

**Cultural Resources Inventory and
Evaluation Report
for the
San Diego Clean Fuels Terminal, LLC Project**

National City, San Diego County, California

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MANAGEMENT SUMMARY

In 2021, ECORP Consulting, Inc. was retained to conduct a cultural resources inventory for the proposed San Diego Clean Fuels Terminal, LLC Project (Project) in National City, San Diego County, California. USD Clean Fuels proposes to construct a transloading facility on the BNSF Railway railroad right-of-way located between the existing buildings along Cleveland Avenue and the existing BNSF Railway tracks and between Civic Center Drive and W. 19th Street in National City, California.

The inventory included a records search, literature review, and field survey. A records search of the California Historical Resources Information System at the South Coastal Information Center revealed that 65 cultural resources investigations had previously been conducted in or within one mile of the Project Area. Five of these previously conducted investigations overlap a portion of the Project Area. Seventy-five cultural resources were previously recorded within one mile of the Project Area as a result of these investigations. Two cultural resources have been previously identified within the Project Area: P-37-013073, the Coronado Railroad; and P-37-024739, the Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway. P-37-013073 was previously evaluated and found not eligible for inclusion on the NRHP or CRHR. P-37-024739 was previously evaluated and found eligible for the NRHP and CRHR.

A search of the Sacred Lands File was completed by the California Native American Heritage Commission and resulted in a negative finding, indicating that no Native American Sacred Lands have been recorded in the Project Area.

ECORP relocated and recorded portions of historic-period sites P-37-013073 and P-37-024739 during the field survey and found that P-37-013073 remains not eligible for inclusion on the NRHP or CRHR, while P-37-024739 remains eligible for inclusion on the NRHP and CRHP. ECORP also identified and recorded historic-period sites NCD-001, NCD-002, NCD-003, NCD-004, NCD-005, and NCD-006. ECORP found that none of these previously unrecorded resources are eligible for inclusion on the NRHP or CRHP under any criteria. Recommendations for the management of unanticipated discoveries are provided.

ECORP recommends a finding of No Adverse Effects/Less-Than-Significant Impact for P-37-024739, a NRHP/CRHR-eligible segment of the Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway. The Project will not compromise any of the essential physical features of P-37-024739 that allow it to convey its association with the economic development of the City and County of San Diego during the 1882-1920 period.

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AB	Assembly Bill
APE	Area of Potential Effects
APN	Assessor Parcel Number
BLM	Bureau of Land Management
BP	Before present
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of National City
CRHR	California Register of Historical Resources

CHRIS	California Historical Resources Information System
GLO	General Land Office
Ma	Million Years Ago
MLD	Most Likely Descendant
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
Project	San Diego Clean Fuels Terminal, LLC Project
PRC	Public Resources Code
RPA	Registered Professional Archaeologist
SCIC	South Coastal Information Center
USC	U.S. Code
USGS	U.S. Geological Survey

1.0 INTRODUCTION

In 2021, ECORP Consulting, Inc. was retained by USD Clean Fuels (USD-CF) to conduct a cultural resources inventory for a proposed transloading facility on the BNSF Railway railroad right-of-way located between the existing buildings along Cleveland Avenue and the existing BNSF Railway tracks and between Civic Center Drive and W. 19th Street in National City, San Diego County, California. A survey of the property was required to identify potentially eligible cultural resources (archaeological sites and historic buildings, structures, and objects) that could be affected by the Project.

1.1 Project Location

The Proposed Project is located entirely within the National City Municipal Boundary in San Diego County, California. As depicted on the U.S. Geological Survey (USGS) 7.5-minute National City, CA topographic quadrangle, the Project is located within an unsectioned portion of the La Nacion Land Grant of Township 17 South, Range 2 West, San Bernardino Base and Meridian (Figure 1). The Proposed Project is located at the northeastern corner of the intersection of W. 19th Street and the existing Burlington Northern Santa Fe (BNSF) double tracks, approximately 500 feet west of Interstate 5 and 2,000 feet east of the Pacific Ocean.

1.2 Project Description

USD-CF proposes to construct a transloading facility on the BNSF Railway railroad right-of-way located between the existing buildings along Cleveland Avenue and the existing BNSF Railway tracks and between Civic Center Drive and W. 19th Street in National City, California. The new National City Rail Terminal will add 9 rail spurs and five fixed truck loading spots to transload bio-diesel fuel and renewable diesel fuel directly from rail cars into trucks. The Proposed Project consists of the following improvements: build tracks and turnouts/crossovers to facilitate car movement in/out and within the transload facility, install concrete slab pump pads at each transload spot, install truck load slabs sloped to a drain in the center at each transload spot, install pumps and piping to move fuels from rail cars to truck loading spots, provide a concrete lined containment basin and pipe each load slab drain to the basin, provide track pans for containment at the rail transloading cars, provide a kiosk for driver check-in and BOL printing, provide temporary restroom facilities for driver use, provide all weather (gravel) paving for the facility and circulation, and provide lighting for the site as needed.

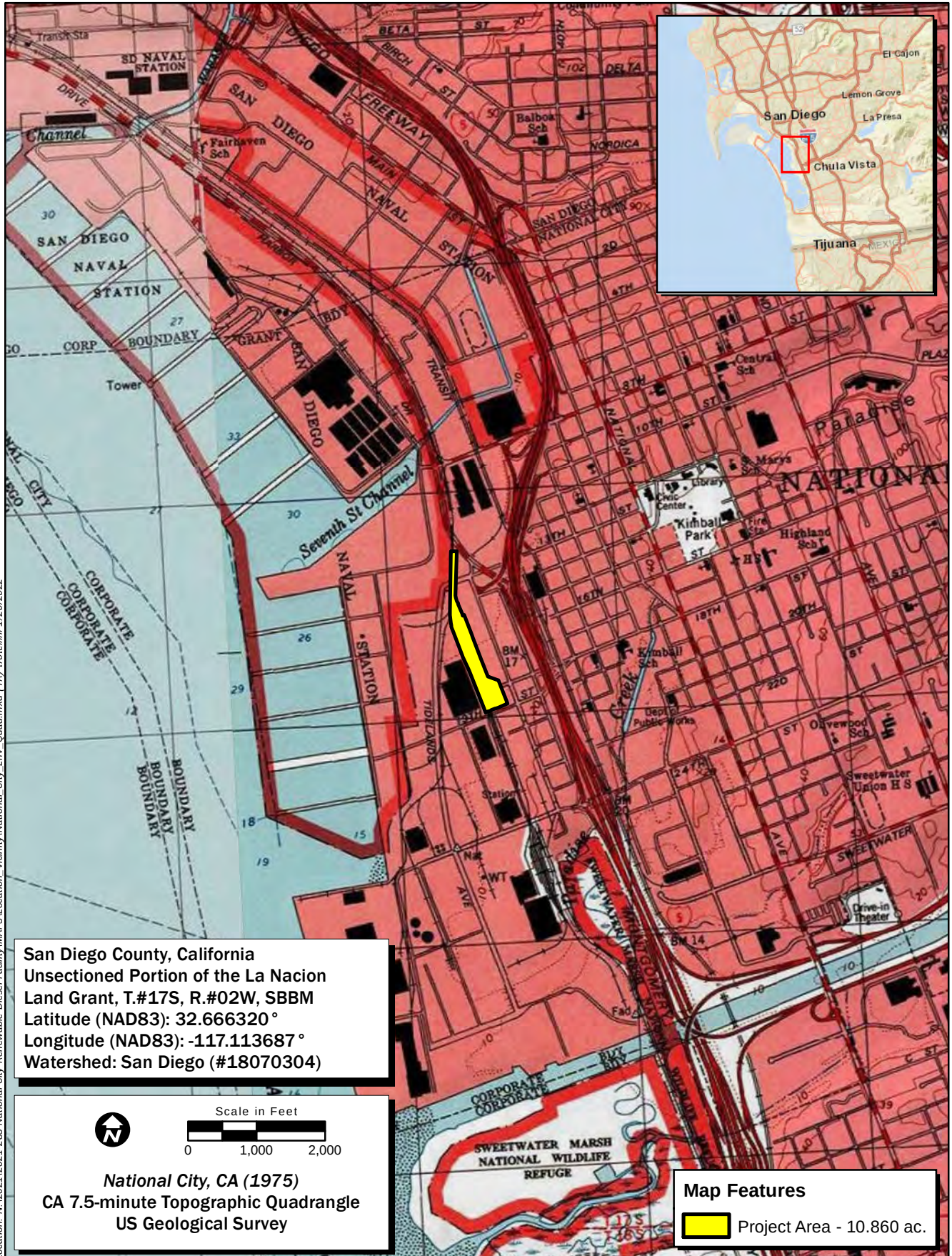
1.3 Area of Potential Effects

The Area of Potential Effects (APE) consists of the horizontal and vertical limits of the Project and includes the area within which significant impacts or adverse effects to Historical Resources or Historic Properties could occur as a result of the Project. The APE is defined for projects subject to regulations implementing Section 106 (federal law and regulations). For projects subject to the California Environmental Quality Act (CEQA), the term Project Area is used rather than APE. For the purpose of this document, the terms Project Area and APE are interchangeable.

The horizontal APE consists of all areas where activities associated with the Project are proposed and in the case of the current Project, equals the Project Area subject to environmental review under the National Environmental Policy Act and CEQA. This includes areas proposed for construction, vegetation removal, grading, trenching, stockpiling, staging, paving, and other elements described in the official Project description. The horizontal APE is illustrated in Figure 1 and also represents the survey coverage area. It comprises 10.86 acres and measures approximately 2,400 feet in length by 350 feet in width.

The vertical APE is described as the maximum depth below the surface to which excavations for Project foundations and facilities will extend. Therefore, the vertical APE includes all subsurface areas where archaeological deposits could be affected. The subsurface vertical APE varies across the Project, depending on the depth of the grading or trenching for installation of facilities. This study assumes it could extend as deep as 15 feet below the current surface; therefore, review of geologic and soils maps was necessary to determine the potential for buried archaeological sites that cannot be seen on the surface.

The vertical APE also is described as the maximum height of structures that could impact the physical integrity and integrity of setting of cultural resources, including districts and traditional cultural properties. The current study assumes the above-surface vertical APE is up to 35 feet above the surface.



Location: N:\2021\2021-285 National City Renewable Diesel Facility\MAPS\Location_Vicinity\National City_Lnv_Quad.mxd (TP)-vrodelin 1/26/2022

1.4 Regulatory Context

To meet the regulatory requirements of this Project, this cultural resources investigation was conducted pursuant to the provisions for the treatment of cultural resources contained within Section 106 of the National Historic Preservation Act (NHPA) and in CEQA (Public Resources Code [PRC] § 21000 et seq.) The goal of NHPA and CEQA is to develop and maintain a high-quality environment that serves to identify the significant environmental effects of the actions of a proposed project and to either avoid or mitigate those significant effects where feasible. CEQA pertains to all proposed projects that require state or local government agency approval, including the enactment of zoning ordinances, the issuance of conditional use permits, and the approval of development project maps. The NHPA pertains to projects that entail some degree of federal funding or permit approval.

1.4.1 National Historic Preservation Act

The federal law that covers cultural resources that could be affected by federal undertakings is the NHPA of 1966, as amended. Section 106 of the NHPA requires that federal agencies take into account the effects of a federal undertaking on properties listed in or eligible for the NRHP. The agencies must afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on the undertaking. A federal undertaking is defined in 36 CFR 800.16(y):

A federal undertaking means a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a federal agency, including those carried out by or on behalf of a federal agency; those carried out with Federal financial assistance; and those requiring a Federal permit, license, or approval.

The regulations that stipulate the procedures for complying with Section 106 are in 36 CFR 800. The Section 106 regulations require:

definition of the APE;

identification of cultural resources within the APE;

evaluation of the identified resources in the APE using NRHP eligibility criteria;

determination of whether the effects of the undertaking or project on eligible resources will be adverse; and

agreement on and implementation of efforts to resolve adverse effects, if necessary.

The federal agency must seek comment from the State Historic Preservation Officer (SHPO) and, in some cases, the ACHP, for its determinations of eligibility, effects, and proposed mitigation measures. Section 106 procedures for a specific project can be modified by negotiation of a Memorandum of Agreement or Programmatic Agreement between the federal agency, the SHPO, and, in some cases, the project proponent.

Effects to a cultural resource are potentially adverse if the lead federal agency, with the SHPO's concurrence, determines the resource eligible for the NRHP, making it a Historic Property, and if

application of the Criteria of Adverse Effects (36 CFR 800.5[a][2] et seq.) results in the conclusion that the effects will be adverse. The NRHP eligibility criteria, contained in 36 CFR 60.4, are as follows:

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess aspects of integrity of location, design, setting, materials, workmanship, feeling, association, and

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

In addition, the resource must be at least 50 years old, barring exceptional circumstances (36 CFR 60.4). Resources that are eligible for, or listed on, the NRHP are *historic properties*.

Regulations implementing Section 106 of the NHPA (36 CFR 800.5) require that the federal agency, in consultation with the SHPO, apply the Criteria of Adverse Effect to historic properties within the APE. According to 36 CFR 800.5(a)(1):

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

1.4.2 California Environmental Quality Act

CEQA is the state law that applies to a project's impacts on cultural resources. A project is an activity that may cause a direct or indirect physical change in the environment and that is undertaken or funded by a state or local agency, or requires a permit, license, or lease from a state or local agency. CEQA requires that impacts to Historical Resources be identified and, if the impacts will be significant, then apply mitigation measures to reduce the impacts.

A Historical Resource is a resource that:

(1) is listed in or has been determined eligible for listing in the California Register of Historical Resources (CRHR) by the State Historical Resources Commission, or has been determined historically significant by the CEQA lead agency because it meets the eligibility criteria for the CRHR;

(2) is included in a local register of historical resources, as defined in Public Resources Code (PRC) 5020.1(k); or

(3) has been identified as significant in a historical resources survey, as defined in PRC 5024.1(g) (California Code of Regulations [CCR] Title 14, Section 15064.5(a)).

The eligibility criteria for the CRHR are as follows (CCR Title 14, Section 4852(b)):

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

In addition, the resource must retain integrity, which is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (CCR Title 14, Section 4852(c)). Resources that have been determined eligible for the NRHP are automatically eligible for the CRHR.

Impacts to a Historical Resource, as defined by CEQA (listed in an official historic inventory or survey or eligible for the CRHR), are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired (CCR Title 14, Section 15064.5(b)). Demolition or alteration of eligible buildings, structures, and features that they would no longer be eligible would result in a significant impact. The whole or partial destruction of eligible archaeological sites would result in a significant impact. In addition to impacts from construction resulting in destruction or physical alteration of an eligible resource, impacts to the integrity of setting (sometimes termed *visual impacts*) of physical features in the Project Area could also result in significant impacts.

Tribal Cultural Resources (TCRs) are defined in Section 21074 of the California PRC as sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either included in or determined to be eligible for inclusion in the CRHR, or are included in a local register of historical resources as defined in subdivision (k) of Section 5020.1, or are a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. Section 1(b)(4) of Assembly Bill (AB) 52 established that only California Native American tribes, as defined in Section 21073 of the California PRC, are experts in the identification of TCRs and impacts thereto. Because ECORP does not meet the definition of a California Native American tribe, it only addresses information in this report for which it is qualified to identify and evaluate, and that which is needed to inform the cultural resources section of CEQA documents. This report, therefore, does not identify or evaluate TCRs. Should California Native American tribes ascribe additional importance to or interpretation of archaeological resources described herein, or provide information about non-archeological TCRs, that information is documented separately in the AB 52 tribal consultation record between the tribe(s) and lead agency and summarized in the TCRs section of the CEQA document, if applicable.

The NHPA and CEQA (Title 14, California Code of Regulations [CCR], Article 5, § 15064.5) apply to cultural resources of the historical and precontact (prehistoric) periods. Any project with an effect that may cause a substantial adverse change in the significance of a cultural resource, either directly or indirectly, is a project that may have a significant effect on the environment. As a result, such a project would require avoidance or mitigation of impacts to those affected resources. Significant cultural resources must meet at least one of four criteria that define eligibility for listing on either the CRHR (PRC § 5024.1, Title 14 CCR, § 4852) or the National Register of Historic Places (NRHP) (36 Code of Federal Regulations [CFR] 60.4). Cultural resources eligible for listing on the NRHP are considered Historic Properties under CFR 36 Part 800 and are automatically eligible for the CRHR. Resources listed on or eligible for inclusion in the CRHR are considered Historical Resources under CEQA.

Tribal Cultural Resources are defined in Section 21074 of the California PRC as sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either included in or determined to be eligible for inclusion in the CRHR, or are included in a local register of historical resources as defined in subdivision (k) of Section 5020.1, or are a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. Section 1(b)(4) of Assembly Bill (AB) 52 established that only California Native American tribes, as defined in Section 21073 of the California PRC, are experts in the identification of Tribal Cultural Resources and impacts thereto. Because ECORP does not meet the definition of a California Native American tribe, this report only addresses information for which ECORP is qualified to identify and evaluate, and that which is needed to inform the cultural resources section of CEQA documents. This report, therefore, does not identify or evaluate Tribal Cultural Resources. Should California Native American tribes ascribe additional importance to, or interpretation of, archaeological resources described herein, or provide information about non-archeological Tribal Cultural Resources, that information is documented separately in the AB 52 tribal consultation record between the tribe(s) and Lead Agency and summarized in the Tribal Cultural Resources section of the CEQA document, if applicable.

1.5 Evaluation Criteria

1.5.1 State Evaluation Criteria

Under state law (CEQA) cultural resources are evaluated using CRHR eligibility criteria in order to determine whether any of the sites are historical resources, as defined by CEQA. CEQA requires that impacts to historical resources be identified and, if the impacts would be significant, that mitigation measures to reduce the impacts be applied.

An historical resource is a resource that:

1. is listed in or has been determined eligible for listing in the CRHR by the State Historical Resources Commission;
2. is included in a local register of historical resources, as defined in PRC 5020.1(k);
3. has been identified as significant in an historical resources survey, as defined in PRC 5024.1(g); or

4. is determined to be historically significant by the CEQA lead agency [CCR Title 14, § 15064.5(a)]. In making this determination, the CEQA lead agency usually applies the CRHR eligibility criteria.

In making this determination, the CEQA lead agency usually applies the CRHR eligibility criteria. The eligibility criteria for the CRHR are as follows [CCR Title 14, § 4852(b)]:

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

In addition, the resource must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association [CCR Title 14, § 4852(c)].

Impacts to an historical resource (as defined by CEQA) are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired [CCR Title 14, § 15064.5(a)].

1.5.2 Federal Evaluation Criteria

Under federal regulations implementing Section 106 of the NHPA (36 CFR 800), cultural resources identified in a Project APE are evaluated using NRHP and eligibility criteria. The eligibility criteria for the NRHP are as follows (36 CFR 60.4):

“The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess aspects of integrity of location, design, setting, materials, workmanship, feeling, association, and

- a) is associated with events that have made a significant contribution to the broad patterns of our history;
- b) is associated with the lives of a person or persons significance in our past;
- c) embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- d) has yielded or may be likely to yield information important in prehistory or history.

In addition, the resource must be at least 50 years old, except in exceptional circumstances (36 CFR 60.4).”

Effects to NRHP-eligible resources (historic properties) are adverse if the Project may alter, directly or indirectly, any of the characteristics of an historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

1.6 Report Organization

The following report documents the study and its findings and was prepared in conformance with the California Office of Historic Preservation's (OHP) *Archaeological Resource Management Reports: Recommended Contents and Format*. Appendix 1 includes a confirmation of the records search with the California Historical Resources Information System (CHRIS). Appendix 2 contains documentation of a search of the Sacred Lands File. Appendix 3 presents photographs of the Project Area. Appendix 4 contains confidential cultural resources California Department of Parks and Recreation 523 site record forms.

Sections 6253, 6254, and 6254.10 of the California Code authorize state agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (Government Code § 6250 et seq.) and California's open meeting laws (The Brown Act, Government Code § 54950 et seq.) protect the confidentiality of Native American cultural place information. Under Exemption 3 of the federal Freedom of Information Act (5 U.S. Code [USC] 5), because the disclosure of cultural resources location information is prohibited by the Archaeological Resources Protection Act of 1979 (16 USC 470hh) and Section 307103 of the NHPA, it is also exempted from disclosure under the Freedom of Information Act. Likewise, the Information Centers of the CHRIS maintained by the OHP prohibit public dissemination of records search information. In compliance with these requirements, the results of this cultural resource investigation were prepared as a public document, which is suitable for public distribution in either paper or electronic format.

1.7 Personnel Qualifications

All phases of the cultural resources investigation were conducted or supervised by Registered Professional Archaeologist (RPA) John O'Connor, Ph.D., RPA, who meets the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology. Dr. O'Connor conducted the field survey and wrote the report with assistance from Michael DeGiovine, RPA. Lisa Westwood, RPA provided technical report review and quality assurance.

Dr. O'Connor has over 13 years of archaeological experience in North America and the Pacific Islands, experience that includes cultural resources management, academic research, museum collections management, and university teaching. Dr. O'Connor meets the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology. He is well versed in the evaluation of impacts to cultural resources for CEQA and NHPA projects, and he has written or otherwise contributed to numerous environmental compliance documents. Dr. O'Connor serves as the Southern California Cultural Resources Manager for ECORP.

Mr. DeGiovine, RPA is a Staff Archaeologist with over 15 years of experience in cultural resources management. He meets the Secretary of the Interior's Professional Qualifications Standards for prehistoric

and historic archaeology. Mr. DeGiovine holds an M.A. in Anthropology from California State University, Fullerton in addition to a B.A. in Anthropology from the University of California, San Diego. He has prepared or contributed to environmental documents, such as Environmental Impact Reports/Environmental Impact Statements or Cultural Resource studies that deal with CEQA and NHPA Sections 106 and 110.

Dr. Nathan Hallam, Ph.D. meets the Secretary of the Interior's Professional Qualifications Standards for architectural history, history, and historic preservation. He conducted archival and historical research and prepared the Local History context and National Register evaluations of historic-period resources.

Lisa Westwood, RPA meets the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology with 26 years of experience. She holds a B.A. in Anthropology and an M.A. in Anthropology (Archaeology). She is the Director of Cultural Resources for ECORP.

2.0 SETTING

2.1 Environmental Setting

The Project Area is located in the City of National City, in San Diego County, California. The Project Area is approximately 1,700 feet east of San Diego Bay and 500 feet west of Interstate 5. Elevations range from approximately 10 to 16 feet above mean sea level across the Project Area. The Project Area is bordered by Harbor Drive to the north, West 19th Avenue to the south, and industrial buildings and storage yards to the west and east. The entire Project Area falls within a developed industrial and commercial setting.

2.2 Hydrology

Based a review of the 1859 Navigation chart of San Diego Bay (U.S. Coast Survey 1859), the Project Area was in the San Diego Bay, and not dry land. The area appears to have been filled in by 1877 (U.S. Coast Survey 1877) as all subsequent nautical charts, topographic maps, and aerial photographs show the area as dry land. These early maps showing the filled in area also show industrial development in the area.

While the area was flooded in 1859, the depth is less than 10 feet below sea level. Therefore, the area had been dry land until the end of the glacial sea level rise which ended approximately 5,000 years ago. The land would have been estuarine for a short period of time, and prior to that, the area would have been adjacent to a riverine environment that flowed out of modern-day San Diego Bay into the Pacific Ocean.

2.3 Geology and Soils

Kennedy and Tan (2008) have mapped the underlying geology of the majority of the Project Area as artificial fill. This is described as fill that was deposited from historic-period and modern activities, such as construction, mining, or quarrying. The mapped artificial fill includes compacted engineered fill and non-compacted, non-engineered fill. A small area located in the very southeastern portion of the Project Area is mapped as young alluvial flood-plain deposits dating from the Late Pleistocene to the Holocene (0.126 – 0 Ma). This is further described as poorly consolidated and poorly sorted permeable flood-plain deposits comprised of sandy, silty, or clay-bearing alluvium (Kennedy and Tan 2008).

The presence of artificial fill limits the potential for in situ subsurface archaeological deposits throughout most of the Project Area, though previously disturbed precontact and historic-period artifacts do often appear in historic-period fill contexts. There exists the potential for buried precontact archaeological sites in the far southeastern portion of the Project Area due to the presence of Late Pleistocene and Holocene alluvial deposits and the proximity of the Project Area to San Diego Bay, a resource that is recognized to have been in regular use by Native Americans for thousands of years.

3.0 CULTURAL CONTEXT

3.1 Regional Precontact History

The archaeological history of southern California is remarkably complex, with a great deal of variation and the overlapping of specific technological and cultural traditions from the onset of documented human habitation in the terminal Pleistocene to the period of European contact in the Late Holocene. Today, archaeology and culture history are typically described according to geological epoch, with delineations in years before present (BP) between the Pleistocene (> 10,000 BP), Early Holocene (10,000-6,500 BP), Middle Holocene (6,500 BP-3,500 BP) and the Late Holocene (3,500 BP to present). This approach places human history squarely in the realm of greater ecology and geological history in a way that allows discussion of human activity through time without limitations imposed by provincial labels. In California, this distinct use of geological terminology is not entirely arbitrary, as elements of technological change and diversification in cultural practices are observable at the transition of temporal periods (Erlandson and Colten 1991). However, terminology that is generally accepted by California archaeologists and the California OHP is still helpful in describing ancient patterns of human activity. The predominant archaeological patterns through time in San Diego County in relation to behavioral traditions and temporal periods, and in specific reference to the Project Area, are discussed below.

3.1.1 San Dieguito Complex – 10,000 to 8,500 BP

Terminal Pleistocene archaeological deposits are notably present on the California Channel Islands, but the onset of human activity in coastal areas of the Southern Bight appear after 10,000 BP (Erlandson et al. 2007). Early Holocene warming temperatures, rising sea levels, and megafaunal extinction resulted in landscape and resource changes that contributed to alternative subsistence strategies in local populations, with an emphasis on hunting smaller game and increasing reliance on plant gathering. Early Holocene archaeological sites in San Diego County occur around bays, sloughs, and coastal valleys that allowed early peoples continued access to aquatic resources. These coastal sites contain large amounts of marine faunal remains along with worked tools, such as lithic bifaces, milling tools, and bone tools from which archaeologists may reconstruct the human past in southern California (Gallegos 1991).

The San Dieguito Complex is a cultural tradition originating in the Early Holocene and defined by material found at the Harris archaeological site (CA-SDI-149) on the San Dieguito River near Lake Hodges in San Diego County (Warren 1968). Diagnostic artifacts associated with the San Dieguito Complex include lithic manufacturing implements and a variety of chipped stone tools, including projectile points, knives, scrapers, engraving tools, and stone crescents (Knell and Becker 2017; Koerper et al. 1991). Particular interest has been paid to the stone crescents that appear in Terminal Pleistocene and Early Holocene

deposits throughout the region. Though only a single specimen was found at CA-SDI-149, this class of artifacts has come to define human-environmental interactions of the period due to association with paleoshorelines and wetland habitats that existed on the Channel Islands, along the California coast, in interior areas of California and the Great Basin, and further east in what is today Wyoming and Colorado between approximately 12,000-8,000 cal BP (Moss and Erlandson 2013). The majority of these crescents appear to be utilitarian implements for the hunting of birds (Erlandson and Braje 2008; Moss and Erlandson 2013). Sanchez et al. (2017) have confirmed a strong spatial association between stone crescents and reconstructed wetland habitats, supporting the argument that these artifacts were predominantly used for the harvesting of aquatic species and avifaunal resources that once existed along Terminal Pleistocene-Early Holocene paleoshorelines.

The San Dieguito Complex at CA-SDI-149 dates to between 9,030 $\pm$ 350 BP and 8,490 $\pm$ 400 BP (Gallegos 1991; Knell and Becker 2017). The presence of comparable artifacts and archaeological deposits are seen specifically throughout Southern California and northwestern Mexico between 9,000 and 7,000 BP. However, it is important to note the scarcity of San Dieguito materials and radiocarbon age determinations as well as the substantial spatiotemporal overlap with artifacts and faunal assemblages typically associated with later cultural traditions (Scharlotta 2015). The established use of groundstone technologies during the Early Holocene provides support for the continuation of certain subsistence practices during the Middle Holocene concurrent with decreases in wetland associated flaked-stone lithic assemblages. Early Holocene sites in coastal San Diego County have yielded artifacts and subsistence remains characteristic of succeeding technological traditions, including manos, metates, core-cobble tools, and species of marine shell more closely associated with the lagoon ecosystems, hotter and drier environmental contexts, and variable behavioral practices of the Middle Holocene (Gallegos 1991; Koerper et al. 1991).

3.1.2 La Jolla Complex – 8,500 to 1,300 BP

Sea levels continued to rise during the Early to Middle Holocene transition, eventually stabilizing around 6,000 BP and filling low-lying coastal areas and canyons in what became a relatively dense concentration of highly productive estuaries and coastal ecosystems (Masters and Gallegos 1997). The relationship of human populations to coastal resources consequently changed through time. Rocky reefs and kelp beds were more extensive during the earlier part of the Holocene and exploited by humans settling on the coast. Early Holocene coastal populations tended to aggregate around estuaries and areas of dense intertidal and littoral sustenance resources, but a greater focus on lagoon resources can be seen in later archaeological deposits. As sea level rose, a transition in species of exploited shellfish and vertebrates is seen, from rocky reef species to sandy beach species that reflects the changes in shoreline during the Middle Holocene. Western North America experienced a period of increased warmth and aridity during the Middle Holocene that likely impacted migrations and settlement patterns from the continental interior to the coast (Kennett et al. 2007). Increasingly, human populations in California began to process plant foods with the manos (pestles) and metates (mortars) in an observable shift in technology and subsistence practices that effectively replaced the San Dieguito Complex with a lengthy tradition of cultural behaviors alternately termed the La Jolla Complex (Warren et al. 1961; Byrd and Raab 2007), Encinitas Tradition (Warren 1968), and Milling Stone Period (Wallace 1955). The term “La Jolla Complex” is used here.

The La Jolla Complex is most identified with the manos and metates found along the San Diego County coast beginning about 8,500 BP (Sutton and Gardner 2010), but La Jolla tool kits included a wide array of lithic and bone tools. Most La Jolla Complex sites are located around Middle Holocene coastal lagoons, which continued filling with sea water due to the sustained retreat of ice caps and global influx of liquid water following the last glacial maximum (approximately 20,000 BP). Shellfish from these lagoons were an important part of the diet, and most La Jolla sites are classified as shell middens. Both rocky shores shellfish, such as *Mytilus* sp. (mussels), and bay/estuary shellfish, such as *Argopecten* sp. (scallops), *Chione* sp. (cockles), and *Ostrea lurida* (oyster) are found in La Jolla sites. Rocky shores species are much reduced in quantity and almost disappear from the middens in the Late Holocene. This has been attributed to increased sediment deposition around the mouths of the lagoons along the northern and central San Diego coast, which covered the rocky habitats. Fewer sites were occupied in these areas during the Late Holocene. However, the larger bays to the south (Mission and San Diego bays) never silted in, and there are numerous La Jolla Complex sites in this area (Masters and Gallegos 1997).

The Pauma Complex is a term to describe an inland cultural pattern beginning around 7,500 BP in San Diego County and occurring up to approximately 1,000 BP (Sutton and Gardner 2010; True 1958, 1970). Pauma archaeological deposits have numerous manos and metates similar to coastal sites of the same period but lack the marine subsistence remains seen in La Jolla sites. Other Pauma Complex artifacts include core and cobble tools, scraper planes, unifacial scrapers, and infrequent coggled stones and discoids. In most Pauma Pattern sites, the mano-metate tool kit predominates, which suggests the collection and processing of seeds and other plant materials. Pauma sites are located on older high-elevation alluvial terraces in valleys and canyons. Some Pauma sites may be buried in shallow alluvium. Shared similarities between the inland Pauma Complex and the coastal La Jolla Complex may reflect extended cultural ties or different seasonal manifestations of the same people, with the La Jolla Complex emphasizing marine resources (shellfish and fish) and the Pauma Complex emphasizing hard seeds. There are more planing and scraping tools in the La Jolla Complex and more grinding tools (i.e., manos and metates) in the Pauma Complex, which undoubtedly correspond to differential resource procurement and processing throughout this time period (Waugh 1986).

The San Diego coastline began to resemble its current appearance after about 3,500 BP, with estuaries silting in and a consequential decline in lagoon resources due to increased sedimentation along the San Diego coastline (Gallegos 2002). A warming climate, combined with the loss of estuarine resources during the Middle Holocene, resulted in an observable transition in settlement patterns during the Late Holocene as many people moved away from the coasts to more fully exploit inland habitats, though San Diego Bay remained due to freshwater runoff and tidal flushing. Additionally, coastal sedimentation and infilling events coincided with the development of the sandy beaches seen today that eliminated majority rocky coastal environments and gave way to a shift in the kinds of subsistence resources available at these locations (Byrd and Reddy 2002). This increased reliance on sandy shore species and the dominance of small terrestrial taxa in archaeological contexts, such as lagomorphs and waterfowl, is reflective of the unique coastal environment of much of San Diego in the Late Holocene.

3.1.3 Late Period (Kumeyaay) – 1,300 BP to Contact

The Late Period (Kumeyaay) in San Diego archaeology is determined to have begun with substantial cultural and technological changes occurring around 1,300 BP. The Late Holocene exemplified major cultural shifts with the entrance of Shoshonean language speakers, now known as the Cahuilla, Cupeño, and Luiseño, into the northern part of San Diego County sometime between 3,500 and 1,300 BP. This coincided with the establishment of definitive Ipai and Tipai (Kumeyaay peoples, Yuman language speakers) societal structures throughout the central and southern parts of the County. An abrupt decrease in coastal deposits appears to have occurred after 3,300 BP (Gallegos 2002), though increases in coastal occupation beginning around 1,600 to 1,200 BP appear to mirror sustained population increases throughout San Diego County during the Late Holocene to the present day (Byrd and Reddy 2002). Late Period settlement patterns are characterized by the establishment of permanent, sometimes seasonal, villages and ephemeral satellite sites dedicated to specific tasks, such as tool production, food processing, or resource acquisition (Byrd and Raab 2007). A focus on reliable water sources and intensified subsistence practices is evident in the location and nature of regional Late Period archaeological sites.

The Kumeyaay Period has been associated with population increases, particularly in coastal areas, and changes in settlement patterns (Scharlotta 2015). The Late Holocene was a time of technological change. Choices regarding technology and subsistence practices influenced the nature of human-environmental interactions with an expansion of diet breadth, the establishment of permanent villages, and changes in hunting and gathering processes that also affected social structure during the Kumeyaay period (Bettinger 2013; Gamble and Mattingly 2012). Transition to more sedentary settlement patterns can be witnessed in aspects of technological variation such as the greater use of bedrock mortars in addition to portable milling stones (Byrd and Raab 2007). The Late Period is primarily characterized by use of the bow and arrow, which was introduced to the western United States sometime between 2,300 and 1,300 BP (Bettinger 2013). Bettinger argues that the adoption of bow hunting effected an expansion in the utilization of once peripheral subsistence resources (i.e., intensification of plant resource harvesting and processing) due to the increased efficacy of hunting among small groups and a shift to more localized resource harvesting among smaller family bands. Decreases in time spent hunting are thought to encourage greater time spent collecting foodstuffs once perceived as too costly.

In San Diego, principal foods for inland populations included acorns, grasses, other seeds, and lagomorphs, in addition to continued hunting of deer. However, people had returned to the coasts during the Kumeyaay Period and were exploiting a wide variety of marine resources in addition to the extensive trade networks along the southern California coast and that of Baja California (Byrd and Raab 2007). Gamble and Mattingly (2012) document more than 200 fire-affected rock features at Torrey Pines State Natural Reserve, positing the use of these features in the processing of Torrey pine nuts (*Pinus torreyana*) by Kumeyaay peoples on the coast over the last two millennia. The introduction of the bow and arrow to Southern California was followed by other archaeologically observable shifts prior to European contact, such as distinguishable changes in projectile point morphology, a switch from Coso (Sierra Nevada source) to Obsidian Butte (Salton Sea) as a source for volcanic glass, and even a transition from burial to cremation for the dead (Gallegos 2002). Ceramics appear in the archaeological record after 1,300 BP, with the distribution of reddish-brown sherds across San Diego County from the Peninsular Ranges to the

Coast that differs from a lighter-colored buff pottery found in the deserts to the east (Quinn et al. 2013). Common ceramic forms include round-bottomed jars with restricted necks, bowls, scoops, plates, and other vessels used for cooking and storage. Ceramic pipes were also made (Gallegos 2002). Recovered ceramic specimens exhibit chemical signatures derived from similar geological contexts in the Laguna and Cuyamaca mountains, suggesting the transfer of materials from mountain to coast within the extensive trade networks that undoubtedly existed at this time (Quinn et al. 2013).

3.2 Ethnohistory (Kumeyaay)

The Kumeyaay (also known as Ipai and Tipai) are the Yuman-speaking native people of central and southern San Diego County and the northern Baja Peninsula in Mexico. Spanish missionaries and settlers used the collective term *Diegueño* for these people, which referred to people living near the presidio and mission of San Diego de Alcalá. Today, these people refer to themselves as Kumeyaay or as Ipai and Tipai, which are northern and southern subgroups of Kumeyaay language speakers, respectively (Luomala 1978). The ancestral lands of the Kumeyaay extend north from Todos Santos Bay near Ensenada, Mexico to Agua Hedionda Lagoon in north San Diego County, and east to the west side of the Imperial Valley.

The primary source of Kumeyaay subsistence was vegetal food. Seasonal travel followed the ripening of plants from the lowlands to higher elevations of the mountain slopes. Acorns, grass and sage seeds, cactus fruits, wild plums, pinyon nuts, and agave stalks were the principal plant foods. Women sometimes transplanted wild onion and tobacco plants to convenient locations and sowed wild tobacco seeds. Deer, rabbits, small rodents, and birds provided meat. Village locations were selected for seasonal use and were occupied by exogamous, patrilineal clans or bands. Three or four clans might winter together, then disperse into smaller bands during the spring and summer (Luomala 1978).

The Kumeyaay were loosely organized into exogamous patrilineal groups termed sibs, clans, gens, and tribelets by ethnographers. The Kumeyaay term was *cimul*. The *cimul* used certain areas for hunting and gathering, but apparently did not control a bounded and defended territory, as did the *Luiseño* and *Cahuilla*. In addition, members of several different *cimul* usually lived in the same residential base, unlike the *Luiseño*, where a single party or clan controlled a village and its territory. Kumeyaay lived in residential bases during the winter and subsisted on stored resources. No permanent houses were built. Brush shelters were temporary and were not reused the next year. Ceremonies, including rites of passage and ceremonies to ensure an abundance of food, were held in the winter residential bases. The *cimul* leader directed the ceremonies and settled disputes (Christenson 1990). One of the most important ceremonies was the mourning ceremony. Upon death, the Kumeyaay cremated the body of the deceased. Ashes were placed in a ceramic urn and buried or hidden in a cluster of rocks. The family customarily held a mourning ceremony one year after the death of a family member. During this ceremony, the clothes of the deceased individual were burned to ensure that the spirit would not return for his or her possessions (Gifford 1931; Luomala 1978).

The Kumeyaay were geographically and linguistically divided into western and eastern Kumeyaay. The western and eastern Kumeyaay spoke two different dialects (Christenson 1990). The western Kumeyaay lived along the coast and in the valleys along the drainages west of the mountains. The eastern Kumeyaay lived in the canyons and desert east of the mountains. The western Kumeyaay spent the winter in

residential bases in the lowland valleys and then broke into smaller cimul groups that moved gradually eastward toward the mountains, following ripening plants and occupying temporary residential bases along the way. Thus, each group occupied several different residential bases during the course of a year (Christenson 1990). The eastern Kumeyaay spent the winter in villages on the desert margin where water was available from springs at canyon mouths. They moved up the canyons toward the mountains during spring and summer. The eastern and western Kumeyaay met in the mountains in the fall where they gathered black oak acorns, traded, and held ceremonies (Christenson 1990). The large residential bases in the mountains appear archaeologically to be village sites (Gross and Sampson 1990).

The Kumeyaay population was estimated to be between 10,000 and 20,000 at the time of European contact, based on Spanish accounts and ethnographies (Gallegos 2002). Beginning in 1775, the semi-nomadic life of the Kumeyaay began to change as a result of contact with Euro-Americans, particularly from the influence of the Spanish missions. Through successive Spanish, Mexican, and Anglo-American control, the Kumeyaay were forced to adopt a sedentary lifestyle and accept Christianity (Luomala 1978).

3.3 Regional History

The first European to visit California was Spanish maritime explorer Juan Rodriguez Cabrillo in 1542. Cabrillo was sent north by the Viceroy of New Spain (Mexico) to look for the Northwest Passage. Cabrillo visited San Diego Bay, Catalina Island, San Pedro Bay, and the northern Channel Islands. The English adventurer Francis Drake visited the Miwok Native American group at Drake's Bay or Bodega Bay in 1579. Sebastian Vizcaíno explored the coast as far north as Monterey in 1602. He reported that Monterey was an excellent location for a port (Castillo 1978). Vizcaíno also named San Diego Bay to commemorate Saint Didacus. San Diego began to appear on European maps of the New World by 1624 (Gudde 1998).

In 1769, the Gaspar de Portolá Spanish land expedition arrived in the San Diego area from New Spain (Mexico), and Mission San Diego de Alcalá was founded by Father Junipero Serra as the first of 21 Spanish missions in Alta California. A presidio (military facility for Spanish soldiers) was built near the mission. The purpose of the missions and presidios was to establish Spanish economic, military, political, and religious control over the Alta California territory. The missions sustained themselves through cattle ranching and traded hides and tallow for supplies brought by ship. Mission San Diego was established to convert the Native Americans that lived in the area, known as the Kumeyaay or Diegueño. The presidio and mission were located on a hill on the south side of the San Diego River about three miles inland from the coast. After being destroyed by attacking Kumeyaay in 1775 during an attempt to drive out the Spanish (Robinson 1948; Castillo 1978), Mission San Diego was rebuilt in its present location on the north side of the river about 5.5 miles upstream from the presidio. However, the presidio remained in its original location and a small town or pueblo developed around it (Caughey 1933).

Mexico became independent from Spain in 1821, and what is now California became the Mexican province of Alta California. The Mexican government closed the missions in the 1830s and former mission lands were granted to retired soldiers and other Mexican citizens for use as cattle ranches. Much of the land along the coast and in the interior valleys became part of Mexican land grants or "ranchos" (Robinson 1948). During the Mexican period there were small towns at San Diego (near the presidio), San

Juan Capistrano (around the mission), and Los Angeles. The rancho owners lived in one of the towns or in an adobe house on the rancho. The Mexican Period includes the years 1821 to 1848.

The American period began when the Treaty of Guadalupe Hidalgo was signed between Mexico and the United States in 1848. Alta California became part of the United States as the territory of California, officially becoming the State of California in 1850. Most Mexican land grants were confirmed to the grantees by U.S. courts, but usually with more restricted boundaries which were surveyed by the U.S. Surveyor General's office. Land that was not part of a land grant was owned by the U.S. government until it was acquired by individuals through purchase or homesteading. Floods and drought in the 1860s greatly reduced the cattle herds on the ranchos, making it difficult to pay the new American taxes on the thousands of acres they owned. At the same time, the Homestead Act of 1862 brought American settlers to southern California in search of land to claim. Many Mexican-American cattle ranchers borrowed money at usurious rates from newly arrived Anglo-Americans. The resulting foreclosures and land sales transferred most of the land grants into the hands of Anglo-Americans (Cleland 1941).

3.4 Local History

The Project Area is located in San Diego County, which was created in 1850 as one of the first counties within the new state of California (Coy 1973; Marschner 2000). At that time, the area designated as San Diego County included nearly all present-day San Diego, Imperial, Riverside, and San Bernardino counties, as well as a small portion of present-day Inyo County (Coy 1973; Marschner 2000). For 20 years, the nucleus of San Diego County remained the "old town" settlement located near the San Diego presidio. During the 1850s, William Heath Davis of San Francisco established "New Town San Diego" further south along the shores of San Diego Bay. Davis laid out a street grid, built a wharf, developed commercial and residential properties, and donated two city blocks to the U.S. War Department in hopes that the U.S. Army might establish a barracks and supply depot in town. In 1867, a San Francisco furniture dealer named Alonzo Horton arrived in San Diego and began more thoroughly promoting the New Town. Horton and his associates established a chamber of commerce, dedicated 1,200 acres for a city park, and made overtures to railroad developers with an eye toward making San Diego the western terminus of a southern transcontinental railroad.

The arrival of an Atchison, Topeka, & Santa Fe Railroad (AT&SF) spur in San Diego in 1885 initiated a population and speculative real estate boom. By 1890 the town's population reached 16,159. Growth, however, slowed after 1890 despite the efforts of San Diego's business leaders to attract tourists and health seekers, small-scale industries, and maritime trade. Small family farming communities such as National City and Chula Vista south of town grew steadily through the turn of the century. But in terms of growth, San Diego became far outpaced by its neighbor to the north, Los Angeles.

Beginning 1898, San Diego seized on a growth strategy that carried the region through the twentieth century. That year, the United States acquired the Hawaiian Islands, the Philippines, and Guam in the far Pacific as overseas territories. Through incessant lobbying, San Diego business leaders persuaded the U.S. Navy and the Congress that geopolitical interests in the Pacific demanded a naval base at San Diego Bay. The completion of the Panama Canal in 1915 strengthened San Diego's case, a point business leaders drove home during the city 1915-16 Panama-California Exposition. In 1919, the U.S. Navy created a

permanent Pacific Fleet; San Diego responded by gifting thousands of acres to the federal government in exchange for a series of support bases. San Diego became a Navy town. Private-sector defense contractors soon arrived, giving rise to a burgeoning aircraft industry. To support its naval investments, the federal government enhanced San Diego's water supply, improved its harbor, built housing, and established public transit systems, paving the way for growth. World War II mobilization brought further investment and tens of thousands of newcomers to the area. Many resolved to make San Diego their permanent home after the war. Investments in higher education after 1950 made the region a center of high-tech and biotech research and development, diversifying the economy. Tourism also emerged as a leading industry (Shragge 2007).

3.4.1 National City

The Project Area is located within the National City, a municipality located along the southern border of the City of San Diego. National City is bordered by San Diego Bay to the west, San Diego to the north and east, Bonita to the southeast, and Chula Vista to the south. The name "National City" references "El Rancho de la Nación" (the National Ranch), a land grant awarded by the Mexican Governor of California, Pio Pico, to his brother-in-law, John Forester, in 1845. In 1868, brothers Frank, Warren, George, and Levi Kimball of San Francisco purchased the National Ranch for \$30,000. In the northwest corner of the ranch they laid out a new town called National City and began selling town lots. In 1871, the Kimball brothers and their brother-in-law, Fred Copeland, built a wharf on San Diego Bay. Unable to attract interest from railroad builders, the Kimballs turned to wheat farming, sheep ranching, and the cultivation of oranges, lemons, and olives; the latter became National City's most important agricultural product. Stage roads to Fort Yuma and to the Mexican border (the forerunner of National City Boulevard), made National City and its wharf an important distribution point for Southern California freighters.

In 1880, Frank Kimball met with AT&SF executives to discuss establishing the company's Southern California railroad terminus on San Diego Bay at National City. In exchange, Kimball offered hundreds of acres of his family's bayfront property and scores of vacant town lots. The AT&SF refused. Five of the company's major shareholders, however, took Kimball up on his offer. Independently, they established the California Southern Railroad, with terminal facilities and shops intended for National City. In 1885, the California Southern reached the AT&SF's transcontinental line at Barstow, ending San Diego County's railroad isolation. Unexpectedly, however, the California Southern Railroad's investors turned and sold the California Southern and its assets to the AT&SF, which established its terminal and shops at San Bernardino, leaving National City with a vacant railroad grounds on its stretch of San Diego Bay.

Fortunately for National City, the California Southern Railroad's development arm, the San Diego Land & Town Company (SDL&TC), remained active and continued working to develop the town. To provide National City with a water source for irrigation and domestic use, the SDL&TC built Sweetwater Dam on the Sweetwater River seven miles east of town; it also built an AT&SF subsidiary, the National City & Otay Railway (NC&O), from National City through southern San Diego County and began selling five-acre farms in Chula Vista, a Southern California "fruit colony" modeled after Pasadena and Riverside. National City, like San Diego, grew rapidly amidst the frenzied "Boom of the Eighties." Frank Kimball's brick kiln and Warren Kimball's planing mill in National City provided construction materials needed for new residences and new business blocks in San Diego and in smaller towns that sprang up along the California Southern

line. In 1887, National City incorporated, becoming the county's second municipality after the City of San Diego (Phillips 1962).

Through booms and busts, National City continued growing through the late nineteenth and early twentieth centuries. In 1923, the AT&SF established a 155-acre railroad tie treating plant on the vacant bayfront grounds it inherited from California Southern Railroad. (National City Star-News 1940). After 1945, the U.S. Navy established a 350-acre anchorage for nearly 300 ships on bay fill land immediately west of the AT&SF grounds, extending the U.S. Navy's footprint in San Diego County south to National City (National City Star-News 1945). In 1950, the AT&SF closed its railroad tie treatment plant and began leasing its railroad grounds for a variety of industrial uses, including a Lyon Van and Storage Company facility built in 1953 west of the Project Area (National City Star-News 1950; 1953).

3.4.2 Property Specific History

The Project Area is located in an area that consisted of portions of blocks 274 and 275 in National City and, west of Harrison (formerly 9th) Avenue, the AT&SF railroad grounds. The western boundary of the Project Area are the tracks of the Coronado Railroad, also called the "Belt Line," built in 1888 by John D. Spreckels, a San Diego civic leader and builder of Hotel Coronado. The Coronado Railroad delivered building materials, and then passengers, south from San Diego through the AT&SF grounds at National City and then north up the Silver Strand to Coronado Island and the hotel site (Pacific Southwest Railroad Museum 1971). In 1908, Spreckels merged the Coronado Railroad with its competitor, the NC&O. Spreckels then integrated both into the new San Diego & Arizona Railway (SD&A) system, a Southern Pacific-affiliated transcontinental main line from San Diego to Yuma (Dodge 1956).

In 1951, the Samuel Vener Company of Los Angeles built a celery packing shed at 1840 Harrison Avenue, on the AT&SF grounds immediately north of 18th Street, between the Coronado Railroad tracks to the west and Harrison Avenue to the east. The packing shed received fresh celery trucked in from nearby farms. At the Vener facility, a female workforce inspected and trimmed celery stalks, bathed them in a precooler filled with near-freezing water, and packed them in crates sold under the "Deb" brand. On platforms built along the Coronado Railroad tracks, worker loaded the crates onto SD&A refrigerated cars, which kept the produce cool on its journey to eastern states (National City Star-News 1951). Immediately north of the Vener packing shed, at 1802 Harrison Avenue, Martin Ito, a longtime San Diego County produce grower, established a similar packing shed which handled many varieties of produce. Martin Ito, a decorated World War II veteran, farmed avocados, tomatoes, celery, bell peppers, and squash in San Diego County (Nicholas 2007).

4.0 METHODS

4.1 Records Search Methods

ECORP requested a records search for the property at the South Coastal Information Center (SCIC) of the CHRIS at San Diego State University on January 28, 2022 (Appendix 1). The purpose of the records search was to determine the extent of previous surveys within a one-mile (1600-meter) radius of the Proposed

Project location, and whether previously documented precontact or historic-period archaeological sites, architectural resources, or traditional cultural properties exist within this area.

In addition to the official records and maps for archaeological sites and surveys in San Diego County, the following historic references were also reviewed: Historic Property Data File for San Diego County (OHP 2012); *The National Register Information System* (National Park Service [NPS] 2022); *Office of Historic Preservation, California Historical Landmarks* (OHP 2022); *California Historical Landmarks* (OHP 1996 and updates); *California Points of Historical Interest* (OHP 1992 and updates); *Directory of Properties in the Historical Resources Inventory* (1999); *Caltrans Local Bridge Survey* (California Department of Transportation [Caltrans] 2019); *Caltrans State Bridge Survey* (Caltrans 2018); and *Historic Spots in California* (Kyle 2002).

Historic maps reviewed include:

- 1769-1885 Historic Roads San Diego County, California topographic map (1:100,000 scale);
- the 1872 Western Portion of San Diego County, California topographic map (1:100,000 scale);
- the 1904 San Diego, California topographic map revised 1930 (1:62,500 scale);
- the 1905 Map of National City, California;
- the 1930 San Diego, California topographic map (1:62,500 scale);
- the 1942 Point Loma Historic Quad topographic map (1:31,680 scale);
- the 1944 National City Historic Quad topographic map (1:31,680 scale);
- the 1953 Point Loma Historic Quad topographic map (1:24,000 scale); and
- the 1953 National City Historic Quad topographic map (1:24,000 scale).

Historic aerial photographs taken in 1953, 1964, 1966, 1972, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, and 2019 were reviewed for any indications of property usage and built environment (NETROnline 2022). Topographic maps from 1904, 1908, 1911, 1915, 1920, 1928, 1932, 1941, 1944, 1955, 1960, 1963, 1970, 1978, 2001, 2012, 2015, and 2018 were also reviewed for information.

4.2 Sacred Lands File Coordination Methods

In addition to the record search, ECORP contacted the California NAHC on January 28, 2022, to request a search of the Sacred Lands File for the APE (Appendix 2). This search will determine whether Sacred Lands have been recorded by California Native American tribes within the APE, because the Sacred Lands File is populated by members of the Native American community who have knowledge about the locations of tribal resources. In requesting a search of the Sacred Lands File, ECORP solicited information from the Native American community regarding tribal cultural resources, but the responsibility to formally consult with the Native American community lies exclusively with the federal and local agencies under applicable

state and federal law. ECORP was not delegated authority by the lead agencies to conduct tribal consultation.

4.3 Field Methods

On May 3, 2022, ECORP subjected the 10.86-acre Project Area to a pedestrian survey under the guidance of the *Secretary of the Interior's Standards for the Identification of Historic Properties* (NPS 1983). ECORP expended 2.5 person-hours in the field. At that time, developed and exposed ground surfaces were examined for indications of surface or subsurface cultural resources. The general morphological characteristics of the ground surface were inspected for indications of subsurface deposits that may be manifested on the surface, such as circular depressions or ditches. Whenever possible, the locations of subsurface exposures caused by such factors as rodent activity, water or soil erosion, or vegetation disturbances were examined for artifacts or for indications of buried deposits. No subsurface investigations or artifact collections were undertaken during the pedestrian survey.

5.0 RESULTS

5.1 Records Search

The results of the CHRIS records search were received by ECORP on March 23, 2022 (Appendix 1). The records search consisted of a review of previous research and literature, records on file with the SCIC for previously recorded resources, and historical aerial photographs and maps of the vicinity.

5.1.1 Previous Research

Sixty-five previous cultural resource investigations have been conducted within one mile of the Project Area between 1973 and 2015. The CHRIS records search indicates that portions of the Project Area were previously surveyed through a combination of five overlapping investigations in 1990, 1991, 2001, 2007, and 2014 (Table 1). An updated pedestrian survey was warranted because the Project Area was not completely surveyed in previous studies and some of these studies were carried out over 32 years ago and are considered obsolete under current standards and protocols. A list of previous cultural resource investigations identified during this records search may be found in Appendix 1.

Table 1. Previous Investigations within the Project Area				
Report SD-	Year	Author(s)	Report Title	Findings
6425	1990	Carrico, Richard, Susan H. Carrico, Kathleen A Crawford, and S. Kathleen Flanigan	Historic Resources Inventory Sweetwater Valley	An inventory of previously recorded resources within the Sweetwater Valley. Mentions that California Southern RR is organized as a subsidiary of Santa Fe RR in 1880. Report focuses mainly on inland portion of the valley.

Table 1. Previous Investigations within the Project Area

Report SD-	Year	Author(s)	Report Title	Findings
2444	1991	Clevenger, Joyce M., Susan Carrico, Anne Pierce Cooper, Kathleen Crawford, and Andrew Pignolo	Historic Architectural and Archaeological Survey, U.S. Naval Station (Navsta), San Diego, California	Identified built environment resources at Naval Station San Diego as recommended eligible for listing in NRHP.
8964	2001	Bevil, Alexander D.	San Diego & Arizona Eastern Railway Coronado Branch Line Right-of-Way: California Register Nomination	Nomination to the CRHR; not listed in the San Diego County Archeological Determinations of Eligibility (ADE)
11133	2007	Gregory, Carrie and Jennifer Hirsch	Final Reevaluation of National Register of Historic Places Eligibility for A Naval Station San Diego Historic District	Reduced the size of the Naval Station San Diego Historic District to encompass the former fleet school area. Also recommended Dry Dock 1 as eligible to NRHP under Criterion C.
16095	2014	Fulton, Phil	Cultural Resource Assessment Class Iii Inventory Verizon Wireless Services Tideland Facility City of National City, San Diego County, California	No resources identified within the Study Area.

The CHRIS records search also determined that 74 previously recorded cultural resources are located within one mile of the Project Area. Previously recorded resources are comprised of four precontact resources and 70 historic-period resources. Tables 2 and 3 describe the previously recorded resources.

Table 2. Civilian/non-military resources previously recorded within one mile of the Project Area

Primary Number P-37-	Trinomia I CA-SDI-	Age	Description
767	767	Pre-contact	Badly eroded on bluff, heavily impacted and likely completely destroyed.
7454	7454	Pre-contact	Not found in 2002 survey; originally described as a shell midden that had been impacted by the railroads and other industry
12093	12093	Pre-contact	Thin habitation site was originally recorded by M. Rogers as the Shelltown Midden and noted to be heavily graded; completely graded away in 1982; presumed destroyed.
13073	13073	Historic	Coronado Belt Line and associated infrastructure (crossing, bridges, earthworks), including buildings and structures. Rail is in various states of preservation, from nonexistent in some portions to partially buried, to completely visible.
20167	-	Historic	California Southern/Santa Fe terminus Depot, aka National City Depot, end of the transcontinental railroad. National Register listed.

Table 2. Civilian/non-military resources previously recorded within one mile of the Project Area

Primary Number P-37-	Trinomia I CA-SDI-	Age	Description
23991	-	Historic	D.V. Brown Rental house, built in 1887, is listed as City Historical Landmark No. 341 as of 1997
24739	16385	Historic	ATSF RR segment. Original ATSF/California Southern RR was determined eligible for the NRHP in 1998.
24741	-	Historic	BNSF bridge over Seventh Street Channel, updated since original construction.
25680	-	Historic	San Diego and Arizona RR, which ran between San Diego and Seeley in Imperial County, largely abandoned after 1976.
28795	-	Historic	Same as P-37-20167 and subsumed into it.
35946	-	Historic	Bay Theatre, a movie theater in National City, was built in 1941 and is now currently operated as "Ministerios Cristianos Lo Mejor del Trigo.
39036	22933	Pre-contact	Shell scatter with lithic tools on heavily disturbed artificial terrace or disused access ramp.
39519	23093	Historic	Historic-period burned refuse scatter along a segment of the Coronado Belt Line (P-37-13073).
39520	-	Historic	National Geodetic Survey Marker, set in 1954 by the Coast and Geodetic Survey https://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DC0753 . Heavily scratched and obscured by paint.

Table 3. Military resources previously recorded within one mile of the Project Area on Naval Station San Diego property

Primary Number P-37-	Originally created as the Destroyer Repair Base from 1922-1938 and expanded from maintenance into other operations such as schools into the World War II period. The base later became a major logistics support for Pacific naval forces. Naval Station San Diego Historic District was originally designated as P-37-28311 in 1996 but was reevaluated in 2007 and revised to nine contributing buildings (Buildings 55, 56, 57, 58, 71, 72, 73, 74, and 76) and two noncontributing buildings (Buildings 153 and 329), and is based around the former fleet school area, with a period of significance of 1939-1941 under Criterion A. Additionally, Dry Dock 1 is recommended eligible for NRHP under Criterion C.	
028249	Building 20	
028268	Building 82	
028269	Building 83	
028270	Building 84	
028271	Building 85	
028272	Building 86	
028275	Building 92	
028276	Building 94	
028278	Building 96	
028279	Building 116	
028283	Building 123	
028284	Building 126	
028285	Building 127	
028287	Building 130	

Table 3. Military resources previously recorded within one mile of the Project Area on Naval Station San Diego property

Primary Number P-37-	Originally created as the Destroyer Repair Base from 1922-1938 and expanded from maintenance into other operations such as schools into the World War II period. The base later became a major logistics support for Pacific naval forces. Naval Station San Diego Historic District was originally designated as P-37-28311 in 1996 but was reevaluated in 2007 and revised to nine contributing buildings (Buildings 55, 56, 57, 58, 71, 72, 73, 74, and 76) and two noncontributing buildings (Buildings 153 and 329), and is based around the former fleet school area, with a period of significance of 1939-1941 under Criterion A. Additionally, Dry Dock 1 is recommended eligible for NRHP under Criterion C.
028290	Buildings 192, 193, 196, and 198
028295	Buildings 279 and 280
028296	Building 307
028297	Building 309
028298	Building 341, Dry Dock Number 1, and 25-Ton Crane
028299	Facilities 351, 353, 354, 355, 356, and 358
028300	Facility 359
028303	Building 453
028304	Building 454
028305	Building 467
028306	Building 469
028307	Building 548
028310	Quaywall E3-6 and Quaywall E7-G14
028471	25-TON Crane
037657	Woodworking shop/mold loft; Building 7/ Shop Storage
037658	Temporary Storehouse; Buildings 63-70/Supply Centers/Surplus Issue Warehouse/General Warehouse - Bulk
037660	Cylinder Storage Building; Building 93 / Admin Office (NAVSTA) / Gen. Warehouse (NAVSTA)
037662	Submarine Parts Storage; Building 115 / Ships / Spare Storage (Misc) (SUPSHIP)
037664	Lumber and Misc. Storage; Building 129 / PWC - Driver Testing
037665	Lumber and Misc. Storage; Building 132 / Auto Maintenance Facility
037666	District Publication and Printing Office
037667	Building 164 / Boathouse
037668	Building 166 / Applied Instruction Bldg (FTC)
037669	Fire Fighting School Administration Building; Building 167 / Applied Instruction Bldg (FLETRACEN) / Academic Instruction Bldg (FLETRACEN)
037670	Carrier Compartment Structure; Building 169 / Operational Trainer (FLETRACEN)
037671	Fire Fighting School Simulated Ship Structure; Building 170 / Operational Training Fac (FLETRACEN)
037672	Industrial Repair Facility Foundary; Building 173 / SIMA
037674	Storage / Diving Gear; Building 199 / PWC Ships / Spare Storage
037675	Building 203 / PWC UA / VC House
037676	Bunker; Building 204 / PWC UA / VC House
037679	Fire Fighting School Barracks and Mess Hall; Building 217 / FTC Applied Instruction / FTC Academic Instruction
037681	Preventative Maintenance; Building 228 / PWC - Riggers Shop
037682	PW Storehouse and Mooring Yard; Bldg 229 / PWC - Storage Admin
037683	Welding School; Building 245 / SIMA - Fleet Value Maintenance Shop
037684	Arch Rib Storage Buildings; Building 249 / 250 / General Warehouse (DRMO)
037690	Ships Training Building; Building 275 / Training Material / Storage (FLETRACEN)
037692	Speer Airport Hanger; Building 286 / PWC Utility Storage Shop
037695	Patternmaker Storage; Building 292 / Applied Instruction Bldg (COMNAVSURFPAC)

Table 3. Military resources previously recorded within one mile of the Project Area on Naval Station San Diego property

Primary Number P-37-	Originally created as the Destroyer Repair Base from 1922-1938 and expanded from maintenance into other operations such as schools into the World War II period. The base later became a major logistics support for Pacific naval forces. Naval Station San Diego Historic District was originally designated as P-37-28311 in 1996 but was reevaluated in 2007 and revised to nine contributing buildings (Buildings 55, 56, 57, 58, 71, 72, 73, 74, and 76) and two noncontributing buildings (Buildings 153 and 329), and is based around the former fleet school area, with a period of significance of 1939-1941 under Criterion A. Additionally, Dry Dock 1 is recommended eligible for NRHP under Criterion C.
037696	Concrete Batching Plant; Building 293 / PWC Shop Storage
037697	Chemical Laboratory; BUILDING 294/NAVSHIPWPNSYSCENGST
037698	Reserve Fleet Berthing Services for Piers 10-13; Building 297 / PWC Compressed Air and Heat Plant
037699	Building 308 / Shop Storage
037702	Motor Transport Offices; Building 398/ PWC Utilities
037703	Boat Repair; Building 408 / Drydock Storage
037704	Storage (NSC); Building 439 / Waterfront Operations
037706	Flight Deck; Building 3044 / Training Mock-up (FLETRACEN)

Two previously recorded resources overlap the Project Area: resource P-37-013073, a 20-mile segment of the historic Coronado Beltline Railroad (CBL), also known as the Coronado Railroad, San Diego Southern, San Diego & Southeastern, San Diego and Arizona – Southern Pacific Lines, and Atchison, Topeka and Santa Fe – San Diego and Arizona Eastern; and resource P-37-024739, a segment of the Atchison, Topeka, and Santa Fe (AT&SF) Railroad. Details of all 75 previously recorded resources are included in Appendix 1.

5.1.2 Records

The National Register Information System (NPS 2022) did not list any eligible or listed properties within the Project Area. The nearest National Register property, the National City Depot (NR Property ID no. 96000424) is located one-third of a mile south of the Project Area at 900 West 23rd Street in National City.

Resources listed as *California Historical Landmarks* (OHP 1996) and by the OHP (OHP 2022) were reviewed on May 31, 2022. The nearest listed landmark is #1023: Transcontinental Rail Depot, one-third of a mile south of the Project Area at 900 West 23rd Street in National City.

Table 4. Landmarks within one mile of Project Area

Property Name	Designation	Proximity to Project Area	Potential Direct/Indirect Impacts?
Brick Row	NRHP	0.6 mile	None
St. Matthew's Episcopal Church	NRHP	0.9 mile	None

Table 4. Landmarks within one mile of Project Area

Property Name	Designation	Proximity to Project Area	Potential Direct/Indirect Impacts?
National City Depot/Transcontinental Depot/California Southern Railroad Station and General Office	NRHP	0.3 mile	None

A search of historic GLO land patent records from the BLM's patent information database (BLM 2022) revealed no Public Land Survey System (PLSS) survey records. The Project Area overlaps a portion of the El Rancho de la Nación land grant awarded by the Mexican Governor of California, Pio Pico, to his brother-in-law, John Forester, in 1845 (Phillips 1962). An 1840s map of the rancho produced by Forester shows no evidence of buildings or structures on the property (U.S. District Court, California: Southern District 1849).

The Caltrans Bridge Local and State Inventories (Caltrans 2018, 2019) does not list any historic bridges in the Project Area and within one mile of the Project Area.

5.1.3 Map Review and Aerial Photographs

The review of historic aerial photographs and maps of the Project Area provide information on the past land uses of the property and potential for buried archaeological sites. Based on this information, the property was developed in the mid-20th century for railroad and industrial uses. Following is a summary of the review of historical maps and photographs.

- 1769-1885 Historic Roads San Diego County, California topographic map (1:100,000 scale);
- The 1872 Western Portion of San Diego County, California topographic map (1:100,000 scale);
- The 1904 San Diego, California topographic map revised 1930 (1:62,500 scale) shows a portion of the Project Area as developed, but other sections not yet extended with artificial fill.
- The 1930 San Diego, California topographic map (1:62,500 scale) shows a similar situation to the 1904 map in that development has occurred but the northwestern portions of the Project Area may not yet have been filled in as part of industrial development and extension of the coastal landform.
- The 1942 Point Loma Historic Quad topographic map (1:31,680 scale) and the 1944 National City Historic Quad topographic map (1:31,680 scale) both depict a highly developed coastal area with portions of the southwestern San Diego waterfront filled in to extend the coastline westward. However, the northwestern most portion of National City still exhibits a coastline that extends more eastward than seen today.
- The 1953 Point Loma Historic Quad topographic map (1:24,000 scale) and the 1953 National City Historic Quad topographic map (1:24,000 scale) both show a coastline similar to what is seen

today, with the western edge of National City artificially extended through the placement of fill materials and the railroads and the naval station docks in their current location.

- Aerial photographs from 1953 show the Project Area developed with an existing railroad line and industrial buildings.
- Aerial photographs from 1964 to the present show a regular construction and demolition of industrial buildings on the property.

In summary, the property has been developed since the mid-20th century with repeated construction, demolition, and rearrangement of the Project Area for a variety of industrial and commercial uses. Most of the Project Area's surroundings were developed industrial and railroad areas since the early part of the twentieth century, but the coastline was not filled in to a more modern extent until likely around World War II, when the area experienced rapid growth and development to meet the needs of the time. Its industrial setting has continued to this day.

5.2 Sacred Lands File Results

The results of the Sacred Lands File search by the NAHC were received on March 23, 2022. The search of the Sacred Lands File was negative and failed to indicate the presence of Native American cultural resources in the Project Area. A record of all correspondence is provided in Appendix 2.

5.3 Field Results

ECORP surveyed the 10.86-acre Project Area on May 3, 2022. The survey was conducted as an intensive systematic pedestrian survey, and the Project Area was examined for the presence of precontact and historic-period cultural artifacts and features by walking all accessible portions of the 10.86-acre parcel, using east-west and north-south transects in 15-meter intervals, where possible. Ground visibility was 60-100% in areas surveyed. The Project Area is largely open ground with railroad tracks and large deposits of historic-period railroad materials and modern trash. Of special note is that a large portion of the Project Area extending along the eastern edge of the Project Area was not accessible during the survey (see Figure 4). This portion of the Project Area is contaminated with heavy metals, volatile organic compounds, total petroleum hydrocarbons, and polychlorinated biphenyls and is undergoing remediation under the direction of the California Department of Toxic Substances Control (DTSC) as lead agency.



Figure 2. Overview of Project Area from southeastern corner at West 19th Street (view northwest). May 3, 2022.



Figure 3. Discarded railroad segments in southern portion of Project Area (view northeast). May 3, 2022.



Figure 4. Inaccessible portion of Project Area viewed from railroad tracks (view northeast). May 3, 2022.



Figure 5. Active railroad tracks as viewed from Civic Center Drive (view south). May 3, 2022.

5.3.1 NCD-001 Culvert Pipe

NCD-001 (Figure 6) is a concrete culvert pipe located at [REDACTED]. The resource likely dates to c. 1960 when [REDACTED] was extended into the Project Area [REDACTED]. The structure drains runoff from National City east to west [REDACTED].



Figure 6. NCD-001 culvert pipe (view east). May 3, 2022.

5.3.2 NCD-002: Unconnected utility pole

NCD-002 (Figure 7) is an unconnected utility pole located [REDACTED]. The resource likely dates to 1951 when the Samuel Vener Company and Martin Ito established their vegetable packing sheds [REDACTED] (National City Star-News 1954). Both facilities required electricity as motive power to operate precoolers systems, conveyor belts, and other elements of their vegetable packing systems.



Figure 7. NCD-002 utility pole (view east). May 3, 2022.

5.3.3 NCD-003: Structure

NCD-003 (Figure 8) is a defunct utility structure located in the southern portion of the Project Area. The resource likely dates to 1951 when the Samuel Vener Company and Martin Ito established their vegetable packing sheds at 1840 and 1802 Harrison Avenue (National City Star-News 1954). Both facilities required electricity as motive power to operate precoolers systems, conveyor belts, and other elements of their vegetable packing systems.



Figure 8. NCD-003 structure (view south). May 3, 2022.

5.3.4 NCD-004: Utility line and poles

NCD-004 (Figure 9) is a line of four utility poles with what appear to be active power lines. The resource likely dates to 1951 when the Samuel Vener Company and Martin Ito established their vegetable packing sheds [REDACTED] (National City Star-News 1954). Both facilities required electricity as motive power to operate precoolers systems, conveyor belts, and other elements of their vegetable packing systems.

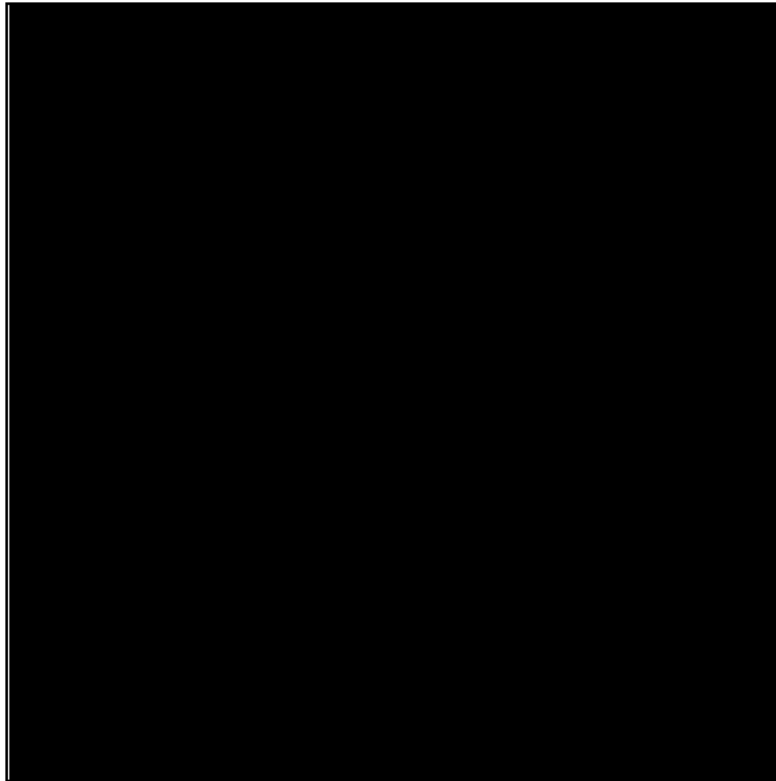


Figure 9. NCD-004 power poles (view east). May 3, 2022.

5.3.5 NCD-005: Civic Center Drive

NCD-005 (Figure 10) is a historic-period road that bisects the northern portion of the Project Area. The resource dates to c. 1960, when construction crews extended 13th Street in National City west to connect with the new Tidelands Avenue. In 1978, 13th Street became renamed “Civic Center Drive” (Chula Vista Star-News 1978). It is a two-lane paved collector street with manholes, curbs, gutters, and storm drains.



Figure 10. NCD-005 Civic Center Drive (view north). May 3, 2022.

5.3.6 NCD-006: West 18th Street

NCD-006 (Figure 11) is a historic-period road that enters the southeastern portion of the Project Area. The resource dates to 1868, when Frank Kimball and George Morrill surveyed the townsite for National City and began staking out its streets (Schoenherr 2008). It is a two-lane paved road in an industrial area that divided blocks 274 and 275 in National City.



Figure 11. NCD-006 West 18th Street (view west). May 3, 2022.

5.3.7 Previously recorded sites: P-37-013073 and P-37-024739

Previously recorded site P-37-013073 is a segment of the Coronado Railroad, also called the "Belt Line." Built in 1888 by John D. Spreckels, a San Diego civic leader and builder of Hotel Coronado, the Coronado Railroad delivered building materials, and then passengers, south from San Diego, around the southern end of San Diego Bay, and then north up the Silver Strand to Coronado Island and the hotel site (Pacific Southwest Railroad Museum 1971). In 1908, Spreckels merged the Coronado Railroad with its competitor, the National City & Otay Railroad. Spreckels then integrated both into the new San Diego & Arizona Railway system, a Southern Pacific-affiliated transcontinental main line that stretched from San Diego to Yuma. (Dodge 1956).

P-37-024739 is a segment of the Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway. Built in 1881 by the California Southern Railroad Company, it became integrated into the Atchison, Topeka & Santa Fe Railway system in 1889 (Robertson 1998).



Figure 12. Defunct track existing within previously recorded site boundaries (view north-northwest). May 3, 2022.

5.4 Evaluation of NCD-001: Culvert Pipe

NCD-001 has not been previously evaluated for the NRHP or CRHR. As a simple drainage structure, NCD-001 did not make a significant contribution to water management, irrigation techniques, or other context within the region. It is not associated with events that have made a significant contribution to the broad patterns of our history (NRHP/CRHR Criteria A/1), nor is it associated with the lives of persons significant in our past (NRHP/CRHR Criteria B/2). As a standard mass-produced concrete culvert pipe, NCD-001 does not embody the distinctive characteristics of a type, period or method of construction, or represent the work of a master, or possesses high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (NRHP/CRHR Criteria C/3), nor has it yielded, or may be likely to yield, information important in history or prehistory (NRHP/CRHR Criteria D/4). NCD-001 does possess all seven aspects of integrity (Location, Setting, Design, Materials, Workmanship, Feeling, Association) relative its period of significance (1960). Additionally, NCD-001 meets the 50-year age threshold for NRHP/CRHR eligibility. But due to a lack of historical significance, NCD-001 does not meet NRHP or CRHR eligibility criteria as an individual resource, nor as a part of any known or suspected district. Therefore, it is not eligible for the NRHP/CRHP.

5.5 Evaluation of NCD-002: Unconnected utility pole

As a simple unconnected utility pole, NCD-002 is not associated with advancements in electric transmission or within a context relevant to historical achievements of utility providers or companies. As such, it is not associated with events that have made a significant contribution to the broad patterns of our history (NRHP/CRHR Criteria A/1), nor is it associated with the lives of persons significant in our past (NRHP/CRHR Criteria B/2). As a standard wood utility pole with ubiquitous features and characteristics that are neither artistic or unique in engineering, NCD-002 does not embody the distinctive characteristics of a type, period or method of construction, or represent the work of a master, or possesses high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (NRHP/CRHR Criteria C/3), nor has it yielded, or may be likely to yield, information important in history or prehistory (NRHP/CRHR Criteria D/4). NCD-002 possesses six aspects of integrity (Location, Setting, Design, Materials, Workmanship, Feeling) relative its period of significance (1951). It does not, however, possess integrity of Association due to the demolition of the vegetable packing sheds to which it transmitted power. NCD-002 meets the 50-year age threshold for NRHP/CRHR eligibility. But due to a lack of historical significance, NCD-002 does not meet NRHP or CRHR eligibility criteria as an individual resource, nor as a part of any known or suspected district. Therefore, it is not eligible for the NRHP/CRHP.

5.6 Evaluation of NCD-003: Structure

As a simple electrical transmission structure, NCD-003 is not associated with advancements in electric transmission or within a context relevant to historical achievements of utility providers or companies. As such, it is not associated with events that have made a significant contribution to the broad patterns of our history (NRHP/CRHR Criteria A/1), nor is it associated with the lives of persons significant in our past (NRHP/CRHR Criteria B/2). As a standard wood utility structure with ubiquitous features and characteristics that are neither artistic or unique in engineering, NCD-003 does not embody the distinctive characteristics of a type, period or method of construction, or represent the work of a master, or

possesses high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (NRHP/CRHR Criteria C/3), nor has it yielded, or may be likely to yield, information important in history or prehistory (NRHP/CRHR Criteria D/4). NCD-003 possesses six aspects of integrity (Location, Setting, Design, Materials, Workmanship, Feeling) relative its period of significance (1951). It does not, however, possess integrity of Association due to the demolition of the vegetable packing sheds to which it transmitted power. NCD-003 meets the 50-year age threshold for NRHP/CRHR eligibility. But due to a lack of historical significance, NCD-003 does not meet NRHP or CRHR eligibility criteria as an individual resource, nor as a part of any known or suspected district. Therefore, it is not eligible for the NRHP/CRHP.

5.7 Evaluation of NCD-004: Utility line and poles

As a line of simple electrical transmission structures, NCD-004 is not associated with advancements in electric transmission or within a context relevant to historical achievements of utility providers or companies. As such, it is not associated with events that have made a significant contribution to the broad patterns of our history (NRHP/CRHR Criteria A/1), nor is it associated with the lives of persons significant in our past (NRHP/CRHR Criteria B/2). As a line of standard wood utility poles with ubiquitous features and characteristics that are neither artistic or unique in engineering, NCD-004 does not embody the distinctive characteristics of a type, period or method of construction, or represent the work of a master, or possesses high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (NRHP/CRHR Criteria C/3), nor has it yielded, or may be likely to yield, information important in history or prehistory (NRHP/CRHR Criteria D/4). NCD-004 possesses six aspects of integrity (Location, Setting, Design, Materials, Workmanship, Feeling) relative its period of significance (1951). It does not, however, possess integrity of Association due to the demolition of the vegetable packing sheds to which it transmitted power. NCD-004 meets the 50-year age threshold for NRHP/CRHR eligibility. But due to a lack of historical significance, NCD-004 does not meet NRHP or CRHR eligibility criteria as an individual resource, nor as a part of any known or suspected district. Therefore, it is not eligible for the NRHP/CRHP.

5.8 Evaluation of NCD-005: Civic Center Drive

As a two-lane collector street, NCD-005 is not associated with a scenic or historical route or main street nor is it relevant within a regional growth or development context. As such, it is not associated with events that have made a significant contribution to the broad patterns of our history (NRHP/CRHR Criteria A/1), nor is it associated with the lives of persons significant in our past (NRHP/CRHR Criteria B/2). As a standard paved two-lane street, NCD-005 does not embody the distinctive characteristics of a type, period or method of construction, or represent the work of a master, or possesses high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (NRHP/CRHR Criteria C/3), nor has it yielded, or may be likely to yield, information important in history or prehistory (NRHP/CRHR Criteria D/4). NCD-005 possesses all seven aspects of integrity (Location, Setting, Design, Materials, Workmanship, Feeling, Association) relative its period of significance (1960). NCD-005 meets the 50-year age threshold for NRHP/CRHR eligibility. But due to a lack of historical significance,

NCD-005 does not meet NRHP or CRHR eligibility criteria as an individual resource, nor as a part of any known or suspected district. Therefore, it is not eligible for the NRHP/CRHP.

5.9 Evaluation of NCD-006: West 18th Street

As a two-lane street in an industrial area, NCD-005 is not associated with a scenic or historical route or main street nor is it relevant within a regional growth or development context. As such, it is not associated with events that have made a significant contribution to the broad patterns of our history (NRHP/CRHR Criteria A/1), nor is it associated with the lives of persons significant in our past (NRHP/CRHR Criteria B/2). As a standard paved two-lane street, NCD-006 does not embody the distinctive characteristics of a type, period or method of construction, or represent the work of a master, or possesses high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (NRHP/CRHR Criteria C/3), nor has it yielded, or may be likely to yield, information important in history or prehistory (NRHP/CRHR Criteria D/4). NCD-006 possesses all seven aspects of integrity (Location, Setting, Design, Materials, Workmanship, Feeling, Association) relative its period of significance (1868-1972). NCD-006 meets the 50-year age threshold for NRHP/CRHR eligibility. But due to a lack of historical significance, NCD-006 does not meet NRHP or CRHR eligibility criteria as an individual resource, nor as a part of any known or suspected district. Therefore, it is not eligible for the NRHP/CRHP.

5.10 Previously recorded sites: P-37-013073 and P-37-024739

P-37-013073 and P-37-024739 were previously evaluated for the NRHP and CRHR.

P-37-013073, the Coronado Railroad, also called the "Belt Line," has been determined not eligible for the NRHP and recommended not eligible for the CHRH (Castells 2014). There is no indication whether the California SHPO concurs with this finding.

P-37-024739, the Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway, has been determined eligible for the NRHP and recommended eligible for the CRHR (Foglia 2017). There is no indication whether the California SHPO concurs with this finding.

ECORP revisited these sites to examine their current condition and assess their integrity. Based on the revisit, the current condition and integrity of the sites remains consistent with findings observed in previous recordings.

6.0 MANAGEMENT CONSIDERATIONS

6.1 Conclusions

ECORP evaluated cultural resources NCD-001, NCD-002, NCD-003, NCD-004, NCD-005, and NCD-006. ECORP found that none of these resources are eligible for inclusion on the NRHP or CRHP under any criteria. Additionally, ECORP revisited sites P-37-013073 and P-37-024739 and found that P-37-013073 remains not eligible for inclusion on the NRHP or CRHP, while P-37-024739 remains eligible for inclusion on the NRHP and CRHP. Therefore, resources NCD-001, NCD-002, NCD-003, NCD-004, NCD-005, NCD-

006, and P-37-013073 are not Historical Resources under NHPA and CEQA, while P-37-024739 is a Historic Resource under NHPA and CEQA.

Lastly, ECORP recommends a finding of No Adverse Effects/Less-Than-Significant Impact for P-37-024739, a NRHP/CRHR-eligible segment of the Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway. The Project involves the installation of a switching track to allow access to the railroad spurs as part of the proposed transloading facility.

The federal government defines *Effect* as any “alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register” (36 CFR § 800.16). Similarly, the State of California defines a *Less-Than-Significant Impact* on a historical resource as a project action “conducted in a manner consistent with the *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*” (14 CCR § 15126.4(b)(1)). The federal government, furthermore, defines *Standards for Rehabilitation* as “the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values” (36 CFR § 68.2).

The Project involves adding a switch to the Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway (P-37-024739) to provide access to proposed railroad spurs. This action will slightly diminish P-37-024739’s Integrity of Feeling, as this segment did not connect to spurs during its period of significance (1882-1920). This, however, is not enough to compromise P-37-024739’s overall integrity or its NRHP/CRHR eligibility. P-37-024739 qualifies for inclusion in the NRHP/CRHR under Criterion A/1 (Event) “for its association with the economic development of the City and County of San Diego” (Shelby and Ghablain 2015). In order to retain overall integrity, P-37-024739 must retain “the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or persons” (NPS 1995:46). It need not, however, necessarily “retain most of the physical features that constitute that style or technique” (NPS 1995:46). ECORP determined that adding a switch will not compromise any of the essential physical features of P-37-024739 that allow it to convey its association with the economic development of the City and County of San Diego during the 1882-1920 period. ECORP determined that the Project will have **No Significant Impact** under CEQA and **No Adverse Effect** under NEPA to P-37-024739’s NRHP/CRHR eligibility or its ability to convey its historical value.

Until lead agencies concur with the identification and evaluation of eligibility of cultural resources, no ground disturbance or modification should occur.

6.2 Likelihood for Subsurface Cultural Resources

The CHRIS records search results revealed that 75 previously recorded cultural resources are located within one mile of the Project Area. These include 71 historic-period resources and four precontact resources. Two cultural resources have been previously identified within the Project Area: P-37-013073, the Coronado Railroad; and P-37-024739, the Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway. P-37-013073 was previously evaluated and found not eligible for inclusion on the NRHP or CRHR. P-37-024739 was previously evaluated and found eligible for the NRHP and CRHR.

The majority of the Project Area has been geologically mapped as artificial fill that was deposited from historic-period and modern activities. A small area located in the very southeastern portion of the Project Area is mapped as young alluvial flood-plain deposits dating from the Late Pleistocene to the Holocene (0.126 – 0 Ma). Those Holocene surface sediments in the southeastern portion of the Project Area are consistent with strata that precontact archaeological deposits have been previously identified and documented in the region. Due to the presence of sediments contemporaneous with human occupation of the region and the presence of previously recorded precontact resources in the surrounding area and within the Project Area, the potential for subsurface resources in previously undisturbed soils is considered moderate. ECORP recommends archaeological and Native American monitoring for any ground disturbance in native soils that may occur as part of the Proposed Project so that any discoveries can be managed in accordance with state law as quickly as possible and without undue damage. In addition, the Lead Agency will require that any unanticipated (or post-review) discoveries found during Project construction be managed through a procedure designed to assess and treat the find as quickly as possible and in accordance with applicable state and federal law.

6.3 Recommended Mitigation Measures

6.3.1 Archaeological Monitoring

A qualified professional archaeologist, meeting or working under the direction of someone meeting the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology should be retained to monitor all ground-disturbing activities associated with Project construction, including vegetation removal, clearing, grading, trenching, excavation, or other activities that will disturb original (pre-project) ground. The monitor must have the authority to temporarily pause activity at the location in the event of an unanticipated discovery, so that he or she can direct the procedures in section 6.3.3.

6.3.2 Native American Monitoring

A Native American monitor from a tribe that is traditionally and culturally affiliated with the Project Area should be retained to monitor all ground-disturbing activities associated with Project construction, including vegetation removal, clearing, grading, trenching, excavation, or other activities that will disturb original (pre-project) ground. The Native American monitor should have the authority to temporarily pause activity at the location in the event of an unanticipated discovery, so that he or she can coordinate with the Project archaeologist on the identification of a potential cultural resource and the Project archaeologist can direct the procedures in the following section.

6.3.3 Post-Review Discovery Procedures

If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for precontact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to

modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City and the applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines, or a Historic Property, as defined in 36 CFR 60.4. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or Section 106; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Diego County Medical Examiner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Medical Examiner determines the remains are Native American and not the result of a crime scene, the Medical Examiner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

The lead agency is responsible for ensuring compliance with these mitigation measures because damage to significant cultural resources is in violation of CEQA and Section 106. Section 15097 of Title 14, Chapter 3, Article 7 of CEQA, *Mitigation Monitoring or Reporting*, "the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."

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LIST OF APPENDICES

Appendix 1 – Records Search Confirmation

Appendix 2 – Sacred Lands File Coordination

Appendix 3 – Project Area Photographs

Appendix 4 – ***CONFIDENTIAL*** Cultural Resource Site Locations and Site Records

Records Search Confirmation



South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
Office: (619) 594-5682
www.scic.org
nick@scic.org

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM RECORDS SEARCH

Company: ECORP Consulting, Inc.
Company Representative: John O'Connor
Date Processed: 3/23/2022
Project Identification: National City Rail Terminal Project

Search Radius: 1 mile

Historical Resources:

JL

Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been included for all recorded sites.

Previous Survey Report Boundaries:

JL

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been included.

Historic Addresses:

JL

A map and database of historic properties (formerly Geofinder) has been included.

Historic Maps:

JL

The historic maps on file at the South Coastal Information Center have been reviewed, and copies have been included.

Summary of SHRC Approved CHRIS IC Records Search Elements

RSID:	3044
RUSH:	no
Hours:	1.5
Spatial Features:	143
Address-Mapped Shapes:	yes
Digital Database Records:	231
Quads:	2
Aerial Photos:	0
PDFs:	Yes
PDF Pages:	1512

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-02444	NADB-R - 1122444; Other - 30406.003; Other - FEDERAL CONTRACT NUMBER: N68711- 90-M-0013; Voided - CLEVENGE11	1991	CLEVENGER, JOYCE M., SUSAN CARRICO, ANNE PIERCE COOPER, KATHLEEN CRAWFORD, and ANDREW PIGNIOLO	HISTORIC ARCHITECTURAL AND ARCHAEOLOGICAL SURVEY, U.S. NAVAL STATION (NAVSTA), SAN DIEGO, CALIFORNIA	ERCE	37-006660, 37-011723, 37-012088, 37-012089, 37-012092, 37-012093, 37-027450, 37-028248, 37-028250, 37-028251, 37-028253, 37-028254, 37-028255, 37-028256, 37-028257, 37-028258, 37-028259, 37-028260, 37-028261, 37-028262, 37-028263, 37-028264, 37-028265, 37-028266, 37-028267, 37-028268, 37-028270, 37-028271, 37-028272, 37-028273, 37-028274, 37-028275, 37-028276, 37-028277, 37-028278, 37-028279, 37-028280, 37-028281, 37-028282, 37-028283, 37-028284, 37-028285, 37-028286, 37-028287, 37-028288, 37-028289, 37-028290, 37-028292, 37-028293, 37-028294, 37-028296, 37-028297, 37-028301, 37-028302, 37-028305, 37-028306, 37-028309, 37-037655, 37-037656, 37-037657, 37-037658, 37-037659, 37-037660, 37-037661, 37-037662, 37-037663, 37-037664, 37-037665, 37-037666, 37-037667, 37-037668, 37-037669, 37-037670, 37-037671, 37-037672, 37-037673, 37-037674, 37-037675, 37-037676, 37-037677, 37-037678, 37-037679, 37-037680, 37-037681, 37-037682, 37-037683, 37-037684, 37-037685, 37-037686, 37-037687, 37-037688, 37-037689, 37-037690, 37-037691, 37-037692, 37-037693, 37-037694, 37-037695, 37-037696, 37-037697, 37-037698, 37-037699, 37-037700, 37-037701, 37-037702, 37-037703, 37-037704, 37-037705, 37-037706, 37-037707

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-06425	NADB-R - 1126425; Voided - CARRICO242	1990	CARRICO, RICHARD, SUSAN H. CARRICO, KATHLEEN A. CRAWFORD, and S. KATHLEEN FLANIGAN	Historic Resources Inventory Sweetwater Valley		37-016578, 37-017368, 37-017369, 37-017370, 37-017371, 37-017372, 37-017373, 37-017374, 37-017375, 37-017376, 37-017377, 37-017378, 37-017379, 37-017380, 37-017381, 37-017382, 37-017383, 37-017384, 37-017385, 37-017386, 37-017387, 37-017388, 37-017389, 37-017390, 37-017391, 37-017392, 37-017393, 37-017394, 37-017395, 37-017396, 37-017397, 37-017398, 37-017399, 37-017400, 37-017401, 37-017402, 37-017403, 37-017404, 37-017405, 37-017406, 37-017407, 37-017408, 37-017409, 37-017410, 37-017411, 37-017412, 37-017413, 37-017414, 37-017415, 37-017416, 37-017417, 37-017418, 37-017419, 37-017420, 37-017421, 37-017422, 37-017423, 37-017424, 37-017425, 37-017426, 37-017427, 37-017428, 37-017429, 37-017430, 37-017431, 37-017432, 37-017433, 37-017434, 37-017435, 37-017446, 37-017447, 37-017448, 37-017449, 37-020176, 37-020177
SD-08964	NADB-R - 1128964; Voided - BEVIL22	2001	BEVIL, ALEXANDER D.	SAN DIEGO & ARIZONA EASTERN RAILWAY CORONADO BRANCH LINE RIGHT-OF-WAY: CALIFORNIA REGISTER NOMINATION	SAVE OUR HERITAGE ORGANIZATION	37-013073

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-11133	NADB-R - 1131133; Other - CONTRACT NUMBER N68711- 04-D-3619 DELIVERY ORDER 0011; Voided - GREGORC04	2007	GREGORY, CARRIE and JENNIFER HIRSCH	FINAL REEVALUATION OF NATIONAL REGISTER OF HISTORIC PLACES ELIGIBILITY FOR A NAVAL STATION SAN DIEGO HISTORIC DISTRICT	EDAW, INC.	37-028248, 37-028249, 37-028250, 37-028251, 37-028252, 37-028253, 37-028254, 37-028255, 37-028256, 37-028257, 37-028258, 37-028259, 37-028260, 37-028261, 37-028262, 37-028263, 37-028264, 37-028265, 37-028266, 37-028267, 37-028268, 37-028269, 37-028270, 37-028271, 37-028272, 37-028273, 37-028274, 37-028275, 37-028276, 37-028277, 37-028278, 37-028279, 37-028280, 37-028281, 37-028282, 37-028283, 37-028284, 37-028285, 37-028286, 37-028287, 37-028288, 37-028289, 37-028290, 37-028291, 37-028292, 37-028293, 37-028294, 37-028295, 37-028296, 37-028297, 37-028298, 37-028299, 37-028300, 37-028301, 37-028302, 37-028303, 37-028304, 37-028305, 37-028306, 37-028307, 37-028308, 37-028309, 37-028310, 37-028311, 37-028471
SD-11460	NADB-R - 1131460; Other - PROJECT 05- 251; Voided - REDDY19	2007	REDDY, SEETHA N.	A PROGRAMMATIC APPROACH FOR NATIONAL REGISTER ELIGIBILITY DETERMINATIONS OF PREHISTORIC SITES WITHIN THE SOUTHERN COAST ARCHAEOLOGICAL REGION, CALIFORNIA	STATISTICAL RESEARCH, INC.	
SD-16095	NADB-R - 1136095	2014	Fulton, Phil	CULTURAL RESOURCE ASSESSMENT CLASS III INVENTORY VERIZON WIRELESS SERVICES TIDELANDS FACILITY CITY OF NATIONAL CITY, SAN DIEGO COUNTY, CALIFORNIA	LSA Associates	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-00274	NADB-R - 1120274; Voided - BULL 36	1973	Bull, Charles S. and Paul H. Ezell	An Archaeological Survey of the Sweetwater River Flood Control Channel	San Diego State University	
SD-00304	NADB-R - 1120304; Voided - CARRICO 61	1978	Carrico, Richard and Lesley C Eckhardt	Cultural Resources Reconnaissance of the San Diego Fixed Guideway Project Centre City to San Ysidro	WESTEC Services, Inc.	37-000003, 37-000004, 37-000035, 37-000036, 37-000037, 37-000038, 37-000041, 37-000042, 37-000043, 37-000052, 37-000053, 37-000054, 37-000055, 37-000056, 37-000144, 37-000202, 37-000239, 37-000767, 37-004571, 37-004611, 37-004642, 37-004643, 37-004646, 37-004675, 37-004933, 37-004934, 37-004956, 37-004957, 37-004958
SD-00942	NADB-R - 1120942; Voided - FINK 92	1980	Fink, Gary R.	Archaeological/Historical Study of the Sander Project	San Diego County Department of Transportation	
SD-01257	NADB-R - 1121257; Voided - JOHNSON 2	1978	Johnson, Melissa J.	An Archaeological/Historical Investigation of Kimball Park, City of National City.	San Diego State University	
SD-01573	NADB-R - 1121573; Voided - SMITHB 68	1990	Smith, Brian F.	The Results of an Archaeological Survey and the Evaluation of Cultural Resources for the South Chollas Valley Trunk Sewer Project Dep. No. 88-0710	Brian F. Smith and Associates	37-011165
SD-01955	NADB-R - 1121955; Voided - SMITHB 90	1990	Smith, Brian F.	Results of an Archaeological Survey and Evaluation of Cultural Resources Within the Local Coastal Program Resubmittal #8 City of Chula Vista	Brian F. Smith and Associates, Inc.	37-000003, 37-000767, 37-004642, 37-004958, 37-005512, 37-006025, 37-007454, 37-008873
SD-02089	NADB-R - 1122089; Voided - ESA 1	1981	Environmental Science Associates, Inc.	Environmental Impact Report Environmental Assessment San Diego Energy Recovery Project	Environmental Science Associates, Inc.	

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SD-02444	NADB-R - 1122444; Other - 30406.003; Other - FEDERAL CONTRACT NUMBER: N68711- 90-M-0013; Voided - CLEVENGE11	1991	CLEVENGER, JOYCE M., SUSAN CARRICO, ANNE PIERCE COOPER, KATHLEEN CRAWFORD, and AMDREW PIGNIOLO	HISTORIC ARCHITECTURAL AND ARCHAEOLOGICAL SURVEY, U.S. NAVAL STATION (NAVSTA), SAN DIEGO, CALIFORNIA	ERCE	37-006660, 37-011723, 37-012088, 37-012089, 37-012092, 37-012093, 37-027450, 37-028248, 37-028250, 37-028251, 37-028253, 37-028254, 37-028255, 37-028256, 37-028257, 37-028258, 37-028259, 37-028260, 37-028261, 37-028262, 37-028263, 37-028264, 37-028265, 37-028266, 37-028267, 37-028268, 37-028270, 37-028271, 37-028272, 37-028273, 37-028274, 37-028275, 37-028276, 37-028277, 37-028278, 37-028279, 37-028280, 37-028281, 37-028282, 37-028283, 37-028284, 37-028285, 37-028286, 37-028287, 37-028288, 37-028289, 37-028290, 37-028292, 37-028293, 37-028294, 37-028296, 37-028297, 37-028301, 37-028302, 37-028305, 37-028306, 37-028309, 37-037655, 37-037656, 37-037657, 37-037658, 37-037659, 37-037660, 37-037661, 37-037662, 37-037663, 37-037664, 37-037665, 37-037666, 37-037667, 37-037668, 37-037669, 37-037670, 37-037671, 37-037672, 37-037673, 37-037674, 37-037675, 37-037676, 37-037677, 37-037678, 37-037679, 37-037680, 37-037681, 37-037682, 37-037683, 37-037684, 37-037685, 37-037686, 37-037687, 37-037688, 37-037689, 37-037690, 37-037691, 37-037692, 37-037693, 37-037694, 37-037695, 37-037696, 37-037697, 37-037698, 37-037699, 37-037700, 37-037701, 37-037702, 37-037703, 37-037704, 37-037705, 37-037706, 37-037707
SD-02714	NADB-R - 1122714; Voided - LAYLANDE29	1993	LAYLANDER, DON	AN ARCHAEOLOGICAL SURVEY FOR THE BAY ROUTE BIKEWAY, CHULA VISTA AND NATION CITY, CALIFORNIA	DON LAYLANDER CALTRANS DISTRICT 11	37-005512, 37-006025, 37-007454, 37-008873, 37-013073
SD-02919	NADB-R - 1122919; Other - CONTRACT N68711-93-M-1140; Voided - HECTOR 96	1994	HECTOR, SUSAN, MARTY ROSEN, and SUE WADE	ARCHAEOLOGICAL RESOURCES INVESTIGATION FOR MILITARY CONSTRUCTION PROJECT P-254 (SDI- 12093)	BROKEN FRAGMENTS	37-012093

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SD-03384	NADB-R - 1123384; Other - Contract No. 9802-125; Voided - CASE 05	1998	Case, Robert P and John Deitler	Cultural Resources Survey for the Sewer Group 623 project, Three Pipeline Segments in the Southcrest District City of San Diego, California	Mooney and Associates	37-012092
SD-03408	NADB-R - 1123408; Voided - GLENN 12	1993	Glenn, Brian	Historic Properties Inventory for the Proposed Highland Park Estates Trunk Sewer Project, San Diego, California	Ogden	
SD-03498	NADB-R - 1123498; Other - AFFINIS NO. 1242; Voided - ALTER21	1998	ALTER, RUTH C.	CULTURAL RESOURCES MONITORING FOR THE SEWER AND WATER REPLACEMENT GROUP 610 PROJECT, GOLDEN HILLS, SAN DIEGO, CALIFORNIA	WATER UTILITIES DEPARTMENT	37-016328
SD-03530	NADB-R - 1123530; Other - 9804-622; Voided - CARRICO183	1998	CARRICO, RICHARD and JOHN DIETLER	CULTURAL RESOURCES MONITORING REPORT FOR SEWER GROUP JOB 622, FOUR SEWER PIPELINE SEGMENTS IN THE SHELLTOWN DISTRICT, SAN DIEGO, CALIFORNIA	CITY OF SAN DIEGO, METROPOLITAN WASTEWATER DEPARTMENT	
SD-03746	NADB-R - 1123746; Voided - CRAFTS 22	1994	CRAFTS, KAREN	EXTENDED PHASE I INVESTIGATION AT SITE CA-SDI-5512/H IN CHULA VISTA, CALIFORNIA	CALTRANS	
SD-04272	NADB-R - 1124272; Voided - LAUTER01	1984	LAUTER, GLORIA	CULTURAL RESOURCE SURVEY OF PROPOSED DISPOSAL NEAR THE MOUTH OF THE SWEETWATER RIVER IN CONNECTION WITH WEETWATER FLOOD CONTROL PROJECT	GLORIA LAUTER	
SD-04743	NADB-R - 1124743; Voided - CRAFTS28	1994	Crafts, Karen	Historic Property Survey for the South Bay Bike Route Chula Vista & National City, California 11-SD-5 P.M. 8-6/R10-0	Karen Crafts	37-005512, 37-008873, 37-013073
SD-05001	NADB-R - 1125001; Voided - MONTES2	2001	Montes, Beth	Roy W. Way House 3462 Olive Street San Diego, CA	Beth Montes	
SD-05309	NADB-R - 1125309; Other - 96-1067; Voided - BECKEM01	1997	BECKER, KENNETH M. and JOAN C. BROWN	ARCHAEOLOGICAL MONITORING OF EXCAVATION DURING CONSTRUCTION OF SEWER REPLACEMENT GROUP 628, DEP NO. 91-0093, LOCATED IN THE CITY OF SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA	RMW PALEO ASSOC., INC.	
SD-05507	NADB-R - 1125507; Other - R-1835G; Voided - WADE78	1990	WADE, SUE, STEPHEN R. VAN WORMER, and DAYLE M. CHEEVER	Historic Properties Inventory for Secondary Treatment, Clean Water Program for Greater San Diego, San Diego, California (DEP No. 89-0744)	RECON	

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SD-05551	NADB-R - 1125551; Voided - MARVINJ 01	2002	MARVIN, JUDITH and CURT DUKE	CULTURAL RESOURCE ASSESSMENT CINGULAR WIRELESS FACILITY NO. SD 670-01 SAN DIEGO COUNTY, CALIFORNIA	LSA ASSOC., INC.	
SD-05681	NADB-R - 1125681; Voided - STURM 01	1985	STURM, BRADLEY	CULTURAL RESOURCES APPENDIX SAN DIEGO MILCON PROJECT P-283	ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT	
SD-05778	NADB-R - 1125778; Voided - COOKJ 59	1987	COOK, JOHJ	FAIRMOUNT AVENUE REALIGNMENT HISTORIC PROPERTY SURVEY REPORT	ASM AFFILIATES	
SD-06154	NADB-R - 1126154; Voided - NOAH 08	1997	NOAH, ANNA	STRUCTURAL REHABILITATION PROJECT- THOMAS & ROSA GARCIA RESIDENCE, 2758 CHAFFEE STREET, NATIONAL CITY	ANNA NOAH	
SD-06186	NADB-R - 1126186; Voided - VANHORN 19	1982	VAN HORN, DAVID M.	TEST EXCAVATION REPORT: W-194 ADJACENT TO THE 32ND STREET BRIDGE OVER CHOLLAS CREEK, CITY OF SAN DIEGO	ARCHAEOLOGICAL ASSOC.	37-000055
SD-06221	NADB-R - 1126221; Voided - MCKENNAJ06	2000	MCKENNA JEANETTE A	A PHASE 1 CULTURAL RESOURCES INVESTIGATION OF THE VESTA TELECOMMUNICATIONS INC FIBER OPTIC ALIGNMENT, RIVER COUNTY TO SAN DIEGO COUNTY CALIFORNIA	MCKENNA ETAL	

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SD-06425	NADB-R - 1126425; Voided - CARRICO242	1990	CARRICO, RICHARD, SUSAN H. CARRICO, KATHLEEN A. CRAWFORD, and S. KATHLEEN FLANIGAN	Historic Resources Inventory Sweetwater Valley		37-016578, 37-017368, 37-017369, 37-017370, 37-017371, 37-017372, 37-017373, 37-017374, 37-017375, 37-017376, 37-017377, 37-017378, 37-017379, 37-017380, 37-017381, 37-017382, 37-017383, 37-017384, 37-017385, 37-017386, 37-017387, 37-017388, 37-017389, 37-017390, 37-017391, 37-017392, 37-017393, 37-017394, 37-017395, 37-017396, 37-017397, 37-017398, 37-017399, 37-017400, 37-017401, 37-017402, 37-017403, 37-017404, 37-017405, 37-017406, 37-017407, 37-017408, 37-017409, 37-017410, 37-017411, 37-017412, 37-017413, 37-017414, 37-017415, 37-017416, 37-017417, 37-017418, 37-017419, 37-017420, 37-017421, 37-017422, 37-017423, 37-017424, 37-017425, 37-017426, 37-017427, 37-017428, 37-017429, 37-017430, 37-017431, 37-017432, 37-017433, 37-017434, 37-017435, 37-017446, 37-017447, 37-017448, 37-017449, 37-020176, 37-020177
SD-07380	NADB-R - 1127380; Voided - CALTRANS56	1999	ROSEN, MARTIN	HISTORIC PROPERTY SURVEY REPORT - NEGATIVE FINDINGS: RIGEL STREET BRIDGE (#57C-0415) REPLACEMENT PROJECT, CITY OF SAN DIEGO	CALTRANS	
SD-07815	NADB-R - 1127815; Other - GTI 130; Voided - DUKE 161	2002	DUKE, CURT	CULTURAL RESOURCE ASSESSMENT AT&T WIRELESS SERVICES FACILITY NO. 10024 SAN DIEGO COUNTY, CALIFORNIA	LSA ASSOCIATES, INC	
SD-08964	NADB-R - 1128964; Voided - BEVIL22	2001	BEVIL, ALEXANDER D.	SAN DIEGO & ARIZONA EASTERN RAILWAY CORONADO BRANCH LINE RIGHT-OF-WAY: CALIFORNIA REGISTER NOMINATION	SAVE OUR HERITAGE ORGANIZATION	37-013073
SD-10096	NADB-R - 1130096; Voided - CRAFTK13	1994	CRAFTS, KAREN	EXTENDED PHASE I INVESTIGATION AT SITE CA-SDI-5512/H IN CHULA VISTA, CALIFORNIA; 11-SD-5, P.M. 8.6/R10.0, 11290-047970	KAREN CRAFTS, CALTRANS	37-005512
SD-10792	NADB-R - 1130792; Voided - HISTORIC72	1973	HOFFMAN, CHERI LYNN	NOMINATION FORM FOR THE BRICK ROW/ KIMBALL BLOCK	NATIONAL CITY HISTORICAL COMMITTEE	

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SD-10843	NADB-R - 1130843; Voided - COONS01	1995	COONS, BRUCE and DOLORES MELLON	REPORT ON THE STATION AND GENERAL OFFICE, CALIFORNIA SOUTHERN RAILROAD	MILFORD WAYNE DONALDSON, FAIA, INC.	
SD-11029	NADB-R - 1131029; Voided - HISTORI202		VARIOUS	NATIONAL CITY DEPOT TRANSCONTINENTAL RAILROAD, 900 (922) WEST 23RD STREET, NATIONAL CITY, CALIFORNIA 91950		
SD-11125	NADB-R - 1131125; Voided - KYLE333	2006	KYLE, CAROLYN E.	TREATMENT PLAN FOR THE SAN DIEGO GAS & ELECTRIC SILVERGATE TRANSMISSION SUBSTATION PROJECT SAN DIEGO COUNTY, CALIFORNIA	KYLE CONSULTING	
SD-11133	NADB-R - 1131133; Other - CONTRACT NUMBER N68711- 04-D-3619 DELIVERY ORDER 0011; Voided - GREGORC04	2007	GREGORY, CARRIE and JENNIFER HIRSCH	FINAL REEVALUATION OF NATIONAL REGISTER OF HISTORIC PLACES ELIGIBILITY FOR A NAVAL STATION SAN DIEGO HISTORIC DISTRICT	EDAW, INC.	37-028248, 37-028249, 37-028250, 37-028251, 37-028252, 37-028253, 37-028254, 37-028255, 37-028256, 37-028257, 37-028258, 37-028259, 37-028260, 37-028261, 37-028262, 37-028263, 37-028264, 37-028265, 37-028266, 37-028267, 37-028268, 37-028269, 37-028270, 37-028271, 37-028272, 37-028273, 37-028274, 37-028275, 37-028276, 37-028277, 37-028278, 37-028279, 37-028280, 37-028281, 37-028282, 37-028283, 37-028284, 37-028285, 37-028286, 37-028287, 37-028288, 37-028289, 37-028290, 37-028291, 37-028292, 37-028293, 37-028294, 37-028295, 37-028296, 37-028297, 37-028298, 37-028299, 37-028300, 37-028301, 37-028302, 37-028303, 37-028304, 37-028305, 37-028306, 37-028307, 37-028308, 37-028309, 37-028310, 37-028311, 37-028471
SD-11257	NADB-R - 1131257; Voided - HISTORI237		VARIOUS	ST. MATTHEW'S EPISCOPAL CHURCH, 521 E. 8TH STREET, NATIONAL CITY, CALIFORNIA 92050		
SD-11294	NADB-R - 1131294; Voided - HISTORI267		VARIOUS	STATION & GENERAL OFFICE, CALIFORNIA SOUTHERN RAILROAD, 900 W. 23RD STREET, NATIONAL CITY, CALIFORNIA 91950; APN 559-040-43-01		

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SD-11460	NADB-R - 1131460; Other - PROJECT 05-251; Voided - REDDY19	2007	REDDY, SEETHA N.	A PROGRAMMATIC APPROACH FOR NATIONAL REGISTER ELIGIBILITY DETERMINATIONS OF PREHISTORIC SITES WITHIN THE SOUTHERN COAST ARCHAEOLOGICAL REGION, CALIFORNIA	STATISTICAL RESEARCH, INC.	
SD-11940	NADB-R - 1131940; Voided - POTTERE05	2008	POTTER, ELIZABETH	MONITORING FOR SDG&E NAVAL STATION METERING SWITCHYARD RECONDUCTOR AND UPGRADE	ASM AFFILIATES	
SD-12200	NADB-R - 1132200; Other - Project No. 42891 SCH No. 200101032; Voided - CITYSD1081	2009		DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MASTER STORM WATER SYSTEM MAINTENANCE PROGRAM (MSWSMP)	CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT	
SD-13006	NADB-R - 1133006; Other - SCH. NO. 2004101032 PROJECT NO. 42891; Voided - ROBBINS316	2011		MASTER STORM WATER SYSTEM MAINTENANCE PROGRAM - DRAFT RECIRCULATED PROGRAM ENVIRONMENTAL IMPACT REPORT	CITY OF SAN DIEGO	
SD-13678	NADB-R - 1133678; Voided - ROSENBE75	2009	ROSENBERG, SETH A.	REPORT FOR ARCHAEOLOGICAL MONITORING, POLE REPLACEMENT, P232688 (DPSS 950663-040), CITY OF SAN DIEGO (E2M NUMBER 4330-034-01-02)	E2M	
SD-13988	NADB-R - 1133988; Voided - YATSKOA03	2012	YATSKO, ANDY	HAWAII-SOUTHERN CALIFORNIA TRAINING AND TESTING ACTIVITIES, VARIOUS OCEAN AREAS, SOUTHERN CALIFORNIA	UNITED STATES NAVY	
SD-14032	NADB-R - 1134032; Voided - NIGHAS82	2012	NI GHABHLAIN, SINEAD	ARCHAEOLOGICAL SURVEY REPORT FOR SEGMENTS 4 AND 5 OF THE BAYSHORE BIKEWAY PROJECT, SAN DIEGO COUNTY, CALIFORNIA	ASM AFFILIATES, INC.	37-012093, 37-013073, 37-024739
SD-14083	NADB-R - 1134083; Voided - NIGHAS102	2009	NI GHABHLAIN, SINEAD	CULTURAL AND HISTORICAL RESOURCE SURVEY FOR THE NATIONAL CITY SPECIFIC PLAN AMENDMENT, SAN DIEGO, CALIFORNIA	ASM AFFILIATES, INC.	

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SD-14313	NADB-R - 1134313; Voided - WILSONS31	2013	WILSON, STACIE	LETTER REPORT: ETS 24371- CULTURAL RESOURCES MONITORING REPORT FOR REPLACEMENT ACTIVITIES FOR POLE Z1882173299, CITY OF SAN DIEGO, CALIFORNIA- IO 7011102	AECOM	37-013073
SD-14507	NADB-R - 1134507; Voided - WILSONS66	2013	WILSON, STACIE	LETTER REPORT: ETS 25593- CULTURAL RESOURCES MONITORING REPORT FOR REPLACEMENT ACTIVITIES FOR POLE P103951, NATIONAL CITY, SAN DIEGO COUNTY, CALIFORNIA- IO 7011102	AECOM	
SD-15014	NADB-R - 1135014	2012	ROBERT P. CASE	RESULTS OF CULTURAL RESOURCE MONITORING CONDUCTED DURING THE GEOTECHNICAL SITE INVESTIGATION PROJECT AT SWEETWATER MARSH UNIT, SAN DIEGO BAY NATIONAL WILDLIFE REFUGE, CHULA VISTA, CALIFORNIA	LAGUNA MOUNTAIN ENVIRONMENTAL, INC.	
SD-15151	NADB-R - 1135151	2015	DAVID BRUNZELL	CULTURAL RESOURCES ASSESSMENT OF THE CROWN CASTLE/ VERIZON FIBER PUC PROJECT, SAN DIEGO, CALIFORNIA (BCR CONSULTING PROJECT NO. SYN1404)	BCR CONSULTING LLC	
SD-15423	NADB-R - 1135423	2015	COOLEY, THEODORE G.	LETTER REPORT: ETS 29237 - CULTURAL RESOURCES MONITORING REPORT FOR POLE REPLACEMENT ACTIVITIES FOR POLE P197224, CITY OF SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA - IO 7074264	AECOM	37-035931
SD-15870	NADB-R - 1135870	2014		CULTURAL RESOURCE RECORDS SEARCH AND SITE VISIT RESULTS FOR VERIZON WIRELESS CANDIDATE 'PIER 32', 1022 BAY MARINA DRIVE, NATIONAL CITY, SAN DIEGO COUNTY, CALIFORNIA	First Carbon Solutions	
SD-15977	NADB-R - 1135977	2015	Bowden-Renna, Cheryl, Stephanie Jow, and Andrew York	COMMUNITY PLAN UPDATE FOR THE COMMUNITIES OF SOUTHEASTERN SAN DIEGO AND ENCANTO PREHISTORIC CULTURAL RESOURCES, CITY OF SAN DIEGO, CALIFORNIA	AECOM	
SD-16001	NADB-R - 1136001; Other - Project No. 386029 SCH No. 2014051075	2015	Dyett & Bhatia	SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES PROJECT FINAL ENVIRONMENTAL IMPACT REPORT	Dyett & Bhatia	

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SD-16023	NADB-R - 1136023; Other - RECON Project Number 4224A; Other - Subcontract No. WG-03-S-047	2008	Underwood, Jackson	EVALUATION OF SEVEN POTENTIAL ARCHAEOLOGICAL SITES ON THE U.S. NAVY SILVER STRAND TRAINING COMPLEX, CORONADO, SAN DIEGO COUNTY, CALIFORNIA	RECON	
SD-16092	NADB-R - 1136092	2014	Phil Fulton	CULTURAL RESOURCE ASSESSMENT CLASS I INVENTORY VERIZON WIRELESS SERVICES MILE OF CARS FACILITY CITY OF NATIONAL CITY, SAN DIEGO COUNTY, CALIFORNIA	LSA Associates, inc	
SD-16095	NADB-R - 1136095	2014	Fulton, Phil	CULTURAL RESOURCE ASSESSMENT CLASS III INVENTORY VERIZON WIRELESS SERVICES TIDELANDS FACILITY CITY OF NATIONAL CITY, SAN DIEGO COUNTY, CALIFORNIA	LSA Associates	
SD-16409	NADB-R - 1136409	2015	WILLS, CARRIE D.	CULTURAL RESOURCE RECORDS SEARCH AND SITE VISIT RESULTS FOR AT&T MOBILITY, LLC CANDIDATE SD0318 (32ND ST NAVAL STATION), 330 NATIONAL CITY BOULEVARD, NATIONAL CITY, SAN DIEGO COUNTY, CALIFORNIA	HELIX Environmental	
SD-16410	NADB-R - 1136410	2015	WILLS, CARRIE D.	DIRECT APE HISTORIC ARCHITECTURAL ASSESSMENT FOR AT&T MOBILITY, LLC CANDIDATE SD0318 (32ND ST NAVAL STATION), 330 NATIONAL CITY BOULEVARD, NATIONAL CITY, SAN DIEGO COUNTY, CALIFORNIA	HELIX Environmental	
SD-18274	NADB-R - 1138274; OHP PRN - FEMA_2019_0204_0 01	2019		PARADISE CREEK IMPROVEMENTS AT HIGHLAND AVENUE, HMGP-4308-227-12, SUBRECIPIENT: CITY OF NATIONAL CITY	FEMA	
SD-18563	NADB-R - 1138563; Other - PROJECT NUMBER: 2356	2012	GLOVER, AMY and SHERRI GUST	PHASE I CULTURAL RESOURCES ASSESSMENT FOR THE PARADISE CREEK HOUSING DEVELOPMENT, NATIONAL CITY, SAN DIEGO COUNTY, CALIFORNIA	COGSTONE	
SD-18564	NADB-R - 1138564	2012	GLOVER, AMY, TODD WIRTHS, and SHERRI GUST	PALEONTOLOGICAL ASSESSMENT FOR THE PARADISE CREEK HOUSING DEVELOPMENT, NATIONAL CITY, SAN DIEGO COUNTY, CALIFORNIA	COGSTONE	

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SD-18603	NADB-R - 1138603	2020	FOGLIA, ALBERTO B.	ETS 44651: CULTURAL RESOURCES MONITORING REPORT FOR THE CMP REPLACEMENT OF POLE P189320	PANGIS	
SD-19073	NADB-R - 1139073	2021	FOGLIA, ALBERTO B.	ETS 41806: CULTURAL RESOURCES MONITORING FOR TL13815 GATE INSTALLATION, NATIONAL CITY, CA	PANGIS	37-012093
SD-19284	NADB-R - 1139284	2020	NOBLE, MICHELLE D. and JOSHUA A. TANSEY	ARCHAEOLOGICAL SPOT-CHECKING FOR THE SDG&E DIMP REPLC, 272' 2" PE, C AVE, NATIONAL CITY, SAN DIEGO COUNTY, CALIFORNIA (SDG&E ETS #44177)	NWB ENVIRONMENTAL SERVICES, LLC	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-013073	CA-SDI-013073	Resource Name - Coronado Railroad; Other - Coronado Railroad Belt Line; Other - San Diego & Arizona Eastern Railway Coronado Branch Line; Other - Coronado Belt Line Right-of-Way	Structure	Historic	AH07 (Roads/trails/railroad grades) - railroad grade; AH16 (Other) - railroad tracks, ties; HP11 (Engineering structure); HP19 (Bridge) - railroad bridge; HP37 (Highway/trail) - railroad	1993 (D. Laylander, Caltrans District 11); 1999 (Andrew R. Pignuolo, Tierra Environmental Services); 2000 (Andrew R. Pignuolo, Tierra Environmental Services); 2001 (Alexander D. Bevil, Save Our Heritage Organisation); 2014 (Shelby Castells, ASM Affiliates, Inc.)	SD-02714, SD-04555, SD-04737, SD-04743, SD-04756, SD-05057, SD-05059, SD-06160, SD-07415, SD-07422, SD-07427, SD-07806, SD-08140, SD-08248, SD-08964, SD-09348, SD-10933, SD-11977, SD-13024, SD-13191, SD-13476, SD-13852, SD-14030, SD-14032, SD-14313, SD-16547, SD-17151, SD-18286
P-37-024739	CA-SDI-016385	Other - CRM Tech 878-2H; Other - Burlington Northern Santa Fe (BNSF, formerly Atchinson, Topeka and Santa Fe) Railway; Other - SVDT-Railroad; Other - Atchinson, Topeka and Santa Fe Railway (AT&SF); Other - Santa Fe Surf Line; Other - San Diego Northern Railway	Structure, Site	Historic	AH07 (Roads/trails/railroad grades) - railroad grade; HP19 (Bridge) - railroad bridge; HP37 (Highway/trail) - railroad	2002 (Daniel Ballester, Teresa Woodard, CRM Tech); 2007 (Barry Stiefel, Shelby Gunderman, ASM Affiliates); 2010 (R. McLean, LSA Associates); 2011 (E. Schultz, K. Harper, Garcia & Associates); 2012; 2013 (Shelby Castells, Jennifer Krintz, ASM Affiliates); 2015 (Shelby Castells, ASM Affiliates); 2015 (Pamela Daly, M.S.H.P.); 2016 (Larry Tift, Joel Lennen, ASM Affiliates); 2017 (Michelle Courtney, Cogstone Resources Management); 2017 (Shannon Foglia, AECOM)	SD-14032, SD-17201, SD-17218, SD-17857, SD-18022, SD-18485, SD-18581, SD-18842

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-000767	CA-SDI-000767						SD-00304, SD-00320, SD-00497, SD-01955
P-37-007454	CA-SDI-007454						SD-01955, SD-02714, SD-04772
P-37-012093	CA-SDI-012093	Other - W-194	Site	Prehistoric	AP02 (Lithic scatter); AP15 (Habitation debris); AP16 (Other) - shell scatter	(Malcom Rogers); 1991 (Andrew Pignuolo, Steven H. Briggs, ERC Environmental); 1991 (Del James, Ted Cooley, Ogden Environmental); 1993 (Hector et al, Broken Fragments); 2002 (Daniel Ballester); 2021 (A.B. Foglia, PanGIS, Inc.)	SD-02381, SD-02444, SD-02476, SD-02506, SD-02698, SD-02919, SD-02971, SD-04354, SD-06160, SD-07363, SD-08294, SD-12824, SD-14032, SD-19073
P-37-013073	CA-SDI-013073	Resource Name - Coronado Railroad; Other - Coronado Railroad Belt Line; Other - San Diego & Arizona Eastern Railway Coronado Branch Line; Other - Coronado Belt Line Right-of-Way	Structure	Historic	AH07 (Roads/trails/railroad grades) - railroad grade; AH16 (Other) - railroad tracks, ties; HP11 (Engineering structure); HP19 (Bridge) - railroad bridge; HP37 (Highway/trail) - railroad	1993 (D. Laylander, Caltrans District 11); 1999 (Andrew R. Pignuolo, Tierra Environmental Services); 2000 (Andrew R. Pignuolo, Tierra Environmental Services); 2001 (Alexander D. Bevil, Save Our Heritage Organisation); 2014 (Shelby Castells, ASM Affiliates, Inc.)	SD-02714, SD-04555, SD-04737, SD-04743, SD-04756, SD-05057, SD-05059, SD-06160, SD-07415, SD-07422, SD-07427, SD-07806, SD-08140, SD-08248, SD-08964, SD-09348, SD-10933, SD-11977, SD-13024, SD-13191, SD-13476, SD-13852, SD-14030, SD-14032, SD-14313, SD-16547, SD-17151, SD-18286
P-37-020167		OHP PRN - 2050-0005-0000; Other - The Depot; Other - California Southern/Santa Fe Terminus Depot				2002 (SANDAG)	
P-37-023991		Other - 21 16TH STREET; Resource Name - D.V. Brown Rental	Building	Historic	HP02 (Single family property)	1989	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-024739	CA-SDI-016385	Other - CRM Tech 878-2H; Other - Burlington Northern Santa Fe (BNSF, formerly Atchinson, Topeka and Santa Fe) Railway; Other - SVDT-Railroad; Other - Atchinson, Topeka and Santa Fe Railway (AT&SF); Other - Santa Fe Surf Line; Other - San Diego Northern Railway	Structure, Site	Historic	AH07 (Roads/trails/railroad grades) - railroad grade; HP19 (Bridge) - railroad bridge; HP37 (Highway/trail) - railroad	2002 (Daniel Ballester, Teresa Woodard, CRM Tech); 2007 (Barry Stiefel, Shelby Gunderman, ASM Affiliates); 2010 (R. McLean, LSA Associates); 2011 (E. Schultz, K. Harper, Garcia & Associates); 2012; 2013 (Shelby Castells, Jennifer Krintz, ASM Affiliates); 2015 (Shelby Castells, ASM Affiliates); 2015 (Pamela Daly, M.S.H.P.); 2016 (Larry Tift, Joel Lennen, ASM Affiliates); 2017 (Michelle Courtney, Cogstone Resources Management); 2017 (Shannon Foglia, AECOM)	SD-14032, SD-17201, SD-17218, SD-17857, SD-18022, SD-18485, SD-18581, SD-18842
P-37-024741		Other - CRM Tech 878-4H; Other - BNSF Bridge over Seventh Street Channel	Structure	Historic	HP19 (Bridge) - railroad bridge	2002 (Bai Tom Tang, CRM Tech)	
P-37-025680		Other - San Diego and Arizona Railway; Other - Imperial Highway Railroad Crossing; Other - Evan Hews Highway Railroad Crossing; Other - Silsbee Road Railroad Crossing; Other - San Diego and Arizona Eastern Railway Tracks and Depot; Other - SD&AE; Other - Union Pacific Railroad	Structure	Historic	AH07 (Roads/trails/railroad grades); HP11 (Engineering structure); HP17 (Railroad depot)	2000 (Stephen Wee, Paul Ferrell, JRP Historical Consulting Services); 2005 (D. Iversen, ASM Affiliates); 2006 (Drew Palette, ASM Affiliaes); 2009 (Sinéad Ní Ghabhláin, Sarah Stringer-Bowsher, ASM Affiliates); 2009 (Brian Williams, ASM Affiliates); 2012 (Adam Giacinto, Scott Wolf, ASM Affiliates); 2013 (B. Comeau, Dudek); 2018; 2018; 2020	SD-11977, SD-14021, SD-14042, SD-14078, SD-18551
P-37-028249		Other - Building 20	Building	Historic	HP34 (Military property)	2006 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133
P-37-028268		Other - Building 82	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028269		Other - Building 83	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-028270		Other - Building 84	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028271		Other - Building 85	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028272		Other - Building 86	Building	Historic	HP34 (Military property)	2006 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028275		Other - Building 92	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028276		Other - Building 94	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028278		Other - Building 96	Building	Historic	HP34 (Military property)	2006 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028279		Other - Building 116	Building	Historic	HP34 (Military property)	2006 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028283		Other - Building 123	Building	Historic	HP34 (Military property)	2006 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028284		Other - Building 126	Building	Historic	HP34 (Military property)	2006 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028285		Other - Building 127	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028287		Other - Building 130	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028290		Other - Buildings 192, 193, 196, and 198	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028295		Other - Buildings 279 and 280	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133
P-37-028296		Other - Building 307	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028297		Other - Building 309	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028298		Other - Building 341, Dry Dock Number 1, and 25-Ton Crane	Structure, Object	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133
P-37-028299		Other - Facilities 351, 353, 354, 355, 356, and 358	Structure	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133
P-37-028300		Other - Facility 359	Structure	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-028303		Other - Building 453	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133
P-37-028304		Other - Building 454	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133
P-37-028305		Other - Building 467	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028306		Other - Building 469	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-02444, SD-11133
P-37-028307		Other - Building 548	Building	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133
P-37-028310		Other - Quaywall E3-6 and Quaywall E7-G14	Structure	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133
P-37-028471		Other - 25-TON Crane	Object	Historic	HP34 (Military property)	2007 (J. Hirsch, C. Gregory, EDAW, Inc.)	SD-11133
P-37-028795		Other - 900 West 23rd Street.- Santa Fe Terminus Depot				2007 (N/A)	
P-37-035946		Other - AT&T Mobility LLC SD0318/32nd St Naval Station; Other - The Bay Theatre	Building	Historic	HP06 (1-3 story commercial building)	2015 (K.A. Crawford, Crawford Historic Services)	
P-37-037657		Resource Name - Woodworking shop/mold loft; Other - Building 7/ Shop Storage	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037658		Resource Name - Temporary Storehouse; Other - Buildings 63-70/Supply Centers/Surplus Issue Warehouse/General Warehouse - Bulk	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037660		Resource Name - Cylinder Storage Building; Other - Building 93 / Admin Office (NAVSTA) / Gen. Warehouse (NAVSTA)	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037662		Resource Name - Submarine Parts Storage; Other - Building 115 / Ships / Spare Storage (Misc) (SUPSHIP)	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-037664		Resource Name - Lumber and Misc. Storage; Other - Building 129 / PWC - Driver Testing	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037665		Resource Name - Lumber and Misc. Storage; Other - Building 132 / Auto Maintenance Facility	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037666		Resource Name - District Publication and Printing Office	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037667		Other - Building 164 / Boathouse	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037668		Other - Building 166 / Applied Instruction Bldg (FTC)	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037669		Resource Name - Fire Fighting School Administration Building; Other - Building 167 / Applied Instruction Bldg (FLETRACEN) / Academic Instruction Bldg (FLETRACEN)	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037670		Resource Name - Carrier Compartment Structure; Other - Building 169 / Operational Trainer (FLETRACEN)	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037671		Resource Name - Fire Fighting School Simulated Ship Structure; Other - Building 170 / Operational Training Fac (FLETRACEN)	Building	Historic	HP34 (Military property)	0190 (Carrico & Crawford, ERCE)	SD-02444
P-37-037672		Resource Name - Industrial Repair Facility Foundary; Other - Building 173 / SIMA	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037674		Resource Name - Storage / Diving Gear; Other - Building 199 / PWC Ships / Spare Storage	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037675		Other - Building 203 / PWC UA / VC House	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037676		Resource Name - Bunker; Other - Building 204 / PWC UA / VC House	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-037679		Resource Name - Fire Fighting School Barracks and Mess Hall; Other - Building 217 / FTC Applied Instruction / FTC Academic Instruction	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037681		Resource Name - Preventative Maintenance; Other - Building 228 / PWC - Riggers Shop	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037682		Resource Name - PW Storehouse and Mooring Yard; Other - Bldg 229 / PWC - Storage Admin	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037683		Resource Name - Welding School; Other - Building 245 / SIMA - Fleet Value Maintenance Shop	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037684		Resource Name - Arch Rib Storage Buildings; Other - Building 249 / 250 / General Warehouse (DRMO)	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037690		Resource Name - Ships Training Building; Other - Building 275 / Training Material / Storage (FLETRACEN)	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037692		Resource Name - Speer Airport Hanger; Other - Building 286 / PWC Utility Storage Shop	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037695		Resource Name - Patternmaker Storage; Other - Building 292 / Applied Instruction Bldg (COMNAVSURFPAC)	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037696		Resource Name - Concrete Batching Plant; Other - Building 293 / PWC Shop Storage	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-037697		Resource Name - Chemical Laboratory; Other - BUILDING 294/NAVSHIPWPNSYSCENGST	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037698		Resource Name - Reserve Fleet Berthing Services for Piers 10-13; Other - Building 297 / PWC Compressed Air and Heat Plant	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037699		Other - Building 308 / Shop Storage	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037702		Resource Name - Motor Transport Offices; Other - Building 398/ PWC Utilities	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037703		Resource Name - Boat Repair; Other - Building 408 / Drydock Storage	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037704		Resource Name - Storage (NSC); Other - Building 439 / Waterfront Operations	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford, ERCE)	SD-02444
P-37-037706		Resource Name - Flight Deck; Other - Building 3044 / Training Mock-up (FLETRACEN)	Building	Historic	HP34 (Military property)	1990 (Carrico & Crawford)	SD-02444
P-37-039036	CA-SDI-022933	IC Informal - RNID-4641					
P-37-039519	CA-SDI-023093	IC Informal - RNID-4876					
P-37-039520		IC Informal - RNID-4876					

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: 13103 Clair Drive Housing Project

County: San Diego County

USGS Quadrangle Name: Poway, CA (1996)

Township: 14S **Range:** 1W **Section(s):** 18

Company/Firm/Agency: ECORP Consulting, Inc.

Street Address: 3838 Camino Del Rio North, Suite 370

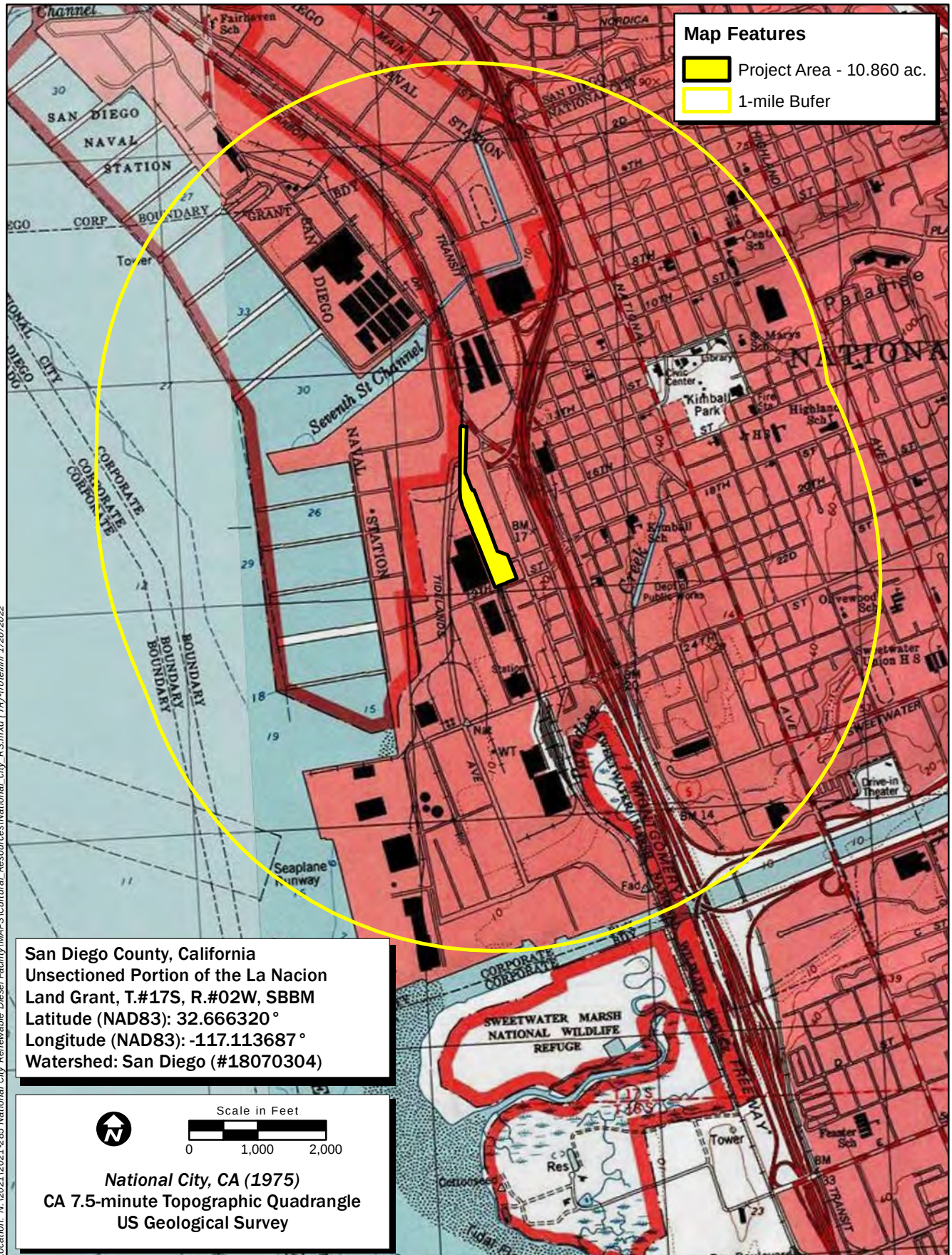
City: San Diego **Zip:** 92108

Phone: (858) 279-4040

Fax: (858) 279-4043

Email: joconnor@ecorpconsulting.com

Project Description: The proposed project will replace the existing residence with a single-family residence and garage.





NATIVE AMERICAN HERITAGE COMMISSION

March 23, 2022

Michael DeGiovine
ECORP Consulting, Inc.

Via Email to: mdegiovine@ecorpconsulting.com

Re: National City Rail Terminal Project, San Diego County

Dear Mr. DeGiovine:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green
Cultural Resources Analyst

Attachment

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
William Mungary
*Paiute/White Mountain
Apache*

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
*Yokayo Pomo, Yuki,
Nomlaki*

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Native American Heritage Commission
Native American Contact List
San Diego County
3/23/2022**

Barona Group of the Capitan Grande

Edwin Romero, Chairperson
1095 Barona Road Diegueno
Lakeside, CA, 92040
Phone: (619) 443 - 6612
Fax: (619) 443-0681
cloyd@barona-nsn.gov

Campo Band of Diegueno Mission Indians

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

Ewiiaapaayp Band of Kumeyaay Indians

Robert Pinto, Chairperson
4054 Willows Road Diegueno
Alpine, CA, 91901
Phone: (619) 368 - 4382
Fax: (619) 445-9126
ceo@ebki-nsn.gov

Ewiiaapaayp Band of Kumeyaay Indians

Michael Garcia, Vice Chairperson
4054 Willows Road Diegueno
Alpine, CA, 91901
Phone: (619) 933 - 2200
Fax: (619) 445-9126
michaelg@leaningrock.net

Iipay Nation of Santa Ysabel

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

Iipay Nation of Santa Ysabel

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

Inaja-Cosmit Band of Indians

Rebecca Osuna, Chairperson
2005 S. Escondido Blvd. Diegueno
Escondido, CA, 92025
Phone: (760) 737 - 7628
Fax: (760) 747-8568

Jamul Indian Village

Erica Pinto, Chairperson
P.O. Box 612 Diegueno
Jamul, CA, 91935
Phone: (619) 669 - 4785
Fax: (619) 669-4817
epinto@jiv-nsn.gov

Jamul Indian Village

Lisa Cumper, Tribal Historic Preservation Officer
P.O. Box 612 Diegueno
Jamul, CA, 91935
Phone: (619) 669 - 4855
lcumper@jiv-nsn.gov

Kwaaymii Laguna Band of Mission Indians

Carmen Lucas,
P.O. Box 775 Kwaaymii
Pine Valley, CA, 91962 Diegueno
Phone: (619) 709 - 4207

La Posta Band of Diegueno Mission Indians

Gwendolyn Parada, Chairperson
8 Crestwood Road Diegueno
Boulevard, CA, 91905
Phone: (619) 478 - 2113
Fax: (619) 478-2125
LP13boots@aol.com

La Posta Band of Diegueno Mission Indians

Javaughn Miller, Tribal Administrator
8 Crestwood Road Diegueno
Boulevard, CA, 91905
Phone: (619) 478 - 2113
Fax: (619) 478-2125
jmiller@LPtribe.net

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

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

**Native American Heritage Commission
Native American Contact List
San Diego County
3/23/2022**

**Manzanita Band of Kumeyaay
Nation**

Angela Elliott Santos, Chairperson
P.O. Box 1302 Diegueno
Boulevard, CA, 91905
Phone: (619) 766 - 4930
Fax: (619) 766-4957

**Sycuan Band of the Kumeyaay
Nation**

Kristie Orosco, Kumeyaay
Resource Specialist
1 Kwaaypaay Court Kumeyaay
El Cajon, CA, 92019
Phone: (619) 445 - 6917

**Mesa Grande Band of Diegueno
Mission Indians**

Michael Linton, Chairperson
P.O. Box 270 Diegueno
Santa Ysabel, CA, 92070
Phone: (760) 782 - 3818
Fax: (760) 782-9092
mesagrandeband@msn.com

**Viejas Band of Kumeyaay
Indians**

Ernest Pingleton, Tribal Historic
Officer, Resource Management
1 Viejas Grade Road Diegueno
Alpine, CA, 91901
Phone: (619) 659 - 2314
epingleton@viejas-nsn.gov

**San Pasqual Band of Diegueno
Mission Indians**

John Flores, Environmental
Coordinator
P. O. Box 365 Diegueno
Valley Center, CA, 92082
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Nation**

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

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

APPENDIX 3

Project Area Photographs

PHOTOGRAPH RECORD

Page 1 of 1

Resource Name or #: USD Clean Fuels National City Rail Terminal Project Year 2022

Camera Format: iPhone SE

Lens Size:

Film Type and Speed: Digital

Negatives Kept at: ECORP Consulting, Inc.

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
May	3		1	Overview from SE corner	NNW	1714
May	3		2	Southern boundary along West 19 th Street	WSW	1715
May	3		3	Current rail lines from SW corner	NNW	1716
May	3		4	Overview from SW corner	NE	1717
May	3		5	Rails extending northward in southern portion of Project Area (maps as Harrison Avenue)	NNW	1718
May	3		6	West 18 th Areet from Harrison Avenue	E	1719
May	3		7	Old rail segments	NE	1720
May	3		8	West 18 th Street from eastern boundary of Project Area	W	1721
May	3		9	Disconnected rail segment and structure (within previously mapped site boundaries)	SW	1722
May	3		10	Structure (same as in photograph 9; NCD-003)	S	1723
May	3		11	Northward continuation of rail from West 18 th Street	NNW	1724
May	3		12	Inaccessible portion of Project Area (viewed from southern section)	NE	1725
May	3		13	Defunct rail line branching off of current line	SE	1726
May	3		14	Inaccessible portion of Project Area (viewed from rail lines)	NE	1727
May	3		15	Inaccessible portion of Project Area (viewed from rail lines)	E	1728
May	3		16	Current rail line (viewed from Civic Center Drive)	S	1729
May	3		17	Rail line extending northward across Civic Center Drive	N	1730
May	3		18	Overview from northern boundary at Harbor Drive	S	1731
May	3		19	Current rail line in central Project Area	S	1732
May	3		20			1733
May	3		21			1734
May	3		22			1735
May	3		23			1736
May	3		24			1737
May	3			Culvert pipe (NCD-001)	E	



IMG_1714



IMG_1715



IMG_1716



IMG_1717



IMG_1718



IMG_1719



IMG_1720



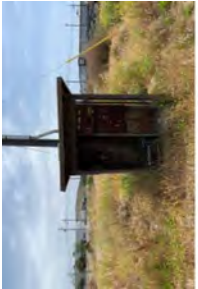
IMG_1721



IMG_1721b



IMG_1722



IMG_1723



IMG_1724



IMG_1725



IMG_1726



IMG_1727



IMG_1728



IMG_1729



IMG_1730



IMG_1731



IMG_1732



IMG_1737













Confidential Cultural Resource Site Locations and Site Records

This appendix contains information on the specific location of cultural resources. This information is not for publication or release to the general public. It is for planning, management and research purposes only. Information on the specific location of precontact and historic sites is exempt from the Freedom of Information Act and California Public Records Act.