

**City of Encinitas - Leucadia Pedestrian and Bicycle Crossings
Formal CPUC Application**



Exhibit E

**ENCINITAS – LEUCADIA PED AND BIKE CROSSING CULTURAL RESOURCE
ASSESSMENT LETTER**

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June 21, 2024
Project No: 22-12507

Robert Williams, PE
RailPros
250 Commerce, Suite 200
Irvine, California 92602
Via email: robert.williams@railpros.com

Subject: Cultural Resources Assessment Letter Report for the North Leucadia Pedestrian and Bicycle Rail Crossing Project in Encinitas, San Diego County, California

Dear Mr. Williams:

This letter report presents the findings of a cultural resources assessment completed in support of the North Leucadia Pedestrian and Bicycle Rail Crossing Project (proposed project) located in the North Leucadia area of Encinitas. RailPros retained Rincon Consultants, Inc. (Rincon) to support the proposed project's compliance with a Class 3 Categorical Exemption under the California Environmental Quality Act (CEQA). This letter report provides an analysis pertaining to cultural resources to support the determination by the City of Encinitas (City) that the project is exempt from CEQA pursuant to Section 15303 of Title 14 of the California Code of Regulations. This letter report documents the methods and results of a cultural resources records search, archival and background research, field survey, and National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and City of Encinitas Register of Historic Properties (ERHP) evaluation of two resources. All work was completed in accordance with CEQA and applicable local regulations, including the Encinitas Municipal Code.

Personnel

Rincon Architectural Historian and Principal Margo Nayyar, MA, provided management oversight for this cultural resources letter report. Archaeologist Rachel Bilchak, BA, Registered Archaeologist (RA) was a co-author of this report and completed the cultural resources field survey. Architectural Historians James Williams, MA, and Josh Bevan, MS, co-authored this report and completed the resource evaluations. Senior Supervising Archaeologist Breana Campbell-King, MA, Registered Professional Archaeologist (RPA), and Margo Nayyar reviewed this report for quality control. Breana Campbell-King meets the Secretary of the Interior's Professional Qualifications Standards for Prehistoric and Historic Archaeology (National Park Service [NPS] 1983). Margo Nayyar, James Williams, and Josh Bevan meet the Secretary of the Interior's Professional Qualifications Standards for History and Architectural History (NPS 1983). Geographic Information Systems Analyst Kat Castanon prepared the map figures found in this report.

Project Site and Description

The project consists of two sites in the Leucadia neighborhood of Encinitas, both located within the Atchison, Topeka & Santa Fe Railroad right-of-way, adjacent to the intersections of Old Highway 101 with Grandview Street and Phoebe Street, respectively (Attachment 1, Figure 1 Figure 2). Specifically,



the proposed project encompasses portions of Section 4 of Township 13 South, Range 4 West on the *Encinitas, California* United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

Two at-grade crossings would be constructed as part of the proposed North Leucadia Pedestrian and Bicycle Rail Crossing Project (proposed project). The first crossing would span from Vulcan Avenue between Coral Cove Way and Hillcrest Drive to Old Highway 101 south of Grandview Street. The second crossing would span from Vulcan Avenue between Jason Street and Glaucus Street to Old Highway 101 south of Phoebe Street. The project site is currently developed and includes the existing rail corridor. The project would require the removal and replacement of approximately 20 feet of rail at both project locations.

Methods

Background and Archival Research

Rincon completed background and archival research in support of this assessment in March and April 2024. A variety of primary and secondary source materials were consulted. Sources included, but were not limited to, historical maps, aerial photographs, and written histories of the area. The following sources were used to develop an understanding of the project site and its context.

- San Diego County Assessor's Office
- Historical aerial photographs accessed via NETR Online
- Historical aerial photographs accessed via University of California, Santa Barbara Library FrameFinder
- Historical USGS topographic maps
- Historical newspaper clippings obtained from Newspapers.com and the California Digital Newspaper Collection

California Historical Resources Information System Records Search

On April 25, 2024, Rincon received California Historical Resources Information System (CHRIS) records search results from the South Coastal Information Center (SCIC) (Attachment 2). The SCIC is the official state repository for cultural resources records and reports for San Diego County, the county in which the proposed project falls. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.5-mile radius. Rincon also reviewed the NRHP, CRHR California Historical Landmarks list, Built Environment Resources Directory, and the Archaeological Determination of Eligibility list.

Sacred Lands File Search

Rincon contacted the Native American Heritage Commission (NAHC) on April 8, 2024, to request a search of the Sacred Lands File (SLF) and a contact list of Native Americans culturally affiliated with the project site vicinity (Attachment 3).



Field Survey

Built Environment Resources

Under the direction of Rincon Architectural Historian James Williams, Rachel Bilchak conducted a built environment survey of the project site on May 13, 2024. Two built environment resources within the project site, including railroad tracks and right-of-way and a survey marker, were visually inspected. Site characteristics and conditions were documented using notes and digital photographs which are maintained digitally by Rincon.

Archaeological Resources

Rincon Archaeologist Rachel Bilchak conducted a pedestrian survey of the project site on May 13, 2024. Rincon conducted a pedestrian survey using transect intervals spaced 10 meters and oriented generally from south to north. Exposed ground surfaces were examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historical debris (e.g., metal, glass, ceramics). Ground disturbances such as burrows and drainages were also visually inspected. Survey accuracy was maintained using a handheld Global Positioning Satellite unit and a georeferenced map of the project site. Site characteristics and survey conditions were documented using field records and a digital camera. Copies of the survey notes and digital photographs are maintained digitally by Rincon.

Evaluations

Pursuant to the California Office of Historic Preservation (OHP) Guidelines (California OHP 1995: 2), properties over 45 years of age were evaluated for inclusion in the NRHP, CRHR, and local listing and recorded on California Department of Parks (DPR) 523 forms. The condition and integrity of these resources were documented and assessed.

Findings

California Historical Resources Information System

Known Cultural Resources Studies

The CHRIS records search identified 42 cultural resources studies within the project site and 0.5-mile search radius (Attachment 2). Of these studies, four include a portion of the project site. One site identified by the SCIC as within the current project site (SD-09361) does not, in fact, include any portion of the current project site. Known studies that occurred within the project site are discussed in further detail below. The entirety of the project site has been studied and surveyed in the last 9 years with the most recent study occurring in 2023.

Study SD-00671

In 1986, Dennis Gallegos of Westec Services, Inc. prepared *A Cultural Resource Overview for the Encinitas Planning Area, Encinitas, California* (Gallegos et. al. 1986). The report was an inventory of archaeological and built environment resources in Encinitas and documented interested local individuals, organizations, and OHP consultation; a summary of a previous cultural resources inventory prepared in 1980, and a review of literature pertaining to archaeological sites and field surveys. None



of the buildings, structures, sites, or other features documented in the planning area as a result of the 1986 study received official historical designations or listings as of the completion of the 1986 study. However, the 1986 study identified a potential for several of these sites to be nominated for inclusion in the NRHP. While the 1986 study nominally included the current project site, it did not document any cultural resources within or immediately adjacent to the current project site (Gallegos et al. 1986).

Study SD-03028

Study SD-03028, *Results of an Archaeological Evaluation of Cultural Resources Within the Proposed Corridor for the San Elijo Water Reclamation System*, was authored by Brian F. Smith and Associates in 1995. The report details a cultural resource evaluation study conducted for two pre-contact sites, CA-SDI-13902 and CA-SDI-13903, for the proposed San Elijo Water Reclamation System Project. Work conducted at the sites included shovel test pits and units. The study was positive for both sites. While CA-SDI-13902 was deemed non-significant, CA-SDI-13903 was found significant but impacted by construction debris, reducing its significance within the project area. Neither site studied in the 1995 report is located within the current project site (Smith 1995).

Study SD-18575

Study SD-18575 is titled *Cultural Constraints for the Batiquitos Lagoon Double-Track Project, Cities of Carlsbad and Encinitas, San Diego County, California* was prepared in 2014 by Dustin Keeler and Sherri Gust. The study focused on the cultural constraints for the Batiquitos Lagoon Double-Track Project in the cities of Carlsbad and Encinitas, San Diego County, California. It involved conducting a search for archaeological and historical records by the SCIC and an intensive-level pedestrian survey of the ground disturbance portion of the project area (Keeler and Gust 2014). Although the study included a records search and intensive survey that both overlapped the entirety of the current project site, no previously or newly recorded resources within or immediately adjacent to the current project site were identified.

Study SD-20068

Written in 2023 by Michael Baker International, Study SD-20068 involved a Confidential Historic Property Identification Memorandum and Finding of No Historic Properties Affected with Conditions for the Leucadia Streetscape Drainage Improvements Project in Encinitas, California, intending to use U.S. Department of Housing and Urban Development funding. During the survey, three prehistoric isolate artifacts and one historical isolate artifact were discovered on the peripheries of the 2023 study's Area of Potential Effect (APE). These isolates include a bipolar percussion flake (P-37-040568), a piece of lithic reduction shatter (P-37-040570), a denticulated modified cobble tool (P-37-040571), and a cluster of possibly historical/modern artifacts, including a brick fragment, a piece of cut bone, and a painted ceramic sherd (P-37-040569), found in disturbed contexts on the east side of North Coast Highway. Due to lacking context and integrity, these isolates were deemed ineligible for inclusion in the NRHP (Michael Baker International 2023). Those four isolates mentioned within the report are located outside the current project site. Resource P-37-040568 is adjacent to the northern portion of the project site. Resource P-37-040570 is 14.36 meters north of the northern portion of the project site. Resource P-37-040569 is approximately 353 meters north of the project site. P-37-040571 is approximately 481 meters north of the project site.

Known Cultural Resources

The CHRIS records search and background research identified 12 cultural resources within a 0.5-mile of the project site. Resources recorded in the search radius are listed in Table 1 below. No resources are recorded within the project site.



Table 1 Known Cultural Resources

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	Eligibility Status	Relationship to Project Site
P-37-024865		HP2 Single family property; HP 4 Ancillary building	1058 Hymettus Avenue; A rectangular plan, two bedroom, two-story log house built in 1926	2003 (Tierra Environmental Services)	Recommended ineligible for the CRHR and NRHP in 2002	Outside
P-37-026508	CA-SDI-017404	AP11. Hearths/pits/ cobble hearths; AP16. Other	Prehistoric cobble hearths	Not recorded	Not recorded	Outside
P-37-039614		HP6. 1-3 Story Commercial Building	1900 North Coast Highway 101; There are four buildings, designated A, B, C, and D from south to north. Commercial Modern-style buildings constructed circa 1943 to 1950.	2020 (Hearth, and Wendt)	Recommended ineligible for the CRHR and NRHP in 2020	Outside
P-37-039615	CA-SDI-023159	AP2. Lithic Scatter	One fine-grained volcanic primary flake, one granite/quartz fire-cracked rock, one granite flake fragment, and one Santiago Peak Metavolcanic formation hammerstone.	2020 (Hearth, and Wendt)	Unevaluated	Outside
P-37-040550		HP2. Single Family Property	A single-family residence that is visible in 1932 aerial photographs.	2021 (ECORP Consulting, Inc.)	Recommended ineligible for the CRHR and NRHP in 2021	Outside
P-37-040551		HP4. Ancillary Buildings	Three greenhouses circa 1967.	2021 (ECORP Consulting, Inc.)	Recommended ineligible for the CRHR and NRHP in 2021	Outside
P-37-040568		AP16. Other	A single piece of chert shatter with angular break.	2023 (Michael Baker International)	Recommended ineligible for the CRHR and NRHP in 2023	Outside
P-37-040569		AP16. Other	Three possible historic artifacts; A ceramic shard with floral decorations, a cut/butchered bone fragment, and a brick fragment	2023 (Michael Baker International)	Recommended ineligible for the CRHR and NRHP in 2023	Outside



Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	Eligibility Status	Relationship to Project Site
P-37-040570		AP16. Other	Santiago Peak metavolcanic bipolar percussion flake	2023 (Michael Baker International)	Recommended ineligible for the CRHR and NRHP in 2023	Outside
P-37-040571		AP16. Other	A denticulated modified cobble tool made from Santiago Peak metavolcanic material	2023 (Michael Baker International)	Recommended ineligible for the CRHR and NRHP in 2023	Outside
P-37-040584		HP37. Highway/trail	545-foot long, 26-foot-wide segment of historic-era North Vulcan Avenue which terminates at La Costa Avenue	2020 (ECORP Consulting, Inc)	Recommended ineligible for the CRHR and NRHP in 2020	Outside
P-37-040585		HP3. Multiple Family Property	A cluster of three small vernacular minimal studios or residential buildings.	2020 (ECORP Consulting, Inc)	Recommended ineligible for the CRHR and NRHP in 2020	Outside

Source: South Coastal Information Center 2024

Aerial Imagery and Historical Topographic Maps Review

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the project site. Historical topographic maps show that by 1893, the project sites were developed as part of the Southern California Railway Company (SCRC), which followed the alignment of the existing railroad in and near the project sites. Development near the project sites was sparse with a few scattered buildings on either side of the railroad near the project sites and a road following the current alignment of Old Highway 101. The wider surroundings were even more sparse with few roads and buildings developed. By 1901, development near the project site expanded somewhat, with new buildings and unpaved roads constructed, and the Merle station of the SCRC was established near the Grandview Street portion of the project site. By 1904, the railroad in the project area operated as the SCRC Surf Line and a short segment of the railroad near the project sites was double-tracked (USGS 2024). Historical aerial photographs taken in 1932 and 1948 show the railroad in its present alignment and with the current Old Highway 101 on a parallel route to the immediate west. Near the project sites, development east of the railroad tracks is characterized exclusively by farm-residences, but, to the west, patterns of development were more consistent with a combination of agricultural, residential, and commercial properties (UCSB 1932, 1947). While there have been no perceptible changes to the railroad alignment, aerial photographs taken between 1953 and 1980 show the gradual transformation of the area surrounding the project sites from farmland to residential neighborhoods and a commercial corridor along the west side of the highway. Although at least two tracts of land remained undeveloped as late as the early 1990s, the area attained its current character by the 1980s; it is defined by parallel highway and railroad alignments planked by urban development—mostly residential—to the east and west (NETR Online 2024).



Sacred Land File Search

On May 2, 2024, the NAHC responded to Rincon's AB 52 contacts and SLF request, stating that the results of the SLF search were negative. See Attachment 3 for the NAHC response, including tribal contacts list(s). No tribal outreach was conducted by Rincon.

Survey Results

This section summarizes the results of the built environment and archaeological field surveys completed on May 13, 2024.

Built Environment Survey

Field work and background research resulted in the identification of two historic-age properties within the project site: a National Geodetic Survey (NGS) Marker U 1307 and a segment of the California Southern Railroad (California Southern, Attachment 1, Figure 3). These properties were recorded on DPR 523 forms which are included in Attachment 4 and summarized below.

California Southern Railroad

Within the project area, the subject segment of the approximately 170-mile-long California Southern consists of single-track, standard-gauge railroad alignment oriented north-to-south (Attachment 1, Figure 4 and Figure 5). The surveyed segment measures approximately 2,900 feet in length between endpoints generally corresponding to the intersection of Grandview Street and Old Highway 101 at the north and Phoebe Street and Old Highway 101 at the south. It is located in a rail right-of-way approximately 73 feet wide. A raised earthen bed supports the steel rails, which are fastened to standard wood railroad ties. The bed and much of the adjacent right-of-way surface are buttressed with rock ballast. To the east of the tracks, an undeveloped portion of the right-of-way is commonly used for parking along the east side of Old Highway 101, which parallels the tracks throughout the surveyed segment. Vulcan Street follows a parallel alignment to the east of the tracks. Access to the right-of-way from Vulcan Street to the east is limited by a low post-and-cable fence.

National Geodetic Survey Marker U 1307

This NGS Marker is identified as U 1307, a vertical control point, and appears to have been installed in 1978, based on a year marked stamped into the marker, and data provided by the National Oceanographic and Atmospheric Administration (NOAA) NGS Map database (NOAA 2024, Attachment 1, Figure 6). The mark is placed within a PVC pipe that is embedded into railroad ballast within the railroad right-of-way located immediately to the west of N. Vulcan Avenue. The disk-shaped marker is made of galvanized steel and is approximately four inches in diameter. Text stamped into the marker reads "For information or to report damage write the Director National Geodetic Survey Washington, D.C." The marker appears to be in good condition.

Archaeological Survey

Ground visibility was fair, with approximately 40 percent exposure. The southwest corner of the Grandview Street portion of the project site had obstructed ground visibility due to construction materials and vehicles (Figure 7). Across both the Phoebe Street and Grandview Street project areas, the western side of the railroad tracks features relatively flat topography, covered with imported sand and rocks, and is currently used for off-street parking (Figure 8Figure 8). To the east, the terrain becomes steep, with a small 90-degree slope composed of imported rocks to elevate the tracks (Figure 9Figure 9). This slope is difficult to navigate due to the loose rocks. The track itself is composed of



wooden ties and oxidized metal rails (Figure 10Figure 10). Additionally, on the eastern side of the project site, ground visibility is further obscured by imported stone and foliage, including wild daisies (Figure 11Figure 11). The visible soil is a compacted light to medium brown, fine-grained, silty sand. The area has been heavily disturbed by construction and maintenance of the railroad track (Figure 12Figure 12). During the survey, non-diagnostic discarded railroad spikes, as well as glass and ceramic fragments, were noted throughout the project (Figure 13 and Figure 14). No archaeological resources were identified during the field survey.

Evaluations

This section summarizes the NRHP, CRHR, and ERHP evaluations of a segment of the California Southern Railroad and the National Geodetic Survey Marker U 1307. See Attachment 4 for the full historic context of each resource and below for the evaluation summaries.

California Southern Railroad

NRHP/CRHR Evaluation

Criteria A/1 - The subject railroad segment was originally constructed in 1881-1882 as part of the California Southern Railroad, a subsidiary of the Santa Fe Railroad. The California Southern Railroad was incorporated in 1880 as a joint project of the Santa Fe and a group of San Diego-area interests led by National City-based businessman Frank Kimball. While Kimball envisioned the railroad as a means of stimulating development in National City, where his family had significant holdings in real estate, management of the Santa Fe, led by William Barstow Strong, were interested in extending the firm's rail network into California, where the Southern Pacific was the dominant force in the railroad industry. Between 1881 and 1885, the Southern California was constructed generally north and northeast from National City to connect with another Santa Fe Subsidiary the Atlantic and Pacific Railroad near Barstow. As such, completion of the California Southern provided the Santa Fe its long-sought foothold in California. Thus, establishment of the California Southern allowed the Santa Fe to meet two key business goals, first, breaking the Southern Pacific's dominance in the California market and, second, completing a transcontinental route, albeit through subsidiaries, that connected the Midwestern United States with the Pacific Coast. Completion of the transcontinental route proved almost instantaneously advantageous to the Santa Fe. As the Southern California real estate boom of the late 1880s began to draw new settlers to the region, the Santa Fe capitalized on the onslaught of rail-bound travelers to emerge as a serious rival to the business might of Southern Pacific, and in the coming years the secured a lasting presence in Southern California, as in much of the United States. Because of its role in establishing the Santa Fe's presence in California and in forging an important transcontinental railroad route, the California Southern is significant under Criterion A/1 in the theme Transportation. Its period of significance begins in 1881 with the start of construction of the railroad and concludes in 1889, when the California Southern was merged with two other Santa Fe subsidiaries to form the California Central Railroad, at which time the road lost its managerial independence from the Santa Fe. Within the subject segment, the railroad's character-defining features, or those that convey its historical significance, include its original alignment, earthen bed, wood ties, steel rails, and broad and otherwise undeveloped right-of-way.

While this study finds the California Southern has demonstrable historical significance, an assessment of the boundaries, condition, and integrity of the full length of the California Southern Railroad alignment is beyond the scope of the present study; therefore, it is not currently known whether the railroad as a whole is eligible for listing under Criteria A/1. However, the current study recommends that the subject segment of the California Southern, which was constructed during the initial phase of development between 1881 and 1882, would likely contribute to the significance of the California



Southern if it were later to be found eligible for historical designation under Criteria A/1, as it was constructed during the period of significance as part of the initial phase of development and shares the same associations with the California Southern's role in the development of the Santa Fe between 1881 and 1889. In addition, as discussed below, the subject segment has sufficient integrity to convey these associations.

Research for this study did not find that the California Southern is historically significant due to any other associations. Evidence does not indicate the subject railroad was significant due to associations with the Southern California Railway Surf Line, the Santa Fe, Amtrack, or any other entity with a direct role in the use or management of the tracks after the closure of the California Southern Railroad Company. All evidence suggests the route served the function of an ordinary freight and passenger railroad with no singularly significant role in events important to the development of transportation facilities. Additionally, although the California Southern and the Southern California's/Santa Fe's Surf Line helped to spur some settlement of Encinitas and the area now comprising the Leucadia neighborhood in the late nineteenth and early twentieth centuries, growth in the area remained only limited for approximately four decades after the tracks were first completed in the 1880s. Indeed, significant residential and agricultural development did not occur in and around Encinitas until the 1920s, when real estate companies were first able to capitalize on the availability of modern water utilities and the improved Highway 101, to help induce home buyers to settle in the area in large numbers. Therefore, intensive development of the area is only partially attributable to the railroad, and the resource is not significant for any associations with local development in this area. Research for this study did not identify any other context in which the subject railroad segment may be considered significant.

Criteria B/2: The most plausible candidate for the subject railroad's significance under Criterion B is Frank W. Kimball, whose efforts convinced the Santa Fe to locate their western transcontinental terminus in National City. However, despite this contribution, Kimball is not significant for the planning or operation of the California Southern so much as for his role in convincing Santa Fe management to locate their Pacific Coast terminus in National City. As such, any resource significant due to such associations with Kimball would likely be rooted geographically in National City. Research did not suggest the subject railroad segment is singularly representative of the important achievements of any other figure associated with the California Southern, the Southern California Railway, the Santa Fe or any other associated rail operator. As such, the resource is recommended ineligible under Criteria B/2.

Criteria C/3 Available evidence does not suggest the subject rail segment would contribute to the significance of the former California Southern or any successor railroad under Criterion C due to its engineering or construction. Sources describing the design and construction of the subject railroad suggest that, on the whole, the railroad was not the product of notable engineering or construction methods. While further research may indicate portions of the California Southern or another successor railroad evinces superior design or construction qualities, the subject segment, which is on stable, generally level terrain and follows a straight alignment, exhibits no remarkable design or construction characteristics and would not contribute to any significance railroad segment may be found to possess under Criteria C/3.

Criteria D/4: The subject railroad segment is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or railroads constructed in the late nineteenth century. Therefore, this object is recommended ineligible for listing under Criterion D/4



Integrity

The property retains integrity of location, design, materials, feeling, and association to the period of its significance, 1881-1889. As discussed below, its integrity of setting and workmanship are not highly relevant to whether the property conveys its historical significance.

Location is the place where the historical resource was constructed or the place where the historic event occurred. The railroad segment has not been relocated or realigned and therefore maintains its integrity of location.

Design is the combination of elements that create the form, plan, space, structure, and style of the property. Direct changes to the resource's design include the possible removal of a short siding; however, the segment essentially retains its original design as a principally single-track, standard-gauge railroad segment consisting of an earthen bed, wood ties, and steel rails, all of which follow a roughly straight north-to-south alignment. Therefore, the railroad segment retains its integrity of design.

Setting is the physical environment of a historic property. Although urban development in the surrounding area has dramatically changed the segment's formerly rural, agricultural surroundings such that the property has lost much of its integrity of setting, the resource's setting is not important in conveying its historical significance, which relates to the business goals and performance of the California Southern vis a vis its parent company, the Santa Fe.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Despite the likely replacement of rails during the Santa Fe's upgrades of the late 1930s, and likely routine replacement of such as ballast and ties, the replacement materials are consistent with historical railroad elements, which are characterized by a predominantly single-track railroad alignment with steel rails, wood ties, and an earthen bed. Therefore, the subject railroad segment sufficiently retains its integrity of materials to convey its historical associations.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Because railroads, including the subject segment, are characterized by standardized methods of construction, integrity of workmanship is not a highly important consideration in this case.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The subject railroad segment retains physical features consistent with those of a late nineteenth century railroad and, as such, continues to exhibit its historical character. Therefore, its integrity of association is intact.

Association is the direct link between an important historic event or person and a historic property. The subject railroad segment retains physical features to convey its historical links to the late nineteenth century development of the California Southern and, as such, continues to exhibit its historical character. It therefore retains integrity of association.

Character-Defining Features

- Original alignment
- Earthen bed
- Wood ties
- Steel rails
- Broad and otherwise undeveloped right-of-way



Boundary Justification

The boundary of the subject segment is roughly between the Grandview Street on the north and Phoebe Street on the south, with the east and west boundaries defined by the legal parcels on which the railroad segment is located (APNs 2542550200, 2542550200, 2540521400, and 2540601600). This segment was limited by the project-related survey completed as part of the environmental review process.

ERHP Evaluation

The requirements and criteria for listing of a property on the ERHP are provided below in italics, each followed by an assessment of the subject resource's eligibility under the criterion (City of Encinitas 2017). As discussed below, it is recommended provisionally that the subject railroad segment may contribute to the significance of the California Southern Railroad if a full evaluation were to find it eligible for listing in the ERHP.

All historical resources must demonstrate their significance by meeting one of the following requirements in this section and, additionally, must be fifty (50) years of age or older. Resources less than fifty (50) years old will be considered for designation only if they possess exceptional design merit or historical significance that transcends the fifty-year age requirement. Landmarks must be visibly accessible from a public thoroughfare.

The California Southern Railroad meets the requirements for consideration because it is more than 50 years of age and is visible from the public right-of-way.

The property is the first, last, only, or most significant historical property of its type within the City. If a property has lost its historic appearance (integrity) it may be listed as a site.

Constructed between 1881 and 1882, the subject segment of the California Southern Railroad is part of the first railroad established in what is now Encinitas. As discussed above in the NRHP/CRHR evaluation, the subject segment has sufficient integrity to convey associations dating to its original development and early period of operation. As such, it is recommended the subject segment would contribute to the significance and eligibility of the California Southern if a full evaluation were to find it eligible for listing in the ERHP.

The property is associated with an individual or group having a profound influence on the history of Encinitas. The primary influence should be the place(s) of achievement of an individual. Birthplace, death place, or place of interment shall not be a consideration unless something of historical importance is connected with his/her birth or death. If a property has lost its historic appearance (integrity) it may be listed as a site.

Research for this study did not find evidence that the subject railroad, in any of its incarnations, is associated with any individual or group who made significant contributions to the history of Encinitas. While the railroad is associated with Frank W. Kimball, who may qualify as a significant individual, there is no evidence his significant contributions have any associations with Encinitas.

The property is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction, or it is one of the more notable works, or the best surviving work in a region of a pioneer architect, designer, or master builder. An architectural landmark must have excellent physical integrity, including integrity of location. An architectural landmark generally will be considered on its original site, particularly if its significance is basically derived from its design relationship to its site.

Visual observation and background research suggest the subject railroad segment is a relatively ordinary railroad segment that does not embody any significant construction techniques or associations with master designers or builders. Furthermore, background research, including a review of secondary



sources related to the California Southern, Santa Fe, and other entities associated with the railroad, found no evidence any portion of the railroad within Encinitas is considered exemplary, due to its design, construction, or associations with any master designer or builder. The subject railroad segment therefore does not meet this criterion.

The property is in a unique location and contains exceptional architectural characteristics representing an established and familiar visual feature of a neighborhood, community, or the city. The resource value of a property is defined by its location such that, if located elsewhere, would not be considered historically significant, or the property is an integral part of the physical, aesthetic and historical character of its surrounding environment, or its presence significantly contributes to an understanding of the history of Encinitas. As an example, automobile-related uses (motor courts, inns, and gas stations) along Coast Highway 101 that provide important past examples of the advent of the automobile era reinforce the highway heritage of Encinitas.

Although the property may occupy a unique location given that the route runs parallel to Old Highway 101, a major surface street throughout the city, and is an established and familiar visual feature of the city, it lacks exceptional design qualities and therefore does not meet all aspects of this criterion.

In summary, the subject California Southern Railroad segment contributes to the potential eligibility of the California Southern for the NRHP, CRHR, and ERHP at the local level of significance. The California Southern is significant under NRHP/CRHR Criteria A/1 for its association with the establishment of the Santa Fe's presence in California and the firm's opening of an important transcontinental railroad route. Because a full survey of the California Southern was beyond the scope of this study, it is not currently known whether the railroad as a whole retains sufficient integrity to qualify for listing in the NRHP, CRHR, or ERHP. However, based on the results of this study, the subject railroad segment retains sufficient integrity that it would contribute to the significance and eligibility of the California Southern as a whole if a subsequent evaluation were to find the railroad eligible. The subject railroad segment has a period of significance of 1881 to 1889 corresponding to the years in which it was operated by the California Southern. The boundary of the subject segment is roughly between Grandview Street on the north and Phoebe Street on the south, with the east and west boundaries defined by the legal parcels on which the railroad segment is located (APNs 2542550200, 2542550200, 2540521400, and 2540601600). The evaluated segment was limited by the project-related survey completed as part of the environmental review process. For the purposes of this study, the subject rail segment is assumed to be a historical resource as defined by CEQA Section 15064.5(a).

National Geodetic Survey Marker U 1307

NRHP/CRHR Evaluation

This object is recommended ineligible for listing in the NRHP and CRHR under all evaluative criteria due to a lack of architectural and historical significance.

Criterion A/1 - This NGS Survey Marker U 1307 was installed in 1978 as part of ongoing geodetic surveying and leveling conducted by the NGS across the United States. Although part of a nationwide program related to the network of vertical control marks, marker U 1307 does not appear to be an individually significant marker for having played a significant role in the history of NGS, its establishment, any of the agency's significant survey efforts, significant advancements in the field of earth science-related and related developments, or community planning and development. Therefore, this object is recommended ineligible under Criterion A/1.

Criterion B/2 - This NGS survey marker is not directly associated with any persons who made significant contributions to history. The NGS program relies on the work of many individuals across the



nation, from executives to field staff, in conducting the routine and continual operations of the program. This survey marker represents a component of the national system but does not bear a strong association with any individuals. Therefore, this object is recommended ineligible under Criterion B/2.

Criterion C/3 - This NGS survey marker does not appear to be individually significant under Criterion C/3. This marker is made of galvanized steel and is surrounded by a PVC pipe. Its material characteristics are standard materials used for such objects. No aspects of the markers design stand out as individually significant, or rare. Therefore, this object is recommended ineligible under Criterion C/3.

Criterion D/4 - Finally, this NGS marker is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or survey markers constructed in 1978. Therefore, this object is recommended ineligible for listing under Criterion D/4.

ERHP Evaluation

The requirements and criteria for listing of a property on the ERHP are provided below in italics, each followed by an assessment of the subject resource's eligibility under the criterion (City of Encinitas 2017). As explained below, the subject marker is recommended ineligible for listing in the ERHP.

All historical resources must demonstrate their significance by meeting one of the following requirements in this section and, additionally, must be fifty (50) years of age or older. Resources less than fifty (50) years old will be considered for designation only if they possess exceptional design merit or historical significance that transcends the fifty-year age requirement. Landmarks must be visibly accessible from a public thoroughfare.

Although NGS Marker U 1307 is not 50 or more years old, it does meet the 45-age threshold for historical resources consideration typically recommended by the OHP for use in the environmental review of planning projects (OHP 1995). The resource is also visible from the public right-of-way. As such, for the purposes of the current project, the resource will be considered as though it meets the City's requirements for consideration for ERHP eligibility.

The property is the first, last, only, or most significant historical property of its type within the City. If a property has lost its historic appearance (integrity) it may be listed as a site.

This NGS survey marker is not identified as the first, last, only, or most significant historical property of its type in the City of Encinitas. This marker was installed in the recent past, 1978, and is less than 50 years old as of this evaluation. Nonetheless, the marker has not been found to have historical significance to the City's history or broader themes (Earth science, community planning and development) in local, regional, or national contexts. Therefore, it is recommended ineligible under this criterion.

The property is associated with an individual or group having a profound influence on the history of Encinitas. The primary influence should be the place(s) of achievement of an individual. Birthplace, death place, or place of interment shall not be a consideration unless something of historical importance is connected with his/her birth or death. If a property has lost its historic appearance (integrity) it may be listed as a site.

As noted above in the NRHP/CRHR evaluation, this NGS survey marker is not associated with any persons who made significant contributions to history, and it is not a place of work. Therefore, it is recommended ineligible under this criterion.



The property is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction, or it is one of the more notable works, or the best surviving work in a region of a pioneer architect, designer, or master builder. An architectural landmark must have excellent physical integrity, including integrity of location. An architectural landmark generally will be considered on its original site, particularly if its significance is basically derived from its design relationship to its site.

As noted above in the NRHP/CRHR evaluation, this NGS survey marker is one component within an extensive national network of vertical control points under the NGS, managed by NOAA. This marker installed in 1978 is less than 50 years old and is of a standard design for such features of the NGS system. It is one of several markers of similar use in the city and does not possess exceptional design merit. Therefore, it is recommended ineligible under this criterion.

The property is in a unique location and contains exceptional architectural characteristics representing an established and familiar visual feature of a neighborhood, community, or the city. The resource value of a property is defined by its location such that, if located elsewhere, would not be considered historically significant, or the property is an integral part of the physical, aesthetic and historical character of its surrounding environment, or its presence significantly contributes to an understanding of the history of Encinitas. As an example, automobile-related uses (motor courts, inns, and gas stations) along Coast Highway 101 that provide important past examples of the advent of the automobile era reinforce the highway heritage of Encinitas.

This NGS survey marker is a component of a national network of vertical control points. Its location is tracked over time by NGS and periodically updated to account for elevation adjustments. Although the marker's location is important to its purpose, it does not appear to be significant for being a familiar visual feature, or an integral part of the physical, aesthetic, or historical character of its surrounding environment. The marker is not highly visible and has existed for less than 50 years. The marker does not exhibit characteristics of exceptional design or architectural character. Therefore, it is recommended ineligible under this criterion.

In conclusion, the National Geodetic Survey Marker U 1307 is ineligible for the NRHP, CRHR, and ERHP due to lack of historical significance, and is not a historical resource as defined by CEQA Section 15064.5(a).

Conclusions and Recommendations

The impact analysis included here is organized based on the cultural resources thresholds included in CEQA Guidelines Appendix G: Environmental Checklist Form:

- a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?
- b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
- c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Threshold A broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, we have chosen to limit analysis under Threshold A to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Threshold B.



Historical Built Environment Resources

The field survey and background research identified two built-environment resources in the project site, NGS Marker U 1307 and a segment of the California Southern Railroad. NGS Marker U 1307 is recommended ineligible for the NRHP, CRHR, and ERHP and is not considered a historical resource pursuant to CEQA. The California Southern Railroad appears historically significant under NRHP Criterion and CRHR Criterion 1, and although an evaluation of the full length of the railroad is outside the scope of this study, the subject railroad segment appears to contribute the railroad's significance and potential eligibility. The subject rail segment also appears to contribute to the significance of the California Southern under the ERHP as the first property of its type constructed in the city. Therefore, for the purposes of this study, the subject railroad segment is assumed to qualify as a historical resource under CEQA.

To assess the projects potential to cause an impact to the subject segment of the California Southern, Rincon applied the criteria of substantial adverse change pursuant to the CEQA Guidelines codified in the CCR Title 14, Chapter 3, Section 15000 and in PRC Section 5020.1 to evaluate the project's impacts to the historical resources listed or eligible for listing in NRHP, CRHR, or ERHP.

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

- (1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
- (2) The significance of an historical resource is materially impaired when a project:
 - (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
 - (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code; or
 - (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

The project would construct at-grade pedestrian and bicycle crossings at the two locations comprising the project site. Development of these features would require surfacing the crossing area across the width of the rail right-of-way, which would lead to the covering or removal of rail ties and the removal and replacement of approximately 20 linear feet of rails at either project location. The rails, ballast, tiles, and undeveloped portion of the right-of-way are character-defining features that convey the subject rail segment's historical significance. In all, changes as a result of the project would affect 40 linear feet of the railroad. This work would occur at either end of a 2,900-foot-long surveyed segment and within an overall rail alignment of as much as 170 miles in length. The proposed at-grade crossing would be of modern design and, hence, incompatible with the existing appearance of the subject



segment of the railroad, which substantially retains its original character. However, the proposed work is consistent with modern improvements at railroad crossings throughout the United States and would, in any event, affect less than 2 percent of the length of the subject segment (and much less of the overall California Southern alignment). As such, more than 98 percent of the subject segment would retain its current appearance and would therefore continue to convey its historical significance justify a provisional recommendation of eligibility for listing in the NRHP, CRHR, and ERHP. The proposed project therefore would not result in a substantial adverse change to the significance of a historical resource and result in a ***less-than-significant impact to historical resources*** pursuant to CEQA.

Historical and Unique Archaeological Resources

This assessment did not identify any prehistoric or historic-age archaeological resources in the project site. While no surface evidence of additional archaeological materials was found, it is still possible that they exist below the surface. The area surrounding the project site is sensitive for cultural resources, with a prehistoric flake (P-37-040568) located adjacent to the project site. However, due to lacking context and integrity, this flake was deemed ineligible for inclusion in the NRHP (Michael Baker International 2023). No other prehistoric resources were recorded during the survey. Consequently, the absence of substantial prehistoric or historic-period archaeological remains in the immediate vicinity, along with the existing disturbance at the project site, suggests a low potential for encountering intact subsurface archaeological deposits.

Human Remains

No human remains are known to be present within the project site. However, the discovery of human remains is a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98.

With adherence to the best management practices presented below, Rincon recommends a finding of ***less-than-significant impact*** under CEQA.

Best Management Practices

Unanticipated Discovery of Cultural Resources

In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology (NPS 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of CCR Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment



plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the CHRIS, per CCR Guidelines Section 15126.4(b)(3)(C).

Best Management Practice

Unanticipated Discovery of Human Remains

In the event of an unanticipated discovery of human remains, the County Coroner shall be notified immediately. If the human remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission, which shall determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, Rincon recommends a finding of less than significant impact to human remains under CEQA.

Should you have any questions concerning this study, please do not hesitate to contact the undersigned at 805-946-1931 or jwilliams@rinconconsultants.com.

Sincerely,

Rincon Consultants, Inc.

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Architectural History Principal

Attachments

- Attachment 1 Figures
- Attachment 2 CHRIS Cultural Resources Search Results Summary
- Attachment 3 SLF Results Summary
- Attachment 4 DPR Forms



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University of California, Santa Babara (UCSB)

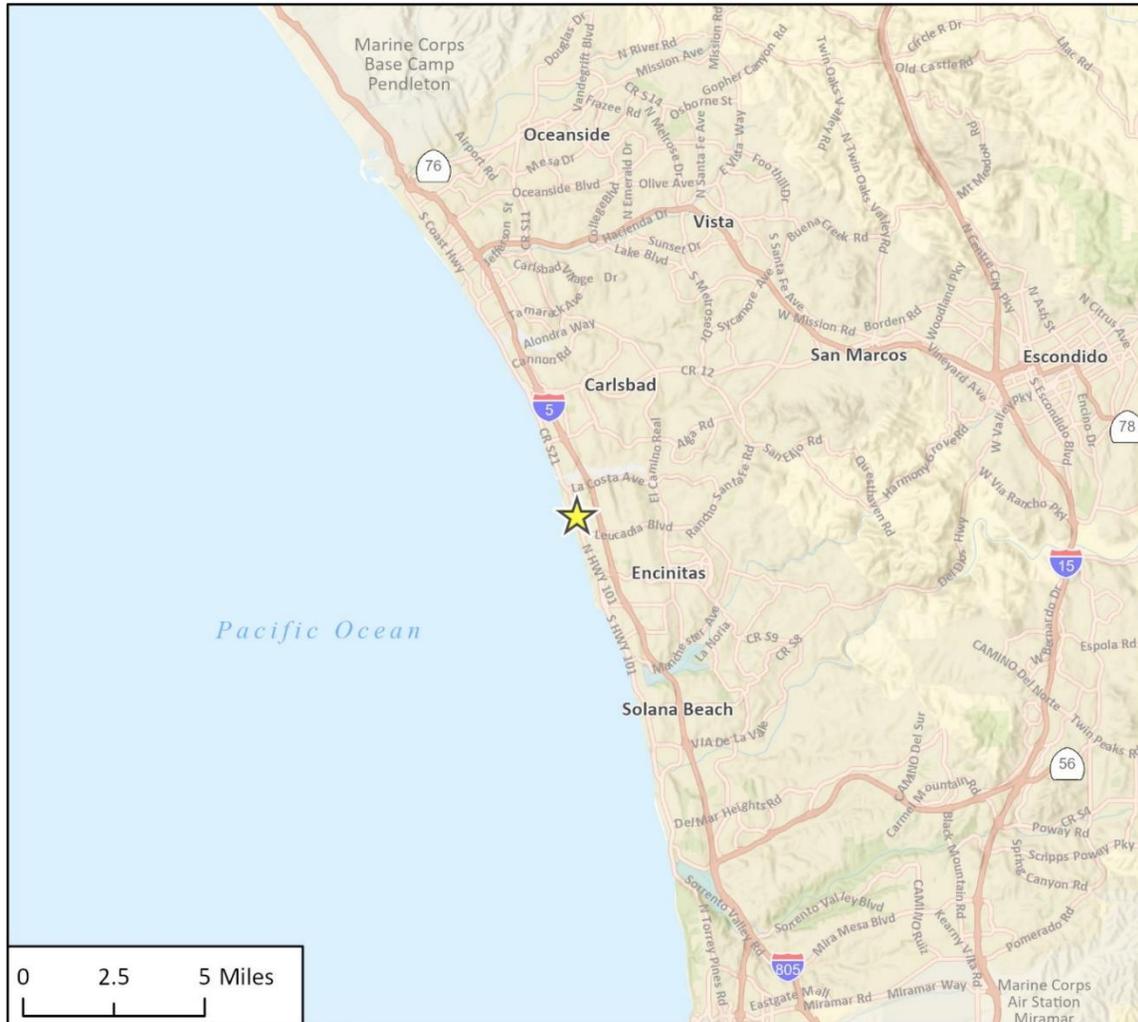
1932 Flight C_1980, Frame 56. “FrameFinder” [historical aerial imagery online]. Feb 28, 1932. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/, accessed April 2024.

1947 Flight GS_CP, Frame 11-105. “FrameFinder” [historical aerial imagery online]. January 1, 1947. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/, accessed April 2024.

Attachment 1

Figures

Figure 1 Regional Location



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22-12507 BIO
Fig 1 Regional Location

Project Location

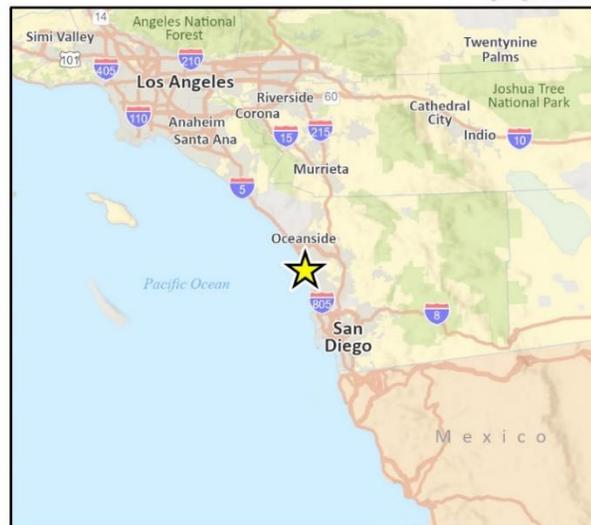


Figure 2 Project Site



Figure 3 Cultural Resources Survey Results

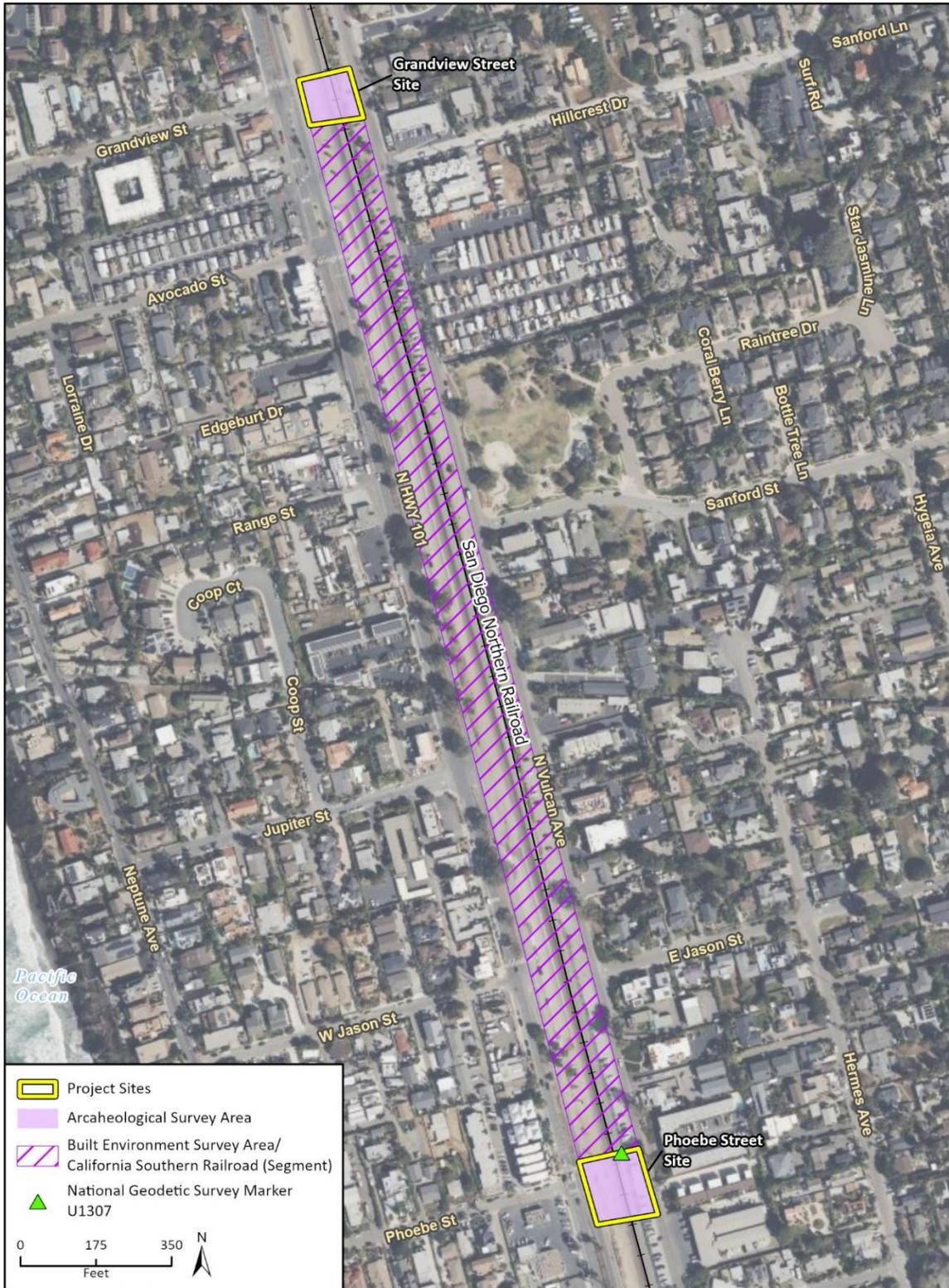


Figure 4 Subject Railroad Segment, Facing North from Vicinity of Phoebe Street



Figure 5 Subject Railroad Segment, Facing South from Vicinity of Grandview Street



Figure 6 National Geodetic Survey Marker U 1307, Planview



Figure 7 Southwest Corner of Grandview Project Site. View Northeast.



Figure 8 Southwestern Corner of Phoebe Street Project Site. View North.



Figure 9 Southeast Corner of Phoebe Street Project Site. View Northwest.



Figure 10 Close Up of the Railroad Tracks. View East.



Figure 11 Southeastern Corner of the Grandview Project Site. View North.



Figure 12 Northwest Corner of Grandview Project Site. View Southeast



Figure 13 Non-Diagnostic Railroad Spike. View Planview.



Figure 14 Non-Diagnostic Ceramic and Glass Fragments. View Planview



Attachment 2

CHRIS Records Search Summary



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: Rincon Consultants
Company Representative: James Williams
Date Processed: 4/25/2024
Project Identification: North Leucadia Bicycle and Pedestrian Rail Crossings (22-12507)
Search Radius: 1/2 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:	3614
RUSH:	no
Hours:	1.5
Spatial Features:	45
Address-Mapped Shapes:	yes
Digital Database Records:	1
Quads:	1
Aerial Photos:	0
PDFs:	Yes
PDF Pages:	1070

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-00671	NADB-R - 1120671; Voided - GALLEGOS52	1986	Gallegos, Dennis, Dayle Cheever, and Stephan Van Wormer	A Cultural Resource Overview for the Encinitas Planning Area, Encinitas, California.	WESTEC Services, Inc.	
SD-03028	NADB-R - 1123028; Voided - SMITHB 252	1995	SMITH, BRIAN	RESULTS OF AN ARCHAEOLOGICAL EVALUATION OF CULTURAL RESOURCES WITHIN THE PROPOSED CORRIDOR FOR THE SAN ELIJO WATER RECLAMATION SYSTEM (PROJECT NO. C-06-4155-110)	BRIAN F. SMITH AND ASSOCIATES	37-013925, 37-013926
SD-09361	NADB-R - 1129361; Other - 11A0398; Voided - BYRD15	2002	Byrd, Brian F. and Collin O'Neill	Archaeological Survey Report for the Phase I Archaeological Survey along Interstate 5 San Diego County, CA.	ASM, Inc	37-000606, 37-004552, 37-004553, 37-006851, 37-007296, 37-012120, 37-013484
SD-18575	NADB-R - 1138575; Other - COGSTONE PROJECT NUMBER: 2661	2014	KEELER, DUSTIN and SHERRI GUST	CULTURAL CONSTRAINTS FOR THE BATIQUITOS LAGOON DOUBLE-TRACK PROJECT, CITIES OF CARLSBAD AND ENCINITAS, SAN DIEGO COUNTY, CALIFORNIA	COGSTONE	37-011026
SD-20068	NADB-R - 1140068	2023	DANIELS, JAMES T.	CONFIDENTIAL HISTORIC PROPERTY IDENTIFICATION MEMORANDUM AND FINDINGS OF NO HISTORIC PROPERTIES AFFECTED WITH CONDITIONS FOR THE LEUCADIA STREETScape DRAINAGE IMPROVEMENTS PROJECT, CITY OF ENCINITAS, CALIFORNIA	MICHAEL BAKER INTERNATIONAL	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-00020	NADB-R - 1120020; Voided - DAVIS 08	1990	Davis, McMillan and Dayle Cheever	A Cultural Resource Survey of the Southern Pacific Hotel Property, Encinitas, California	RECON	
SD-00671	NADB-R - 1120671; Voided - GALLEGOS52	1986	Gallegos, Dennis, Dayle Cheever, and Stephan Van Wormer	A Cultural Resource Overview for the Encinitas Planning Area, Encinitas, California.	WESTEC Services, Inc.	
SD-00729	NADB-R - 1120729; Voided - KALDENBER1	1975	Kaldenberg, Russell L. and M. Jay Hatley	An Archaeological Impact Report on the Lee G. Brown Tramway	RECON	
SD-00879	NADB-R - 1120879; Voided - FINK 54	1973	Fink, Gary R.	Archaeological Survey of the Proposed Sea Bluffe Beach Access	San Diego County Engineer Department	
SD-01012	NADB-R - 1121012; Voided - GALLEGO39	1988	GALLEGOS, DENNIS and CAROLYN KYLE	CULTURAL RESOURCE SURVEY FOR THE COSTA BRAVA RESORT HOTEL CITY OF ENCINITAS, CALIFORNIA	WESTEC Services, Inc.	
SD-01638	NADB-R - 1121638; Voided - WOODWARD04	1985	Woodward, Jim and George Stammerjohan	Resource Inventory Cultural Resources San Diego Coast State Beaches	Department of Parks and Recreation	37-004612, 37-006854, 37-009586, 37-009587, 37-009588, 37-009589, 37-009590, 37-009598
SD-01984	NADB-R - 1121984; Voided - WESTEC 07	1980	WESTEC Services, Inc.	Regional Historic Preservation Study	WESTEC Services, Inc.	37-000209, 37-000210, 37-000211, 37-000212, 37-000600, 37-000601, 37-000602, 37-000603, 37-000608, 37-000610, 37-000626, 37-000627, 37-000628, 37-000629, 37-000630, 37-000690, 37-000691, 37-000692, 37-000693, 37-000694, 37-000695, 37-000696, 37-000760, 37-001014, 37-004358, 37-005077, 37-005213, 37-005214, 37-005353
SD-03028	NADB-R - 1123028; Voided - SMITHB 252	1995	SMITH, BRIAN	RESULTS OF AN ARCHAEOLOGICAL EVALUATION OF CULTURAL RESOURCES WITHIN THE PROPOSED CORRIDOR FOR THE SAN ELIJO WATER RECLAMATION SYSTEM (PROJECT NO. C-06-4155-110)	BRIAN F. SMITH AND ASSOCIATES	37-013925, 37-013926
SD-04111	NADB-R - 1124111; Voided - SEEMAN01	1982	Larry Seeman	Draft Environmental Impact Report Revised Parks and Recreation Element, Carlsbad, California	Larry Seeman	
SD-07560	NADB-R - 1127560; Voided - DUKE 134	2002	DUKE, CURT	CULTURAL RESOURCE ASSESSMENT CINGULAR WIRELESS FACILITY NO. SD 717-01 SAN DIEGO COUNTY, CALIFORNIA	LSA ASSOC.	
SD-09361	NADB-R - 1129361; Other - 11A0398; Voided - BYRD15	2002	Byrd, Brian F. and Collin O'Neill	Archaeological Survey Report for the Phase I Archaeological Survey along Interstate 5 San Diego County, CA.	ASM, Inc	37-000606, 37-004552, 37-004553, 37-006851, 37-007296, 37-012120, 37-013484

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-09571	NADB-R - 1129571; Other - 12-03; Voided - GUERREM 20	2003	GUERRERO, MONICA C and DENNIS R. GALLEGOS	CITY OF CARLSBAD WATER AND SEWER MASTER PLANS CULTURAL RESOURCE BACKGROUND STUDY CITY OF CARLSBAD, CALIFORNIA	GALLEGOS & ASSOCIATES	37-000628, 37-000694, 37-005353, 37-006826
SD-10004	NADB-R - 1130004; Voided - AISLIM24	2004	Aislin-Kay, Marnie	Cultural Resource Reacord Search and Site Visit Results for Cingular Communications Facility Candidate (Cabo Grill), 1950 North Coast Highway, Encinitas, San Diego County, California.	Michael Brandman and Associates	
SD-10372	NADB-R - 1130372; Voided - HERIT02	2006	HERITAGE ARCHITECTURE & PLANNING	THE DOLMAN HOUSE, 1657 VOLCAN AVENUE, ENCINITAS, CALIFORNIA, HISTORIC AMERICAN BUILDINGS SURVEY LEVEL III DOCUMENTATION	HERITAGE ARCHITECTURE & PLANNING	
SD-11774	NADB-R - 1131774; Voided - ROBBINS245	2006	ROBBINS-WADE, MARY	ARCHAEOLOGICAL SURVEY REPORT, ENCINITAS GRADE-SEPARATED PEDESTRIAN CROSSINGS, ENCINITAS, SAN DIEGO COUNTY, CALIFORNIA	AFFINIS	
SD-12017	NADB-R - 1132017; Voided - GALLEGO319	2004	GALLEGOS, DENNIS R., MONICA GUERRERO, STEVEN VAN WORMER, and SUSAN WALTER	CULTURAL RESOURCE SURVEY AND EVALUATION FOR THE ASTOR GARDENS PROJECT ENCINITAS, CALIFORNIA	GALLEGOS & ASSOCIATES	
SD-12401	NADB-R - 1132401; Voided - PIERSON203	2008	PIERSON, LARRY J.	HISTORICAL ARCHITECTURAL EVALUATION OF THE STRUCTURE AT 1521 NEPTUNE AVENUE IN ENCINITAS, CALIFORNIA 92024	BRIAN F. SMITH & ASSOCIATES	
SD-12543	NADB-R - 1132543; Voided - BONNEW251	2008	BONNER, WAYNE and SARAH WILLIAMS	CULTURAL RESOURCE RECORDS SEARCH RESULTS AND SITE VISIT FOR T- MOBILE USA CANDIDATE SD07108A (CABO GRILL R.O.W.) AT 1967-1/2 NORTH HIGHWAY 101, ENCINITAS, SAN DIEGO COUNTY, CALIFORNIA	MICHAEL BRANDMAN ASSOCIATES	
SD-13488	NADB-R - 1133488; Voided - YORKAND13	2011	YORK, ANDREW L. and JOHN HILDEBRAND	CULTURAL RESOURCES INVESTIGATION IN SUPPORT OF CONSULTATION FOR THE REGIONAL BEACH SAND II PROJECT SAN DIEGO COUNTY, CALIFORNIA	AECOM	37-000215, 37-000760, 37-004641, 37-004658, 37-006850, 37-006854, 37-007979, 37-009589, 37-010220, 37-010940, 37-013212, 37-013506, 37-013507, 37-013729, 37-013730, 37-013731, 37-014007, 37-014008, 37-017027, 37-018804, 37-026506, 37-026512, 37-026517, 37-026518, 37-027178

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-14975	NADB-R - 1134975	2014	BRIAN F. SMITH and JENNIFER R. KRAFT	HISTORIC STRUCTURE ASSESSMENT FOR 859 NEPTUNE AVENUE ENCINITAS, CALIFORNIA	BRIAN F. SMITH AND ASSOCIATES, INC.	
SD-15664	NADB-R - 1135664	2014	Shannon L. Loftus	CULTURAL RESOURCE RECORDS SEARCH AND SITE SURVEY, AT&T SITE SD0752, 101 LEUCADIA BOULEVARD, ENCINITAS, SAN DIEGO COUNTY, CALIFORNIA 92024, CASPR# 3601000554	ACE Environmental	
SD-16127	NADB-R - 1136127	2008	Deb Dominici and Don Laylander	2007 CULTURAL RESOURCES TREATMENT PLAN NORTH COAST INTERSTATE 5 CORRIDOR	CALTRANS	
SD-16176	NADB-R - 1136176	2015	Brian F. Smith and Jennifer R. Kraft	HISTORIC STRUCTURE ASSESSMENT FOR 141 WEST LEUCADIA BOULEVARD ENCINITAS, CALIFORNIA APN 256-012-15	Brian F. Smith and Associates	
SD-16271	NADB-R - 1136271	2014	Phil Fulton	CULTURAL RESOURCE ASSESSMENT CLASS III INVENTORY VERIZON WIRELESS SERVICES 101 LA COSTA FACILITY CITY OF ENCINITAS, SAN DIEGO COUNTY, CALIFORNIA	LSA Associates	
SD-17562	NADB-R - 1137562	2018	SMITH, BRIAN F., JENNIFER R.K. STROPES, ELENA C. GORALOGIA, COURTNEY J. ACCARDY, CAITLIN A.M. FOOTE, and RYAN B. ANDERSON	BUILDING DOCUMENTATION 305 HILLCREST DRIVE, ENCINITAS, SAN DIEGO COUNTY, CALIFORNIA	BRIAN F. SMITH AND ASSOCIATES, INC.	
SD-17571	NADB-R - 1137571	2018	SMITH, BRIAN F. and J.R.K. STROPES	HISTORIC STRUCTURE ASSESSMENT FOR 305 HILLCREST DRIVE, ENCINITAS, CALIFORNIA (APN 216-082-63)	BRIAN F. SMITH AND ASSOCIATES, INC.	
SD-18575	NADB-R - 1138575; Other - COGSTONE PROJECT NUMBER: 2661	2014	KEELER, DUSTIN and SHERRI GUST	CULTURAL CONSTRAINTS FOR THE BATIQUITOS LAGOON DOUBLE-TRACK PROJECT, CITIES OF CARLSBAD AND ENCINITAS, SAN DIEGO COUNTY, CALIFORNIA	COGSTONE	37-011026
SD-18931	NADB-R - 1138931; Other - LEAD AGENCY IDENTIFIER: SCSB 18/19-SD-06	2020	STROPES, TRACY A.	CULTURAL RESOURCES MONITORING REPORT FOR THE ENCINITAS BEACH HOTEL PROJECT, ENCINITAS, CALIFORNIA	BRIAN F. SMITH AND ASSOCIATES, INC.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-19046	NADB-R - 1139046	2020	O'CONNOR, JOHN, JEREMY ADAMS, MICHAEL DEGIOVINE, LAUREL ZICKLER-MARTIN, and LISA WESTWOOD	CULTURAL RESOURCES INVENTORY AND EVALUATION REPORT 1967 NORTH VULCAN AVENUE, SAN DIEGO COUNTY, CALIFORNIA	ECORP CONSULTING, INC.	37-040584, 37-040585
SD-19338	NADB-R - 1139338; Other - SUBMITTED WITH SIITE FORMS; RNID-4926	2021	HEARTH, NICHOLAS F. and CHRIS WENDT	CULTURAL RESOURCES IDENTIFICATION MEMO REPORT FOR THE FENWAY 101 EIR PROJECT, CITY OF ENCINITAS, SAN DIEGO COUNTY, CALIFORNIA	MICHAEL BAKER INTERNATIONAL	37-039614, 37-039615
SD-20019	NADB-R - 1140019	2022	ECORP CONSULTING, INC.	CULTURAL RESOURCES INVENTORY REPORT FOR THE 241 ANDREW MULTI-FAMILY HOUSING PROJECT, SAN DIEGO COUNTY, CALIFORNIA	ECORP CONSULTING, INC.	
SD-20068	NADB-R - 1140068	2023	DANIELS, JAMES T.	CONFIDENTIAL HISTORIC PROPERTY IDENTIFICATION MEMORANDUM AND FINDINGS OF NO HISTORIC PROPERTIES AFFECTED WITH CONDITIONS FOR THE LEUCADIA STREETScape DRAINAGE IMPROVEMENTS PROJECT, CITY OF ENCINITAS, CALIFORNIA	MICHAEL BAKER INTERNATIONAL	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-024865		Other - 1058 Hymettus Ave				2003 (Tierra Environmental Services)	SD-14590
P-37-026508	CA-SDI-017404	Resource Name - W-87 (MoM)	Site	Prehistoric	AP11 (Hearths/pits) - cobble hearths; AP16 (Other) - shell; charcoal		
P-37-039614		IC Informal - RNID-4926; Resource Name - 1900 North Coast Highway 101; Other - Roberto's Mexican / Surfer's Point Resort / California Music Studios	Building	Historic	HP06 (1-3 story commercial building)	2020 (Nicholas Hearth, Chrus Wendt, Michael Baker International, Inc.)	SD-19338
P-37-039615	CA-SDI-023159	IC Informal - RNID-4926; Resource Name - FEN-001	Site	Prehistoric	AP02 (Lithic scatter)	2020 (Nicholas Hearth, Chris Wendt, Michael Baker International)	SD-19338
P-37-040550		IC Informal - RNID-5382					
P-37-040551		IC Informal - RNID-5382					
P-37-040568		IC Informal - RNID-5391					
P-37-040569		IC Informal - RNID-5391					
P-37-040570		IC Informal - RNID-5391					
P-37-040571		IC Informal - RNID-5391					
P-37-040584							SD-19046
P-37-040585							SD-19046

Attachment 3

SLF Results

NATIVE AMERICAN HERITAGE COMMISSION

May 2, 2024

James Williams
Rincon Consultants, Inc.

Via Email to: jwilliams@rinconconsultants.com

Re: North Leucadia Pedestrian and Bicycle Crossings (Rincon # 22-12507)Project, San Diego County

To Whom It May Concern:

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: Murphy.Donahue@NAHC.ca.gov

Sincerely,

Murphy Donahue

Murphy Donahue
Cultural Resources Analyst

Attachment



CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of
Luiseño Indians

EXECUTIVE SECRETARY
**Raymond C.
Hitchcock**
Miwok, Nisenan

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

Native American Heritage Commission
Native American Contact List
San Diego County
4/25/2024

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
San Diego	Barona Group of the Capitan Grande	F	Art Bunce, Attorney		(760) 489-0329		buncelaw@aol.com	Diegueno	Imperial, San Diego	7/25/2023
	Campo Band of Diegueno Mission Indians	F	Ralph Goff, Chairperson	36190 Church Road, Suite 1 Campo, CA, 91906	(619) 478-9046	(619) 478-5818	rgoff@campo-nsn.gov	Diegueno	Imperial, San Diego	
	Ewiaapaayp Band of Kumeyaay Indians	F	Robert Pinto, Chairperson	4054 Willows Road Alpine, CA, 91901	(619) 368-4382	(619) 445-9126	ceo@ebki-nsn.gov	Diegueno	Imperial, San Diego	
	Ewiaapaayp Band of Kumeyaay Indians	F	Michael Garcia, Vice Chairperson	4054 Willows Road Alpine, CA, 91901	(619) 933-2200	(619) 445-9126	michaelg@leaningrock.net	Diegueno	Imperial, San Diego	
	Iipay Nation of Santa Ysabel	F	Clint Linton, Director of Cultural Resources	P.O. Box 507 Santa Ysabel, CA, 92070	(760) 803-5694		clinton@redtailenvironmental.com	Diegueno	Imperial, San Diego	11/30/2023
	Inaja-Cosmit Band of Indians	F	Rebecca Osuna, Chairperson	2005 S. Escondido Blvd. Escondido, CA, 92025	(760) 737-7628	(760) 747-8568		Diegueno	Imperial, San Diego	
	Jamul Indian Village	F	Erica Pinto, Chairperson	P.O. Box 612 Jamul, CA, 91935	(619) 669-4785	(619) 669-4817	epinto@jiv-nsn.gov	Diegueno	Imperial, San Diego	
	Jamul Indian Village	F	Lisa Cumper, Tribal Historic Preservation Officer	P.O. Box 612 Jamul, CA, 91935	(619) 669-4855		lcumper@jiv-nsn.gov	Diegueno	Imperial, San Diego	9/5/2018
	Kwaaymii Laguna Band of Mission Indians	N	Carmen Lucas, Chairperson	P.O. Box 775 Pine Valley, CA, 91962	(619) 709-4207			Kwaaymii Diegueno	Imperial, San Diego	6/20/2023
	La Posta Band of Diegueno Mission Indians	F	Gwendolyn Parada, Chairperson	8 Crestwood Road Boulevard, CA, 91905	(619) 478-2113	(619) 478-2125	LP13boots@aol.com	Diegueno	Imperial, San Diego	
	Manzanita Band of Kumeyaay Nation	F	Angela Elliott Santos, Chairperson	P.O. Box 1302 Boulevard, CA, 91905	(619) 766-4930	(619) 766-4957		Diegueno	Imperial, San Diego	
	Mesa Grande Band of Diegueno Mission Indians	F	Michael Linton, Chairperson	P.O. Box 270 Santa Ysabel, CA, 92070	(760) 782-3818	(760) 782-9092	mesagrandeband@msn.com	Diegueno	Imperial, San Diego	
	Pala Band of Mission Indians	F	Alexis Wallick, Assistant THPO	PMB 50, 35008 Pala Temecula Road Pala, CA, 92059	(760) 891-3537		awallick@palatribe.com	Cupeno Luiseno	Orange, Riverside, San Bernardino, San Diego	11/27/2023
	Pala Band of Mission Indians	F	Shasta Gaughen, Tribal Historic Preservation Officer	PMB 50, 35008 Pala Temecula Road Pala, CA, 92059	(760) 891-3515		sgaughen@palatribe.com	Cupeno Luiseno	Orange, Riverside, San Bernardino, San Diego	11/27/2023

**Native American Heritage Commission
Native American Contact List
San Diego County
4/25/2024**

Pala Band of Mission Indians	F	Christopher Nejo, Legal Analyst/Researcher	PMB 50, 35008 Pala Temecula Road Pala, CA, 92059	(760) 891-3564		cnejo@palatribe.com	Cupeno Luiseno	Orange,Riverside,San Bernardino,San Diego	11/27/2023
Pechanga Band of Indians	F	Tuba Ebru Ozdil, Pechanga Cultural Analyst	P.O. Box 2183 Temecula, CA, 92593	(951) 770-6313	(951) 695-1778	eozdil@pechanga-nsn.gov	Luiseno	Los Angeles,Orange,Riverside,San Bernardino,San Diego,Santa Barbara,Ventura	8/2/2023
Pechanga Band of Indians	F	Steve Bodmer, General Counsel for Pechanga Band of Indians	P.O. Box 1477 Temecula, CA, 92593	(951) 770-6171	(951) 695-1778	sbodmer@pechanga-nsn.gov	Luiseno	Los Angeles,Orange,Riverside,San Bernardino,San Diego,Santa Barbara,Ventura	8/2/2023
Rincon Band of Luiseno Indians	F	Cheryl Madrigal, Cultural Resources Manager/Tribal Historic Preservation Officer	One Government Center Lane Valley Center, CA, 92082	(760) 648-3000		cmadrigal@rincon-nsn.gov	Luiseno	Los Angeles,Orange,Riverside,San Bernardino,San Diego,Santa Barbara,Ventura	5/31/2023
Rincon Band of Luiseno Indians	F	Joseph Linton, Tribal Council/Culture Committee Member	One Government Center Lane Valley Center, CA, 92082	(760) 803-3548		jlinton@rincon-nsn.gov	Luiseno	Los Angeles,Orange,Riverside,San Bernardino,San Diego,Santa Barbara,Ventura	5/31/2023
Rincon Band of Luiseno Indians	F	Laurie Gonzalez, Tribal Council/Culture Committee Member	One Government Center Lane Valley Center, CA, 92082	(760) 484-4835		lgonzalez@rincon-nsn.gov	Luiseno	Los Angeles,Orange,Riverside,San Bernardino,San Diego,Santa Barbara,Ventura	5/31/2023
Rincon Band of Luiseno Indians	F	Denise Turner Walsh, Attorney General	One Government Center Lane Valley Center, CA, 92082	(760) 689-5727		dwalsh@rincon-nsn.gov	Luiseno	Los Angeles,Orange,Riverside,San Bernardino,San Diego,Santa Barbara,Ventura	7/7/2023
San Luis Rey Band of Mission Indians	N	Carmen Mojado, Secretary of Government Affairs	1889 Sunset Drive Vista, CA, 92083	(760) 724-8505	(760) 724-2172	cjmojado@slrmissionindians.org	Luiseno	Orange,Riverside,San Diego	10/24/2023
San Pasqual Band of Diegueno Mission Indians	F	John Flores, Environmental Coordinator	P. O. Box 365 Valley Center, CA, 92082	(760) 749-3200	(760) 749-3876	johnf@sanpasqualtribe.org	Diegueno	Imperial,San Diego	8/16/2016
San Pasqual Band of Diegueno Mission Indians	F	Allen Lawson, Chairperson	P.O. Box 365 Valley Center, CA, 92082	(760) 749-3200	(760) 749-3876	allenl@sanpasqualtribe.org	Diegueno	Imperial,San Diego	
Soboba Band of Luiseno Indians	F	Joseph Ontiveros, Tribal Historic Preservation Officer	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-5279	(951) 654-4198	jontiveros@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023
Soboba Band of Luiseno Indians	F	Jessica Valdez, Cultural Resource Specialist	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-6261	(951) 654-4198	jvaldez@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023
Soboba Band of Luiseno Indians	F	Isaiah Vivanco, Chairperson	P.O. Box 487 San Jacinto, CA, 92581	(951) 654-5544	(951) 654-4198	ivivanco@soboba-nsn.com	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023
Sycuan Band of the Kumeyaay Nation	F	Cody Martinez, Chairman	Sycuan Tribal Office: 1 Kwaaypaay Court El Cajon, CA, 92019	(619) 445-2613		cmartinez@sycuan-nsn.gov	Kumeyaay	Imperial,San Diego	8/7/2023

**Native American Heritage Commission
Native American Contact List
San Diego County
4/25/2024**

Sycuan Band of the Kumeyaay Nation	F	Bernice Paipa, Cultural Resource Specialist	Sycuan Cultural Center: 910 Willow Glen Drive El Cajon, CA, 92019	(619) 445-6917		bpaipa2@sycuan-nsn.gov	Kumeyaay	Imperial, San Diego	8/7/2023
Viejas Band of Kumeyaay Indians	F	Ray Teran, Resource Management Director	1 Viejas Grade Road Alpine, CA, 91901	(619) 659-2312		rteran@viejas-nsn.gov	Kumeyaay	Imperial, San Diego	6/29/2023
Viejas Band of Kumeyaay Indians	F	Ernest Pingleton, THPO	1 Viejas Grade Road Alpine, CA, 91901	(619) 445-3810		epingleton@viejas-nsn.gov	Kumeyaay	Imperial, San Diego	6/29/2023

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 Kifer Senior Housing Project, San Diego County.

Record: PROJ-2024-002229
Report Type: List of Tribes
Counties: San Diego
NAHC Group: All

Attachment 4

DPR Forms

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

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 13

*Resource Name or #: California Southern Railroad Segment

P1. Other Identifier: Atchison, Topeka & Santa Fe Railroad (Surf Line)

*P2. **Location:** **Unrestricted**

*a. **County** San Diego **and**

*b. **USGS 7.5' Quad** Encinitas, Calif. **Date** 1968 **T** 13S; **R** 4W; NW and SW ¼ of SW ¼ of Sec 4 S.B.B.M

*b. **USGS 7.5' Quad** Encinitas, Calif. **Date** 1968 **T** 13S; **R** 4W; SW ¼ of NW ¼ of Sec 4 S.B.B.M

c. **Address** N/A **City** Encinitas **Zip** N/A

d. **UTM:** Zone 11S, 471432.073 mE/ 3659827.620mN (north endpoint) and 11S 471674.960 mE/ 3658964.733 mN (south endpoint)

e. **Other Locational Data:** All or parts of APNs 2542550200, 2542550200, 2540521400, and 2540601600

*P3a. **Description:**

The subject resource is an approximately 0.5-mile-long segment of the California Southern Railroad (California Southern) located in the Leucadia area of Encinitas. The subject segment of the approximately 170-mile-long California Southern consists of single-track, standard-gauge railroad alignment oriented north-to-south (Photos 1 and 2). The surveyed segment measures approximately 2,900 feet in length between endpoints generally corresponding to the intersection of Grandview Street and Old Highway 101 at the north and Phoebe Street and Old Highway 101 at the south. It is located in a rail right-of-way measuring approximately 73 feet wide. A raised earthen bed supports the steel rails, which are fastened to standard wood railroad ties. The bed and much of the adjacent right-of-way surface are buttressed with rock ballast. To the east of the tracks, an undeveloped portion of the right-of-way is commonly used for parking along the east side of Old Highway 101, which parallels the tracks throughout the surveyed segment. Vulcan Street follows a parallel alignment to the east of the tracks. Access to the right-of-way from Vulcan Street to the east is limited by a low post-and-cable fence.

*P3b. **Resource Attributes:** HP39. Other

*P4. **Resources Present:** Structure

P5a. Photograph or Drawing



P5b. Description of Photo:

Photo 1: Subject Railroad Segment, Facing North from Vicinity of Phoebe Street, taken 5/13/2024.

P6. Date Constructed/Age and Source:

Historic
1881-1882 (Duke 1963)

*P7. **Owner and Address:**

N/A

*P8. **Recorded by:**

Rachel Bilchak
Rincon Consultants, Inc.
8825 Aero Drive, Suite 120
San Diego, CA 92123

*P9. **Date Recorded:**

May 13, 2024

*P10. **Survey Type:**

Intensive Pedestrian

*P11. **Report Citation:**

Bilchak, Rachel, James Williams, Josh Bevan, and Margo Nayyar. 2024. Cultural Resources Assessment Letter Report for the North Leucadia Pedestrian and Bicycle Rail Crossing Project in the City of Encinitas, San Diego County, California. Rincon Project # 22-12507. June 2024.

*Attachments: Location Map Continuation Sheet Building, Structure, and Object Record Linear Feature Record

- B1. Historic Name: California Southern Railroad
- B2. Common Name: Santa Fe Railroad (Surf Line)
- B3. Original Use: Railroad
- B4. Present Use: Railroad

*B5. Architectural Style: N/A

*B6. Construction History:

The California Southern Railroad was constructed through this area from 1881 to 1882. Based on a review of historical aerial photographs and USGS topographical maps, the subject segment retains its overall historical alignment; however, as depicted in the *Oceanside, CA* USGS map produced in 1901, there was formerly a short siding that diverged from the line near present Hillcrest Drive in or near the subject segment (USGS 2024). The siding appears to have been removed by 1942 (USGS 2024). Visual observation and background research does not suggest any additional alterations of note, aside from the possible in-kind replacement of ties, rails, and ballast.

*B7. Moved? No

*B8. Related Features: N/A

B9a. Architect: N/A

b. Builder: California Southern Railroad

*B10. Significance: Theme Transportation
 Period of Significance 1881-1889

Area: Southern California

Property Type Railroad

Applicable Criteria A/1

The subject resource is a 2,900-foot-long segment of the former California Southern Railroad. While a full evaluation of the California Southern Railroad was beyond the scope of this evaluation, research for this evaluation finds the railroad as whole appears significant under National Register of Historic Places (NRHP) and California Register of historical Resource (CRHR) under Criteria A/1 and for the Encinitas Register of historic Properties as the first property of its type in the city of Encinitas. Based on the current evaluation, the subject segment would likely contribute to the significance of the resource if a future evaluation were to conclude the property is eligible for any of the above listed registers.

The subject railroad segment was constructed between 1881 and 1882 as the first phase of the California Southern Railroad, a subsidiary of the Atchison, Topeka & Santa Fe Railroad (Santa Fe or Santa Fe Railroad). The portion of the California Southern constructed between 1881 and 1882 consisted of a single-track alignment that mostly hugged the coast between National City (immediately south of San Diego) and what is now Oceanside, inclusive of the subject segment, which passes through the present-day neighborhood of Leucadia, Encinitas (the history of local development is discussed in brief below in Local History). In 1885, the railroad was completed to Barstow where it linked with another Santa Fe Railroad subsidiary, the Atlantic and Pacific Railway, to complete the Santa Fe's first transcontinental route, ultimately linking National City with Chicago (Duke 1963; Sedgwick 2021). The subject segment has significant historical association related to the California Southern and, by extension, the Santa Fe. The history of the California Southern and its relationship to important developments pertaining to the Santa Fe are discussed in more depth below in *California Southern Railroad*.

B11. Additional Resource Attributes: N/A

*B12. References: See continuation sheet.

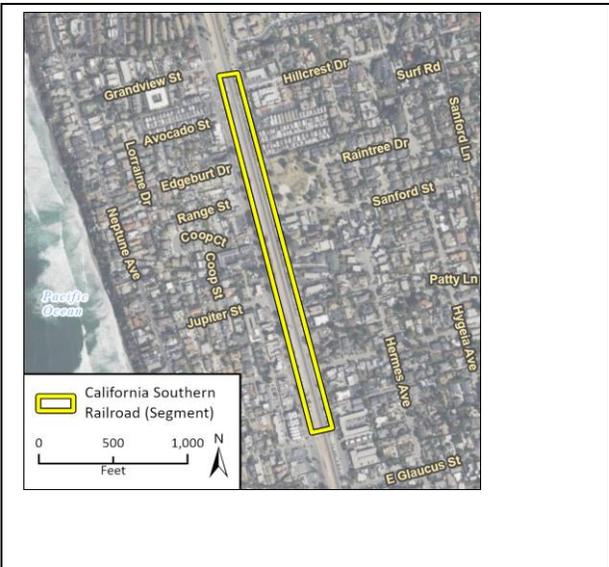
B13. Remarks:

*B14. Evaluator:

James Williams
 Rincon Consultants, Inc.
 8825 Aero Drive, Suite 120
 San Diego, CA 92123

*Date of Evaluation: May 23, 2024

(This space reserved for official comments.)



L1. Historic and/or Common Name: California Southern Railroad/Atchison, Topeka & Santa Fe Railroad (Surf Line)

L2a. Portion Described: Segment **Designation:**

b. Location of point or segment: Zone 11S, 471432.073471582 mE/ 3659827.6203659296mN (north endpoint) and 11S 471674.960 mE/ 3658964.733 mM (south endpoint)

The subject segment is located roughly between the intersections Grandview and Phoebe streets with Old Highway 101 in the City of Encinitas.

L3. Description:

The subject railroad segment consists of single-track, standard-gauge railroad alignment oriented north-to-south. The surveyed segment measures approximately 2,900 feet in length between endpoints generally corresponding to the intersection of Grandview Street and Old Highway 101 at the north and Phoebe Street and Old Highway 101 at the south. It is located in a rail right-of-way approximately 73 feet wide. A raised earthen bed supports the steel rails, which are fastened to standard wood railroad ties. The bed and much of the adjacent right-of-way surface are buttressed with rock ballast. To the east of the tracks, an undeveloped portion of the right-of-way is commonly used for parking along the east side of Old Highway 101, which parallels the tracks throughout the surveyed segment. Vulcan Street follows a parallel alignment to the east of the tracks.

L4. Dimensions:

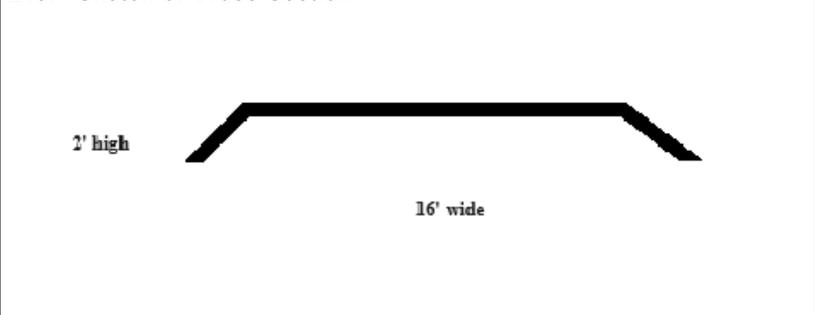
- a. Top Width: 6'
- b. Bottom Width: 16'
- c. Height or Depth: 2'
- d. Length of Segment: 0.5 mile

L5. Associated Resources: N/A

L6. Setting:

The resource is located in an urbanized area of the Leucadia neighborhood of Encinitas, California. Development is characterized by low-rise commercial and residential buildings and the former US Highway 101, which parallels the subject segment to the west.

L4e. Sketch of Cross-Section



L7. Integrity Considerations: A short siding may have been removed from the north end of the subject segment by 1942. Otherwise the subject segment generally retains integrity to its original conduction.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing

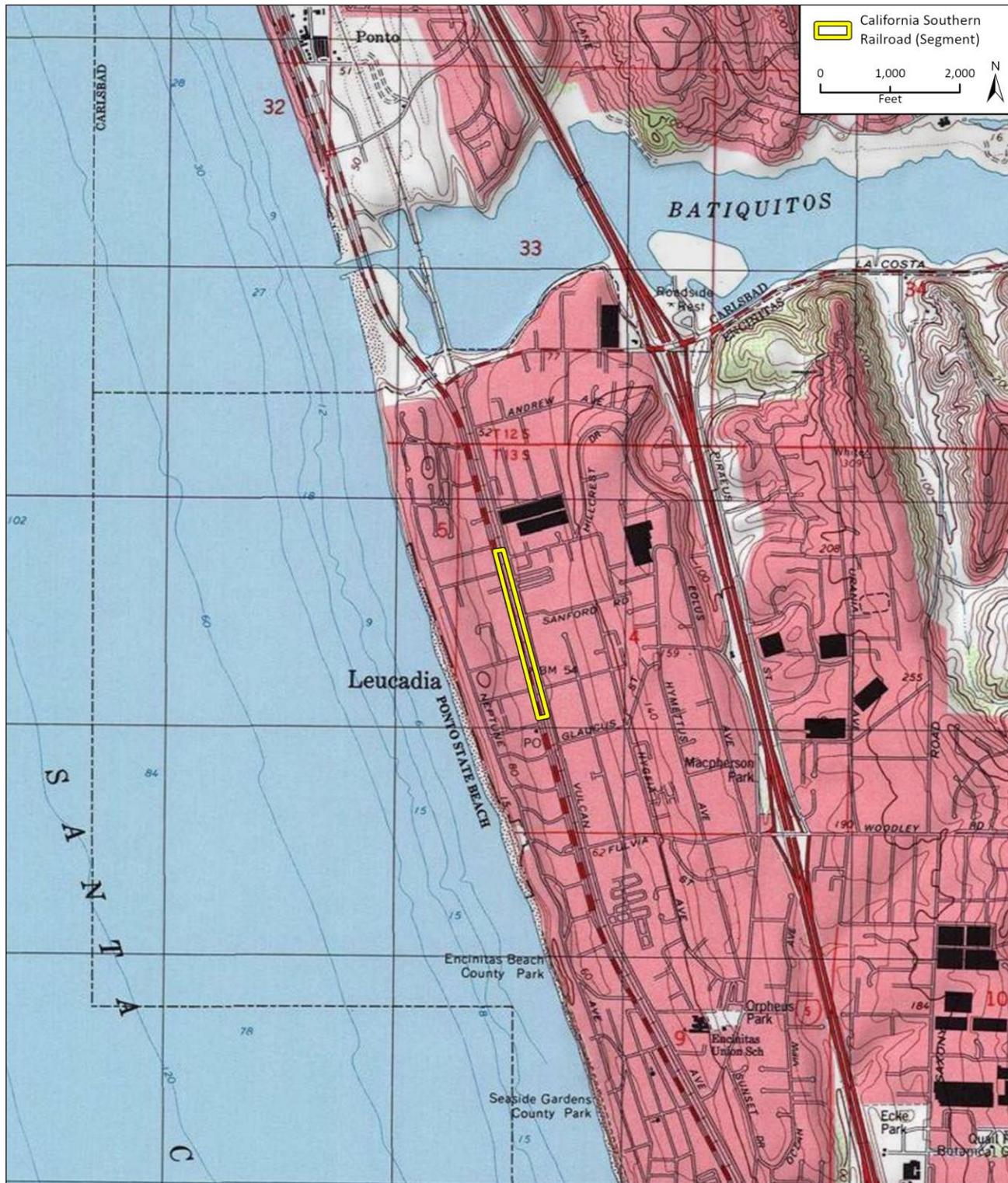
Photo 2: Subject Railroad Segment, Facing South from Vicinity of Grandview Street, taken 5/13/2024.

L9. Remarks: None.

L10. Form Prepared by:

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L11. Date: May 23, 2024



B10. Significance (continued):

The earliest available USGS topographical map of the area dates to 1893; and by the time this map was completed, the California Southern Railroad had been disbanded, and the segment between National City and Oceanside was under the control of a new Santa Fe Subsidiary, the Southern California. The 1893 map depicts the subject segment as a single-track portion of the Surf Line, paralleling the coast and an immediately adjacent road that follows the alignment of the existing Old Highway 101. Development in the area was limited; however, the incipient community of Leucadia is located to the south, and a few buildings are spaced along either side of the tracks. An 1898 edition map shows the settlement Merle near the north end of the subject railroad segment. A short siding, which is no longer extant, parallels the main track to the east (USGS 2024). It is assumed the siding was associated with the Merle flag stop, as discussed in brief in the section Local History.

In 1904, the Santa Fe Railroad began leasing and directly controlling the trackage of the Southern California Railway. Two years later, in 1906, the Santa Fe acquired the former subsidiary outright. In so doing the Santa Fe brought all rail facilities of the former California Southern and Southern California companies, including the subject segment, under the official ownership of the of the Santa Fe (Duke 1963).

The Santa Fe continued to market the name Surf Line and by the 1920s, the route hosted a popular daily passenger service between Los Angeles and San Diego, with regular stops between. As many as four trains in each direction made the 3.5 hour route each day. In many cases, trains were outfitted with Pullman sleeping cars and/or parlor cars. Passenger service along the route was reorganized in 1938, when the Santa Fe introduced the diesel-powered San Diegan service to the Surf Line. A single train, San Diegan made one round trip per day, carrying mail and passengers. Surf Line freight service in this period was principally limited to through traffic between San Diego and Los Angeles, with only limited local service (Jordan 2004).

In 1939, as World War II-era defense production began to ramp up in Southern California, the Santa Fe began making track improvements in anticipation of increased freight shipments on the Surf Line. Major improvements included the replacement of 90-pound rails with 112-pound rails (to accommodate heavier trains) and the doubling of approximately 23 miles of track along the route. In select locations, alignments were altered, such as to widen curves, and oceanfront tracks raised to minimize the threat of erosion (Jordan 2004). Available sources do not confirm the extent of the changes to the subject railroad segment, as a result of Santa Fe's improvement program. However, by 1942, USGS topographical maps show, the Merle flag stop and nearby siding were removed, though the overall alignment was maintained at this location (USGS 2024).

In 1971, Amtrak instituted its Pacific Surfliner passenger service on the route, including the subject segment, as a successor to the San Diegan. Amtrak's involvement with the route stemmed from changing patterns of personal transportation in the decades immediately following World War II. Specifically, by the late 1960s, Americans' increasing reliance on personal automobiles helped to undermine the market for passenger rail service. Amtrak, a quasi-public corporation born of efforts to forestall the demise of passenger trains in the United States, began taking over passenger routes across the United States. Among these was the former San Diegan service, which Amtrak took over in 1971 and eventually rebranded as the Pacific Surfliner. Under Amtrak, route was eventually expanded to connect San Diego and San Luis Obispo, via Los Angeles and Santa Barbara. Even as the operation of the passenger service migrated to Amtrak, the Santa Fe continued to operate freight trains on the route (Schmidt 2022). In 1989, the local Los Angeles-San Diego Rail Corridor Agency (LOSSAN, later renamed Los Angeles-San Diego-San Luis Obispo Rail Corridor) was established by transportation agencies with jurisdiction over the former route of the San Diegan. LOSSAN continues to this day to manage the Pacific Surfliner route (Gabbard 2012).

California Southern Railroad

The subject rail segment was constructed between 1881 and 1882 as part of the California Southern Railroad, the westernmost link in the Santa Fe Railroad's first transcontinental route. The following narrative is provided to highlight the significance of the California Southern in establishing the Santa Fe's presence in California.

Since the 1860s, San Diego-area boosters had advocated for the establishment of a railroad to provide a reliable terrestrial link to the region's burgeoning harbor. Foremost among these advocates was Frank W. Kimball, a National City-based businessman, whose family had invested widely in land in the San Diego area in the nineteenth century. Following the failure of a proposed Texas and Pacific Railway, Kimball entered discussions with the Southern Pacific Company to build a line to San Diego in the 1870s. In 1879, after talks with Southern Pacific proved unfruitful, Kimball turned his energies toward the competing Santa Fe Railroad, whose board approved the plan (Duke 1963). The appeal lies in that the Santa Fe had long sought a Pacific Coast terminus but had been kept by the politically powerful Southern Pacific from establishing a railroad in California and therefore, from completing a transcontinental route. For Kimball's part, the Santa Fe provided an alluring partner because the firm had not yet selected a location for its provisional terminal and could be convinced of the benefits of building a line to National City (Mellon n.d.).

The San Diego area, particularly National City, was attractive to the Santa Fe as a western terminus, primarily because of the presence of San Diego Bay, whose natural advantages as a protected harbor site were rivalled only by San Francisco Bay. However, to secure an agreement, Kimball was forced to transfer a large portion of the Kimball family's National City-area landholdings to the Santa Fe, including 486 city lots and a three-mile stretch of bay-front property. The land along the bayshore was vital to the Santa Fe's business strategy, which envisioned a link to seaborne shipping as a crucial element in competition with the Southern Pacific. A terminus on the bay in National City would place the Santa Fe's western terminus closer to shipping lane from the Eastern Seaboard than those of Southern Pacific whose service only extended as far south as Los Angeles (Duke 1963).

By early 1880, the San Diego-area railroad promoters, led by Kimball, forged an agreement with the Santa Fe. On October 12, 1880, the agreement was consummated when the Santa Fe stockholders chartered the California Southern Railroad. However, in a sign of the limited independence of the new entity, a California Southern board of directors was established that, aside from the presence of Kimball, was identical to that of the Santa Fe (Duke 1963; Dodge 1958).

Almost immediately following the incorporation of the California Southern, the railroad began building shops, a roundhouse, and a wharf along the National City bayfront, just outside its larger neighbor, San Diego. Completion of the wharf was crucial since it served as the entry point for track materials, locomotives, and other machinery shipped around the Horn to National City. Surveying and construction of the railroad began as soon as the wharf was completed. Santa Fe planners laid out a route identified as the shortest possible alignment to complete the California Southern's objective of meeting the Atlantic and Pacific tracks and forming a transcontinental connection serving the San Diego area. Generally, the California Southern tracks would proceed north from National City, before progressing inland and to the east by way of San Bernardino to connect with the wider Santa Fe system near present-day Barstow (Duke 1963).

Between 1881 and 1882, the initial stage of the California Southern line was constructed. This phase of the route, which included construction of the subject segment, ran roughly parallel to the coast from National City to the San Luis Rey River (near what is now Oceanside), before trending east to Fallbrook (Duke 1963). Trains began running to present Oceanside by January 1882 and to Fallbrook the following April (Dodge 1958).

From Fallbrook, the route proceeded northeastward along the banks of the Santa Margarita River through the Temecula Canyon. Settlers in the Temecula Canyon area warned the surveyors the route was not feasible, given the high-water levels of the Santa Margarita River during the wet season (Duke 1963). Even in the dry season when the initial surveying and construction were undertaken, the 7-mile stretch through the canyon proved to be the most problematic link in the route. Described as "even miles of solid rock," this section was characterized by cliffs with nearly perpendicular angles and featured a three-mile stretch whose topography required construction of a steep grade of 140 feet per mile. In addition, several bridges had to be constructed for crossing and recrossing the Santa Margarita River (Scharf 1979; Dodge 1958).

Much of the construction work was completed by ethnic Chinese laborers. Ah Quin, a San Diego local of Chinese ancestry, was among several contractors the railroad hired to manage construction activities (Scharf 1979). As described in an article originally published in the San Diego Historical Society Quarterly in 1979.

Throughout the construction, Ah Quin was principally concerned with recruiting men, managing the logistics of sending supplies to his workers, and supervising some of the work. He hired foremen to oversee most of the actual construction, however, because business often called him from end-of-track. In their makeshift camps the Chinese subsisted chiefly on an austere diet of rice, potatoes, and fish, which Ah Quin dispatched by rail from a store he opened in San Diego's Chinatown. Much of his income was generated by selling provisions to his men. Work on the railroad proceeded in rapid fashion, and by 1883 the line was almost completed. With the end in sight Ah Quin and other contractors began to discharge their men, retaining only enough to staff maintenance crews (Scharf 1979).

Although available sources indicate ethnic-Chinese labor teams were used to build much of the California Southern, research for this evaluation did not identify any individuals directly responsible for construction of the subject segment.

East of Temecula Canyon, the pace of construction accelerated. Not only was the terrain more favorable to construction of a railroad, and certain portions of the had already been surveyed for a failed previous attempt at establishing a railroad in the area. Together, these factors favored the extension of new trackage to Colton by way of Elsinore, approximately 127 miles from the National City terminus. The first train arrived in Colton in August 1882 (Duke 1963).

As California Southern construction proceeded north toward San Bernardino, the railroad met steep resistance from the Southern Pacific. At issue was the new railroad's plans to develop a junction crossing the Southern Pacific tracks near Colton, with the installation of a so-called "crossing frog," a device that allows a train to merge from one set of tracks to another. As a practical strategy, Southern Pacific

parked a locomotive and other rolling stock at the junction location to prevent California Southern crews from accessing the tracks. Southern Pacific also mounted a legal fight to bar the construction of the junction. However, the court ultimately decided in favor of the California Southern. Construction the California Southern was then completed to the city of San Bernardino in September 1883 (RailsWest 2024; Duke 1963).

Meanwhile, the Atlantic and Pacific was steadily making progress toward California generally west of Needles. This alarmed Southern Pacific management, who sensed the imminent completion of new transcontinental railroad was an acute threat to their railroad's dominance of the California market. However, in early 1884, completion of the through route was subject to unexpected delays. First, plans to build the California Southern east from San Bernardino stalled as a result of negotiations with Southern Pacific. The California Southern's difficulties were compounded by the heavy rains of the 1883-1884 storm season. Forty inches of rain fell in Temecula Canyon over 2 weeks, washing out a majority of the trackage through the canyon, in addition to multiple bridges. With the California Southern already teetering on the brink of insolvency, the Santa Fe stepped in, financing the reconstruction of its subsidiary's railroad through the canyon (Duke 1963). Ah Quin was again hired to manage the construction effort (Scharf 1979). The rebuilding, completed mostly by ethnic Chinese labor crews, was completed in time to allow resumption of service through the area on January 6, 1885.

Upon completion of the Temecula Canyon rebuilding effort, the same crews were then transferred to work on the Cajon Pass segment of the California Southern, the final stretch before the junction with the Atlantic and Pacific at Barstow (Scharf 1979). With rail construction progressing generally west from present-day Barstow and east from Cajon, the route was finally complete in November 1885. The junction with the Atlantic and Pacific ensured the Santa Fe had a continuous route to the Pacific Coast, with the California Southern serving the final link in the transcontinental route. About 2 weeks after the California Southern reached Barstow, it was announced the Southern Pacific and Santa Fe settled an agreement for joint use of Southern Pacific's existing tracks between Colton and Colton. This granted the Santa Fe and California Southern direct service between San Diego and Los Angeles, via Colton (Duke 1963).

Within 2 years, a Southern California real estate boom drew thousands of new settlers to Southern California, many of whom arrived via the Southern Pacific and Santa Fe transcontinental routes. Competition for fares between the two railroads was stiff. A so-called "rate war" developed, in which the firms offered increasingly lower prices for tickets to undercut the competition. Whereas a typical train ticket from points of departure east of the Mississippi River cost as much as \$125 prior to the rate war but the intense competition between the two firms pushed the cost consistently to less than \$25. However, the real estate bubble burst in 1889, dramatically reducing railroad traffic to the region and bringing the rate wars to an end (Duke 1963; Scharf 1979).

One effect of the rate wars was that Santa Fe concluded that their rental of Southern Pacific lines to Los Angeles was not profitable and the company would need to extend its own tracks to Los Angeles and throughout the region, a program that would ultimately downgrade the role of the California Southern within the Santa Fe system of railroads. This was accomplished through the acquisition of new subsidiaries and, through the subsidiaries, the expansion of the Santa Fe affiliated railroads in Southern California. As part of this expansion, the Santa Fe underwrote the construction of what would be the Surf Line between Los Angeles and San Diego (including the subject railroad segment), bypassing the California Southern's tenuous Temecula Canyon alignment. To complete the Surf Line, the San Bernardino and San Diego Railway Company was incorporated as a Santa Fe subsidiary in 1886 and began building from a junction in Santa Ana south to Oceanside, where the line would connect with the California and Southern's tracks. The opening of the Surf Line in August 1888 shortened the Santa Fe's direct route between Los Angeles and San Diego. While the Temecula Canyon segment of the California Southern was kept in operation until 1899, the Temecula Canyon segment was relegated from mainline to branch line.

Completion of the Surf Line signaled the beginning of the end of the California Southern as a business entity. Around the time of the Surf Line's completion, the California Southern main offices were relocated from San Diego to Los Angeles, a move that reflected the diminished significance of San Diego/National City terminus in the Santa Fe's business plans. In 1889, the California Southern ceased to be even a nominally independent company. That year, Santa Fe management consolidated the California Southern, Redondo Beach Railroad Company, and California Central Railway Company into a single subsidiary, under the name Southern California Railway Company. The Santa Fe leased the Southern California starting in 1904 and in 1906 acquired the former subsidiary outright, bringing all operational former California Southern rails, including the subject segment, under the direct control of the Santa Fe (Duke 1963).

Local History

The subject segment of the California Southern Railroad is located in the Leucadia neighborhood of city Encinitas. The establishment of Encinitas traces back to the early 1880s, when railroad surveyors for the California Southern identified Cottonwood Creek (in what is now downtown Encinitas) as a good location for a water stop for trains passing between National City and the present Oceanside. Access to the railroad and fresh water soon made this an ideal site for a new settlement, and in 1883, the town of Encinitas was established as the first new town along the California Southern between National City and Oceanside (City of Encinitas n.d.[a]). A railroad depot was soon established at the intersection of First and F Streets, approximately 1.75 miles south of the surveyed railroad segment, and a small commercial district soon grew around the station. The Southern California real estate boom of the 1880s brought the first significant influx of new residents to Encinitas and precipitated the establishment of some of the town's earliest public services and institutions (City of Encinitas n.d. [b]).

By comparison, the area surrounding the subject railroad segment, then outside Encinitas, remained desolate (City of Encinitas n.d. [b]). There were however halting attempts to build new communities in this area in the late nineteenth century, name those of Leucadia and Merle.

By the Late 1880s, settler E.B. Scott arrived in the area and established a residence near the railroad. San Diego Union reported in 1888 that a post office had recently been opened in Scott's. The post office and the farming settlement were named after Scott's son, whose first name was Merle. The following year, the San Diego Union reported a hotel had been erected in Merle. By 1897, the railroad's new operator, the Southern California Railway Company, established a flag stop at Merle, meaning although the railroad served settlement, it was not a regular stopping point (Rossi 2014).

Leucadia was founded around the same time Merle. In 1888, a group of settlers hired O.N. Sanford, who may have previously surveyed Encinitas, to draft a town plat. The 1893 edition of the USGS Oceanside, CA topographical map, shows Leucadia was by then manifest in a 5-by-4 gridwork of streets west of the railroad, with a scattering of houses developed on the grid (USGS 2024). Many of the community's original streets drew their names from Greek mythology, including Hygeia, Marathon, Neptune, a tradition that expanded in the twentieth century as Leucadia grew beyond its original plat (City of Encinitas n.d. [b]).

Whatever promise the railroad seemed to bring to Encinitas, Leucadia, and Merle, development remained only limited into the 1920s. Chiefly, this was because local creeks were not sufficient to support development at a scale envisioned by the area's boosters. This issue was remedied in the 1922 with the establishment of the San Dieguito Irrigation District, which acquire rights to draw water from Hodges Dam, erected four years earlier. With a reliable water supply, real estate firms took a new interest in the Encinitas area. The South Coast Land Company, one of the region's largest developers, took a leading role in the development of Leucadia. In 1924, the company subdivided the area east of the highway, roughly between the present Leucadia Boulevard and Stanford Street, an area adjacent to the southern project site. The subdivision was dubbed South Coast Park and promoted as "the principal subdivision in point of both area and population containing 1,050 acres under irrigation" (City of Encinitas n.d. [b]). The success of the subdivision was such that South Coast Land Company added two new units were added on the coastal side of the highway in 1925 and 1927. It was around this time that the place name Merle fell out of general use, giving way to Leucadia (City of Encinitas n.d. [b]).

Reliable irrigation also lured agriculture to the area. The local floral industry is thought to have started with the efforts of Thomas McLoughlin in 1924. McLoughlin was president of the South Coast Horticultural Association and played a central role in the operation of the Encinitas Mid-Winter Flower Shows between 1925 and 1935. Avocados were also a key crop early in Leucadia's history. To capitalize on the fruit's newfound popularity in the 1920s, local farmers were planted along Vulcan Street (which parallels the subject railroad), and homeowners were encouraged by local nurseries to plant avocado trees in their yards (City of Encinitas n.d. [b]).

The rising popularity of the automobile, along with the region's mild climate, led to the development of a local tourism industry along Old Highway 101 in the 1920s and 1930s. Eucalyptus and cypress trees planted in the late 19th century shaded the roadside local, a respite for travelers who approached the settlement through the unshaded coastal plains, while new services for travelers such as gas stations, produce booths, tourist camps, and restaurants began to sprout up along the roadside (City of Encinitas n.d. [b]). Historical aerial photographs from 1947 and 1953 show that, even as auto-related commerce increasingly filled lots along west side of the Old Highway 101 corridor, new development in Leucadia remained limited and much of the area surrounding the subject railroad segment was still agricultural. However as depicted in 1963 and 1967 aerial photographs, California's Post-World War II-era population boom began to affect the area, resulting substantial new residential development on the former farms generally east and west of the subject rail segment (NETR Online 2024). In 1986, Leucadia, along with Cardiff-by-the-Sea and New Encinitas were merged with Encinitas into a single incorporated city (City of Encinitas 2024). Historical aerial photographs taken between 1986 and 2020 show the Leucadia area, including that surrounding the subject railroad segment, has generally maintained a consistent urbanized character since incorporation, with commercial properties concentrated along Old Highway 101 and dense residential development elsewhere (NETR Online 2024).

Historical Resources Evaluation

National Register of Historic Places and California of Historical Resources

Criteria A/1 - The subject railroad segment was originally constructed in 1881-1882 as part of the California Southern Railroad, a subsidiary of the Santa Fe Railroad. The California Southern was incorporated in 1880 as a joint project of the Santa Fe and a group of San Diego-area interests led by National City-based businessman Frank Kimball. While Kimball envisioned the railroad as a means of stimulating development in National City, where his family had significant holdings in real estate, management of the Santa Fe, led by William Barstow Strong, were interested in extending the firm's rail network into California, where the Southern Pacific was the dominant force in the railroad industry. Between 1881 and 1885, the Southern California was constructed generally north and northeast from National City to connect with another Santa Fe Subsidiary the Atlantic and Pacific Railroad near Barstow. As such, completion of the California Southern provided the Santa Fe its long-sought foothold in California. Thus, establishment of the California Southern allowed the Santa Fe to meet two key business goals, first, breaking the Southern Pacific's dominance in the California market and, second, completing a transcontinental route, albeit through subsidiaries, that connected the Midwestern United States with the Pacific Coast. Completion of the transcontinental route proved almost instantaneously advantageous to the Santa Fe. As the Southern California real estate boom of the late 1880s began to draw new settlers to the region, the Santa Fe capitalized on the onslaught of rail-bound travelers to emerge as a serious rival to the business might of Southern Pacific, and in the coming years the secured a lasting presence in Southern California, as in much of the United States. Because of its role in establishing the Santa Fe's presence in California and in forging an important transcontinental railroad route, the California Southern is significant under Criterion A/1 in the theme Transportation. Its period of significance begins in 1881 with the start of construction of the railroad and concludes in 1889, when the California Southern was merged with two other Santa Fe subsidiaries to form the California Central Railroad, at which time the road lost its managerial independence from the Santa Fe.

While this evaluation finds the California Southern has demonstrable historical significance, an assessment of the boundaries, condition, and integrity of the full length of the California Southern Railroad alignment is beyond the scope of the present evaluation; therefore, it is not currently known whether the railroad as a whole is eligible for listing under Criteria A/1. However, the current evaluation recommends that the subject segment of the California Southern, which was constructed during the initial phase of development between 1881 and 1882, would likely contribute to the significance of the California Southern if it were later to be found eligible for historical designation under Criteria A/1. For one, it was constructed during the period of significance as part of the initial phase of development and shares the same associations with the California Southern's role in the development of the Santa Fe between 1881 and 1889.

Research for this evaluation did not find that the California Southern is historically significant due to any other associations. Evidence does not indicate the subject railroad was significant due to associations with the Southern California Railway Surf Line, the Santa Fe, Amtrack, or any other entity with a direct role in the use or management of the tracks after the closure of the California Southern Railroad Company. All evidence suggests the route served the function of an ordinary freight and passenger railroad with no singularly significant role in event important to the development of transportation facilities. Additionally, although the California Southern and the Southern California's/Santa Fe's Surf Line helped to spur some settlement of Encinitas and the area now comprising the Leucadia neighborhood in the late nineteenth and early twentieth centuries, growth in the area remained only limited for approximately four decades after the tracks were first completed in the 1880s. Indeed, significant residential and agricultural development did not occur in and around Encinitas until the 1920s, when real estate companies were first able to capitalize on the availability of modern water utilities and the improved Highway 101, to help induce home buyers to settle in the area in large numbers. Therefore, intensive development of the area is only partially attributable to the railroad, and the resource is not significant for any associations with local development in this area. Research for this evaluation did not identify any other context in which the subject railroad segment may be considered significant.

Criteria B/2 - The most plausible candidate for the subject railroad's significance under Criterion B is Frank W. Kimball whose efforts convinced the Santa Fe to locate their western transcontinental terminus in National City. However, despite this contribution, Kimball is not significant for the planning or operation of the California Southern so much as for his role in convincing Santa Fe management to locate their Pacific Coast terminus in National City. As such, any resource significant due to such associations with Kimball would likely be rooted geographically in National City. Research did not suggest the subject railroad segment is singularly representative of the important achievements of any other figure associated with the California Southern, the Southern California Railway, the Santa Fe or any other associated rail operator. As such, the resource is recommended ineligible under Criteria B/2.

Criteria C/3 - Available evidence does not suggest the subject rail segment would contribute to the significance of the former California Southern or any successor railroad under Criterion C/3 due to its engineering or construction. Sources describing the design and construction of the subject railroad, suggest that on the whole, the railroad was not the product of notable engineering or construction methods. While further research may indicate portions of the California Southern or another successor railroad evinces superior design or construction qualities, the subject segment, which is on stable, generally level terrain and follows a straight alignment, exhibits no remarkable design or construction characteristics and would not contribute to any significant railroad segments under Criteria C/3.

Criteria D/4 - The subject railroad segment is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or railroads constructed in the late nineteenth century. Therefore, this object is recommended ineligible for listing under Criteria D/4.

Integrity

The property retains integrity of location, design, materials, feeling, and association to the period of its significance, 1881-1889. As discussed below, its integrity of setting and workmanship are not highly relevant to whether the property conveys its historical significance.

Location is the place where the historical resource was constructed or the place where the historic event occurred. The railroad segment has not been relocated or realigned and therefore maintains its integrity of location.

Design is the combination of elements that create the form, plan, space, structure, and style of the property. Direct changes to the resource's design include the possible removal of a short siding; however, the segment essentially retains its original design as a principally single-track, standard-gauge railroad segment consisting of an earthen bed, wood ties, and steel rails, all of which follow a roughly straight north-to-south alignment. Therefore the railroad segment retains its integrity of design.

Setting is the physical environment of a historic property. Although urban development in the surrounding area has dramatically changed the segment's formerly rural, agricultural surroundings such that the property has lost much of its integrity of setting, the resource's setting is not important in conveying its historical significance, which relates to the business goals and performance of the California Southern vis a vis its parent company, the Santa Fe.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Despite the likely replacement of rails during the Santa Fe's upgrades of the late 1930s, and likely routine replacement of such as ballast and ties, the replacement materials main are consistent with historical railroad elements, which are characterized by a predominantly single-track railroad alignment with steel rails, wood ties, and an earthen bed. Therefore, the subject railroad segment sufficiently retains its integrity of materials to convey its historical associations.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Because railroads, including the subject segment, are characterized by standardized methods of construction, integrity of workmanship is not a highly important consideration in this case.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The subject railroad segment retains physical features consistent with those of a late nineteenth century railroad and, as such, continues to exhibit its historical character. Therefore, its integrity of association is intact.

Association is the direct link between an important historic event or person and a historic property. The subject railroad segment retains physical features to convey its historical links to the late nineteenth century development of the California Southern and, as such, continues to exhibit its historical character. It therefore retains integrity of association.

Character-defining features include:

- Original alignment
- Earthen bed
- Wood ties
- Steel rails
- Broad and otherwise undeveloped right-of-way

Boundary Justification

The boundary of the subject segment is roughly between the Grandview Street on the north and Phoebe Street on the south, with the east and west boundaries defined by the legal parcels on which the railroad segment is located (APNs 2542550200, 2542550200, 2540521400, and 2540601600). This segment was limited by the project-related survey completed as part of the environmental review process.

Encinitas Register of Historic Places Evaluation

The requirements and criteria for listing of a property on the (ERHP) are provided below in italics, each followed by an assessment of the subject resource's eligibility under the criterion (City of Encinitas 2017). As discussed below, it is recommended provisionally that the subject railroad segment may contribute to the significance of the California Southern Railroad if a full evaluation were to find it eligible for listing in the ERHP.

All historical resources must demonstrate their significance by meeting one of the following requirements in this section and, additionally, must be fifty (50) years of age or older. Resources less than fifty (50) years old will be considered for designation only if they possess exceptional design merit or historical significance that transcends the fifty-year age requirement. Landmarks must be visibly accessible from a public thoroughfare.

The California Southern Railroad meets the requirements for consideration because it is more than 50 years of age and is visible from the public right-of-way.

The property is the first, last, only, or most significant historical property of its type within the City. If a property has lost its historic appearance (integrity) it may be listed as a site.

Constructed between 1881 and 1882, the subject segment of the California Southern Railroad is part of the first railroad established in what is now the city of Encinitas. As discussed above in the NRHP/CRHR evaluation, the subject segment has sufficient integrity to convey associations dating to its original development and early period of operation. As such, it is recommended the subject segment would contribute to the significance and eligibility of the California Southern if a full evaluation were to find it eligible for listing in the ERHP.

The property is associated with an individual or group having a profound influence on the history of Encinitas. The primary influence should be the place(s) of achievement of an individual. Birthplace, death place, or place of interment shall not be a consideration unless something of historical importance is connected with his/her birth or death. If a property has lost its historic appearance (integrity) it may be listed as a site.

Research for this evaluation did not find evidence the subject railroad, in any of its incarnations, is associated with any individual or group who made significant contributions to the history of Encinitas. While the railroad is associated with Frank W. Kimball, who may qualify as a significant individual, there is no evidence his significant contributions have any associations with Encinitas.

The property is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction, or it is one of the more notable works, or the best surviving work in a region of a pioneer architect, designer, or master builder. An architectural landmark must have excellent physical integrity, including integrity of location. An architectural landmark generally will be considered on its original site, particularly if its significance is basically derived from its design relationship to its site.

Visual observation and background research suggest the subject railroad segment is a relatively ordinary railroad segment that does not embody any significant construction techniques or associations with master designers or builders. Further, background research, including a review of secondary sources related to the California Southern, Santa Fe, and other entities associated with the railroad, found no evidence any portion of the railroad within the city of Encinitas is considered exemplary, due to its design, construction, or associations with any master designer or builder. The subject railroad segment therefore does not meet this criterion.

The property is in a unique location and contains exceptional architectural characteristics representing an established and familiar visual feature of a neighborhood, community, or the city. The resource value of a property is defined by its location such that, if located elsewhere, would not be considered historically significant, or the property is an integral part of the physical, aesthetic and historical character of its surrounding environment, or its presence significantly contributes to an understanding of the history of Encinitas. As an example, automobile-related uses (motor courts, inns, and gas stations) along Coast Highway 101 that provide important past examples of the advent of the automobile era reinforce the highway heritage of Encinitas.

Although the property may occupy a unique location, given its route runs parallel to Old Highway 101, a major surface street throughout the city, and is an established and familiar visual feature of the city, as discussed above, it lacks exceptional design qualities and therefore does not meet all aspects of this criterion.

In summary, the resource contributes to the potential eligibility of the California Southern for the NRHP, CRHR, and ERHP at the local level of significance. The California Southern is significant under NRHP/CRHR Criteria A/1 for its association with the establishment of the Santa Fe's presence in California and the firm's opening of an important transcontinental railroad route. Because a full survey of the California Southern was beyond the scope of this evaluation, it is not currently known whether the railroad as a whole retains sufficient integrity to qualify for listing in the NRHP, CRHR, or ERHP. However, based on the results of this evaluation, the subject railroad segment retains sufficient integrity that it would contribute to the significance and eligibility of the California Southern as a

whole if a subsequent evaluation were to find the railroad eligible. The subject railroad segment has a period of significance of 1881 to 1889 corresponding to the years in which it was operated by the California Southern. The boundary of the subject segment is roughly between Grandview Street on the north and Phoebe Street on the south, with the east and west boundaries defined by the legal parcels on which the railroad segment is located (APNs 2542550200, 2542550200, 2540521400, and 2540601600). The evaluated segment was limited by the project-related survey completed as part of the environmental review process. For the purposes of this evaluation, the subject rail segment is assumed to be a historical resource as defined by CEQA Section 15064.5(a).

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*Resource Name or # California Southern Railroad

*Recorded by: R. Bilchak, Rincon Consultants, Inc.

*Date: May 13, 2024

Continuation

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

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 7

*Resource Name or #: National Geodetic Survey Marker U 1307

P1. Other Identifier:

*P2. Location: Unrestricted

*a. County San Diego and

*b. USGS 7.5' Quad Encinitas, Calif. Date 1968 T 13S; R 4W; SE ¼ of NW ¼ of Sec 4 S.B.B.M

c. Address None City Encinitas Zip 92024

d. UTM: Zone 11S, 471659.88 mE/ 3659046.48 mN

e. Other Locational Data: National Geodetic Survey marker is set within a PVC or similar pipe within ballast in railroad right of way, immediately to the west side of N. Vulcan Avenue, approximately 420 feet north of E. Glaucus Street.

***P3a. Description:**

This National Geodetic Survey (NGS) Marker is identified as U 1307, a vertical control point, and appears to have been installed in 1978, based on a year marked stamped into the marker, and data provided by the National Oceanographic and Atmospheric Administration (NOAA) NGS Map database (NOAA 2024). The mark is placed within a PVC pipe that is embedded into railroad ballast within the railroad right of way located immediately to the west of N. Vulcan Avenue. The disk-shaped marker is made of galvanized steel and is approximately four inches in diameter. Text stamped into the marker reads "For information or to report damage write the Director National Geodetic Survey Washington, D.C." The marker appears to be in good condition.

*P3b. Resource Attributes: HP39. Other

*P4. Resources Present: Object

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



P5b. Description of Photo:

Photo 1: Detailed view of NGS Survey Marker U137, with scale and north arrow. Taken 5/13/2024.

P6. Date Constructed/Age and Source: Historic
1978 (NOAA 2024)

***P7. Owner and Address:**
North San Diego County Transit
Development Board
810 Mission Avenue
Oceanside, CA 92054

***P8. Recorded by:**
Rachel Bilchak
Rincon Consultants
8825 Aero Drive #120
San Diego, CA 92123

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

***P10. Survey Type:**
Intensive.

***P11. Report Citation:**

Bilchak, Rachel, James Williams, Josh Bevan, and Margo Nayyar. 2024. Cultural Resources Assessment Letter Report for the North Leucadia Pedestrian and Bicycle Rail Crossing Project in the City of Encinitas, San Diego County, California. Rincon Project # 22-12507. June 2024.

*Attachments: Location Map Continuation Sheet Building, Structure, and Object Record

- B1. Historic Name: None.
- B2. Common Name: None.
- B3. Original Use: National Geodetic Survey Vertical Control Mark
- B4. Present Use: National Geodetic Survey Vertical Control Mark
- *B5. Architectural Style: None.
- *B6. Construction History: Originally installed in 1978. No apparent alterations have occurred.

*B7. Moved? No Date: N/A Original Location: Yes.

*B8. Related Features: None.

B9a. Architect: None. b. Builder: National Geodetic Survey
 *B10. Significance: Theme: Science/Technology Area: United States
 Period of Significance 1978 Property Type NGS Vertical Control Mark Applicable Criteria None.

National Geodetic Survey Marker U 1307 was evaluated for eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, and the City of Encinitas Register of Historic Property. The vertical control mark is recommended ineligible under all evaluative criteria due to a lack of historical and engineering significance.

(See Continuation Sheet)

B11. Additional Resource Attributes: None.

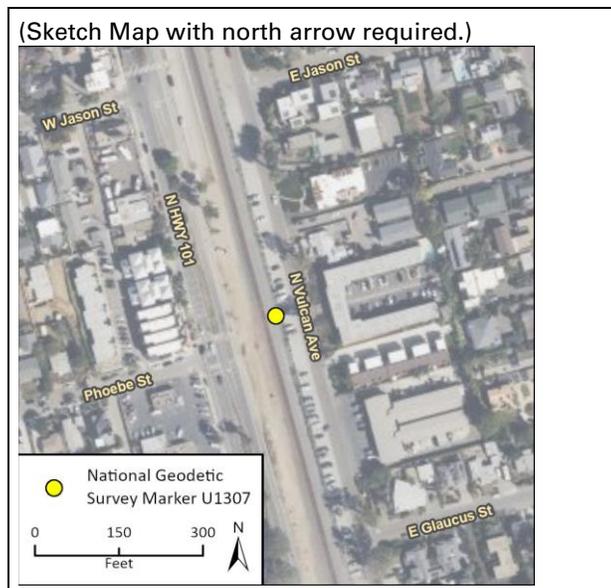
*B12. References: See Continuation Sheet.

B13. Remarks: None.

*B14. Evaluator: Josh Bevan, AICP, MSHP – Rincon Consultants

*Date of Evaluation: June 21, 2024

(This space reserved for official comments.)





National Geodetic Survey

The National Geodetic Survey (NGS) was established as the Survey of the Coast by President Thomas Jefferson in 1807 (NOAA 2021). The program is currently managed by the National Aeronautic and Atmospheric Administration (NOAA) and is considered a vertical control network, which helps to locate points on the Earth's surface to support accurate position measurement in "construction, boundary definition, navigation, and the prediction and monitoring of changes the topography," as explained by NOAA (NOAA 2020). The following historical background on the development of vertical control networks by NGS and predecessor organizations is excerpted from NOAA's *Manual NOS NGS 3 Geodetic Leveling* provides the following historical background on the NGS's development:

Since ancient times, the ability to locate widely separated points on the Earth's surface has been of vital interest to public commerce and defense. [...] To provide accurate positions over the entire globe, a detailed knowledge about the size and shape of the Earth is critical. The pursuit of this knowledge is the science of geodesy.

Traditionally, points on the surface of the Earth have been located by assigning geographic positions and elevations. Geographic position (latitude and longitude) is determined by surveying techniques such as triangulation, trilateration, and traverse, which determine horizontal distances and directions between points. Elevations are obtained by techniques that determine vertical differences between points. These include differential leveling, trigonometric leveling, and observing changes in atmospheric pressure. Modern satellite and inertial systems determine geometric distances, in three dimensions, that can be converted to both geographic positions and elevations above an ellipsoid. Because of the differences in surveying techniques, separate networks of horizontal and vertical control have evolved. However, all geodetic networks have in common the fact that measurements are made with instruments oriented to the Earth's gravity field. An interconnected system of points, each of which is assigned an elevation referred to a common surface, is called a vertical control network. Since geodetic leveling has in the past provided, and continues to provide, the most accurate means for measuring precise elevation differences, a vertical network typically consists of lines of control points, reflecting the progression of leveling from point to point. Vertical control networks provide elevations for many purposes: from localized construction projects to studies of widespread motions of the Earth's crust. [...]

Although some leveling was undoubtedly conducted locally in the United States (primarily to tidal bench marks) prior to the Revolutionary War and by the U.S. Coast Survey upon its establishment in 1807, the first recorded effort was a geodetic leveling project by the U.S. Coast Survey in 1856-57. [...] In 1871 the Coast Survey formulated plans for a transcontinental arc of triangulation along the 39th Parallel. It quickly became apparent that accurate elevations would be required to reduce the triangulation data along the route. After Congress authorized the survey in 1876, new leveling instruments were designed and fabricated by the Coast Survey. These were used on the first transcontinental leveling in 1875. The first benchmark was set in the courthouse at Hagerstown, Md. The line of "geodesic" leveling proceeded west with interruptions, reaching St. Louis, Mo., in 1882. [...] In 1899 the transcontinental line reached within a few miles of Cheyenne, Wyo., and it was completed to the tide gage at Seattle, Wash., in 1905. Other lines were leveled, in cooperation with the Corps of Engineers, along portions of the Mississippi River and its major tributaries. [...]

Important contributions to the growing network of geodetic leveling were also made by railroad companies, which relied on leveling to support the construction and maintenance of their extensive track systems. Principal contributors were the Pennsylvania Railroad and the Baltimore and Ohio Railroad. In addition, almost all of the early leveling by the Federal Government was performed along railroad routes because they provided almost the only available cleared routes without excessively steep grades. [...]

By 1900 geodetic leveling by the Coast and Geodetic Survey and other agencies had become so extensive that a general adjustment of the results became necessary to obtain consistent and accurate elevations for all control points. Data from 21,095 km of leveling were obtained by the Coast and Geodetic Survey from the U.S. Geological Survey, the Corps of Engineers (U.S. Lake Survey, Mississippi River Commission, Missouri River Commission, Deep Waterways Commission, and others), and the Pennsylvania Railroad.

The adjustment of this, the first national network, produced elevations for about 4,200 control points that were referred to mean sea level as determined at the following tide gages: Boston, Mass., New York, N. Y., Sandy Hook, N.J., Washington, D.C., and Biloxi, Miss. A connection to sea level on the Pacific coast had not yet been obtained [...]

In 1907 another 6,500 km of new work had been completed, including the transcontinental leveling through Wyoming, Utah, Idaho, Oregon, and Washington to connect with the tide gage at Seattle, Wash. To utilize the new data the adjustment of 1907 was made. At that time, the network included a total of 38,359 km of leveling and about 9,100 control points. As a matter of expediency, the elevations of most points in the eastern United States were not changed. [...]

After the previous period of comparatively short intervals between adjustments, 17 years elapsed before the network was adjusted again. In the meantime, it had become more extensive and complex, and included many more sea-level connections. The General Adjustment of 1929 incorporated 75,159 km of leveling in the United States [...]

In 1929, NGS created the National Geodetic Vertical Datum of 1929 (NGVD 29), based on compiled vertical benchmark data. World War II led to a pause in regular geodetic activities as much of the effort was redirected to surveys at defense facilities in the U.S. and Caribbean (Dracup 1994). In 1988, NGVD 29 was adjusted and called the North American Vertical Datum of 1988 (NAVD 88). NAVD 88 is the most commonly used vertical datum in the United States today (NOAA n.d.). NGS continually conducts vertical control projects across the country. Over 600,000 km of leveling through the U.S. has been added to the national network since 1929 (NOAA 2020).

U 1307

NOAA's NGS Map identifies the subject marker as U 1307, a vertical control mark (also referred to as vertical control disk). The NGS Map data describes U 1307 as a galvanized steel rod without a sleeve. According to the NGS Data Sheet for this marker, it was installed (monumented) in 1978. Research for this study did not identify a specific program of the NOAA/NGS with which the subject marker's installation was associated, beyond routine, periodic surveying and updating of the NGS database. U 1307's location and status were most recently recorded by NOAA/NGS in 1987. The earliest description of the marker provided in the Data Sheet states "9' across the Atchinson, Topeka, and Sante Fe Railway from the Post Office, 31.5 ft. north of signal light number 2361, 16 ft. east of the east rail of the tracks, 49.4 feet west of the center line of Vulcan Avenue, 2.5 feet north of the northeast corner of a 3 ft. by 5 ft. railroad utility box, .5 ft. below the ground access to which is had through a 4 inch plastic screw cap" (NOAA 2024). When observed in 1987, the marker was described as in good condition (NOAA 2024). As of this evaluation, the marker appears to remain at its approximate original location and its site characteristics (embedded in railroad ballast) remains consistent.

NRHP/CRHR Evaluation

This object is recommended ineligible for listing in the NRHP and CRHR under all evaluative criteria due to a lack of architectural and historical significance.

Criterion A/1 - This NGS survey marker was installed in 1978 as part of ongoing geodetic surveying and leveling conducted by the NGS across the United States. Although part of a nationwide program related to the network of vertical control marks, marker U 1307 does not appear to be an individually significant marker for having played a significant role in the history of NGS, its establishment, any of the agency's significant survey efforts, significant advancements in the field of earth science-related and related developments, or community planning and development. Therefore, this object is recommended ineligible under Criterion A/1.

Criterion B/2 - This NGS survey marker is not directly associated with any persons who made significant contributions to history. The NGS program relies on the work of many individuals across the nation, from executives to field staff in conducting the routine and continual operations of the program. This survey marker represents a component of the national system but does not bear a strong association with any individuals. Therefore, this object is recommended ineligible under Criterion B/2.

Criterion C/3 - This NGS survey marker does not appear to be individually significant under Criterion C/3. This marker is made of galvanized steel and is surrounded by a PVC pipe. Its material characteristics are standard materials used for such objects. No aspects of the markers design stand out as individually significant, or rare. Therefore, this object is recommended ineligible under Criterion C/3.

Criterion D/4 - Finally, this NGS marker is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of information pertaining to significant events, people, architectural style, or commercial buildings constructed in 1978. Therefore, this object is recommended ineligible for listing under Criterion D/4.

Encinitas Register of Historic Property Evaluation

The requirements and criteria for listing of a property on the Encinitas Register of Historic Property (ERHP) are provided below, each followed by an assessment of the subject resource's eligibility under the criterion (City of Encinitas 2017):

All historical resources must demonstrate their significance by meeting one of the following requirements in this section and, additionally, must be fifty (50) years of age or older. Resources less than fifty (50) years old will be considered for designation only if they possess exceptional design merit or historical significance that transcends the fifty-year age requirement. Landmarks must be visibly accessible from a public thoroughfare.

Although NGS Marker U 1307 is not 50 or more years old, it does meet the 45-age threshold for historical resources consideration typically recommended by the California Office of Historic Preservation for use in the environmental review of planning projects. The resource is also visible from the public right-of-way. As such it meets the City's requirements for consideration for ERHP eligibility.

The property is the first, last, only, or most significant historical property of its type within the City. If a property has lost its historic appearance (integrity) it may be listed as a site.

This NGS survey marker is not identified as the first, last, only, or most significant historical property of its type in the City of Encinitas. This marker was installed in the recent past, 1978, and is less than 50 years old as of this evaluation. Nonetheless, the marker has not been found to have historical significance to the City's history or broader themes (Earth science, community planning and development) in local, regional, or national contexts. Therefore, it is recommended ineligible under this criterion.

The property is associated with an individual or group having a profound influence on the history of Encinitas. The primary influence should be the place(s) of achievement of an individual. Birthplace, death place, or place of interment shall not be a consideration unless something of historical importance is connected with his/her birth or death. If a property has lost its historic appearance (integrity) it may be listed as a site.

As noted above in the NRHP/CRHR evaluation, this NGS survey marker is not associated with any persons who made significant contributions to history and it is not a place of work. Therefore, it is recommended ineligible under this criterion.

The property is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction, or it is one of the more notable works, or the best surviving work in a region of a pioneer architect, designer, or master builder. An architectural landmark must have excellent physical integrity, including integrity of location. An architectural landmark generally will be considered on its original site, particularly if its significance is basically derived from its design relationship to its site.

As noted above in the NRHP/CRHR evaluation, this NGS survey marker is one component within an extensive national network of vertical control points under the NGS, managed by NOAA. This marker installed in 1978 is less than 50 years old and is of a standard design for such features of the NGS system. It is one of several markers of similar use in the City and does not possess exceptional design merit. Therefore, it is recommended ineligible under this criterion.

The property is in a unique location and contains exceptional architectural characteristics representing an established and familiar visual feature of a neighborhood, community, or the city. The resource value of a property is defined by its location such that, if located elsewhere, would not be considered historically significant, or the property is an integral part of the physical, aesthetic and historical character of its surrounding environment, or its presence significantly contributes to an understanding of the history of Encinitas. As an example, automobile-related uses (motor courts, inns, and gas stations) along Coast Highway 101 that provide important past examples of the advent of the automobile era reinforce the highway heritage of Encinitas.

This NGS survey marker is a component of a national network of vertical control points. Its location is tracked over time by NGS and periodically updated to account for elevation adjustments. Although the marker's location is important to its purpose, it does not appear to be significant for being a familiar visual feature, or an integral part of the physical, aesthetic, or historical character of its surrounding environment. The marker is not highly visible and has existed for less than 50 years. The marker does not exhibit characteristics of exceptional design or architectural character. Therefore, it is recommended ineligible under this criterion.

B12. References (Continued):

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