the population of Oceanside jumped from 4,652 to over 18,000 by 1952 as Camp Pendleton grew with the onset of the Korean War (Oceanside 2024).

During the 1960s, Oceanside continued to grow as more subdivisions and civic institutions including the Tri-City Hospital and the Oceanside Small Craft Harbor were developed. The harbor quickly became known as a tourist destination and was the homeport for both recreational and fishing boats (Oceanside 2024). Historic aerial photographs reveal the commercial and civic development between Civic Center Drive and Seagaze Drive. By the 1970s, commercial development appears to replace residential properties surrounding the City's center (NETR 2024a). In 1972, Car Country Carlsbad was established in Carlsbad, and the commercial landscape of Oceanside

changed as dealerships, such as Weseloh Chevrolet, Dixon Ford, and Rorick Buick, left the City. The Oceanside City Council approved plans for the redevelopment of downtown Oceanside in 1975, and by the 1980s, construction of a new transit center and the City's sixth redevelopment of the pier were completed (Hawthorne 2015f).

Commercial and industrial development in the city continued in the 1990s, including the construction of a new civic center and public library. By 1999, the city council approved a master planned business park, the Ocean Ranch Corporate Center (Hawthorne 2015f). Throughout the twenty-first century, Oceanside has become a thriving coastal community. Two new beach resort hotels were completed by 2021, and development within the nine blocks encompassing the downtown area has promoted the growth of local businesses. The city's main economy is focused on tourism and the military. Recreational and sporting activities in the area entice visitors from all over the world, and Oceanside's proximity to Camp Pendleton (Oceanside 2024).

Architect: Sam W. Hamill (1903–1989)

Samuel Wood Hamill was born on April 27, 1903, in Globe, Arizona. In 1909, the Hamill family moved to San Diego and settled at 1612 Fern Street. Hamill attended the Brooklyn School in San Diego and became aware of the importance of gardens and plantings through lectures given by landscape architect and botanist Kate Sessions. In 1915, Hamill visited the Panama-California Exposition in San Diego's Balboa Park and was inspired by the Spanish Colonial architecture and gardens. He graduated San Diego High School in 1921 and enrolled in San Diego State College before transferring to the School of Architecture at the University of California in Berkeley. In 1927, he received his degree in architecture and began working for the San Diego based firm of Requa and Jackson. While at the firm, he worked in the Rancho Santa Fe office and designed in the emerging "Southern Californian" architectural style reflective of the area's Spanish and Mexican past. Hamill married Georgette Rousseau in 1931 and shortly after became a partner of Requa and Jackson's firm (Young 1985: 51-65).

As a WPA project, Hamill was recruited with architects William Templeton Johnson, Louis Gill, and Richard Requa to help design a new Civic Center Building in San Diego. Hamill was in charge of the Civic Center Building (now the County Administration Building) project, which opened in 1938, and acted as Chief Designer. During his career he redesigned some of the Panama-California Exposition buildings including the House of Hospitality in 1934 and designed the Del Mar Racetrack (1937) in the Mission style. Requa and Jackson left the architecture firm to Hamill after their retirement. During this period, Hamill designed multiple large-scale projects in San Diego including Veterans War Memorial Building in Balboa Park (1950), the Union Title and Trust Company Building (1960s), the County Courts Building and Sheriff facilities (1950s), and the Community Concourse (1963). He was elected as a fellow of the American Institute of Architects (AIA) in 1957 and was heavily active in multiple civic groups including the San Diego Floral Association. He retired in 1968 after 40 years of practice and died on November 21, 1989, at the age of 86 (Young 1985: 51-65; Feeley et al. 2011: 12).

Typology: Bandshell

A bandshell is a concave outdoor performing venue built to focus sound toward an audience. Typically, a bandshell has a roof and three enclosed walls to protect performers from the elements, while the back and the sides of the bandshell serve as sounding boards. This building typology has been present in the United States since the 1890s, where they were built in large cities and amusement parks as tourist attractions. Many community bandshells were constructed between the 1920s and 1940s by the WPA as part of the New Deal during the Great Depression. Bandshells constructed by the WPA in San Diego County include the Balboa Park Starlight Bowl (1935) and the Escondido Band Shell (1936). A bandshell differs from a bandstand, which is typically a gazebo-style structure with open walls and a roof. A bandstand does not offer the same level of acoustic control that a bandshell offers. It is typical for a bandshell and an amphitheater to be built in conjunction with one another (MDN 2012; Living New Deal 2024).

Character-Defining Features of Bandshells:

- Open stage facing towards audience
- Roofed with three enclosed walls
- Rounded or angled interior walls
- Elevated above ground level
- Hard exterior materials for sound including concrete, stucco, tile, and stone

Typology: Amphitheater

An amphitheater is an open-air venue intended for the viewing of entertainment, performances, demonstrations, events, and sports. Typically, the structure is either oval or circular in shape, with some being rectangular or square in plan. The tiered seating faces towards the performance area and usually increases in height from the pedestrian level. The building type has been existent since Ancient Greece and Rome, with the first amphitheater likely have been built in Pompeii around 70 BC. Their designs can range from simple to elaborate. Like the history of the bandshell, many amphitheaters were constructed in the United States by the WPA between the 1920s and 1940s as a result of New Deal initiatives. A WPA constructed amphitheater in San Diego County includes the San Diego State University Open Air Theater (1941) (Sheldon 2022; Living New Deal 2024).

Character-Defining Features of Amphitheaters:

- Elliptical or circular form
- Tiered seating facing stage
- Seating accessed by stairs or ramps
- Materials include wood, concrete, and metal

Property Development History

As part of the 2015 evaluation, a substantial amount of archival research was undertaken to understand the development history of the property (see Appendix C). A summary of the property's development history is as follows (Hawthorne 2015a: 7-11; Hawthorne 2015b: 7-10; Archaeos 2015; NETR 2024a).

Plans for the first Oceanside bandshell were presented to the city council in 1919, and it was constructed by local contractor F.W. Rieke in a Mission architectural style with a cupula. In 1927, a cement wall was built along the bluff below Pacific Street with tiered benches below. That same year the bandshell's cupula was removed. A WPA project was initiated in 1936 and completed in 1937 to replace the stadium seating to fit approximately 2,000 people, the stadium since that time has remained relatively unchanged (now Junior Seau Amphitheater) other than being painted to resemble an American Flag in 1991. In addition to the stadium seating, the WPA also constructed the stairway leading from North Pacific Street to the amphitheater's plaza and reconstructed the retaining wall behind the amphitheater's seating in 1937. The first bandshell was demolished in 1948 due to termites. A new bandshell was designed by architect Sam W. Hamill in the Mission Revival style but was revised due to budget issues. A 58-foot-wide, 19-foot-deep bandshell was constructed in 1950 (now Junior Seau Bandshell). The bandshell was reroofed in 1959 (Permit # A3430). The stage was enlarged permanently in 1991 and has remained relatively unchanged since. Both the amphitheater and bandshell were renamed in honor of Junior Seau in 2012.

NRHP and CRHR Evaluation

Under NRHP and CRHR Criterion A/1, the Junior Seau Amphitheater/Bandshell is eligible for its association with

patterns of events that have made a significant contribution to the broad patterns of history. Plans for a publicly accessible bandshell south of the pier were presented to the Oceanside city council as early as 1919. During this time, railroads brought thousands of settlers to the area who continued to develop Oceanside. A highway between Los Angeles and San Diego was completed by 1920 and lead to further growth in the area. Oceanside City Beach was established as a tourist destination through the construction of the first Oceanside Pier in 1888. A bandshell and amphitheater represented the city's investment in community driven civic projects, geared for further attracting tourists and serving as a gathering place for locals. Since the first bandshell's construction in 1919, the Junior Seau Amphitheater/Bandshell site has been the location of numerous events, celebrations, demonstrations, and concerts. These include the Miss Southern California Beauty Contest starting in 1931, anti-Vietnam War demonstrations in the 1960s and 1970s including one in 1969 with keynote speaker activist Angela Davis, Oceanside High School graduation ceremonies, which started at the location in the 1960s, the 1991 "Welcome Home the Troops" celebration, welcoming troops home from Operation Desert Storm, and concerts in the 1980s featuring jazz legend Lionel Hampton and country music singer Barbara Mandrell. Since the first bandshell's construction in 1919, the site has been continuously used by the public for a variety of uses, signifying its importance to the community. It has been the location of multiple events important to the citizens of Oceanside and is a direct link to some of the community's most prized traditions including the annual Miss Southern California Beauty Contest and the Oceanside High School graduation ceremony. The Junior Seau Amphitheater/Bandshell continues to function as both an everyday recreational site for those visiting Oceanside City Beach and the location of major events for residents of Oceanside.

Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. Since the introduction of constructing a band shell south of the pier was made to the Oceanside city council in 1919 multiple government bodies, politicians, and local leaders were involved in the conception and development of the site. There is no indication that the property is associated with a person individually significant within a historic context. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion B or CRHR Criterion 2.

The Junior Seau Amphitheater/Bandshell does not meet NRHP and CRHR Criterion C/3. The Junior Seau Amphitheater was constructed in 1937 as a WPA project, replacing the tiered benches constructed in 1927. The amphitheater's design is relatively simple with poured concrete steps and seating and undecorated rows of wooden plank back supports. There are no distinctive characteristics that would allow the structure to be a true representative of a type, period, or method of construction. The construction techniques used to build the structure are not innovative or unique. Amphitheaters have been existent since Ancient Greece and Rome. In the United States, many amphitheaters were constructed by the WPA between the 1920s and 1940s as a result of New Deal initiatives. The Junior Seau Amphitheater is not distinctive in design, planning, or engineering, rather it's a simplistic version of a civic property type that was frequently constructed by the WPA in the 1930s. It is not simply enough that the structure was constructed by the WPA, rather it must be proved that it is distinguished within their body of work. Comparing the Junior Seau Amphitheater to other WPA constructed amphitheaters in California, it does not rise to the level of being distinguished. Additionally, there is no indication that the amphitheater was designed by a master due to its lack of ornamentation and straightforward design. The Junior Seau Bandshell was constructed in 1950 to replace the original 1919 bandshell that was demolished in 1948 due to termite damage. There are no distinctive characteristics that would allow the structure to be a true representative of a type, period, or method of construction. The design of the bandshell is relatively simple. It does not possess enough character defining features of any architectural style to be considered a representation of any specific style. Additionally, the construction techniques used to build the structure are not innovative or unique and relied on the design and technology of earlier properties. Bandshells have been present in the United States since the 1890s, where they were built in large cities and amusement parks as tourist attractions. The Junior Seau Bandshell was constructed to attract people to downtown Oceanside and Oceanside City Beach, the same function as the earlier bandshells approximately 60 years after their introduction to California. In comparing the design of the Junior Seau Bandshell to others in California it cannot be considered innovative, unique, or representative of variation, evolution, or transition of construction types. The Junior Seau Bandshell was designed by master San Diego architect, Sam W. Hamill. Originally, the bandshell was to be

more decorative and in the Mission Revival architectural style but due to budget cuts the design needed to be scaled back. Hamill worked for the San Diego based firm of Requa and Jackson and designed in the emerging "Southern Californian" architectural style reflective of the area's Spanish and Mexican past. During his career he redesigned some of the Panama-California Exposition buildings including the House of Hospitality in 1934 and designed the Del Mar Racetrack (1937) in the Mission Revival style. In addition, he designed multiple large-scale projects in San Diego including Veterans War Memorial Building in Balboa Park (1950), the Union Title and Trust Company Building (1960s), the County Courts Building and Sheriff facilities (1950s), and the Community Concourse (1963). A property is not eligible simply because it is the work of a master, rather it must express a particular idea or phase in their career. There is no indication that the Junior Seau Bandshell expressed a unique idea or phase in Hamill's career. In comparing the Junior Seau Bandshell to Hamills most notable works the Del Mar Racetrack and the Civic Center Building (now the County Administration Building), the bandshell is a relatively simple, economic civic design. There is no indication that the property possesses high artistic values. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion C or CRHR Criterion 3.

Under NRHP and CRHR Criterion D/4, the Junior Seau Amphitheater/Bandshell is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. The methods and technology used to construct the property in 1937 and 1950 is well documented and well understood. The materials used to construct the property included concrete, wood, stucco, and metal, all of which we have extensive documentation on. As such, the property lacks sufficient associative significance to meet NRHP Criterion D or CRHR Criterion 4.

City of Oceanside Historic Landmarks Evaluation

Under the City of Oceanside Criterion A, the Junior Seau Amphitheater/Bandshell exemplifies a special element of the city's social history. A bandshell and amphitheater represented the city's investment in community driven civic projects, geared for further attracting tourists and serving as a gathering place for locals. Since the first bandshell's construction in 1919, the Junior Seau Amphitheater/Bandshell site has been the location of numerous events, celebrations, demonstrations, and concerts. The site has been continuously used by the public for a variety of uses, signifying its importance to the community's social history. The Junior Seau Amphitheater/Bandshell site has been the location of multiple events important to the citizens of Oceanside and is a direct link to some of the community's most prized traditions including the annual Miss Southern California Beauty Contest and the Oceanside High School graduation ceremony. As such, the Junior Seau Amphitheater/Bandshell retains sufficient associative significance to meet Criterion A.

Under the City of Oceanside Criterion B, the Junior Seau Amphitheater/Bandshell is not identified with persons or events significant in local, state, or national history. Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. Despite the property's development and construction having associations with local multiple government bodies, politicians, and local leaders, there is no indication that these people are individually significant within a historic context. Additionally, archival research failed to reveal an association with the property and a specific event marking an important moment in local, state, or national history. The property's association with the broad patterns of social history are better understood under Criterion A. Therefore, the property does not meet Criterion B.

Under the City of Oceanside Criterion C, the Junior Seau Amphitheater/Bandshell does not embody distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. The Junior Seau Amphitheater's design is relatively simple with poured concrete steps and seating and undecorated rows of wooden plank back supports. The construction techniques used to build the structure are not innovative or unique. In the United States, many amphitheaters were constructed by the WPA between the 1920s and 1940s as a result of New Deal initiatives. The Junior Seau Amphitheater is not distinctive in design, planning, or engineering, rather it's a simplistic version of a civic property type that was frequently constructed

by the WPA in the 1930s. The Junior Seau Bandshell does not possess enough character defining features of any architectural style to be considered a representation of any specific style. Additionally, the construction techniques used to build the structure are not innovative or unique and relied on the design and technology of earlier properties. In comparing the design of the Junior Seau Bandshell to others in California it cannot be considered innovative, unique, or representative of variation, evolution, or transition of construction types. Additionally, the property does not exhibit indigenous materials or craftsmanship rather it is made of mass-produced materials from the 1930s and 1950s. As such, the Junior Seau Amphitheater/Bandshell fails to rise to the level of significance to be eligible under Criterion C.

Under the City of Oceanside Criterion D, the Junior Seau Amphitheater/Bandshell does not represent the notable work of a builder, designer, or architect. The amphitheater's architect is unknown but due to its simple design and lack of ornamentation, there is no indication that it was designed by a master. It is not simply enough that the structure was constructed by the WPA, rather it must be proved that it is distinguished within their body of work. Comparing the Junior Seau Amphitheater to other WPA constructed amphitheaters, it does not rise to the level of being distinguished. The Junior Seau Bandshell was designed by master San Diego architect, Sam W. Hamill. Despite Hamill being considered a master in the field of architecture, the Junior Seau Bandshell is not a distinctive amongst his body of work. A property is not eligible simply because it is the work of a master, rather it must express a particular idea or phase in their career. In comparing the Junior Seau Bandshell to Hamills most notable works the Del Mar Racetrack and the Civic Center Building (now the County Administration Building), the bandshell is a relatively simple, economic civic design. There is no indication that the Junior Seau Bandshell expressed a unique idea or phase in Hamills career. Therefore, the property does not meet Criterion D.

Under the City of Oceanside Criterion E, the Junior Seau Amphitheater/Bandshell has not been found by the council to have significant characteristics that should come under the protection of the Historical Preservation Ordinance of the City of Oceanside. Therefore, the property does not meet Criterion E.

Integrity Assessment

Because the Junior Seau Amphitheater/Bandshell possesses associative significance under NRHP/CRHR/City of Oceanside Criterion A/1/A, an analysis is required to determine if property possesses sufficient integrity to convey its historic significance. The seven aspects of historic integrity are discussed below.

- Location is the place where the Junior Seau Amphitheater/Bandshell was constructed. The amphitheater was constructed in 1937 to provide seating for events hosted at the bandshell, which was constructed in 1950 to replace the earlier 1919 bandshell. The property was intentionally constructed to be south of the Oceanside Pier and accessed along The Strand North while being visible from North Pacific Street above. The property retains this location, and as such retains its integrity of location.

- Design is the combination of planned, developed, and constructed elements of the Junior Seau Amphitheater/Bandshell that created its form, plan, and structure. The property's design includes its organization of space between the amphitheater and the bandshell to each other as well as their proximity to the Oceanside Pier, street, and the ocean. The property's proportions, scale, technology of construction, ornamentation, and materials of concrete, wood, and stucco have all been retained. Only minor alterations have occurred to the property since the amphitheater's construction in 1937 and the bandshell in 1950, none of which have affected the original conception and planning of the property. The property also maintains its historic function as an entertainment amphitheater and bandshell and its original aesthetics. As such, the property retains integrity of design.

- Setting is the physical environment of the Junior Seau Amphitheater/Bandshell and includes properties adjacent to the structure, as well as the urban landscape on the Pacific Ocean that characterizes the area.

To retain integrity of setting, the existing general land uses adjacent to the property must be similar to those that existed historically during the pier's period of significance. The surrounding character of the place in which the property played its historic role are intact. The property maintains its coastal setting directly adjacent to the downtown commercial core of Oceanside. The property since 1919 was intended to be located south of the pier, which it maintains. Although the buildings surrounding the property to the east have been replaced over time, their commercial functions are intact. Additionally, the basic physical condition of the property's adjacency to the Pacific Ocean and its function as an amphitheater and bandshell have been retained. As such, the property retains its integrity of setting.

- Materials are the physical elements that were combined to form the Junior Seau Amphitheater/Bandshell during its period of significance. The materials associated with the property include the poured concrete seating, steps, and plaza, wooden back supports, reinforced concrete construction, stucco exterior cladding, and pipe handrails. Several of these materials have been added or replaced including additional concrete for the bandshell's stage, the addition of new handrails, and the replacement of the bandshell's roof. These materials are considered minor in comparison to the key materials of the amphitheater and bandshell that are extant and date from the property's construction. The key materials deposited during their construction have not been removed and possess the ability to express a particular type of material dating from the 1930s and 1950s. As such, the property retains its integrity of materials.

- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The workmanship required to construct the 1937 Junior Seau Amphitheater and the 1950 Junior Seau Bandshell have not been affected by alterations. The majority of the original materials, features, and design elements are intact, allowing the property to express 1930s and 1950s construction techniques. As such, the property displays integrity of workmanship.

- Feeling is conveyed through the Junior Seau Amphitheater/Bandshell's ability to express its historic function and feel from its period of significance. The property's function as a publicly accessible amphitheater and bandshell to host events and recreational activities located adjacent to the Oceanside Pier and downtown has been maintained. There has been very little removal, replacement, and alterations of original features, and all of the property's key elements remain. The property possesses the feeling of an outdoor entertainment venue constructed in the 1930s and 1950s for the purpose of community gatherings. As such, the property displays integrity of feeling.

- Association is the direct link between the Junior Seau Amphitheater/Bandshell and the significant social importance it provided to Oceanside. The property is in the same location as where the pattern of events occurred that made it significant to the community and is sufficiently intact to convey that relationship to an observer. Additionally, the property continues to maintain its function as a coastal event space open to the public. As such, the property retains a its integrity of association.

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Photographs (cont.)

Photograph 2. Junior Seau Amphitheater/Bandshell (Map ID 3), view to south, January 2024, IMG_4336.



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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

***Resource Name or #:** (Assigned by recorder) UPDATE – Oceanside Comfort Station

P1. Other Identifier: Comfort Station

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

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** *Oceanside, Calif.* **Date** 1947, rev. 1968, 2012 **T** 11S; **R** 5W; ¼ **of** ¼ **of Sec** ; San Bernardino **B.M.**

c. Address 200 The Strand N City Oceanside Zip 92054

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN: 147-263-24

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

This form serves to Update the Oceanside Comfort Station that was previously recorded by Kristi Hawthorne in 20145. A brief description of the Oceanside Comfort Station was provided in the 2015 report and DPR 523 form set (Hawthorne 2015: 20-24), which is as follows (Photograph 1): The Oceanside Bathhouse or Comfort Station was built in 1930. Designed by City Engineer Ruel L. Loucks, this structure was constructed by Charles G. Rieke, a local contractor. It is a one-story Mission-style building with a tile roof. It has been modified to house a sewer pump station. It is the oldest public beach facility in San Diego County. The resource appears to be in good condition. (See Continuation Sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP9. Public Utility Building HP14. Government Building

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



P5b. Description of Photo: (View, date, accession #) Photograph 1, looking southeast, January 23, 2024

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1930 / *Blade Tribune*

***P7. Owner and Address:**
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

***P8. Recorded by:** (Name, affiliation, address) Katie Ahmanson, Dudek
605 Third Street
Encinitas, CA 92024

***P9. Date Recorded:** February 22, 2024

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2024. *Built Environment Inventory and Evaluation Report Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II, Oceanside, California*. Prepared for City of Oceanside.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) UPDATE – Oceanside Comfort Station

B1. Historic Name: Oceanside Comfort Station
B2. Common Name: Oceanside Comfort Station
B3. Original Use: Public restrooms
B4. Present Use: Public restrooms/police department office/storage space
***B5. Architectural Style:** Mission Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed 1930; restroom building remodeled and converted to Oceanside Police Department office and locker rooms, interior tenant improvements, and abandoned existing sewer lift station (2016); replacement of fenestration, reroofing, and recladding in 2021.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Ruel Loucks b. Builder: Charles Rieke
***B10. Significance:** **Theme** N/A **Area:** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Oceanside Comfort Station was assessed for historic significance under National Register of Historic Places (NRHP) criteria and found to be eligible under Criteria A and C (Hawthorne 2015). This evaluation did not include an assessment under California Register of Historical Resources (CRHR) criteria, City of Oceanside Historic Landmarks criteria, and the seven aspects of integrity. The following evaluation is an update to the 2015 assessment, and an evaluation of the property under all relevant regulations.

Dudek does not concur with the previous assessment and concludes that the Oceanside Comfort Station does not meet the NRHP eligibility requirements under Criterion C. Instead, Dudek determines that the Oceanside Comfort Station possesses significance under NRHP /CRHR/City of Oceanside Criterion A/1/A but does not retain sufficient integrity to be eligible for listing on the NRHP, CRHR or as a City of Oceanside Historic Landmark. The property was also evaluated in accordance with Section 1515064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC § 5024.1 and is not considered a historical resource for the purposes of CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to the Oceanside Comfort Station.

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

***B12. References:** See Continuation Sheet

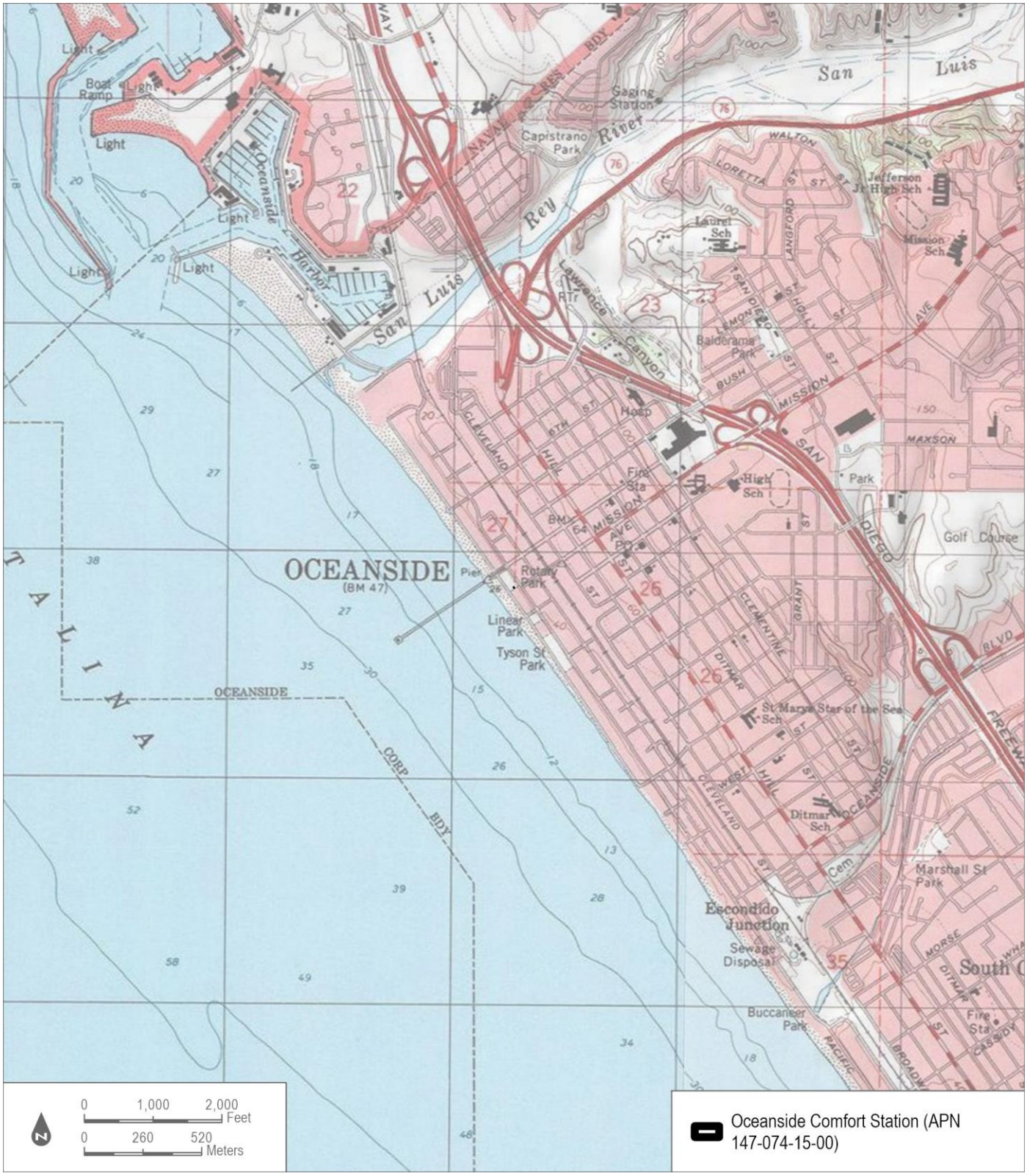
B13. Remarks:

***B14. Evaluator:** Danielle Baza, BA, and Patricia Ambacher, MA

***Date of Evaluation:** July 18, 2024

(This space reserved for official comments.)




OCEANSIDE
(BM 47)
OCEANSIDE
TALIZA
San Luis Rey River
Oceanside Harbor
Capistrano Park
Linear Park
Tyson St Park
Rotary Park
Balderama Park
Escondido Junction
Sewage Disposal
Buccaneer Park
Marshall St Park
Ditmar Sch
St Marys Star of the Sea Sch
Jefferson Jr High Sch
Laurel Sch
Mission Sch
High Sch
Golf Course
Fire Sta
Hosp
Pier
Light
Boat Ramp
Gaging Station
Lawrence RTr
Canyon
CORP BDY
NAVAL RES
0 1,000 2,000 Feet
0 260 520 Meters
Oceanside Comfort Station (APN 147-074-15-00)

Description (cont.)

Since the 2015 recordation, the building underwent major alterations. These include the replacement of all fenestration with glazed doors with sidelights below the arcades on the first story and vinyl replacement windows with muntin's on the second story. The shallow tile roof was replaced, and the building was reclad in stucco. All alterations were completed in 2021 (**Photograph 2 and Photograph 3**).

Significance (cont.)

Historic Context

By 1848, the United States assumed formal control of California with the Treaty of Guadalupe-Hidalgo and introduced Anglo culture and society (Smythe 1908: 282). The township of San Luis Rey was established west of the Mission San Luis Rey de Francia in the early 1870s and was primarily settled by English settlers. The development of the Southern Pacific Railroad traveling down the coast from Los Angeles to San Diego in 1882 resulted in the growth of the local population. By 1883, a local storekeeper, Andrew Jackson Meyers applied for a Homestead Grant to developed 160-acres south of Rancho Santa Margarita, which would become the City. As a result of the area's exponential growth, the City was incorporated by 1888 with a population of about 1,000 residents, and the Oceanside pier was first constructed (Oceanside Chamber of Commerce 2024; Oceanside 2024).

By the turn of the twentieth-century, railroads brought thousands of settlers who continued to develop Oceanside. A highway between Los Angeles and San Diego was completed by 1920 and lead to further growth in the area. During the 1920s in Oceanside, streetlights were installed, a golf course was developed, the Palomar Theater was constructed, and the slogan of the city was "Oceanside, California's Pride". The city prospered until the economic decline of the Great Depression halted the growth of the city. Between 1930 and 1940, the population grew from 3,508 to 4,652. However, World War II saw Oceanside grow from a tourist destination into a United States Marine Corps Base. The construction of Camp Pendleton on the boarder of Oceanside created a demand for housing and municipal services in the area that led to rapid development throughout the 1940s and 1950s. According to census figures, the population of Oceanside jumped from 4,652 to over 18,000 by 1952 as Camp Pendleton grew with the onset of the Korean War (Oceanside 2024).

During the 1960s, Oceanside continued to grow as more subdivisions and civic institutions including the Tri-City Hospital and the Oceanside Small Craft Harbor were developed. The harbor quickly became known as a tourist destination and was the homeport for both recreational and fishing boats (Oceanside 2024). Historic aerial photographs reveal the commercial and civic development between Civic Center Drive and Seagaze Drive. By the 1970s, commercial development appears to replace residential properties surrounding the City's center (NETR 2024a). In 1972, Car Country Carlsbad was established in Carlsbad, and the commercial landscape of Oceanside changed as dealerships, such as Weseloh Chevrolet, Dixon Ford, and Rorick Buick, left the City. The Oceanside City Council approved plans for the redevelopment of downtown Oceanside in 1975, and by the 1980s, construction of a new transit center and the City's sixth redevelopment of the pier were completed (Hawthorne 2015: 5).

Commercial and industrial development in the city continued in the 1990s, including the construction of a new civic center and public library. By 1999, the city council approved a master planned business park, the Ocean Ranch Corporate Center (Hawthorne 2015: 5). Throughout the twenty-first century, Oceanside has become a thriving coastal community. Two new beach resort hotels were completed by 2021 and development within the nine-blocks encompassing the downtown area has promoted the growth of local businesses. The city's main economy is focused on tourism and the military. Recreational and sporting activities in the area entice visitors from all over the world, and Oceanside's proximity to Camp Pendleton (Oceanside 2024).

Property History

In 1930, City Engineer Ruel L. Loucks designed the plans for the pumping and comfort station, and local contractor, Charles Rieke, won the contract. The comfort station was constructed against the bluff in Block 8 of the Strand Addition. The pumping station allowed for the removal of sewage in the Oceanside beach area, and the building also provided necessary public restrooms (Hawthorne 2015: 20-24).

The City provided Dudek with permits associated with the comfort station, which detailed significant alterations including a restoration of existing restroom building, conversion to Oceanside Police Department office and locker rooms, interior tenant improvements, and abandon existing sewer lift station (2016 and 2020; Permit #16-3582). In 2016, a second building permit filed contained plans to demolish the existing building and construct new public restrooms, office and storage space for city use, and construct a new sewer lift station (Permit #16-3583). In 2021, the comfort station underwent a replacement of all fenestration, reroofing, and recladding.

NRHP and CRHR Evaluation

Under NRHP and CRHR Criterion A/1, the Oceanside Comfort Station appears eligible for its association with patterns of events that have made a significant contribution to the broad patterns of history. The 2015 assessment indicated that the property is considered significant for its role in the development of the beach area in Oceanside in the 1930s as it appears to be the oldest beachside public restroom in San Diego County. Dudek concurs with this assessment; the construction of the Oceanside Comfort Station followed the national trend of public restroom development in parks and public spaces during the early twentieth century and into the 1940s. President Franklin D. Roosevelt's New Deal program provided for the construction by the Works Project Administration (WPA) of privies and comfort stations to supply the public with access to free facilities in recreational and public areas (Living New Deal 2024). Though the Oceanside Comfort Station is not a WPA project, it still exemplifies the trend for developing public accommodations. The comfort station was constructed in connection with the sewer extension in the area, which itself led to an increase in beachside development (Carrico et al. 1992). The new access to public restrooms encouraged a greater influx of visitors to downtown Oceanside. As such, the Oceanside Comfort Station appears eligible for Criterion A/1.

Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. There is no indication that the property is associated with a person individually significant within a historic context. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion B or CRHR Criterion 2.

The 2015 assessment considered the Oceanside Comfort Station to be of significant design; however, Dudek concludes that the comfort station does not meet NRHP and CRHR Criterion C/3. The property is a common example of the Mission Revival style popular in Southern California. Other Oceanside properties such as the Oceanside Fire Station better exemplify the character defining features of Mission Revival that render a property architecturally significant. It also lacks distinction as a property type because it is not an important example. It does not represent a transition of evolution of comfort stations within a local or larger regional context. Other Oceanside properties such as the Oceanside Fire Station better exemplify the character defining features of Mission Revival that render a property architecturally significant. Additionally, the resource is not the work of a master. City Engineer Ruel Louck designed the property, but there is no indication that Louck can be considered a master in the field of architecture or engineering. Research does not support that the building reflects an influential phase in his career. As such, the Oceanside Comfort Station lacks sufficient associative significance to meet NRHP Criterion C or CRHR Criterion 3.

Under NRHP and CRHR Criterion D/4, the Oceanside Comfort Station is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. As such, the property lacks sufficient associative significance to meet NRHP Criterion D or CRHR Criterion 4

City of Oceanside Historic Landmarks Evaluation

Under the City of Oceanside Criterion A, the Oceanside Comfort Station appears to have made a significant contribution to the city's social and economic history as it may be the oldest public beach comfort station remaining in San Diego County. Immediate access to public facilities allowed people to spend more time at the Oceanside beach area, which contributed to the commercial and recreational beachside development. As such, the Oceanside Comfort Station possesses sufficient associative significance to meet Criterion A.

Under the City of Oceanside Criterion B, the Oceanside Comfort Station is not directly associated with any important person who made a significant contribution to the history, development, and/or culture of the city, region, state, or

nation. Research did not indicate that any important individuals made a singular and specific significant contribution to the establishment or management of the Oceanside Comfort Station. The comfort station represents the collective work of many individuals rather than the work of any single individual. Therefore, the property lacks the necessary level of singular importance and associative significance to meet Criterion B.

Under the City of Oceanside Criterion C, the Oceanside Comfort Center does not fully embody the distinctive characteristics of the Mission Revival style due to modifications that include vinyl replacement windows. As an undistinguished Mission Revival building, the property lacks sufficient design and construction value to meet Criterion C.

Under the City of Oceanside Criterion D, research yielded no information that indicated that the Oceanside Comfort Station represents the work of a master or possesses high artistic or aesthetic values. The comfort station was designed by Ruel Louck, but there is no indication that Louck can be considered a master in the field of architecture. As such, the available information does not indicate that the Oceanside Comfort Station meets Criterion D.

Under the City of Oceanside Criterion E, the Oceanside Comfort Station does not represent the last, best remaining example of a Mission Revival style in Oceanside. The city has other more significant examples of the Mission Revival style, including Oceanside Fire Station designed by architect Irving Gill at 714 Pier View Way. As an undistinguished, Mission Revival-style building, the Oceanside Comfort Station does not meet Criterion E.

Integrity Assessment

While the Oceanside Comfort Station possesses significance under NRHP/CRHR/City of Oceanside Criterion A/1/A, the building does not retain sufficient integrity to convey significance as discussed below.

Location is the place where the Oceanside Comfort Station was constructed and operated. Since the location of the Oceanside Comfort Station is the same as it was at the time of its construction in 1930, the subject property retains its integrity of location.

Design is the combination of planned, developed, and constructed elements of the building that created its form, plan, and structure. The property's design includes its use as a pumping station and restroom facility as well as its proximity to the Oceanside Pier, street, and ocean. While the comfort station retains its design as restrooms, its configuration was modified after the 2016 conversion to an Oceanside Police Department office and locker rooms and the abandonment of the sewer lift station. In the case of this type of building the loss of these interior features greatly impacts integrity of design. As such, the subject segment displays a significant diminishment of its integrity of design.

Materials are the physical elements that were combined to form the Oceanside Comfort Station during its construction. The materials associated with the subject building include the roof tile, stucco, and wood hopper windows. All these elements were replaced during the 2021 remodel. The introduction of the modern vinyl replacement windows and glazed doors have introduced new materials to a building constructed in the 1930s. These alterations have a cumulative effect and has resulted in a loss of integrity of materials (**Photographs 4, 5, and 6**).

Photographs 4, 5, and 6. Oceanside Comfort Station in 1931 (left, 2015 (middle), and 2021 (right)





Source: Oceanside Historical Society (left), Hawthorne 2015d (middle), Dudek 2021, DSC02714 (right)

Setting is the physical environment of Oceanside Comfort Station includes properties adjacent to the structure, as well as the urban landscape on the Pacific Ocean that characterizes the area. To retain integrity of setting, the existing general land uses adjacent to the property must be similar to those that existed historically during the pier's period of significance. The surrounding character of the place in which the property played its historic role are intact. The property maintains its coastal setting directly adjacent to the downtown commercial core of Oceanside. The property since 1930 was intended to be located south of the pier, which it maintains. Although the buildings surrounding the property to the east have been replaced over time, their commercial functions are intact. As such, the property retains its integrity of setting.

Feeling is conveyed through the Oceanside Comfort Station's ability to express its historic function and feel from its period of significance. The property's function as a publicly accessible restroom located adjacent to the Oceanside Pier and downtown has been maintained. However, there have been removal, replacements, and alterations of original features, and not all of the property's key elements remain. Because the comfort station was converted into an office and locker rooms in addition to restrooms, the property displays a diminishment of integrity of feeling.

Association is the direct link between the Oceanside Comfort Station and its role in the beachside development of Oceanside. The property is in the same location and continues to maintain its function as a public restroom. As such, the property retains its integrity of association.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The workmanship required to construct the 1930 Oceanside Comfort Station has been affected by alterations. Most of the original materials, features, and design elements are not intact. As such, the property does not display integrity of workmanship.

Because the Oceanside Comfort Station lacks the necessary integrity to convey its significance under Criterion A/1/A, Dudek recommends that the property is not eligible for inclusion in the NRHP, CRHR, or as a City of Oceanside Historic Landmark. The comfort station's retention of its integrity of location, setting, and association are insufficient to overcome its compromised integrity of design, materials, workmanship, and feeling under Criterion A/1/A.

References (cont.)

Blade Tribune. 1930. "To Improve Campground Immediately." Cdnc.ucr.edu: *Daily Blade-Tribune* (Oceanside, California). March 20, 1930.

Carrico, Susan and Kathy Flanigan. 1992. Oceanside Historic Resources Inventory. Prepared for the City of Oceanside. August 10, 1992.

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Living New Deal. 2024. "Comfort Stations (restrooms) Sites." Accessed July 19, 2024. https://livingnewdeal.org/new-deal-categories/parks-and-recreation/comfort-stations/.

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Oceanside. 2024. "History." City of Oceanside (Oceanside, CA). Accessed February 22, 2024. https://www.ci.oceanside.ca.us/government/about-us/history.

Oceanside Chamber of Commerce. 2024. "Explore Oceanside's History." City of Oceanside (Oceanside, CA). Accessed February 22, 2024. https://www.oceansidechamber.com/history-of-oceanside.html.

Smythe, William Ellsworth. 1908. History of San Diego (1542–1908). An Account of the Rise and Progress of the Pioneer Settlement on the Pacific Coast of the United States. Volume II. The Modern City. San Diego. The history Company. Google books. Accessed February 22, 2024.

Photographs (cont.)

Photograph 2. Oceanside Comfort Station, camera facing southwest.



Source: Dudek 2024. IMG_4318.

Photograph 3. Oceanside Comfort Station, camera facing southeast.



Source: Dudek 2024. IMG_4324.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** (Assigned by recorder) Parking Lot #30 / Betty's Lot

P1. Other Identifier: N/A
*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** San Diego
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** *Oceanside, Calif.* **Date** 1968, rev. 2012 **T** 11S; **R** 5W; ¼ **of** ¼ **of Sec** X; San Bernardino **B.M.**
c. Address City Oceanside Zip 92054
d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN: 760-186-58-00

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

Parking Lot #30/Betty's Lot is a paved asphalt parking lot located in downtown Oceanside, southeast of the Oceanside Pier and adjacent to the Junior Seau Amphitheater/Bandshell. The resource is flanked by The Strand to the southwest and N. Pacific Street to the northeast. The parking lot is accessed through an entrance on The Strand. The parking lot measures approximately 305' x 115' and contains 111 parking spaces. Throughout the lot are metal light posts set in concrete and there is minimal landscaping (**Photograph 1 and Photograph 3**).

***P3b. Resource Attributes:** (List attributes and codes) HP39. Other
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1, Betty's Lot, looking northwest, January 23, 2024.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c. 1950 / NETR 1953

***P7. Owner and Address:**
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

***P8. Recorded by:** (Name, affiliation, address)
Katie Ahmanson, Dudek
605 Third Street
Encinitas, CA 92024

***P9. Date Recorded:** January 23, 2024

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2024. *Built Environment Inventory and Evaluation Report Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II, Oceanside, California*. Prepared for City of Oceanside.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Parking Lot #30 / Betty's Lot

B1. Historic Name: Betty's Lot
B2. Common Name: Betty's Lot / Parking Lot #30
B3. Original Use: Parking lot
B4. Present Use: Parking lot
***B5. Architectural Style:** No style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Paved with asphalt c. 1950; repaved c. 1981

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area:** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Parking Lot #30/Betty's Lot does not meet the criteria for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or the City of Oceanside Historic Landmarks criteria. The property was also evaluated in accordance with Section 1515064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC § 5024.1 and is not considered historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to Parking Lot #30/Betty's Lot.

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

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Danielle Baza, BA, and Patricia Ambacher, MA

***Date of Evaluation:** July 3, 2024

(This space reserved for official comments.)



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

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) Parking Lot #30 / Betty's Lot

***Map Name:** *Oceanside, Calif.* ***Scale:** 1:24,000 ***Date of Map:** 1997 (2001 ed.)



*** Required information**

Significance (cont.)

Historic Context

By 1848, the United States assumed formal control of California with the Treaty of Guadalupe-Hidalgo and introduced Anglo culture and society (Smythe 1908: 282). The township of San Luis Rey was established west of the Mission San Luis Rey de Francia in the early 1870s and was primarily settled by English settlers. The development of the Southern Pacific Railroad traveling down the coast from Los Angeles to San Diego in 1882 resulted in the growth of the local population. By 1883, a local storekeeper, Andrew Jackson Meyers applied for a Homestead Grant to developed 160-acres south of Rancho Santa Margarita, which would become the City. As a result of the area's exponential growth, the City was incorporated by 1888 with a population of about 1,000 residents, and the Oceanside pier was first constructed (Oceanside Chamber of Commerce 2024; Oceanside 2024).

By the turn of the twentieth-century, railroads brought thousands of settlers who continued to develop Oceanside. A highway between Los Angeles and San Diego was completed by 1920 and lead to further growth in the area. During the 1920s in Oceanside, streetlights were installed, a golf course was developed, the Palomar Theater was constructed, and the slogan of the city was "Oceanside, California's Pride". The city prospered until the economic decline of the Great Depression halted the growth of the city. Between 1930 and 1940, the population grew from 3,508 to 4,652. However, World War II saw Oceanside grow from a tourist destination into a United States Marine Corps Base. The construction of Camp Pendleton on the boarder of Oceanside created a demand for housing and municipal services in the area that led to rapid development throughout the 1940s and 1950s. According to census figures, the population of Oceanside jumped from 4,652 to over 18,000 by 1952 as Camp Pendleton grew with the onset of the Korean War (Oceanside 2024).

During the 1960s, Oceanside continued to grow as more subdivisions and civic institutions including the Tri-City Hospital and the Oceanside Small Craft Harbor were developed. The harbor quickly became known as a tourist destination and was the homeport for both recreational and fishing boats (Oceanside 2024). Historic aerial photographs reveal the commercial and civic development between Civic Center Drive and Seagaze Drive. By the 1970s, commercial development appears to replace residential properties surrounding the City's center (NETR 2024a). In 1972, Car Country Carlsbad was established in Carlsbad, and the commercial landscape of Oceanside changed as dealerships, such as Weseloh Chevrolet, Dixon Ford, and Rorick Buick, left the City. The Oceanside City Council approved plans for the redevelopment of downtown Oceanside in 1975, and by the 1980s, construction of a new transit center and the City's sixth redevelopment of the pier were completed (Hawthorne 2015: 5).

Commercial and industrial development in the city continued in the 1990s, including the construction of a new civic center and public library. By 1999, the city council approved a master planned business park, the Ocean Ranch Corporate Center (Hawthorne 2015: 5). Throughout the twenty-first century, Oceanside has become a thriving coastal community. Two new beach resort hotels were completed by 2021 and development within the nine-blocks encompassing the downtown area has promoted the growth of local businesses. The city's main economy is focused on tourism and the military. Recreational and sporting activities in the area entice visitors from all over the world, and Oceanside's proximity to Camp Pendleton (Oceanside 2024).

Parking Lot #30/Betty's Lot Property History

The parking lot known as Parking Lot #30/Betty's Lot first appears on a 1938 aerial as a dirt lot (NETR 2024). The lot, owned by the City, was paved with asphalt c. 1950. That same year, a restaurant called "Betty's" (also known as Betty's on the Beach and Betty's Place) opened adjacent to the parking lot, situated northwest to the subject property. Operated by Elizabeth B. Smith and her husband, Charles, Betty's became a popular place for residents and surfers. Parking Lot #30 became synonymous with the restaurant, earning the moniker, Betty's Lot (Hawthorne 2023). Elizabeth and Charles Smith operated Betty's from 1950 through the mid to late 1960s, and the restaurant was torn down sometime between 1967 and 1978, though the parking lot is still known by locals as Betty's Lot (Hawthorne 2023; NETR 2024).

The City provided Dudek with permits associated with Parking Lot #30/Betty's Lot on February 28, 2024. These permits consisted of building and electrical permits. City of Oceanside building permits and Dudek's survey of the property identified minimal alterations to Parking Lot #30/Betty's Lot, limited to 1977 restoration due to fire damage (Permit #101).

NRHP and CRHR Evaluation

Under NRHP and CRHR Criterion A/1, Parking Lot #30 /Betty's Lot is not eligible for its association with patterns of events that have made a significant contribution to the broad patterns of history. Though the parking lot became a popular gathering place for locals and surfers for its association with Betty's restaurant (no longer extant) and provided beachside visitors with immediate beach access, neither the parking lot nor the restaurant played an important role within the general pattern of beachside commercial development or within the context of social history (**Photograph 2**). Parking Lot #30/Betty's Lot did not contribute to broad patterns of history, but the lot retains its sentimental value to residents of Oceanside for its association with the surf culture, and is still referred to as Betty's Lot, despite the restaurant's demolition decades ago. As a municipal parking lot, Parking lot #30/Betty's Lot's proximity to Betty's restaurant and the ocean made it a convenient meeting spot, but the lot itself did not pay a vital role in the social history of Oceanside.

Photograph 3. Parking Lot #30/Betty's Lot, 1950s



Source: Hawthorne 2023

Archival research failed to reveal any associations with individuals whose specific contributions can be identified with the property. There is no indication that the property is associated with a person individually significant within a historic context. Therefore, the property lacks sufficient associative significance to meet NRHP Criterion B or CRHR Criterion 2.

Parking Lot #30/Betty's Lot does not meet NRHP and CRHR Criterion C/3. The property does not contain distinctive characteristics to be considered a true representative of a particular type, period, or method of construction. Rather,

it is a common example of an asphalt paved parking lot. Additionally, the resource is not the work of a master. Therefore, Parking Lot #30/Betty's Lot lacks sufficient associative significance to meet NRHP Criterion C or CRHR Criterion 3.

Under NRHP and CRHR Criterion D/4, Parking Lot #30/Betty's Lot is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. As such, the property lacks sufficient associative significance to meet NRHP Criterion D or CRHR Criterion 4.

City of Oceanside Historic Landmarks Evaluation

Under the City of Oceanside Criterion A, Parking Lot #30/Betty's Lot is not directly associated with any important events that have made a significant contribution to the social, political, cultural, or architectural history of the city, region, state, or nation. Although the property has an association with the commercial development of downtown Oceanside, and the lot was a popular spot for both local teenagers and surfers, the resource itself did not contribute in any significant way to this pattern of development in downtown Oceanside. As such, Parking Lot #30/Betty's Lot lacks sufficient associative significance to meet Criterion A.

Under the City of Oceanside Criterion B, Parking Lot #30/Betty's Lot is not directly associated with any important person who made a significant contribution to the history, development, and/or culture of the city, region, state, or nation. Although the property has an association with the owners of the no-longer-extant Betty's restaurant, due to the proximity of the lot to the restaurant, research did not indicate that any of these individuals made a singular and specific significant contribution to the establishment or management of the Parking Lot #30/Betty's Lot. The establishment and management of the parking lot remains under the ownership of the City. Therefore, the property lacks the necessary level of singular importance and associative significance to meet Criterion B.

Under the City of Oceanside Criterion C, Parking Lot #30/Betty's Lot does not embody distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. The property does not contain distinctive characteristics to be considered a true representative of a particular type, period, or method of construction. As an undistinguished, paved parking lot, the property lacks sufficient design and construction value to meet Criterion C.

Under the City of Oceanside Criterion D, research yielded no information that indicated that Parking Lot #30/Betty's Lot represents the work of a master or possesses high artistic or aesthetic values. As a municipally-owned parking lot, the resource possesses no artistic or aesthetic values. Additional online research yielded no information regarding the original architect or builder of the property. As such, the available information does not indicate that Parking Lot #30/Betty's Lot meets Criterion D.

Under the City of Oceanside Criterion E, Parking Lot #30/Betty's Lot has not been found by the council to have significant characteristics which should come under the protection of the Historical Preservation Ordinance of the City of Oceanside. Therefore, the property does not meet Criterion E.

Integrity Assessment

Integrity is the ability of a property to convey its significance. Because the concept of integrity is based on significance, the assessment of a property's integrity can only proceed after its significance has been fully established. Because Parking Lot #30/Betty's Lot does not meet any of the criteria for listing in the NRHP or CRHR, an integrity analysis was considered immaterial.

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Photographs (cont.)

Photograph 3. Parking Lot #30/Betty's Lot, looking south



Source: Dudek 2024 (IMG_4385).