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

FILED
03/21/25
04:59 PM
A2503014

Exhibit D

ENCINITAS – LEUCADIA PED AND BIKE CROSSING CATEGORICAL EXEMPTION MEMO

RINCON CONSULTANTS, INC. SINCE 1994

Rincon Consultants, Inc.

8825 Aero Drive, Suite 120
San Diego, CA 92123

760 918-9444

info@rinconconsultants.com
www.rinconconsultants.com

August 01, 2024
Project No: 22-12507

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

Subject: CEQA Categorical Exemption Memorandum for the North Leucadia Pedestrian and Bicycle Rail Crossing Project in the City of Encinitas, San Diego County, California

Dear Mr. Williams:

This memorandum provides an analysis to support the determination by the City of Encinitas (the lead agency) that the proposed North Leucadia Pedestrian and Bicycle Rail Crossing Project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 of Title 14 of the California Code of Regulations.

Project Location

Two crossings would be constructed in the city of Encinitas (city) as part of the proposed North Leucadia Pedestrian and Bicycle Rail Crossing Project (proposed project). Figure 1 shows the project in a regional context and Figure 2 shows the project sites at a local scale. The first crossing would span from Vulcan Avenue, between Coral Cove Way and Hillcrest Drive, to Highway 101, south of Grandview Street. The second crossing would span from Vulcan Avenue, between Jason Street and Glaucus Street, to Highway 101, south of Phoebe Street. The project sites are currently developed with the existing rail corridor and are surrounded by residential development to the east with commercial and residential development to the west. The General Plan land use designation and zoning designation for both project sites is Transit Corridor (TC). The TC zoning designation is intended to preserve public transportation rights-of-way, and does not include an allowed density or intensity of development.

Project Background

The North County Transit District's (NCTD) Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, which runs north-south through the downtown and coastal areas of the city, bisects the community of Leucadia and creates a physical impediment to safe pedestrian and bicycle crossing. Existing pedestrian and bicycle crossings are available at La Costa Avenue to the north and Leucadia Boulevard to the south, but there are no legal crossings in the 1.2-mile section between these two locations.

Figure 1 Regional Project Location

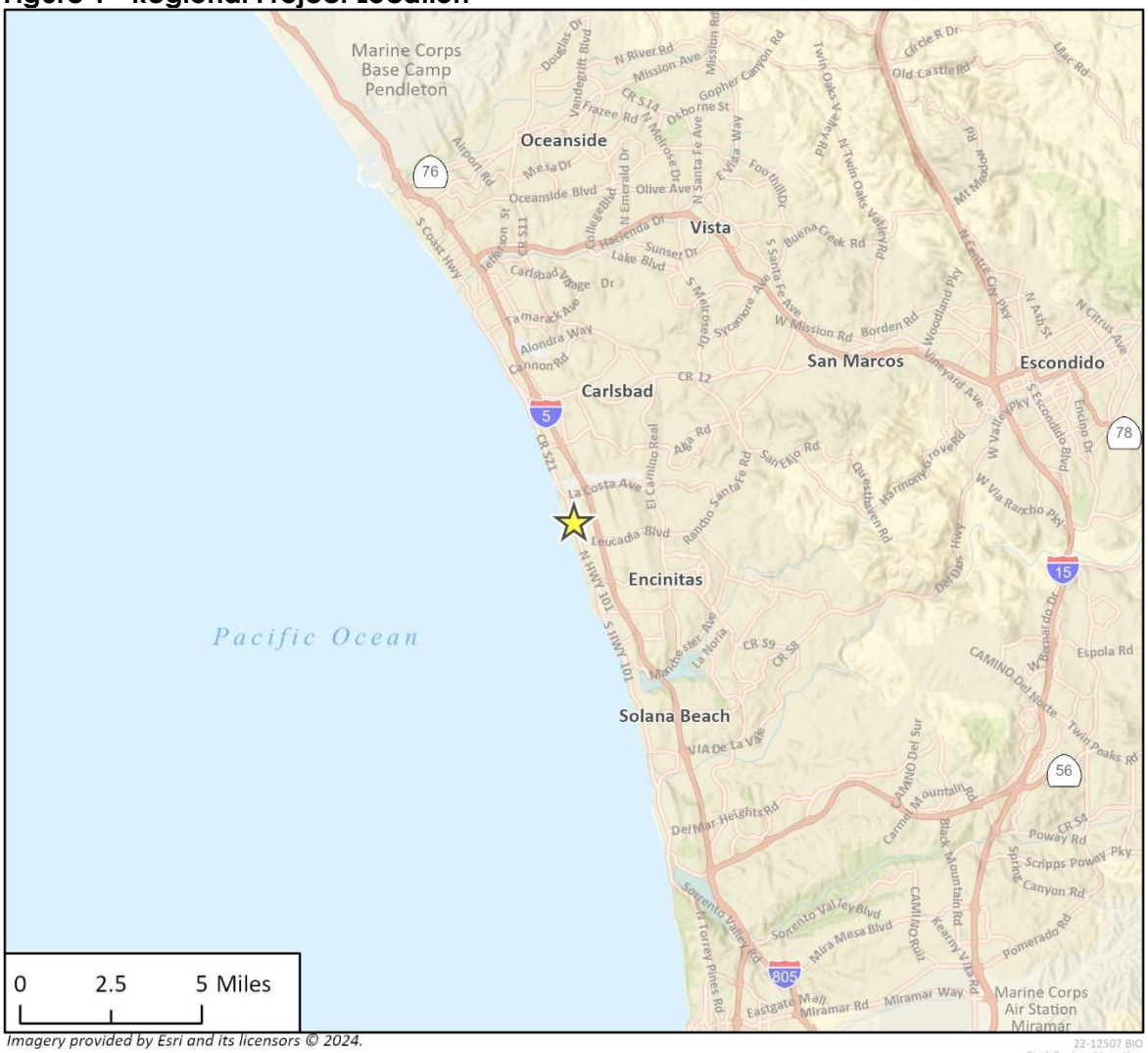


Figure 2 Project Site Location

Imagery provided by Microsoft Bing and its licensors © 2024.

22-12507 CR
CRFig 2 Project Site

Project Description

The proposed project would result in the construction of new at-grade rail crossings for bicyclists and pedestrians at two locations along the LOSSAN rail corridor known for unsafe and unauthorized crossings. Development of both facilities would require the paving of a small area adjacent to Vulcan Drive with asphalt concrete, installation of bollards and pedestrian railing on either side of the newly paved areas, construction of a ramp approaching the east side of the railroad tracks, removal of rail ties, removal and replacement of approximately 20 linear feet of rails, surfacing of the crossing area across the railroad tracks, and construction of a second ramp on the west side of the railroad tracks in the unpaved area adjacent Highway 101. The project's conceptual plans are included in Attachment A. The ramp on the west side of the tracks would ultimately connect the currently proposed crossing to a future planned streetscape path parallel to the rail line and adjacent to Highway 101. The maximum depth of excavation required for construction would be up to three feet. Project grading would result in approximately 40 cubic yards of excavated soil, which would be exported off-site to the Escondido Resource Recovery, located approximately 12 miles northeast of the project site. Grading would be limited to the project's boundary areas shown in Figure 2; grading would not occur on adjacent private property.

Construction is anticipated to occur from May 2025 to November 2026, over the course of approximately 18 months. The majority of construction would occur from 7:00 a.m. to 5:00 p.m., Monday through Friday. All construction directly affecting the railroad track would occur continuously from Saturday morning to Sunday night during two weeks of the construction phase. Construction equipment is anticipated to include backhoe breakers, cement and mortar mixers, compactors, compressors, generators, pressure washers, pumps, rollers, skid steer loaders, whackers, crew trucks, and dump trucks. Construction staging and laydown areas would be located at within the rail and/or City right-of-way.

Following completion of the construction period, operation and maintenance activities for the pedestrian and bicycle rail crossing would be comparable to current activities associated with operation and maintenance of the City's existing rail crossings and pedestrian and bicycle infrastructure. The project would not require any new maintenance activities beyond those occurring, and no new employees would be required for operation and maintenance of the project. The project is not intended to accommodate additional demand; rather, it is intended to provide two safe and legal rail crossings.

Avoidance and Minimization Measures

The following avoidance and minimization measures (AMM) would be incorporated into the project to avoid and minimize the potential for environmental impacts. Additional best management practices may be implemented in accordance with a Stormwater Pollution Prevention Plan that will be prepared for the project, which could include the use of fiber rolls around excavation areas and inlet protection measures.

AMM-1 Pre-Construction Nesting Bird Surveys

To avoid disturbance of nesting birds protected by the MBTA and CFGC Section 3503, construction activities should occur outside of the breeding season (generally February 1 through August 31), if feasible.

If construction occurs during the breeding season, then a pre-construction nesting bird survey should be conducted no more than seven days prior to the initiation of Project activities. The nesting bird survey shall be conducted on foot and include a 500-foot buffer for raptors and a 100-foot buffer for all other species. The survey shall be conducted by a biologist familiar with avian species known to inhabit Southern California.

If nest(s) are found, an avoidance buffer of up to 500 feet for raptors and up to 100 feet for non-raptors (dependent upon the species, the proposed work activity, and existing disturbances associated with land use outside of the workspace) shall be determined and demarcated by the biologist with flagging, or other means, to mark the boundary. The non-disturbance buffer shall be maintained until the qualified biologist determines that the young have fledged or the nest is no longer active. Intrusion into the buffer may be conducted if it is determined by the biologist that there is no risk of harm to the nest and work is monitored by the biologist. If the risk of nest abandonment is observed, all Project activities within the buffer shall cease until the nest is no longer active as determined by the biologist.

AMM-2 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).

AMM-3 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.

Exemption Analysis

Suitability of Use of Categorical Exemption

The project qualifies for a Categorical Exemption (CE) under CEQA. Public Resources Code Section 21084 requires the CEQA Guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are, therefore, exempt from CEQA (see Article 19, Sections 15301 through 15333 of the CEQA Guidelines). These classes of projects under CEQA fall into several distinct categories; Class 3 applies to the project.

Section 15303 – Class 3: New Construction or Conversion of Small Structures

Section 15303 of the *CEQA Guidelines* states a Class 3 CE applies to the construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

The proposed project includes the construction of a limited number of new structures at both crossing locations, including bollards and pedestrian railing, a ramp approaching the east side of the railroad tracks, a crossing area over the tracks, and a second ramp on the west side of the railroad tracks. As described in the Project Description, operation of the project would be similar to existing maintenance activities and the project would not accommodate additional demand. Therefore, the project meets the applicability requirements for a Class 3 CE pursuant to Section 15303 of the CEQA Guidelines.

Discussion of CEQA Guidelines 15300.2 Exceptions

Projects that are consistent with the categorical exemptions identified in CEQA Guidelines Sections 15301 through 15333 are not automatically exempt from CEQA review. Section 15300.2 (Exceptions) of the CEQA Guidelines outlines the cases in which projects that would normally be exempt from CEQA review would not be exempt. These exceptions are as follows:

a. **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

b. **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

c. **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

d. **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

e. **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

f. **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The following sections address each one of the potential exceptions and demonstrate that none apply to the proposed project.

15300.2(a) **Location**. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, State, or local agencies.

As determined by the Biological Resources Assessment (Attachment B), the project site contains no environmental resources of critical concern that are designated, precisely mapped, and officially adopted pursuant to law by federal, State, or local agencies on the project site, such as critical habitat for listed threatened or endangered species, special status species habitat, or jurisdictional drainage features. As determined by the Cultural Resources Assessment (Attachment C), the project site contains no precisely mapped archaeological sites. Furthermore, as discussed below, there are no active designated hazardous waste sites on or near the project site.[1,2] Overall, the project site is highly disturbed, located in an urbanized area with an active railroad, and does not contain environmental resources of critical concern. Therefore, this exception to a CE does not apply to the project.

15300.2(b) **Cumulative Impact**. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

Project construction would be temporary and short-term in nature. There are currently no other pedestrian or bicycle crossing projects of the same scale planned for the city of Encinitas. Therefore, there are no significant cumulative impacts that would result from successive projects in the same place over time. This exception to a CE does not apply to the project.

15300.2(c) **Significant Effect**. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

---

[1] California State Water Resources Control Board (SWRCB). 2024. Geotracker. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=1200+N+Coast+Hwy+101%2C+Encinitas%2C+CA+92024 (Accessed June 2024).

[2] California Department of Toxic Substances Control (DTSC). 2024. Envirostor. https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=1549+n+vulcan+ave (Accessed June 2024).

The circumstances of the proposed project are not considered unusual because: (1) the project is located within a previously disturbed area; (2) construction of at-grade rail crossings is a common activity associated with railroad maintenance and improvements; (3) construction activities would be typical of those associated with similar at-grade pedestrian and bicycle crossings; and (4) the project would not impact railroad operations. In addition, as mentioned in the Project Description, project construction would occur during normal construction hours (7:00 a.m. to 5:00 p.m.) Monday through Friday with limited weekend work. Therefore, the project would not result in significant effects on the environment due to unusual circumstances, and this exception to a CE does not apply to the project.

15300.2(d) **Scenic Highways**. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The project site is not located on or near an officially designated state scenic highway. The nearest officially designated state scenic highway is State Route 52, located approximately 20 miles southeast of the project site in the City of San Diego[3]. Although not officially designated, the nearest highway eligible for state scenic designation is Interstate 5, located approximately 0.5-mile east of the project site. Therefore, the project would not result in damage to scenic resources within a highway officially designated as a state scenic highway, and this exception to a CE does not apply.

15300.2(e) **Hazardous Waste Sites**. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

According to a review of the GeoTracker database[4], EnviroStor database[5], Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database[6], Enviromapper database[7], and other Cortese list resources compiled pursuant to Section 65962.5[8], there are no active designated hazardous waste sites on or near the project site. Therefore, the project would not be located on or near a hazardous waste site, and this exception to a CE does not apply to the project.

---

[3] California Department of Transportation (Caltrans). 2024. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (Accessed June 2024).
[4] California State Water Resources Control Board (SWRCB). 2024. Geotracker. https://geotracker.waterboards.ca.gov/ (Accessed June 2024).
[5] California Department of Toxic Substances Control (DTSC). 2024. Envirostor. https://www.envirostor.dtsc.ca.gov/public/ (Accessed June 2024).
[6] United States Environmental Protection Agency. 2024. CERCLIS Database. https://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm (Accessed June 2024).
[7] United States Environmental Protection Agency. 2024. EnviroMapper. https://enviro.epa.gov/envirofacts/enviromapper/search (Accessed June 2024).
[8] California Environmental Protection Agency. 2024. Cortese List Data Resources. https://calepa.ca.gov/sitecleanup/corteselist/ (Accessed June 2024).

15300.2(f) **Historical Resources**. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

According to the Cultural Resources Assessment (Attachment C), this segment of the California Southern Railroad is assumed to be a historical resource, as defined by CEQA Section 15064.5(a). The project would include minor alterations to this resource. However, the proposed work is consistent with other modern improvements at railroad crossings across the subject rail segment, and the project would affect less than two percent of the overall length of the subject segment. As such, more than 98 percent of the subject segment would continue to convey its historical significance justifying a provisional recommendation of eligibility for listing in the NRHP, CRHR, and ERHP. Implementation of the proposed project would not result in a substantial adverse change to the significance of this historical resource.

No additional built environment resources or archaeological resources were identified within or immediately adjacent to the area of potential effects, based on the results of the California Historical Resources Information System records search or Cultural Resources Assessment (Attachment C). Furthermore, no existing buildings would be demolished, altered or modified, and no ground-borne vibration or visual effects to the adjacent residential and commercial buildings are anticipated. Furthermore, implementation of the AMM-2 and AMM-3 would ensure that the project would avoid significant impacts related to the unanticipated discovery of cultural resources and human remains. Therefore, the project would not result in an adverse change in the significance of a historical resource pursuant to CEQA, and this exception to a CE is not applicable to the project.

Determination

Based on this analysis, the proposed project meets the qualifications of the Class 3 CE pursuant to Section 15303 of the CEQA Guidelines. Furthermore, exceptions to the applicability of a CE, as specified in Section 15300.2(a) through (f) of the CEQA Guidelines, do not apply to the project. Therefore, the project is exempt from CEQA.

Sincerely,
Rincon Consultants, Inc.

Taylor Freeman, MEERM
Project Manager
tfreeman@rinconconsultants.com

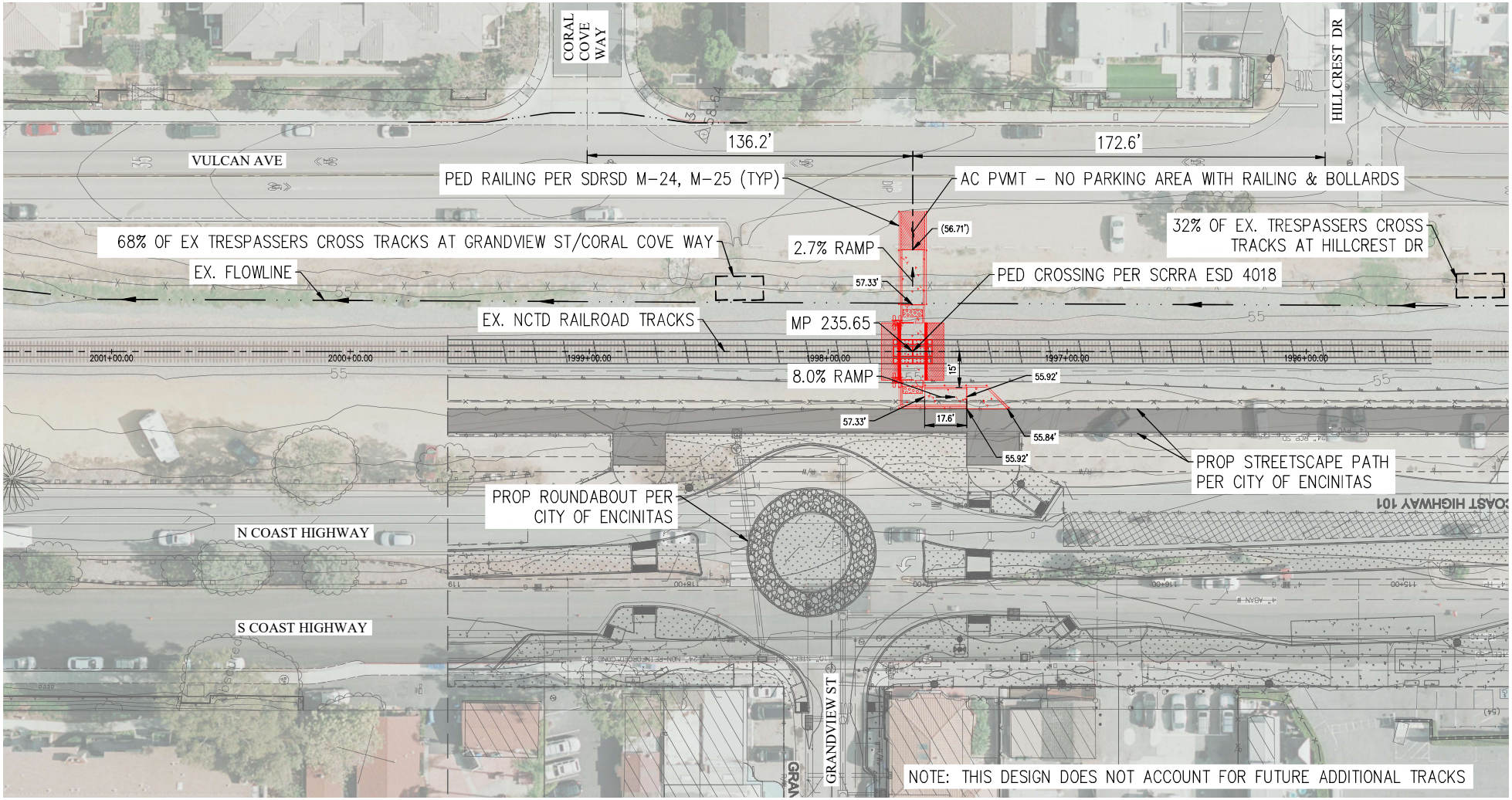
Kim Avila, AICP ENV SP
Principal-in-Charge
kavila@rinconconsultants.com

Attachments

Attachment A Conceptual Plans
Attachment B Biological Resources Assessment
Attachment C Cultural Resources Assessment

Attachment A

Conceptual Plans



PATHWAY RAMP ALTERNATIVE

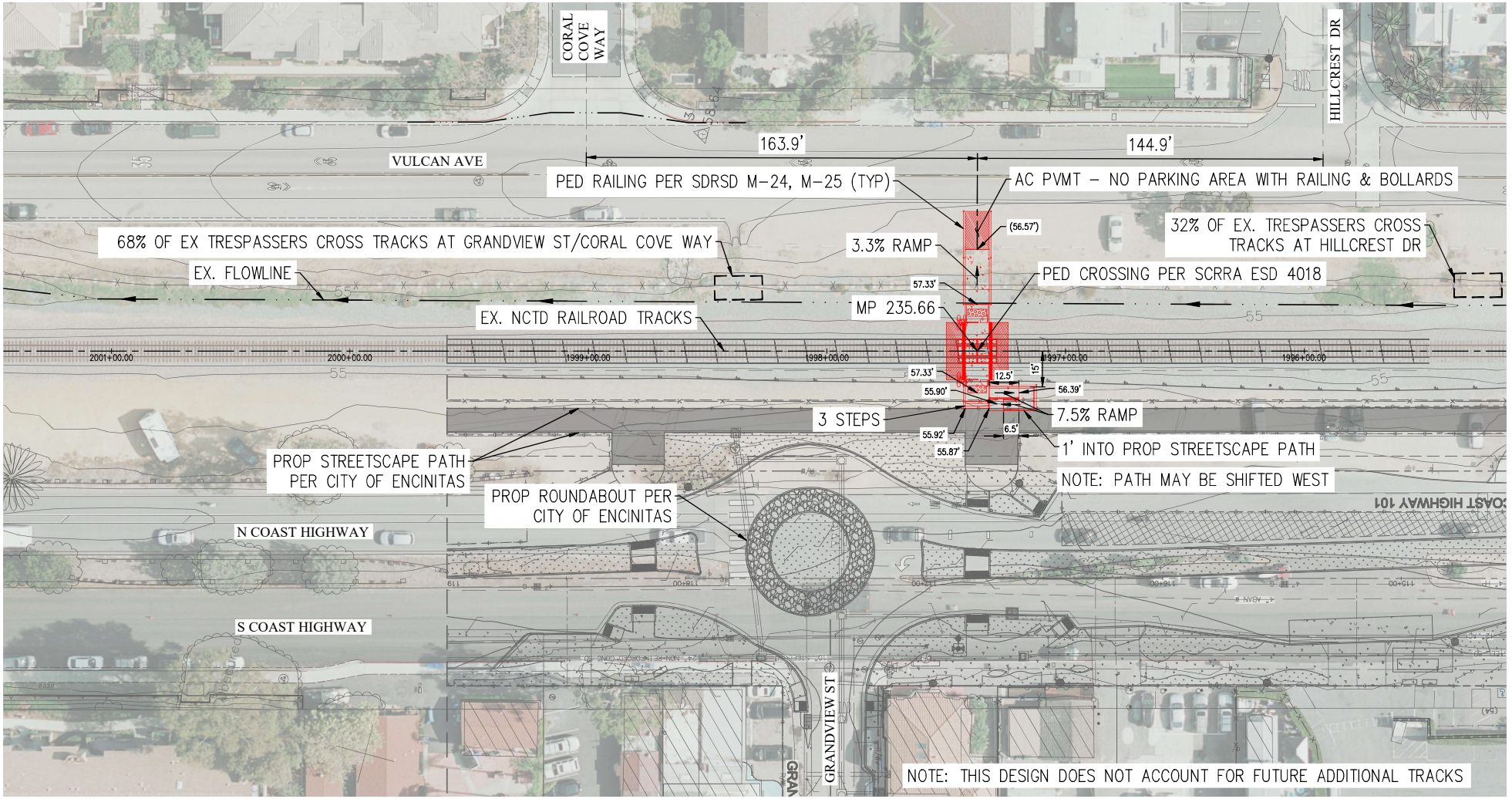
20 0 20 40 60

SCALE: 1"=20'

RAILPROS
15625 ALTON PKWY, STE 140
IRVINE, CA 92618
WWW.RAIL PROS.COM
E-MAIL: INFO@RAILPROS.COM
PHONE: (714) 734 - 8765

NORTH LEUCADIA AT-GRADE CROSSINGS
GRANDVIEW ST PED CROSSING

SCALE: 1" = 20' | DATE: 12-01-2022 | SHEET: 1 OF 1



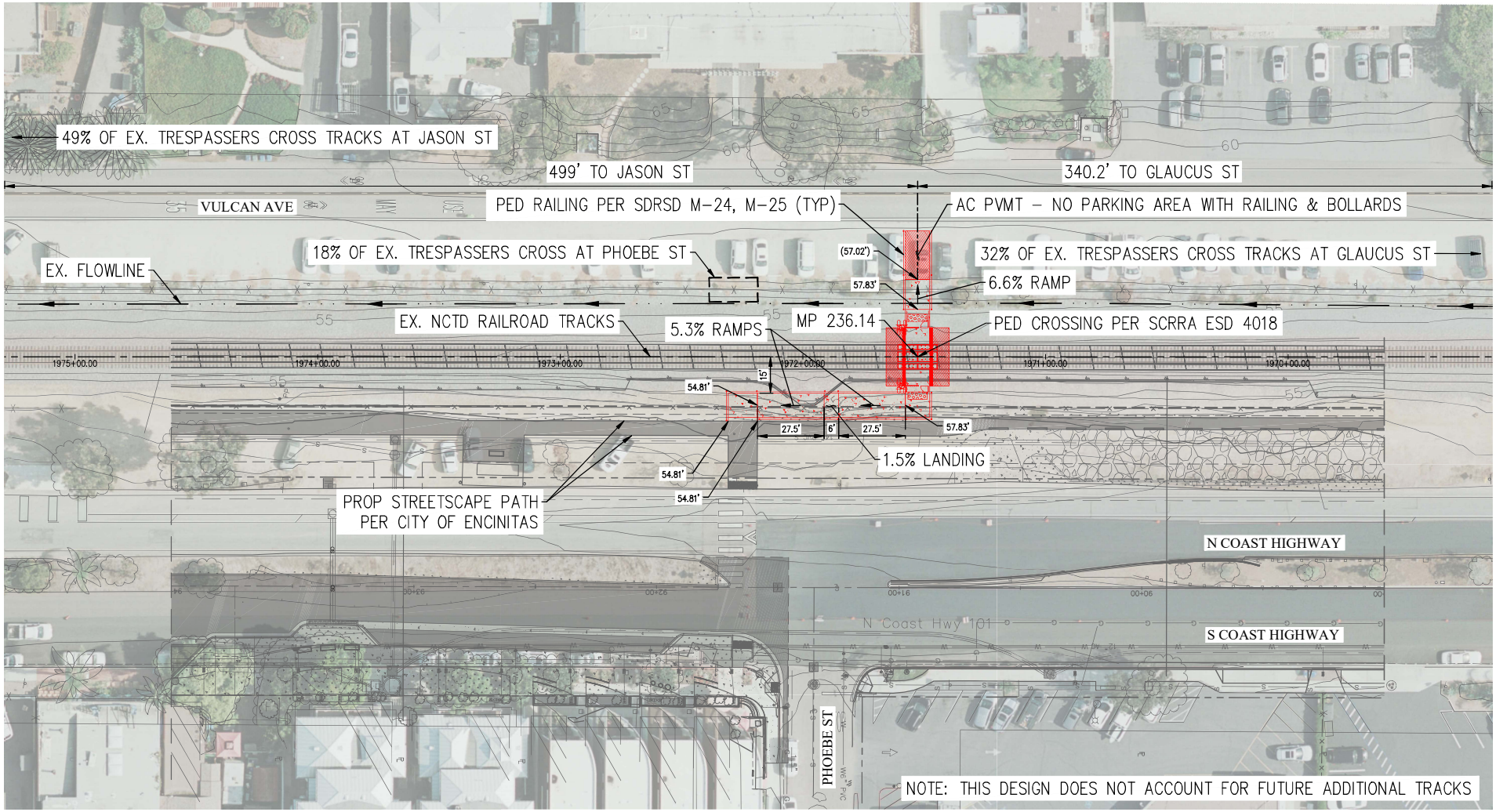
STAIRS AND ADA RAMP ALTERNATIVE

20 0 20 40 60
SCALE: 1"=20'

RAILPROS
15625 ALTON PKWY, STE 140
IRVINE, CA 92618
WWW.RAIL PROS.COM
E-MAIL: INFO@RAILPROS.COM
PHONE: (714) 734 - 8765

NORTH LEUCADIA AT-GRADE CROSSINGS
GRANDVIEW ST PED CROSSING

SCALE: 1" = 20' | DATE: 12-01-2022 | SHEET: 1 OF 1



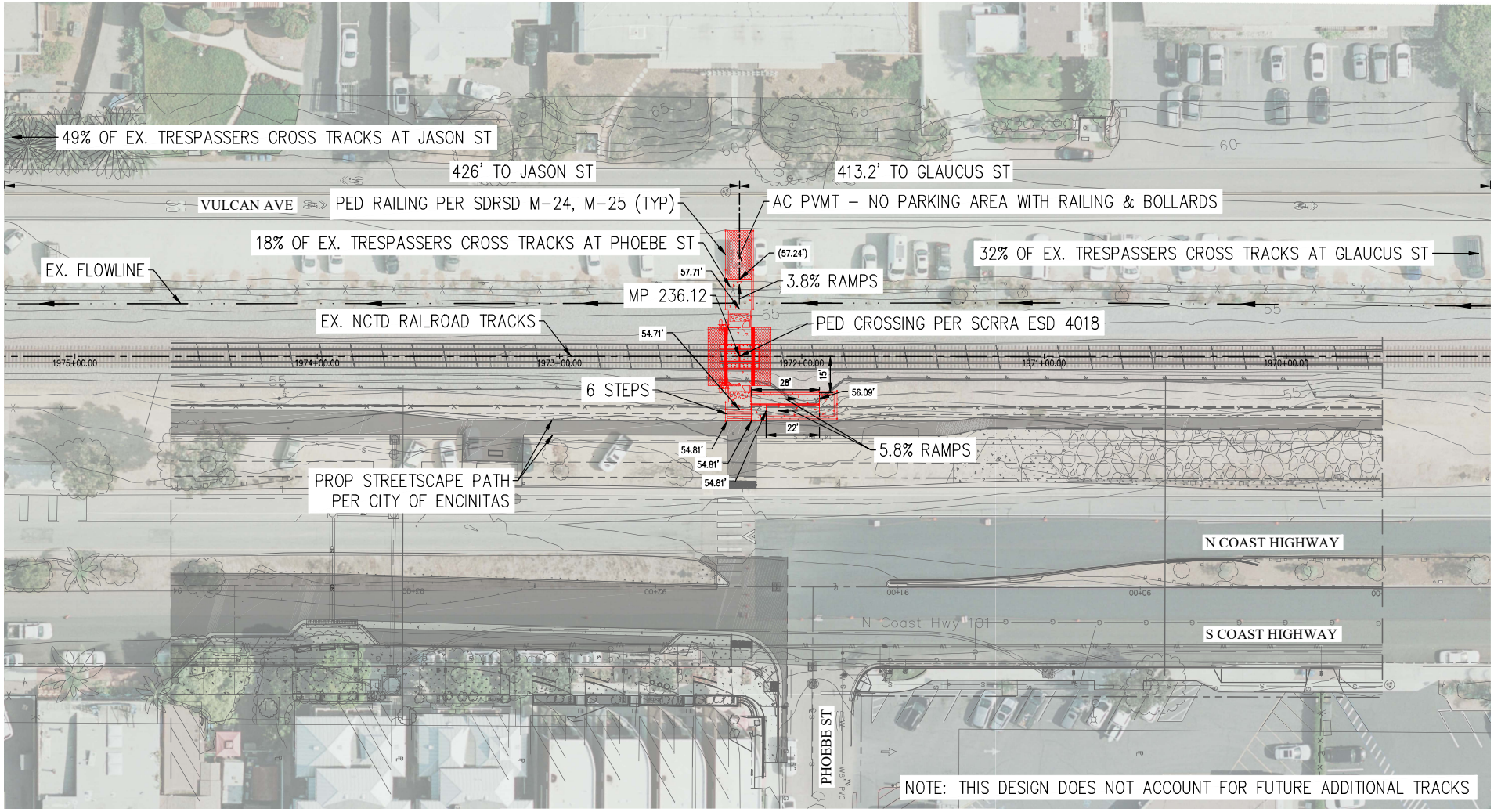
PATHWAY RAMP ALTERNATIVE

20 0 20 40 60
SCALE: 1"=20'

RAILPROS
15625 ALTON PKWY, STE 140
IRVINE, CA 92618
WWW.RAIL PROS.COM
E-MAIL: INFO@RAILPROS.COM
PHONE: (714) 734 - 8765

NORTH LEUCADIA AT-GRADE CROSSINGS
PHOEBE ST PED CROSSING

SCALE: 1" = 20' | DATE: 12-01-2022 | SHEET: 1 OF 1



STAIRS AND ADA RAMP ALTERNATIVE

20 0 20 40 60
SCALE: 1"=20'

RAILPROS
15625 ALTON PKWY, STE 140
IRVINE, CA 92618
WWW.RAIL PROS.COM
E-MAIL: INFO@RAILPROS.COM
PHONE: (714) 734 - 8765

NORTH LEUCADIA AT-GRADE CROSSINGS
PHOEBE ST PED CROSSING

SCALE: 1" = 20' | DATE: 12-01-2022 | SHEET: 1 OF 1

KYLE ADAM
Z:\Engineering\City of Encinitas\North Leucadia At-Grade Rail Crossings\00\ CADD\07\ Exhibits\ PX-PHOEBE ST-XING_STAIRS.dwg

Attachment B

Biological Resources Assessment

Rincon Consultants, Inc.
8825 Aero Drive, Suite 120
San Diego, California 92123
760-918-9444

RINCON CONSULTANTS, INC. SINCE 1994

May 30, 2024
Project No: 22-12507

Mr. Robert Williams, PE
RailPros
15265 Alton Parkway, Suite 140
Irvine, California 92618
Via email: robert.williams@railpros.com

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

Dear Mr. Williams:

Rincon Consultants, Inc. (Rincon) is pleased to submit this Biological Resources Assessment (BRA) Memorandum Report (hereafter referred to as "Report") for the North Leucadia Pedestrian and Bicycle Rail Crossing Project (hereafter referred to as "Project"), located in Encinitas, San Diego County, California. This Report was prepared to support California Environmental Quality Act (CEQA) Services to document existing biological conditions for two parcels, including two crossings, along the North County Transit Districts (NCTDs) Los-Angeles-San Diego- San Luis Obispo (LOSSAN) rail corridor that bisect the community of Leucadia, within the limits of the city of Encinitas.

Project Location and Description

The Project sites are located in the community of Leucadia, within the city of Encinitas, California (Appendix 1, Figure 1). Collectively, the Project sites are referred to as the "Study Area" which includes a 100-foot buffer for each crossing location. The two crossing locations are located west of Interstate 5 and east of the Pacific Ocean along the North Coast Highway 101 and Vulcan Avenue. The first crossing would span from Vulcan Avenue between Coral Cove Way and Hillcrest Drive to Highway 101 south of Grandview Street. The second crossing would span from Vulcan Avenue between Jason Street and Glaucus Street to Highway 101 south of Phoebe Street. The northernmost crossing is approximately 0.5 mile south of La Costa Avenue and Batiquitos Lagoon (Appendix 1, Figure 2). It is in the *Encinitas, California* United States (U.S.) Geological Survey (USGS) 7.5-minute topographic quadrangle. The Public Land Survey System depicts the Project Area in Township 5 South, Range 1 West, Section 33 of the San Bernardino Meridian.

The Project site is located within the boundaries of the San Diego Association of Governments (SANDAG) Final Multiple Habitat Conservation Program (MHCP) Natural Community Conservation Planning (NCCP) and within the draft City of Encinitas subarea plan (City of Encinitas 2002).

The Project site is not within a Focused Planning Area (FPA) or Biological Core and Linkage Area (BCLA) or MHCP Conservation Area (Appendix 1, Figure 3)

The two parcels consist of developed, disturbed, and urbanized land cover with patchy, weedy roadside vegetation. The parcels are split by the existing NCTD railroad tracks, which are currently being utilized as public side and street parking. The 100-foot buffer from the parcels is comprised of residential and business structures, ornamental landscaping, and ornamental trees.

Methodology

Regulatory Overview

Regulated resources studied and analyzed herein include special-status plant and animal species, nesting birds and raptors, sensitive plant communities, jurisdictional waters and wetlands, wildlife movement, and locally protected resources, such as protected trees. Regulatory authority over biological resources is shared by federal, state, and local authorities. Primary authority for regulation of general biological resources typically lies in the local land use control and planning authority, in this instance, the City of Encinitas (City).

Definition of Special-Status Species

For the purposes of this Project, special-status species include:

- Species listed as threatened or endangered under the federal Endangered Species Act (ESA);
- Species listed as candidate, threatened, endangered, or rare by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA) or Native Plant Protection Act (NPPA);
- Plant species occurring on lists 1 and 2 of the CDFW and California Native Plant Society (CNPS) California Rare Plant Rank (CRPR) system;
- Wildlife species designated as Fully Protected (FP) or Species of Special Concern (SSC) by the CDFW; and
- Species designated as sensitive or protected by the City and/or otherwise protected through ordinance or local policy.

Environmental Statutes

For the purpose of this Report, potential impacts to biological resources were analyzed based on the following statutes:

Federal

- ESA
- Federal Clean Water Act (CWA)
- Migratory Bird Treaty Act (MBTA)
- The Bald and Golden Eagle Protection Act

State

- CEQA
- CESA
- California Fish and Game Code (CFGC)
- NPPA
- Porter-Cologne Water Quality Control Act (PCWQCA)

Local

- SANDAG Final MHCP Volume I and II
- City of Encinitas General Plan (2013)
- City of Encinitas Draft Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Subarea Plan)

Guidelines for Determining CEQA Significance

The following threshold criteria, as defined by the CEQA Guidelines Appendix G Initial Study Checklist, were used to evaluate potential environmental effects. Based on these criteria, the proposed Project would have a significant effect on biological resources if it would:

a) *Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.*

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.*

c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.*

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.*

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.*

Regulated Biological Resources

Federal, State, and local agencies regulate special-status species and other sensitive biological resources and an assessment of their presence or potential presence may be required as part of the review of a proposed Project. This section discusses sensitive or regulated biological resources observed within the Study Area and evaluates the potential for the Study Area to support additional regulated biological resources. Assessments for the potential occurrence of special-status species are based upon known ranges, habitat preferences for the species, species occurrence records (e.g., California Natural Diversity Database [CNDDB]) from other sites in the vicinity of the Study Area, previous reports from nearby Projects, and the Project survey results. The potential for each special-status species to occur in the Study Area was evaluated according to the following criteria:

- **No Potential.** Habitat on and adjacent to the site is clearly unsuitable for the species requirements (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime), and species would have been identifiable on the site if present.
- **Low Potential.** Few of the habitat components (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime) meeting the species requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not very likely to occur on the site.

- **Moderate Potential.** Some of the habitat components (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime) meeting the species requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. There are confirmed extant populations in the regional vicinity without barriers to dispersal. The species has a moderate probability of occurring on the site.
- **High Potential.** All the habitat components (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime) meeting the species requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. There are confirmed extant populations in the immediate vicinity without barriers to dispersal. The species has a high probability of occurring on the site.
- **Present.** Species was observed on the site or has been recorded (e.g., CNDDB, other reports) on the site recently (within the last five years) with no significant changes to the site.

Local Regulations

Multiple Habitat Conservation Program

The MHCP is a comprehensive conservation planning process that addresses the needs of multiple plant and animal species in northwestern San Diego County. The MHCP covers the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. Its goal is to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46 percent) are already in public ownership and contribute toward the habitat preserve system for the protection of rare, threatened, or endangered species (AMEC Earth & Environmental, Inc. [AMEC] et al. 2003a, 2003b).

The MHCP Subregional Plan and Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) were adopted and certified by the SANDAG Board of Directors on March 28, 2003. A Subarea Plan for the City has been prepared, but it must be adopted by the City and implementing agreements with the CDFW) and U.S. Fish and Wildlife Service (USFWS) must be signed before incidental take permits can be issued. The implementing agreements with CDFW and USFWS must be signed and approved by the relevant agencies before incidental take permits for listed species can be issued pursuant to the local subarea plan.

Focus Planning Areas

The MHCP identifies a series of FPAs within which some lands will be dedicated for preservation of native habitats. These areas contain both “hard line” areas, which will be preserved as open space, and “soft line” areas, which will include both development and open space to be determined through the planning process (AMEC et al. 2003a, 2003b). Several objectives were incorporated into the process of designing the MHCP FPAs:

- Conserve as much of the most biologically important habitat lands remaining in the subregion as possible, in a system that minimizes preserve fragmentation
- Maximize the inclusion of public lands within the preserve
- Maximize the inclusion of lands already conserved as open space, where appropriate
- Maintain individual property rights and economic viability for the subregion (AMEC et al. 2003a, 2003b)

Biological Core and Linkage Areas

The MHCP identifies BCLAs as those areas determined biologically valuable for inclusion in the regional preserve system (AMEC et al. 2003a, 2003b). BCLAs were designed to conserve sensitive species and corridors between areas of high-quality habitat and to provide avenues for wildlife movement between these areas.

Covered Species

A covered species is one for which take authorization would be provided under the MHCP because long-term viability was determined to be adequately maintained under a particular preserve system design. The federal action addressed in the MHCP is the issuance of incidental take permits for all species on the Covered Species list whether they currently are listed or will be in the future. The MHCP covered species includes 20 plant species and 30 wildlife species.

Draft Encinitas Subarea Plan

The draft Encinitas Subarea Plan (Subarea Plan) went through public review in 2001 but has not been finalized and adopted. However, applicable provisions of the Subarea Plan are implemented, to the extent practical, when conducting environmental review for development Projects within the city of Encinitas.

The Subarea Plan also contains a discussion about wildlife corridors and linkages. It states: "Optimal corridor widths are 1,000 feet for large mammals and birds and 400 feet in areas where the corridor is less than 500 feet long (Ogden 1998). There are areas within Encinitas, however, where even a 400-foot corridor would be very difficult to achieve under existing conditions, either because natural lands are constrained by adjacent development or because a corridor of this width would encompass all or most of a given property. For these areas, a minimum corridor width of 200 feet should be provided, where possible, in order to have a corridor that provides some value for dispersal, and these narrower corridors must maintain line of sight connectivity to preserved habitat. Narrow corridors may be improved by habitat restoration efforts that widen the corridor or increase the amount of vegetation within the corridor." The draft Encinitas Subarea Plan contains a critical location policy that states: "Sensitive species locations listed as critical in the MHCP Plan Volume II must be totally avoided, and any populations that are later discovered and determined to meet the criteria for a critical population must be maximally avoided." Impacts to sensitive species within a critical location may require proof that the chosen mitigation areas support these species.

City of Encinitas Resource Management Element

Part of the City General plan is the Resource Management Element (RME) (City of Encinitas 2011). This element outlines several preservation and minimization policies intended to reduce impacts to sensitive biological resources and habitats. Most notably, Policies 3.1, 3.2, and 3.6 of the RME state that:

Goal 3: The City will make every effort possible to preserve significant mature trees, vegetation and wildlife habitat within the Planning Area

- **Policy 3.1.** Mature trees of community significance cannot be removed without City authorization.
- **Policy 3.2.** Mature trees shall not be removed or disturbed to provide public right-of-way improvements if such improvements can be deferred, redesigned, or eliminated. This policy is not meant to conflict with the establishment of riding/hiking trails and other natural resources paths for the public good, or with the preservation of views.

- **Policy 3.3.** The City will examine ways to aesthetically trim street trees and vegetation within the public right-of-way including the possibility of using contract services or City personnel.
- **Policy 3.4.** A program shall be developed to trim roots and replace sidewalks and other public facilities which may be damaged by roots
- **Policy 3.5.** A street tree planting program shall be developed and implemented
- **Policy 3.6.** Future development shall maintain significant mature trees to the extent possible and incorporate them into the design of development Project

Literature Review

Prior to visiting the Study Area, Rincon reviewed aerial imagery, publicly available literature, and agency databases. Rincon prepared a desktop constraints analysis (CA) that was reviewed for the preparation of this Report. These resources were reviewed to understand the context of the biological resources within the Study Area and to identify special-status species that have been previously documented in the region. The following resources were referenced to complete this task:

- Aerial imagery of the Study Area was reviewed in Google Earth (Google Earth Pro 2024).
- The CNPS Online Inventory of Rare and Endangered Plants (CNPS 2023) was reviewed for records of special-status plant and wildlife species within the *Encinitas*, *California* USGS quadrangle, and the five surrounding quadrangles (*Oceanside, San Luis Rey, San Marcos, Rancho Santa Fe, Del Mar*)
- The CNDDB (CDFW 2023a) was queried for records of special-status species within the *Encinitas, California* USGS and five surrounding quadrangles
- The USFWS Information for Planning and Consultation (IPaC; USFWS 2023a) was searched for a list of federally threatened and endangered species with known or expected ranges overlapping or near the Study Area
- The USFWS Critical Habitat Portal (USFWS 2023b) was reviewed for information on federally designated critical habitat areas
- The information available in peer-reviewed journals and standard reference materials (Jameson and Peeters 2004, Calflora 2024, Cornell 2024, Holland 1986; Baldwin et al. 2012; Sawyer et al. 2009; Stebbins 2003; Sibley 2016).
- The most recent *Encinitas, California* USGS 7.5-minute topographic quadrangle map (USGS 2024)
- The SANDAG *Parcel Lookup Tool* was reviewed to determine areas designated in the MHCP Subarea Plan (SANDAG 2020)
- The U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA, NRCS 2023a)
- The USFWS National Wetlands Inventory (NWI; USFWS 2023b)
- The USGS National Hydrography Dataset (NHD; USGS 2023b)

Field Reconnaissance Survey

A field reconnaissance survey was conducted on foot between 1:30 pm to 3:00 pm on April 26, 2024, by Rincon Biologist Jacob Hargis. The field survey was conducted to characterize the existing conditions within the Study Area, and to investigate the presence, or potential presence, of special-status plant and wildlife species, sensitive plant communities, jurisdictional waters and wetlands, wildlife migration and movement corridors, locally protected resources, and nesting bird habitat (regulated biological resources). All biological resources observed were documented and the

vegetation communities/land cover types within the Study Area were photographed and delineated using a global positioning system (GPS) unit with submeter accuracy capabilities. Weather conditions during the survey included temperatures ranging between 60 to 65 degrees Fahrenheit, winds between 0 to 5 miles per hour, and sunny skies. Photographs of the site were taken and are included in Appendix 3. A compendium of the plant and wildlife species observed within the Study Area is included in Appendix 4.

Flora

All plant species observed in the Study Area were noted, and plants that could not be identified in the field were identified later using taxonomic keys (Baldwin et al. 2012). The reconnaissance survey included a directed search for special-status plants that would have been apparent at the time of the survey.

Fauna

Animal species observed directly or detected from calls, tracks, scat, nests, or other sign were documented. Zoological nomenclature for birds is in accordance with the *California Birds Records Committee (CBRC) Official California Checklist (CBRC 2024)* for mammals using *Mammals of California* (Wilson and Reeder 2005); and for amphibians and reptiles using Society for the *Study of Amphibians and Reptiles' (SSAR) Checklist of the Standard English & Scientific Names of Amphibians & Reptiles* (SSAR 2017).

Survey Limitations

The potential presence of special-status species is based on the literature review and field survey that intended to assess general habitat suitability within the Study Area only. Definitive surveys to confirm the presence or absence of special-status species were not performed and are not included in this report. The findings and opinions included in this report are based exclusively on the above methodology. The survey was conducted outside of the typical blooming period for several common and special-status plant species. As the survey was performed during the day, identification of nocturnal animals was limited to detected sign if present on site.

Existing Site Conditions

Climate, Topography, and Land Use

The weather in coastal San Diego County is typical of a Mediterranean climate. Summers are warm and dry, while winters are cool and wet with most of the precipitation falling between November and March. The Project sites are located along the LOSSAN rail corridor and are both along North Coast Highway 101 and North Vulcan Avenue, approximately 0.44 mile apart north to south. Elevations within the Study Area range from 52 to 55 feet above mean sea level (amsl).

Soils

The USDA NRCS Web Soil Survey (USDA, NRCS 2024a) depicts one soil map unit within the Study Area; Marina loamy coarse sand, 2 to 9 percent slopes (MIC). The individual soil map unit is described below and depicted in Appendix 1, Figure 4.

Marina Loamy Coarse Sand, 2 to 9 Percent Slopes (MIC)

MIC is a somewhat excessively drained soil that occurs along ridges. It is an eolian sand that is derived from mixed sources with three distinct horizons. The first horizon occurs to a depth of 10 inches and contains loamy coarse sand, the second horizon occurs at a depth of 57 inches and contains loamy sand, and third horizon occurs at a depth of 60 inches, and it contains sand. The available water supply is low (about 4.7 inches), and the runoff class is medium. This soil is not prone to flooding or ponding, and it is not considered hydric. It covers 100 percent of the Study Area.

Vegetation Communities and Land Cover Types

Vegetation classification was based on the classification systems provided in the *Draft Vegetation Communities of San Diego County* (Oberbauer et al. 2008) to provide consistency with the SANDAG MHCP; and modified as appropriate to reflect the existing site conditions. Where applicable, vegetation communities were further classified using *A Manual of California Vegetation*, Second Edition (Sawyer et al. 2009) to better identify the species composition and provide consistency with CDFW classifications. Sensitive vegetation community ranking is based on MHCP habitat groups (SANDAG 2003). The MHCP designates six habitat group categories:

- Group A. Wetland Communities
- Group B. Rare Upland
- Group C. Coastal Sage Scrub
- Group D. Chaparral
- Group E. Annual Grassland
- Group F. Other

The Study Area consists of disturbed vegetation and urban/developed land cover. A brief description of the vegetation communities and land cover types are provided in the subsections below and representative photographs are provided in Appendix 3. Vegetation communities and land cover types described and depicted represent the current conditions.

The land cover types that are not described in MCV2 were classified using conventional naming practices (i.e., bare ground, open water, and urban/developed). Plant species names correlate with the Jepson Manual (Jepson 2024). None of these vegetation communities are considered sensitive by the CDFW (CDFW 2024).

Urban/Developed (12000)

The urban/developed land cover type consists of areas that have been developed or otherwise physically altered to the extent that they no longer support most vegetation. Developed land is characterized by the presence of permanent or semi-permanent structures, gravel lots, pavement, or hardscape. This land cover type also contains human-altered vegetative landscapes with ornamentals for aesthetic or recreational purposes that are typically adjacent to developed areas. Urban/developed is not officially identified in MCV2; however, it is a recognized land cover type by the MHCP.

This land cover type is located within the residential and commercial development and urban areas within the Study Area. It contains structures, dirt pavement, hardscapes, and adjacent landscape/ornamental vegetation.

Disturbed Habitat (11300)

Disturbed habitat consists of areas that have been physically disturbed (by previous legal human activity) and are no longer recognizable as a native or naturalized vegetation association but continue to retain a soil substrate (Oberbauer et al. 2008). If vegetation is present, it is typically composed of non-native plant species such as ornamental plantings (trees, plants) or ruderal exotic species that take advantage of disturbance or shows signs of past or present animal usage that removes any capability of providing viable natural habitat for uses other than dispersal. Examples of disturbed habitat include areas that have been graded, repeatedly cleared for fuel management purposes and/or experienced repeated use that prevents natural revegetation (i.e., dirt parking lots, trails that have been present for several decades), recently graded firebreaks, graded construction pads, construction staging areas, off-road vehicle trails, and old home sites.

Crossing 1: Coral Cove Way and Hillcrest Drive to Highway 101 south of Grandview Street

This crossing is comprised of disturbed, open, and patchy non-native weedy areas to the west along North Coast Highway 101, and developed, streetscaped commercial buildings that extend west of the highway. Total acreage within the Study Area is comprised of Disturbed (0.26 acres) and Developed (1.27 acres). The NCTD railroad intersects each crossing. To the west, a disturbed roadside area is separated by a fence line and Vulcan Avenue. This area is comprised of what appears to be a ground cover, non-native seed mix that was comprised of mainly crown daisy (*Glebionis coronaria*), mustards (*Brassica* spp.), wall barley (*Hordeum murinum*), cheeseweed (*Malva parviflora*), wild radish (*Raphanus sativus*), common sow-thistle (*Sonchus oleraceus*) and white sweet clover (*Melilotus albus*).

Ornamental trees such as eucalyptus (*Eucalyptus* sp.) and bottle brush (*Callistemon* sp.), Canary Island date palm (*Phoenix canariensis*), and one City-planted ornamental Torrey pine (*Pinus torreyana*) occur within the buffer. One tree, the ornamental bottle brush, was located within the Project site. No native vegetation occurs within the Project site or overall Study Area.

Current construction activities within the median of Highway 101 were noted and appeared to be ongoing.

Crossing 2: Jason Street and Glaucus Street to Highway 101 south of Phoebe Street

Open, mostly bare disturbed areas occur within the Project along the North Coast 101 Highway. The NCTD railroad intersects the parcel. Ornamental landscaping trees and shrubs occur within the Study Area buffer. Total acreage within the Study Area is comprised of Disturbed (0.44 acres) and Developed (1.67 acres). Sparsely scattered patches of non-native, weedy plants such as annual bluegrass (*Poa annua*), wall barley (*Hordeum murinum*), common sow thistle, nettle leaf goosefoot (*Chenopodiastrum murale*), and whitestem filaree (*Erodium moschatum*) are present. One tree, an ornamental American plane (*Plantus occidentalis*) was observed on the northwestern portion of the Project site. Additional ornamental City trees were present within the Study Area buffer. To the east, Vulcan Avenue is mostly urban and developed, with a small strip of non-native weedy grasses and herbs between the fence line that runs along the railroad track, and Vulcan Avenue. Street parking runs along the entirety of Vulcan Street. Several large eucalyptus trees, ornamental palms, and residential landscaping were observed within the Study Area buffer.

The open lot adjacent to the North Coast 101 Highway is currently being used as public off street parking. No native vegetation occurs within the Project site or overall Study Area. Active construction on a commercial building directly across the Project site to the east was noted.

Jurisdictional Wetlands and Waterways

No jurisdictional wetlands, waterways, or aquatic features were observed within the Study Area. The northern crossing had one stormwater culvert that was located along the north side of Vulcan Street within the Project site, west of Coral Cove Way. An urban vegetated stormwater drainage with a box grated culvert was observed along the south side of Coral Cove Way. It was unconfirmed that this is a stormwater feature designed to direct rain flow underneath Vulcan Avenue.

General Wildlife

The most abundant/representative wildlife species observed within the Study Area were common avian species typically found within urban environments. These included house finch (*Haemorhous mexicanus*), song sparrow (*Melospiza melodia*), Anna's hummingbird (*Calypte anna*), and American crow (*Corvus brachyrhynchos*), A complete list of all plant and wildlife species observed in the Study Area is provided in Appendix 4.

Special-Status Species

Other Protected Species

Nesting Birds

The Study Area contains habitat that can support nesting birds, including raptors, protected under CFGC Section 3503 and the MBTA (16 United States Code Sections 703–712). Suitable nesting bird habitat includes the native and ornamental trees along the coastal terrace and all of the landscape/disturbed vegetation within the Study Area.

Critical Habitat

The USFWS and NOAA (National Oceanic and Atmospheric Administration); USFWS 2024b and NOAA 2024, respectively) Critical Habitat Portals were reviewed for federally designated critical habitat in the Study Area. No federally designated critical habitat is located within the Study Area.

Sensitive Natural Communities

Vegetation communities are considered sensitive biological resources if they have limited distributions, have high-wildlife value, include special-status species, or are particularly susceptible to disturbance. The CDFW ranks natural and sensitive communities using NatureServe's Heritage Methodology, the same system used to assign global and state rarity ranks for plant and animal species in the CNDDB. Plant communities with a rating of S1, S2, or S3 are considered sensitive communities by the CDFW, though there are some exceptions.

No vegetation communities in the Study Area are considered sensitive.

Resources Protected by Local Policies and Ordinances

Environmentally Sensitive Habitat Areas

No Environmentally Sensitive Habitat Areas are within the Study Area.

Protected Trees

Section 15.02.110 of the Encinitas Municipal Code (Municipal Tree Ordinance) states that every effort should be made to protect trees during construction. If construction activity or the movement of equipment is to take place within the dripline area of any City tree or heritage tree, a fenced tree protection zone shall be established by the City Arborist, except that the fenced area shall not include private property. No person shall store any equipment, store any solid or liquid waste materials, or any other liquids which may be injurious to a tree, nor excavate any ditches, tunnels, trenches or drive within the tree protection zone. Should a construction Project on private property involve digging, excavating, or trenching within the tree protection zone, a Tree Protection and Preservation Plan must be prepared by the property owner and approved by the City Arborist (City of Encinitas 2024).

Section 15.02.120 Approval Required, states that unless performed pursuant to a City maintenance plan, or as part of an approved development, any work performed in the City's rights-of-way, parks, or other public areas shall require the written approval of the City Arborist before committing any of the following acts:

A. Removing, cutting, pruning, breaking, injuring, defacing, or in any other way interfering with any tree, or any part thereof, either above or below the ground.
B. Planting any tree or shrub not identified on the Approved Tree Species Master Tree or Council-adopted tree plan (if applicable)
C. Spraying (or otherwise applying) any chemical on any tree or shrub.
D. Securing any rope, wire, sign or other device on or about such tree or shrub
E. Removing or injuring any guard or device intended to assist in the growth and health of a tree or shrub
F. Closing or obstructing the base or branch of a tree or shrub that may limit the ability of the tree or shrub to grow or absorb water or nutrients.

City-planted trees are located within the Study Area, including within the disturbed areas where existing street parking is located. One non-native tree, a small western plane (*Platanus occidentalis)* was identified within the southern crossing at Phoebe Street on the east portion of the Project site. One ornamental bottle brush tree was identified within the Grandview crossing Project site in the southeast corner.

Impact Analysis and Recommended Actions

Potential impacts to sensitive or special-status biological resources either within or that have potential to occur in the Study Area are analyzed below pursuant to Appendix G of the CEQA Guidelines. Avoidance and minimization measures (AMMs) recommended to reduce potential Project impacts to regulated biological resources are provided in the Recommended Actions section below.

Special-Status Species

Pursuant to Appendix G of the CEQA Guidelines, the proposed Project would have a significant effect on biological resources if it would:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

The literature search identified 65 special-status plant species and 25 special-status wildlife species within the Project vicinity (Appendix 4). Of these 90 species, none are expected to occur based on

the absence of suitable habitat at the site. No critical habitat occurs within the Study Area. Appendix 4 includes all special-status species queried during the literature and database review, their listing statuses, their habitat requirements, their potential to occur, and observations of habitat suitability in the Study Area.

Special-Status Plant Species

Based on the results of the literature and database review and results from the field survey, no special-status plant species have potential to occur in the Study Area. The species evaluated were determined to have no potential to occur based on a variety of factors; including a lack of suitable habitat, soils, or other necessary microhabitat conditions, the Study Areas location in relation to the species' known geographic and/or elevational range, and/or if the species would have been detectable during the field survey and was not observed. Special-status plant species typically have specialized habitat requirements, including plant community types, soils, and elevational ranges. Of the 65 species, none are expected to occur on site based on the Project site's location in a highly urbanized setting and clear lack of suitable habitat. One species, City planted Torrey Pines (*Pinus torreyana ssp. torreyana)* were observed in the Study Area, within the North Coast Highway 101 public use Right of Way (ROW). This tree (or others located within the ROW) would be avoided and no impact is expected to occur as these, and other ornamentals, are located outside of the Project site.

The Study Area is characterized by an absence of native vegetation and high disturbance levels. Due to the lack of native vegetation, historical usage, and presence of disturbed and developed habitat, the Project would not have a substantial adverse effect on any special-status plants or sensitive natural communities.

Special-Status Wildlife Species

Three special status wildlife species, Southern California legless lizard (*Anniella stebbinsi*), coastal California gnatcatcher (*Polioptila californica californica*), and California least tern (*Sternula antillarum browni*), were initially considered to have some potential to occur within the Study Area based on the literature and database review. All three species have been observed within a mile of the Study Area and in the case of the coastal California gnatcatcher, critical habitat is also found within a mile of the Study Area.

Based on the results of the field survey documenting disturbed and developed habitats isolated from natural vegetation communities, no special-status wildlife species have a potential to occur within the Study Area. However, common avian species such as mourning dove (*Zenaida macroura*) and house finch (*Haemorhous mexicanus*), as well as raptor species such as Cooper's hawk (*Accipiter cooperii*, MHCP sensitive) have the potential to nest in tall shrubs and/or trees, even in highly disturbed settings. Adjacent eucalyptus trees or other ornamental trees within the Study Area or beyond the 100-foot buffer evaluated during the field reconnaissance could provide suitable nesting habitat for these species. Direct impacts (e.g., injury or mortality) to nesting birds or indirect impacts (e.g., noise, dust) that disrupt nesting behavior and reproductive success would be considered potentially significant.

Implementation of recommended pre-construction nesting bird surveys (discussed below in Recommended Actions) would reduce impacts to nesting birds to a less-than-significant level. The remaining special-status wildlife species identified during the literature and database review are not anticipated to occur based on a lack of suitable habitat.

Sensitive Plant Communities

Pursuant to Appendix G of the CEQA Guidelines, the proposed Project would have a significant effect on biological resources if it would:

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.

Both Project sites are comprised of disturbed and developed areas, with patchy areas of non-native, weedy annuals and perennials. The soils within each Project site are disturbed and have been historically developed and frequently subject to human activities. Thus, sensitive natural communities are absent, and the Project will have no impact on these resources.

Jurisdictional Wetlands and Waterways

Pursuant to Appendix G of the CEQA Guidelines, the proposed Project would have a significant effect on biological resources if it would:

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Both Project sites are located within existing disturbed and developed areas along active roadways and the railroad. There are no federally protected wetlands or waterways within the Study Area, Therefore, no substantial or significant impacts to wetlands and waterways will occur as a result of the Project.

Wildlife Movement

Pursuant to Appendix G of the CEQA Guidelines, the proposed Project would have a significant effect on biological resources if it would:

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of wildlife nursery sites.

The Study Area is located within an urbanized landscape, on either side of an active railroad and split between North Coast Highway 101 to the west and Vulcan Avenue to the east. No existing wildlife corridors are present due to the transportation infrastructure creating a movement barrier to land based wildlife. The site is highly disturbed and developed, altered by human activity associated with the railroad and public parking. The Project sites are isolated from and are not adjacent to any preserves or open space (Figure 3). For these reasons, the Project will have no impact to wildlife movement.

Local Policies and Ordinances

Pursuant to Appendix G of the CEQA Guidelines, the proposed Project would have a significant effect on biological resources if it would:

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The Project will be required to be consistent with the following policy guidelines in Goal 3 of the City's RME and Policies outlined in Chapter 15.02 Municipal Tree Ordinance.

Goal 3: The City will make every effort possible to preserve significant mature trees, vegetation, and wildlife habitat within the Planning Area

- **Policy 3.1.** Mature trees of community significance cannot be removed without City authorization

- **Policy 3.2.** Mature trees shall not be removed or disturbed to provide public right-of-way improvements if such improvements can be deferred, redesigned, or eliminated. This policy is not meant to conflict with the establishment of riding/hiking trails and other natural resources paths for the public good, or with the preservation of views.
- **Policy 3.3.** The City will examine ways to aesthetically trim street trees and vegetation within the public right-of-way including the possibility of using contract services or City personnel.
- **Policy 3.4.** A program shall be developed to trim roots and replace sidewalks and other public facilities which may be damaged by roots
- **Policy 3.5.** A street tree planting program shall be developed and implemented
- **Policy 3.6.** Future development shall maintain significant mature trees to the extent possible and incorporate them into the design of development Project

- **Policy 15.02.090. Removal of City Trees Or Heritage Trees**

  Unless authorized by the City Arborist, no person shall remove any City tree or heritage tree. In addition to the requirements in this section, removals of a heritage tree require a public hearing before the Planning Commission. If a complete heritage tree application has been received by the Planning Commission but not yet acted upon, no removal shall take place until the application for heritage tree status has been considered by the Commission. Except in cases of emergency as determined by the City Manager or designee, a public notification shall be required prior to the planned removal of any City tree or heritage tree with a diameter greater than six inches measured at 54 inches above finish grade (DSH). Such notification shall at a minimum consist of placing two signs no less than 12 inches wide by 18 inches high and visible from at least two directions in the immediate vicinity of each City tree or heritage tree to be removed no less than 14 calendar days prior to the scheduled removal. The notification shall include the reason for the proposed removal and shall include a link to further information on a City website, including how to appeal the proposed action. Unless preserved as required by Section 15.02.100, any City tree or heritage tree removed shall have its stump removed to a depth at least 16 inches below the adjacent ground level, or as determined by the City Arborist. If appropriate as determined by the City Arborist, a minimum of one replacement tree of a type, size, and location shall be planted.

- **Policy 15.02.110. Protection of Trees**

  Every effort should be made to protect trees during construction. If construction activity or the movement of equipment is to take place within the dripline area of any City tree or heritage tree, a fenced tree protection zone shall be established by the City Arborist, except that the fenced area shall not include private property. No person shall store any equipment, store any solid or liquid waste materials, or any other liquids which may be injurious to a tree, nor excavate any ditches, tunnels, trenches or drive within the tree protection zone. Should a construction project on private property involve digging, excavating or trenching within the tree protection zone, a Tree Protection and Preservation Plan must be prepared by the property owner and approved by the City Arborist.

  Unless performed pursuant to a City maintenance plan, or as part of an approved development, any work performed in the City's rights-of-way, parks, or other public areas shall require the written approval of the City Arborist before committing any of the following acts:

  A. Removing, cutting, pruning, breaking, injuring, defacing, or in any other way interfering with any tree, or any part thereof, either above or below the ground.
  B. Planting any tree or shrub not identified on the Approved Tree Species Master Tree or Council-adopted tree plan (if applicable).
  C. Spraying (or otherwise applying) any chemical on any tree or shrub.

D. Securing any rope, wire, sign, or other device on or about such tree or shrub.
E. Removing or injuring any guard or device intended to assist in the growth and health of a tree or shrub.
F. Closing or obstructing the base or branch of a tree or shrub that may limit the ability of the tree or shrub to grow or absorb water or nutrients.

Ornamental trees, such as a bottle brush and a western plane, are located within the edges of each Project site along Highway 101 and on Vulcan Street. Additional ornamental trees such as eucalyptus, Torrey pine, various palm trees, and other landscaped trees are located within the 100-foot Study Area buffer but are not directly within the Project site itself.

Removal of any trees, or any additional trees located within the Project sites may conflict with Goal 3 of the RME Policies 3.1, 3.2, 3.3, 3.5, and 3.6, and municipal codes 15.02.090, 15.020.110, and 15.02.120. Avoidance of these trees is therefore recommended if feasible. If tree avoidance is not feasible, then authorization from the City is recommended to achieve compliance with the Policies outlined in Goal 3 of the RME and City municipal codes 15.02.090, 15.020.110, and 15.02.120.

Adopted or Approved Plans

Pursuant to Appendix G of the CEQA Guidelines, the proposed Project would have a significant effect on biological resources if it would:

f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Conservation Community Plan (NCCP), or other approved local, regional, or state habitat conservation plan.

The Project is consistent with the North County MHCP and the draft City of Encinitas Subarea Plan and does not significantly impact any MHCP-covered species, narrow endemic species, or sensitive vegetation communities. The Project site is located within the jurisdiction of the San Diego MHCP but is not located within a Conservation Area. As a result, proposed activities at the Project site would avoid direct impacts to the MHCP Conservation Areas and would not conflict with the MHCP Conservation Objectives.

Nesting Birds/Raptors

Under the provisions of the MBTA, it is unlawful "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the USFWS. The term "take" is defined by the USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest, or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the CFGC extends protection to nonmigratory birds identified as resident game birds (CFGC Section 3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGC Section 3503.5). Trees and ornamental shrubs present within and adjacent to the site have the potential to support protected nesting birds. Recommended Mitigation Measure BIO-1 below would reduce potential impacts to nesting birds and raptors to a less than significant level.

Recommended Actions

Impact Avoidance and Minimization Measures

BIO-1 Pre-construction Nesting Bird Surveys

To avoid disturbance of nesting birds protected by the MBTA and CFGC Section 3503, construction activities should occur outside of the breeding season (generally February 1 through August 31), if feasible.

If construction occurs during the breeding season, then a pre-construction nesting bird survey should be conducted no more than seven days prior to the initiation of Project activities. The nesting bird survey shall be conducted on foot and include a 500-foot buffer for raptors and a 100-foot buffer for all other species. The survey shall be conducted by a biologist familiar with avian species known to inhabit Southern California.

If nest(s) are found, an avoidance buffer of up to 500 feet for raptors and up to 100 feet for non-raptors (dependent upon the species, the proposed work activity, and existing disturbances associated with land use outside of the workspace) shall be determined and demarcated by the biologist with flagging, or other means, to mark the boundary. The non-disturbance buffer shall be maintained until the qualified biologist determines that the young have fledged or the nest is no longer active. Intrusion into the buffer may be conducted if it is determined by the biologist that there is no risk of harm to the nest and work is monitored by the biologist. If the risk of nest abandonment is observed, all Project activities within the buffer shall cease until the nest is no longer active as determined by the biologist.

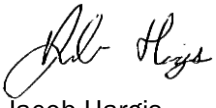
Limitations

This biological resource assessment memorandum has been conducted in accordance with professionally accepted biological investigation practices conducted at this time and in this geographic area. The biological investigation is limited by the scope of work performed. Reconnaissance biological surveys for certain taxa may have been conducted as part of this assessment but were not performed during a particular blooming period, nesting period, or particular portion of the season when positive identification would be expected if present, and therefore, cannot be considered definitive. The biological surveys are limited also by the environmental conditions present at the time of the surveys. In addition, general biological (or protocol) surveys do not guarantee that the organisms are not present and will not be discovered in the future within the site. In particular, mobile wildlife species could occupy the site on a transient basis or re-establish populations in the future. Our field studies were based on current industry practices, which change over time and may not be applicable in the future. No other guarantees or warranties, expressed or implied, are provided. The findings and opinions conveyed in this report are based on findings derived from site reconnaissance, jurisdictional areas, review of CNDDB RareFind5, and specified historical and literature sources (CDFW 2023a). Standard data sources relied upon during the completion of this report, such as the CNDDB, may vary with regard to accuracy and completeness. In particular, the CNDDB is compiled from research and observations reported to CDFW that may or may not have been the result of comprehensive or site-specific field surveys. Although Rincon believes the data sources are reasonably reliable, Rincon cannot and does not guarantee the authenticity or reliability of the data sources it has used. Additionally, pursuant to our contract, the data sources reviewed included only those that are practically reviewable without the need for extraordinary research and analysis.

Conclusion

Thank you for the opportunity to support your environmental analysis needs for this important Project. Please contact us if you have any questions.

Sincerely,
Rincon Consultants, Inc.



Jacob Hargis
Biologist

Jared Reed
Senior Biologist/Project Manager

Taylor Freeman
Project Manager

Appendices

Appendix 1	Figures
Appendix 2	Site Photographs
Appendix 3	Species Compendium
Appendix 4	Special-Status Species Potential to Occur

References

AMEC Earth & Environmental, Inc. (AMEC), Conservation Biology Institute, Onaka Planning & Economics, and The Rick Alexander Company. 2003a. MHCP Final Plan Volume I. https://www.sandag.org/index.asp?Projectid=97&fuseaction=Projects.detail. Accessed March 2022.

_____. 2003b. MHCP Final Plan Volume II. https://www.sandag.org/index.asp?Projectid=97&fuseaction=Projects.detail. Accessed March 2022.

Baldwin , B.G. (Ed.), D.H. Goldman (Ed.), D. J. Keil (Ed.), R. Patterson (Ed.), T. J. Rosatti (Ed.), D. H. Wilken (Ed.). 2012. The Jepson Manual: Vascular Plants of California, Second Edition, Thoroughly Revised and Expanded. University of California Press. Berkeley, California.

California Birds Record Committee. 2024. Official California Checklist. Available at: https://californiabirds.org/checklist.asp. Accessed May 2024.

California Department of Fish and Wildlife (CDFW). 2023a. California Natural Diversity Database (CNDDB), Rarefind V. Retrieved March 2024.

_____. 2023b. California Natural Community List. Available at: https://www.wildlife.ca.gov/Data/VegCAMP/Natural-Communities. Accessed March 2024.

_____. 2023c. Biogeographic Information and Observation System (BIOS). Available at: http://bios.dfg.ca.gov. Accessed February 2022

_____. 2023d. Special Animals List. January 2022.

_____. 2023e. Special Vascular Plants, Bryophytes, and Lichens List. January 2022.

Calflora. 2024. The Calflora database. Available at: https://www.calflora.org/. Accessed March 2024.

California Native Plant Society (CNPS). 2023. Inventory of Rare and Endangered Plants of California (online edition, v9-01 1.0). Available online at: https://www.rareplants.cnps.org. Accessed March 2024.

California Invasive Plant Council. 2024. https://www.cal-ipc.org/plants/inventory/. Accessed May 2024.

City of Encinitas Draft Subarea Plan 2001. Available at: habitat-management-draft-encinitas-subarea-plan-2001-06-01.pdf (sandag.org)

_____. 2024. City of Encinitas Municipal Code. Available online at https://ecode360.com/44502947#44502947. Accessed May 2024.

City of Encinitas. 1989. General Plan.

_____. 2001. Public Review Draft Encinitas Subarea Plan.

_____. 2011. General Plan Resource Management Element

Cornell Lab of Ornithology (Cornell). 2024. Ebird: An online database of bird distribution and abundance [web application]. Available online at: https://ebird.org/home. Accessed April 2024.

Google Earth Pro. 2024. https://earth.google.com/web. Accessed April 2024.

Holland, R. F. 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. Prepared for California Department of Fish and Game.

Jepson Flora Project (Eds.) 2024. Jepson eFlora. Available at: https://ucjeps.berkeley.edu/eflora/. Accessed March 2024.

Jameson Jr., E. W. and Peeters, Hans J. 2004. Mammals of California, Volume 66. University of California Press. Berkeley, California

National Oceanic and Atmospheric Administration. 2024a. NMFS. Critical Habitat – Maps and GIS Data. West Coast Region. Available at: https://www.fisheries.noaa.gov/resource/map/critical-habitat-maps-and-gis-data-west-coast-region. Accessed May 2024.

Oberbauer, Thomas, Meghan Kelly, and Jeremy Buegge. March 2008. Draft Vegetation Communities of San Diego County. Based on "Preliminary Descriptions of the Terrestrial Natural Communities of California", Robert F. Holland, Ph.D., October 1986.

San Diego Association of Governments (SANDAG). 2023 SanGIS. Available at http://www.sangis.org/sangisinteractive/viewer/viewer.asp. Accessed May 2024.

Sawyer, J.O., T. Keeler-Wolf, and J. M. Evens. 2009. A Manual of California Vegetation, 2nd edition. California Native Plant Society, Sacramento, California.

Sibley, David, Allen. 2016. The Sibley Field Guide to Birds of Western North America: Second Edition. Knopf Doubleday Publishing Group. New York, New York.

Society for the Study of Amphibians and Reptiles. 2017. Checklist of the Standard English & Scientific Names of Amphibians & Reptiles. Available at: https://ssarherps.org/wpcontent/uploads/2017/10/8th-Ed-2017-Scientific-and-Standard-English-Names.pdf. Accessed April 2024.

Stebbins, R. C. 2003. A Field Guide to Western Reptiles and Amphibians. 2nd ed. Houghton-Mifflin Company. Boston, Massachusetts.

United States Department of Agricultural (USDA), Natural Resources Conservation Service (NRCS). 2024a. Web Soil Survey. Available online at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed May 2024.

United States Fish and Wildlife Service (USFWS). 2024a. Information for Planning and Consultation. Online. http://ecos.fws.gov/ipac/. Accessed 2023.

_____. 2024b. Critical Habitat Portal. Retrieved from: http://criticalhabitat.fws.gov. Accessed March 2023.

United States Geological Survey (USGS). 2024. National Hydrography Dataset. Available online at: http://viewer.nationalmap.gov/viewer/. Accessed March 2023.

Wilson, D.E. and D.M. Reeder. 2005. Mammal Species of the World. A Taxonomic and Geographic Reference. 3rd Edition. Johns Hopkins University Pres

Appendix 1

Figures

Figure 1 Regional Location

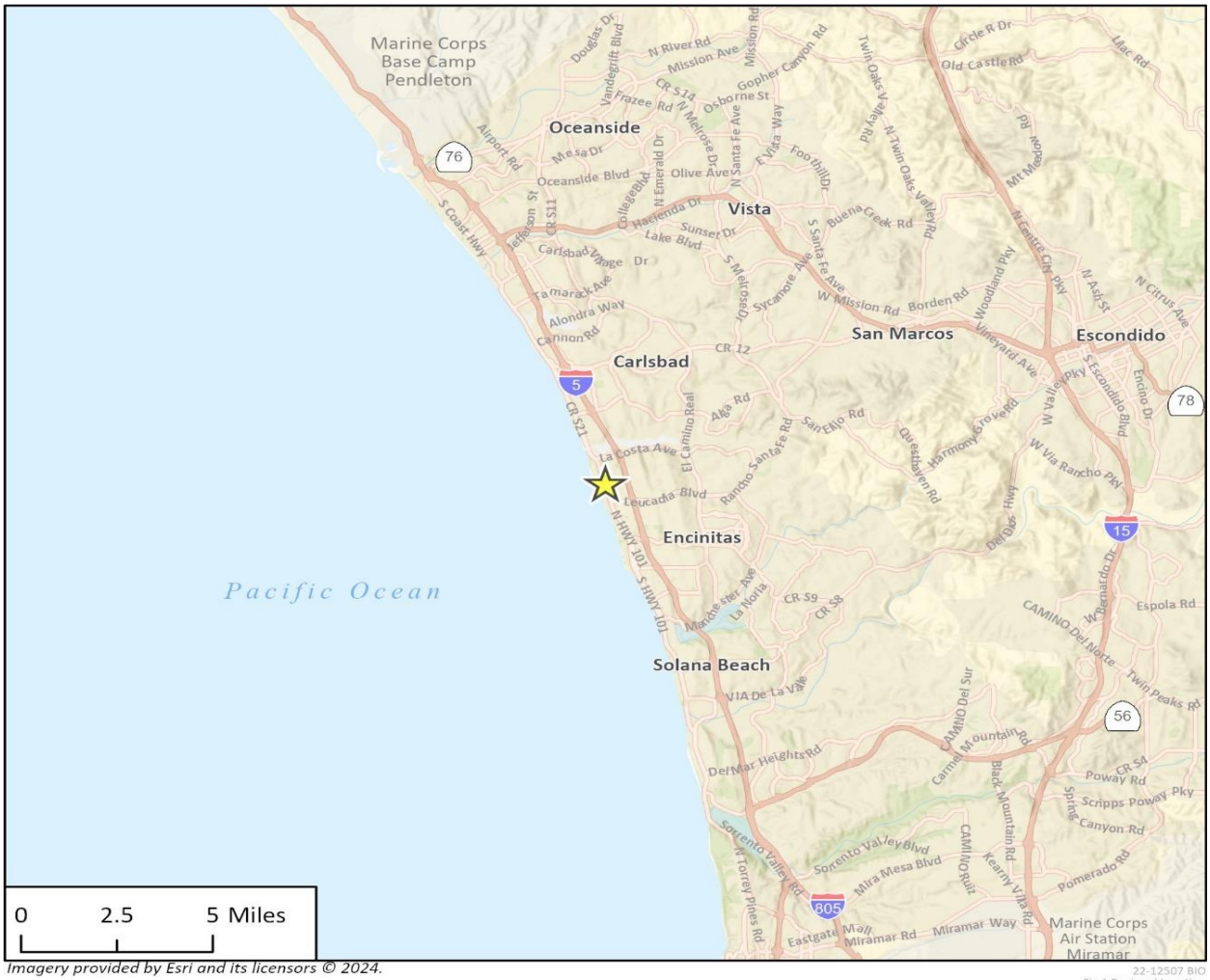
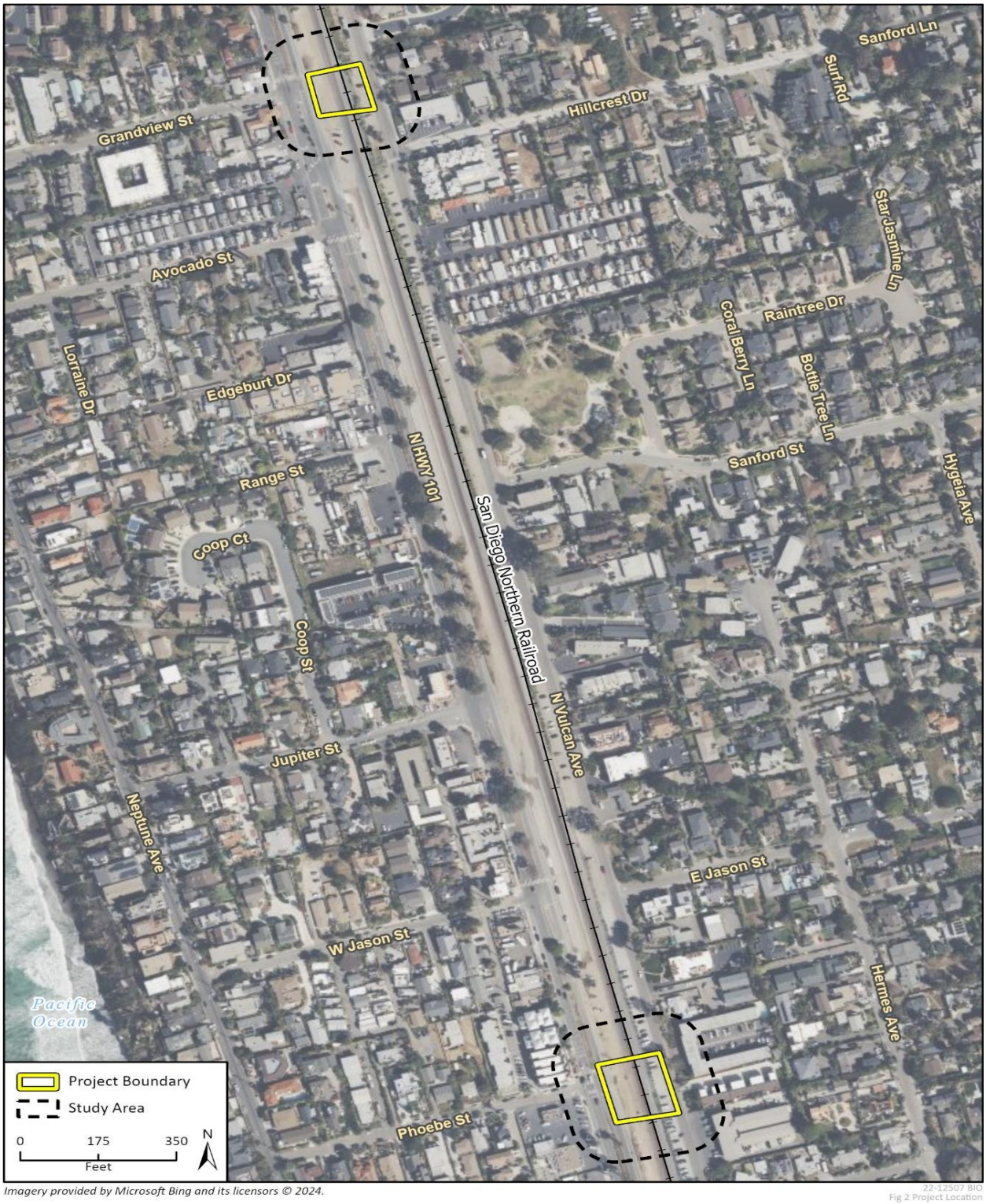


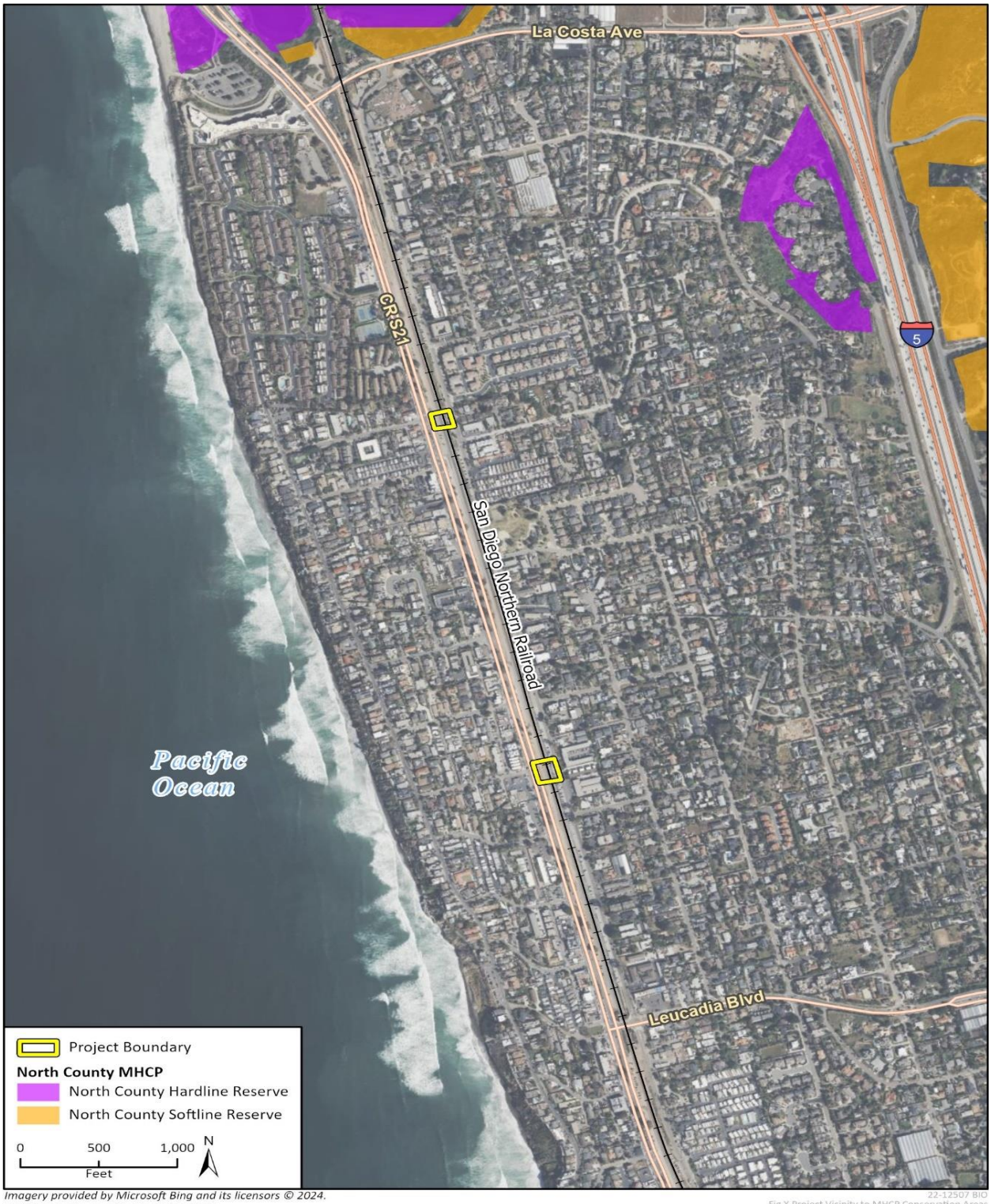
Figure 2 Study Area



Imagery provided by Microsoft Bing and its licensors © 2024.

22-12507 BIO
Fig 2 Project Location

Figure 3 Project Proximity to MHCP Conservation Areas



Imagery provided by Microsoft Bing and its licensors © 2024.
Additional data provided by USGS, 2024.

22-12507 BIO
Fig X Project Vicinity to MHCP Conservation Areas

Figure 4 Soils Map

Imagery provided by Microsoft Bing and its licensors © 2024.
Additional data provided by NRCS, 2024.

22-12507 BIO
Fig X Soils

Figure 5 Land Cover Types

Imagery provided by Microsoft Bing and its licensors © 2024.

22-12507 BIO
Fig X Vegetation Communities and Land Cover

Appendix 2

Site Photographs

Photograph 1. View of southern Project site crossing, Phoebe Street and Highway 101 intersection, facing southwest.

Photograph 2. View of center point of Project site, railroad tracks, and residential area with ornamental trees along Vulcan Avenue, facing east.

Photograph 3. View northern and central portion of southern Project site with open bare lot and North Coast Highway 101 (left) and NCTD railroad tracks (right), facing north.

Photograph 4. View of north side of southern Project Site and buffer, with ornamental sycamores and patchy non-native grasses along the roadside edge, facing north.

Photograph 5. View of east side of southern Project site with railroad tracks (right), disturbed areas (center) and public parking along Vulcan Avenue (left).

Photograph 6. View of eastern, southern, and western portion of the southern Project site showing disturbed and developed areas, railroad tracks, and the Phoebe Street/Highway 101, facing southwest.

Photograph 7. View of the central, northern, and northeastern portions of the Grandview crossing Project site, facing north.

Photograph 8. View of the central, southern and southwestern portions of the northern Project site, showing public parking lot (left), NCTD railroad tracks (left) and Vulcan Street (left), facing southeast.

Photograph 9. View of open, bare lot in central to southwestern portion of Project site, along Highway 101, facing southeast.

Photograph 10. View of Central portion of Project site, showing disturbed non-native seeded area, NCTD railroad tracks, and the Grandview – Highway 101 intersection, facing west.

Photograph 11. View of southern portion of Project site and Study Area buffer, showing bottle brush tree in the southeast corner along Vulcan Street (left), facing south.

Photograph 12. View of north side of Project site, showing storm drainage, non-native seed mix, and greater Project site and Study Area buffer beyond, facing southwest.

Appendix 3

Species Compendium

Plant and Wildlife Species Detected in the Study Area on April 26, 2024

Scientific Name[1]	Common Name	Status[2]	Native or Introduced
Plants			
Agave spp.	Agave	–	Introduced
Brassica tournefortii	Saharan mustard	Cal-IPC High	Introduced
Bougainvillea	Bougainvillea	–	Introduced
Bromus diandrus	Ripgut brome	Cal-IPC Moderate	Introduced
Caesalpinia gilliesii	bird of paradise	–	Introduced
Callistemon spp.	bottle brush	–	Introduced
Chenopodium murale	nettle leaf goosefoot	–	Introduced
Claytonia parviflora	Miner's lettuce	–	Native
Cyperus eragrostis	tall flatsedge	–	Native
Ehrharta erecta	Panic veldtgrass	Cal-IPC Moderate	Introduced
Eucalyptus globulus	Blue gum	Cal-IPC Limited	Introduced
Erodium moschatum	whitestem filaree	–	Introduced
Glebionis coronaria	crown daisy	Cal-IPC Limited	Introduced
Hedera helix	English ivy	Cal-IPC High	Introduced
Hirschfeldia incana	Short-pod mustard	Cal-IPC Moderate	Introduced
Hordeum murinum	wall barley	Cal-IPC Moderate	Introduced
Ligustrum lucidum	wax leaf ligustrum	–	Introduced
Malva parviflora	cheeseweed mallow	–	Introduced
Matricaria discoidea	Pineapple weed	–	Native
Melilotus albus	white sweetclover	–	Introduced
Raphanus sativus	Wild radish	Cal-IPC Limited	Introduced
Rosmarinus officinalis	rosemary	–	Introduced
Pinus torreyana	Torrey Pine	–	Native
Poa annua	annual bluegrass	–	Introduced
Rhus integrifolia	Lemonade berry	–	Native
Platanus orientalis	oriental plane	–	Introduced
Senecio vulgaris	common groundsel	–	Introduced
Sonchus oleraceus	common sow-thistle	–	Introduced
Syagrus romanzoffiana	queen palm	–	Introduced
Animals			
Birds			
Calypte anna	Anna's hummingbird	–	Native
Chamaea fasciata	Wrentit	–	Native
Corvus brachyrhynchos	American crow	–	Native
Fulica americana	American coot	–	Native
Geothlypis trichas	Common yellowthroat	–	Native
Haemorhous mexicanus	House finch	–	Native
Melospiza melodia	Song sparrow	–	Native
Mimus polyglottos	Northern mockingbird	–	native
Sayornis nigricans	Black phoebe	–	Native

[1] Jepson Flora Project 2024
[2] CNPS 2024

Appendix 4

Special-Status Species Potential to Occur

Special-Status Species Potential to Occur

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Plants and Lichens				
Acanthomintha ilicifolia San Diego thorn-mint	FT/SE G1/S1 1B.1 MHCP Covered Species	Annual herb. Chaparral, coastal scrub, valley and foothill grassland, vernal pools. Clay, openings. Elevations: 35-3150ft. (10-960m.) Blooms Apr-Jun.	No Potential	No suitable chaparral, valley grasslands, vernal pools or suitable clay soils occur within the Study Area.
Acmispon prostratus Nuttall's acmispon	None/None G1G2/S1 1B.1	Annual herb. Coastal dunes, coastal scrub. On sand dunes. Elevations: 0-35ft. (0-10m.) Blooms Mar-Jun(Jul).	No Potential	No suitable coastal scrub, coastal dune, or any sand dunes occur within the Study Area.
Adolphia californica California adolphia	None/None G3/S2 2B.1	Perennial deciduous shrub. Chaparral, coastal scrub, valley and foothill grassland. Clay. Elevations: 35-2430ft. (10-740m.) Blooms Dec-May.	No Potential	No chapparal, grasslands or suitable clay soils occur within the Study Area.
Agave shawii var. *shawii* Shaw's agave	None/None G2G3T2T3/S1 2B.1	Perennial leaf. Coastal bluff scrub, coastal scrub. Coastal bluffs and slopes within coastal sage scrub. Elevations: 10-395ft. (3-120m.) Blooms Sep-May.	No Potential	No suitable coastal scrub, coastal dune, or coastal bluffs occur within the Study Area.
Ambrosia pumila San Diego ambrosia	FE/None G1/S1 1B.1	Perennial rhizomatous herb. Chaparral, coastal scrub, valley and foothill grassland, vernal pools. Alkaline (sometimes), clay (sometimes), disturbed areas (often), sandy (sometimes). Elevations: 65-1360ft. (20-415m.) Blooms Apr-Oct.	No Potential	No chaparral, grasslands or vernal pools are present within the Study Area.
Aphanisma blitoides aphanisma	None/None G3G4/S2 1B.2	Annual herb. Coastal bluff scrub, coastal dunes, coastal scrub. Gravelly (sometimes), sandy (sometimes). Elevations: 5-1000ft. (1-305m.) Blooms Feb-Jun.	No Potential	No suitable coastal scrub, coastal dune, or coastal bluffs occur within the Study Area.
Arctostaphylos glandulosa ssp. *crassifolia* Del Mar manzanita	FE/None G5T2/S2 1B.1 MHCP Covered Species	Perennial evergreen shrub. Chaparral. Sandy coastal mesas and ocean bluffs; in chaparral or Torrey pine forest. Elevations: 0-1200ft. (0-365m.) Blooms Jun-Apr.	No Potential	Suitable chapparal, sandy coastal mesas, and ocean bluff habitat do not occur within the Study Area.
Astragalus tener var. *titi* coastal dunes milk-vetch	FE/SE G2T1/S1 1B.1	Annual herb. Coastal bluff scrub, coastal dunes, coastal prairie. Moist, sandy depressions of bluffs or dunes along and near the Pacific Ocean; one site on a clay terrace. Elevations: 5-165ft. (1-50m.) Blooms Mar-May.	No Potential	No suitable coastal scrub, coastal dune, or coastal prairie habitats, including bluffs and dunes which do not occur within the Study Area.
Atriplex coulteri Coulter's saltbush	None/None G3/S1S2 1B.2	Perennial herb. Coastal bluff scrub, coastal dunes, coastal scrub, valley and foothill grassland. Alkaline (sometimes), clay (sometimes). Elevations: 10-1510ft. (3-460m.) Blooms Mar-Oct.	No Potential	No suitable coastal scrub, coastal bluff scrub, coastal dunes, grassland, or clay soils occur within the Study Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Atriplex pacifica south coast saltscale	None/None G4/S2 1B.2	Annual herb. Coastal bluff scrub, coastal dunes, coastal scrub, playas. Alkali soils. Elevations: 0-460ft. (0-140m.) Blooms Mar-Oct.	No Potential	No suitable coastal scrub, coastal bluff scrub, coastal dunes, or playas occur within the Study Area.
Baccharis vanessae Encinitas baccharis	FT/SE G1/S1 1B.1 MHCP Covered Species	Perennial deciduous shrub. Chaparral, cismontane woodland. Sandstone. Elevations: 195-2360ft. (60-720m.) Blooms Aug-Nov.	No Potential	The Study Area does not contain suitable chaparral, cismontane woodland habitat or sandstone for this species. The Study Area is outside of the elevation range for this species.
Bergerocactus emoryi golden-spined cereus	None/None G2G3/S2 2B.2	Perennial stem. Chaparral, closed-cone coniferous forest, coastal scrub. Sandy. Elevations: 10-1295ft. (3-395m.) Blooms May-Jun.	No Potential	No suitable chapparal, forest, or coastal scrub habitat occurs within the Study Area.
Bloomeria clevelandii San Diego goldenstar	None/None G2G3/S3 1B.1	Perennial bulbiferous herb. Chaparral, coastal scrub, valley and foothill grassland, vernal pools. Clay. Elevations: 165-1525ft. (50-465m.) Blooms Apr-May.	No Potential	No suitable chaparral, coastal scrub, grasslands, vernal pools or suitable clay soils occur within the Study Area. The Study Area is outside of the elevation range for this species.
Brodiaea filifolia thread-leaved brodiaea	FT/SE G2/S2 1B.1 MHCP Covered Species	Perennial bulbiferous herb. Chaparral, cismontane woodland, coastal scrub, playas, valley and foothill grassland, vernal pools. Clay (often). Elevations: 80-3675ft. (25-1120m.) Blooms Mar-Jun.	No Potential	No suitable chaparral, coastal scrub, grasslands, vernal pools or suitable clay soils occur within the Study Area. The Study Area is outside of the elevation range for this species.
Brodiaea orcuttii Orcutt's brodiaea	None/None G2/S2 1B.1	Perennial bulbiferous herb. Chaparral, cismontane woodland, closed-cone coniferous forest, meadows and seeps, valley and foothill grassland, vernal pools. Clay, Mesic. Elevations: 100-5550ft. (30-1692m.) Blooms May-Jul.	No Potential	No suitable habitat or clay soils occur within the Study Area. The Study Area is outside of the elevation range for this species.
Ceanothus cyaneus Lakeside ceanothus	None/None G2/S2 1B.2	Perennial evergreen shrub. Chaparral, closed-cone coniferous forest. Elevations: 770-2475ft. (235-755m.) Blooms Apr-Jun.	No Potential	No suitable habitat occurs within the Study Area. The Study Area is outside of the elevation range for this species.
Ceanothus verrucosus wart-stemmed ceanothus	None/None G2/S2? 2B.2	Perennial evergreen shrub. Chaparral. Elevations: 5-1245ft. (1-380m.) Blooms Dec-May.	No Potential	No Suitable chapparal habitat occurs within the Study Area.
Centromadia parryi ssp. *australis* southern tarplant	None/None G3T2/S2 1B.1	Annual herb. Marshes and swamps, valley and foothill grassland, vernal pools. Often in disturbed sites near the coast at marsh edges; also in alkaline soils sometimes with saltgrass. Sometimes on vernal pool margins. Elevations: 0-1575ft. (0-480m.) Blooms May-Nov.	No Potential	No suitable marshes, swamps, or vernal pools occur within the Study Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Centromadia pungens ssp. *laevis* smooth tarplant	None/None G3G4T2/S2 1B.1	Annual herb. Chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland. Alkaline. Elevations: 0-2100ft. (0-640m.) Blooms Apr-Sep.	No Potential	No suitable habitat occurs within the Study Area.
Chaenactis glabriuscula var. *orcuttiana* Orcutt's pincushion	None/None G5T1/S1 1B.1	Annual herb. Coastal bluff scrub, coastal dunes. Sandy sites. Elevations: 0-330ft. (0-100m.) Blooms Jan-Aug.	No Potential	No suitable coastal scrub or coastal dunes occur within the Study Area.
Chorizanthe orcuttiana Orcutt's spineflower	FE/SE G1/S1 1B.1 MHCP Covered Species	Annual herb. Chaparral, closed-cone coniferous forest, coastal scrub. Openings, sandy. Elevations: 10-410ft. (3-125m.) Blooms Mar-May.	No Potential	No suitable chaparral or coniferous forest occurs within the Study Area.
Chorizanthe polygonoides var. *longispina* long-spined spineflower	None/None G5T3/S3 1B.2	Annual herb. Chaparral, coastal scrub, meadows and seeps, valley and foothill grassland, vernal pools. Clay (often). Elevations: 100-5020ft. (30-1530m.) Blooms Apr-Jul.	No Potential	No suitable chaparral, meadows, vernal pools or suitable clay soils occur within the Study Area. The Study Area is outside of the elevation range for this species.
Comarostaphylis diversifolia ssp. *diversifolia* summer holly	None/None G3T2/S2 1B.2 MHCP Covered Species	Perennial evergreen shrub. Chaparral, cismontane woodland. Often in mixed chaparral in California, sometimes post-burn. Elevations: 100-2590ft. (30-790m.) Blooms Apr-Jun.	No Potential	No suitable chaparral, cismontane woodland or suitable soils occur within the Study Area. The Study Area is outside of the elevation range for this species.
Corethrogyne filaginifolia var. *incana* San Diego sand aster	None/None G4T1Q/S1 1B.1	Perennial herb. Chaparral, coastal bluff scrub, coastal scrub. Most sites are disturbed, so hard to tell. Possibly in disturbed sites and ecotones. Elevations: 10-375ft. (3-115m.) Blooms Jun-Sep.	No Potential	Coastal scrub is present within the Study Area; however, this species is perennial and would have been identifiable during the field survey, but it was not observed. All recent CNDDB records are over 10 miles away from the Study Area.
Corethrogyne filaginifolia var. *linifolia* Del Mar Mesa sand aster	None/None G4T1Q/S1 1B.1 MHCP Covered Species	Perennial herb. Chaparral, coastal bluff scrub, coastal scrub. In coastal, shrubby communities on maritime sediments and conglomerates; in openings. Elevations: 15-490ft. (5-150m.) Blooms May-Sep.	No Potential	Coastal scrub is present within the Study Area; however, this species is perennial and would have been identifiable during the field survey, but it was not observed.
Cryptantha wigginsii Wiggins' cryptantha	None/None G2/S1 1B.2	Annual herb. Coastal scrub. Often on clay soils. Elevations: 65-900ft. (20-275m.) Blooms Feb-Jun.	No Potential	Coastal scrub is present within the Study Area; however, the survey was conducted during this the blooming season for this species, so it would have been identifiable during the field survey, but it was not observed. No clay soil is present within the Study Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Cylindropuntia californica var. *californica* snake cholla	None/None G3T2/S1 1B.1	Perennial stem. Chaparral, coastal scrub. Elevations: 100-490ft. (30-150m.) Blooms Apr-May.	No Potential	Coastal scrub is present within the Study Area; however, this species was not observed during the field survey when it would have been readily identifiable.
Dudleya blochmaniae ssp. *blochmaniae* Blochman's dudleya	None/None G3T2/S2 1B.1 MHCP Covered Species	Perennial herb. Chaparral, coastal bluff scrub, coastal scrub, valley and foothill grassland. Open, rocky slopes; often in shallow clays over serpentine or in rocky areas with little soil. Elevations: 15-1475ft. (5-450m.) Blooms Apr-Jun.	No Potential	No suitable substrates are present within the Study Area.
Dudleya brevifolia short-leaved dudleya	None/SE G1/S1 1B.1 MHCP Covered Species	Perennial herb. Chaparral, coastal scrub. On Torrey sandstone soils; in pebbly openings. Elevations: 100-820ft. (30-250m.) Blooms Apr-May.	No Potential	No sandstone is present within the Study Area. The Study Area is outside of the elevation range for this species.
Dudleya variegata variegated dudleya	None/None G2/S2 1B.2	Perennial herb. Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland, vernal pools. In rocky or clay soils; sometimes associated with vernal pool margins. Elevations: 10-1905ft. (3-580m.) Blooms Apr-Jun.	No Potential	No suitable chapparal, woodland, coastal scrub, or valley and foothill grassland habitat with rocky or clay soil substrates occur within the Study Area.
Dudleya viscida sticky dudleya	None/None G2/S2 1B.2 MHCP Covered Species	Perennial herb. Chaparral, cismontane woodland, coastal bluff scrub, coastal scrub. On north and south-facing cliffs and banks. Elevations: 35-1805ft. (10-550m.) Blooms May-Jun.	No Potential	No suitable habitat present within the Study Area. This species was not observed during the field survey when it would have been readily identifiable.
Ericameria palmeri var. *palmeri* Palmer's goldenbush	None/None G4T2?/S2 1B.1	Perennial evergreen shrub. Chaparral, coastal scrub. On granitic soils, on steep hillsides. Mesic sites. Elevations: 100-1970ft. (30-600m.) Blooms (Jul)Sep-Nov.	No Potential	No suitable chaparral or suitable soils occur within the Study Area. The Study Area is outside of the elevation range for this species.
Eryngium aristulatum var. *parishii* San Diego button-celery	FE/SE G5T1/S1 1B.1 MHCP Covered Species	Annual/perennial herb. Coastal scrub, valley and foothill grassland, vernal pools. San Diego mesa hardpan and claypan vernal pools and southern interior basalt flow vernal pools; usually surrounded by scrub. Elevations: 65-2035ft. (20-620m.) Blooms Apr-Jun.	No Potential	No suitable grasslands, vernal pools or suitable soils occur within the Study Area, but it was not observed. The Study Area is just outside of the elevation range for this species.
Eryngium pendletonense Pendleton button-celery	None/None G1/S1 1B.1	Perennial herb. Coastal bluff scrub, valley and foothill grassland, vernal pools. Clay. Vernally mesic sites. Elevations: 50-360ft. (15-110m.) Blooms Apr-Jun(Jul).	No Potential	No suitable grasslands, vernal pools or suitable soils occur within the Study Area
Erysimum ammophilum sand-loving wallflower	None/None G2/S2 1B.2	Perennial herb. Chaparral, coastal dunes, coastal scrub. Sandy openings. Elevations: 0-195ft. (0-60m.) Blooms Feb-Jun(Jul-Aug).	No Potential	No suitable chaparral, coastal dunes, or coastal scrub habitats with sandy openings occur within the Study Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Euphorbia misera cliff spurge	None/None G5/S2 2B.2 MHCP Covered Species	Perennial shrub. Coastal bluff scrub, coastal scrub, mojavean desert scrub. Rocky sites. Elevations: 35-1640ft. (10-500m.) Blooms (Oct)Dec-Aug.	No Potential	No suitable desert scrub habitat or soils occur within the Study Area.
Ferocactus viridescens San Diego barrel cactus	None/None G3?/S2S3 2B.1 MHCP Covered Species	Perennial stem. Chaparral, coastal scrub, valley and foothill grassland, vernal pools. Often on exposed, level or south-sloping areas; often in coastal scrub near crest of slopes. Elevations: 10-1475ft. (3-450m.) Blooms May-Jun.	No Potential	No suitable chaparral, coastal scrub, grasslands, vernal pools or suitable soils occur within the Study Area.
Geothallus tuberosus Campbell's liverwort	None/None G2/S2 1B.1	Ephemeral liverwort. Coastal scrub, vernal pools. Liverwort known from mesic soil. Elevations: 35-1970ft. (10-600m.)	No Potential	No vernal pools, coastal scrub, or suitable soils occur within the Study Area.
Hazardia orcuttii Orcutt's hazardia	None/ST G1/S1 1B.1 MHCP Covered Species	Perennial evergreen shrub. Chaparral, coastal scrub. Often on clay; in grassy edges of chaparral and coastal scrub. Elevations: 260-280ft. (80-85m.) Blooms Aug-Oct.	No Potential	No suitable chaparral or suitable clay soils occur within the Study Area. The Study Area is outside of the elevation range for this species.
Heterotheca sessiliflora ssp. *sessiliflora* beach goldenaster	None/None G4T2T3/S1 1B.1	Perennial herb. Chaparral, coastal dunes, coastal scrub. Sandy sites. Elevations: 0-4020ft. (0-1225m.) Blooms Mar-Dec.	No Potential	No suitable chapparal, coastal dunes, or any coastal scrub occurs within the Study Area.
Horkelia truncata Ramona horkelia	None/None G3/S3 1B.3	Perennial herb. Chaparral, cismontane woodland. Habitats in California include: mixed chaparral, vernal streams, and disturbed areas near roads. Clay soil; at least sometimes on gabbro. Elevations: 1310-4265ft. (400-1300m.) Blooms May-Jun.	No Potential	No suitable chaparral, cismontane woodlands, vernal streams or suitable clay soils occur within the Study Area. The Study Area is outside of the elevation range for this species.
Hulsea californica San Diego sunflower	None/None G3/S1 1B.3	Perennial herb. Chapparal, lower montane coniferous forests, upper montane coniferous forest. Can be found within burned areas and openings. Elevations: 3000-9565 feet (915-291m). Blooms Apr-Jun.	No Potential	The Study Area is outside of the elevation range for this species.
Isocoma menziesii var. *decumbens* decumbent goldenbush	None/None G3G5T2T3/S2 1B.2	Perennial shrub. Chaparral, coastal scrub. Sandy soils; often in disturbed sites. Elevations: 35-445ft. (10-135m.) Blooms Apr-Nov.	No Potential	No suitable chapparal or coastal scrub occur within the Study Area.
Iva hayesiana San Diego marsh-elder	None/None G3/S2 2B.2	Perennial herb. Marshes and swamps, playas, Riverwashes. Elevations: 35-1640ft. (10-500m.) Blooms Apr-Oct.	No Potential	No suitable marsh, swamp, plays, or riverwashes occur within the Study Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Lasthenia glabrata ssp. *coulteri* Coulter's goldfields	None/None G4T2/S2 1B.1	Annual herb. Marshes and swamps, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. 1-. Elevations: 5-4005ft. (1-1220m.) Blooms Feb-Jun.	Low Potential	No suitable marsh, swamp, plays, or vernal pools occur within the Study Area.
Leptosyne maritima sea dahlia	None/None G2/S1S2 2B.2	Perennial herb. Coastal bluff scrub, coastal scrub. Occurs on a variety of soil types, including sandstone. Elevations: 15-490ft. (5-150m.) Blooms Mar-May.	No Potential	Coastal scrub is present within the Study Area; however, this species is perennial and would have been identifiable during the field survey, but it was not observed.
Monardella hypoleuca ssp. *lanata* felt-leaved monardella	None/None G4T3/S3 1B.2	Perennial rhizomatous herb. Chaparral, cismontane woodland. Occurs in understory in mixed chaparral, chamise chaparral, and southern oak woodland; sandy soil. Elevations: 985-5170ft. (300-1575m.) Blooms Jun-Aug.	No Potential	No suitable chaparral or southern oak woodland occur within the Study Area. The Study Area is outside of the elevation range for this species.
Monardella viminea willowy monardella	FE/SE G1/S1 1B.1	Perennial herb. Chaparral, coastal scrub, riparian forest, riparian scrub, riparian woodland. In canyons, in rocky and sandy places, sometimes in washes or floodplains, with Baccharis, Iva, etc. Alluvial, ephemeral washes with adjacent coastal scrub. Elevations: 165-740ft. (50-225m.) Blooms Jun-Aug.	No Potential	No suitable chaparral, riparian habitat or suitable soils occur within the Study Area. The Study Area is outside of the elevation range for this species.
Nama stenocarpa mud nama	None/None G4G5/S1S2 2B.2	Annual/perennial herb. Marshes and swamps. Lake shores, river banks, intermittently wet areas. Elevations: 15-1640ft. (5-500m.) Blooms Jan-Jul.	No Potential	No suitable marsh habitat occurs within the Study Area.
Navarretia fossalis spreading navarretia	FT/None G2/S2 1B.1 MHCP Covered Species	Annual herb. Chenopod scrub, marshes and swamps, playas, vernal pools. San Diego hardpan and San Diego claypan vernal pools; in swales and vernal pools, often surrounded by other habitat types. Elevations: 100-2150ft. (30-655m.) Blooms Apr-Jun.	No Potential	The Study Area is outside of the elevation range for this species. No suitable chenopod scrub, vernal pool, swamps, or playa habitat is present within the Study Area.
Nemacaulis denudata var. *denudata* coast woolly-heads	None/None G3G4T2/S2 1B.2	Annual herb. Coastal dunes. Elevations: 0-330ft. (0-100m.) Blooms Apr-Sep.	No Potential	No coastal dune habitat occurs within the Study Area.
Nemacaulis denudata var. *gracilis* slender cottonheads	None/None G3G4T3?/S2 2B.2	Annual herb. Coastal dunes, desert dunes, Sonoran Desert scrub. In dunes or sand. Elevations: -165-1310ft. (-50-400m.) Blooms (Mar)Apr-May.	No Potential	No coastal dune habitat or desert habitat occurs within the Study Area. The Study Area is outside of the elevation range for this species.
Orcuttia californica California Orcutt grass	FE/SE G1/S1 1B.1 MHCP Covered Species	Annual herb. Vernal pools. Elevations: 50-2165ft. (15-660m.) Blooms Apr-Aug.	No Potential	No suitable vernal pool habitat occurs within the Study Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Phacelia stellaris Brand's star phacelia	None/None G1/S1 1B.1	Annual herb. Coastal dunes, coastal scrub. Open areas. Elevations: 5-1310ft. (1-400m.) Blooms Mar-Jun.	No Potential	No coastal dune habitat occurs within the Study Area.
Pinus torreyana ssp. *torreyana* Torrey pine	None/None G1T1/S1 1B.2 MHCP Covered Species	Perennial evergreen tree. Chaparral, closed-cone coniferous forest. On dry, sandstone slopes. Elevations: 100-525ft. (30-160m.)	Present	This species was observed within the Study Area. It is a City planted landscape tree and does not occur within the actual Project site but along the ROW within North Highway 101 in the median.
Pogogyne abramsii San Diego mesa mint	FE/SE G1/S1 1B.1	Annual herb. Vernal pools. Vernal pools within grasslands, chamise chaparral, or coastal sage scrub communities. Elevations: 295-655ft. (90-200m.) Blooms Mar-Jul.	No Potential	No vernal pools are present within the Study Area. The Study Area is outside of the elevation range for this species.
Quercus dumosa Nuttall's scrub oak	None/None G3/S3 1B.1 MHCP Covered Species	Perennial evergreen shrub. Chaparral, closed-cone coniferous forest, coastal scrub. Generally on sandy soils near the coast; sometimes on clay loam. Elevations: 50-1310ft. (15-400m.) Blooms Feb-Apr(May-Aug).	No Potential	No suitable coastal scrub occurs within the Study Area.
Salvia munzii Munz's sage	None/None G2/S2 2B.2	Perennial evergreen shrub. Chaparral, coastal scrub. Rolling hills and slopes, in rocky soil. Elevations: 375-3495ft. (115-1065m.) Blooms Feb-Apr.	No Potential	The Study Area is outside of the elevation range for this species.
Senecio aphanactis chaparral ragwort	None/None G3/S2 2B.2	Annual herb. Chaparral, cismontane woodland, coastal scrub. Drying alkaline flats. Elevations: 50-2625ft. (15-800m.) Blooms Jan-Apr(May).	No Potential	No suitable coastal scrub occurs within the Study Area.
Sidalcea neomexicana salt spring checkerbloom	None/None G4/S2 2B.2	Perennial herb. Chaparral, coastal scrub, lower montane coniferous forest, mojavean desert scrub, playas. Alkali springs and marshes. Elevations: 50-5020ft. (15-1530m.) Blooms Mar-Jun.	No Potential	No suitable marsh habitat occurs within the Study Area.
Sphaerocarpos drewiae bottle liverwort	None/None G1/S1 1B.1	Ephemeral liverwort. Chaparral, coastal scrub. Liverwort in openings; on soil. Elevations: 295-1970ft. (90-600m.)	No Potential	The Study Area is outside of the elevation range for this species.
Sphenopholis interrupta ssp. *californica* prairie false oat	None/None G4T1/S1 1B.1	Annual herb. Chaparral. Clay. Elevations: 50-50ft. (15-15m.) Blooms Apr.	No Potential	No suitable chaparral habitat or clay soils occur within the Study Area.
Stemodia durantifolia purple stemodia	None/None G5/S2 2B.1	Perennial herb. Sonoran desert scrub. Sandy soils; mesic sites. Elevations: 590-985ft. (180-300m.) Blooms (Jan)Apr-Dec.	No Potential	No suitable Sonoran Desert scrub occurs within the Study Area. The Study Area is outside of the elevation range for this species.
Suaeda esteroa estuary seablite	None/None G3/S2 1B.2	Perennial herb. Marshes and swamps. Coastal salt marshes in clay, silt, and sand substrates. Elevations: 0-15ft. (0-5m.) Blooms (Jan-May) Jul-Oct.	No Potential	No suitable coastal scrub occurs within the Study Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Tetracoccus dioicus Parry's tetracoccus	None/None G2G3/S2 1B.2	Perennial deciduous shrub. Chaparral, coastal scrub. Stony, decomposed gabbro soil. Elevations: 540-3280ft. (165-1000m.) Blooms Apr-May.	No Potential	No suitable chaparral or stony, gabbro soil occurs within the Study Area. The Study Area is outside of the elevation range for this species.
Invertebrates				
Branchinecta sandiegonensis *San Diego fairy shrimp*	FE/None G2/S1 MHCP Covered Species	Endemic to San Diego and Orange County mesas. Vernal pools.	No potential	No suitable vernal pools are present within the Study Area.
Danaus plexippus plexippus pop. 1 monarch - California overwintering population	FC/None G4T1T2Q/S2	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	No Potential	Eucalyptus trees are present within the Study Area; however, they do not form dense enough of a grove to provide adequate wind protection and available fresh water sources are not located nearby. Additionally, overwintering monarch grooves are well documented and are generally known to be extirpated in San Diego County. However, there is some potential for this species to pass through the Study Area during migration.
Streptocephalus woottoni Riverside fairy shrimp	FE/None G1G2/S2	Endemic to Western Riverside, Orange, and San Diego counties in areas of tectonic swales/earth slump basins in grassland and coastal sage scrub. Inhabit seasonally astatic pools filled by winter/spring rains. Hatch in warm water later in the season.	No potential	No suitable vernal pools are present within the Study Area.
Amphibians				
Spea hammondii western spadefoot	FPT/None G2G3/S3S4 SSC MHCP Covered Species	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	No potential	No suitable vernal pool habitat occurs within the Study Area.
Reptiles				
Anniella stebbinsi Southern California legless lizard	None/None G3/S3 SSC	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally in moist, loose soil. They prefer soils with a high moisture content.	No Potential	No suitable habitat or soil occurs within the Study Area. The Study Area does not contain sand dunes.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Arizona elegans occidentalis California glossy snake	None/None G5T2/S2 SSC	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California. Generalist reported from a range of arid scrub, rocky washes, chaparral, and grassland habitats, often with loose or sandy soils.	No Potential	No suitable scrub, chapparal, grassland or loose/sandy soiled habitat occur within the Study Area.
Aspidoscelis tigris stejnegeri coastal whiptail	None/None G5T5/S3 SSC	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm soil, sandy, or rocky.	No Potential	No suitable habitat occurs within the Study Area. This species occurs in areas more inland than the Study Area.
Phrynosoma blainvillii coast horned lizard	None/None G4/S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	No Potential	The Study Area is disturbed and surrounded by development. No suitable scrub habitat occurs in the Study Area.
Thamnophis hammondii two-striped gartersnake	None/None G4/S3S4 SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	No Potential	No suitable habitat occurs within the Study Area.
Birds				
Aimophila ruficeps canescens southern -California rufous crowned sparrow	None/None WL MHCP Covered Species	Found in open oak woodlands and dry uplands with grassy vegetation and bushes. Often found near rocky outcroppings. Also known from coastal scrublands and chaparral areas.	No Potential	No suitable oak woodlands, dry uplands, coastal sage scrub or chapparal habitats, or rocky outcroppings, occur within the Study Area
Campylorhynchus brunneicapillus sandiegensis coastal cactus wren	None/None G5T3Q/S2 SSC MHCP Covered Species	Southern California coastal sage scrub. Wrens require tall opuntia cactus for nesting and roosting.	No potential	No coastal sage scrub habitat occurs within the Study Area.
Charadrius nivosus nivosus western snowy plover	FT/None G3T3/S3 SSC MHCP Covered Species	Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	No potential	A record from 1998 documented 26 nests just south of the Batiquitos Lagoon (CDFW 2023a); however, suitable habitat is absent from the Study Area.
Circus hudsonius northern harrier	None/None G5/S3 SSC	Coastal salt and freshwater marsh. Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	No Potential	This species requires tall soft shrub/grassy vegetation typically associated with marshes that provide nesting coverage, which is absent from the Study Area. Therefore, suitable nesting habitat is not present in the Study Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Laterallus jamaicensis coturniculus California black rail	None/ST G3T1/S2 FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	No Potential	Suitable freshwater marshes, wet meadows, or shallow margins of saltwater marshes do not occur within the Study Area.
Passerculus sandwichensis beldingi Belding's savannah sparrow	None/SE G5T3/S3 MHCP Covered Species	Inhabits coastal salt marshes, from Santa Barbara south through San Diego County. Nests in Salicornia on and about margins of tidal flats.	No Potential	Suitable coastal salt marsh habitat does not occur within the Study Area.
Polioptila californica californica coastal California gnatcatcher	FT/None G4G5T3Q/S2 SSC MHCP Covered Species	Obligate, permanent resident of coastal sage scrub below 2500 ft in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied.	No Potential	Suitable coastal sage scrub does not occur within the Study Area.
Rallus obsoletus levipes light-footed Ridgway's rail	FE/SE G3T1T2/S1 FP	Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on molluscs and crustaceans.	No Potential	Suitable saltmarsh does not occur within the Study Area
Sternula antillarum browni California least tern	FE/SE G4T2T3Q/S2 FP MHCP Covered Species	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, land fills, or paved areas.	No Potential	No suitable open water foraging or preferred nesting habitat consisting of beach, alkalai flat, or flat substrates occur within the Study Area. The nearest known least tern colony is located less than 1 mile from the Grandview crossing Project site.
Vireo bellii pusillus least Bell's vireo	FE/SE G5T2/S3 MHCP Covered Species	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs Projecting into pathways, usually willow, Baccharis, mesquite.	No Potential	Suitable riparian habitat does not occur within the Study Area.
Mammals				
Chaetodipus californicus femoralis Dulzura pocket mouse	None/None SSC	Variety of habitats including coastal scrub, chaparral, and grassland in San Diego County. Attracted to grass-chaparral edges.	No Potential	Suitable coastal scrub, chapparal, and grassland does not occur within the Study Area.
Chaetodipus fallax northwestern San Diego pocket mouse	None/None SSC MHCP Covered Species	Found in chaparral, grasslands, scrub forests, and deserts. Major habitat requirement is the presence of low growing vegetation or rocky outcroppings, as well as sandy soil in which they dig burrows.	No Potential	Suitable chapparal, scrub, desert habitat, or sandy soils occur within the Study Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations
Choeronycteris mexicana Mexican long-tongued bat	None/None G4/S3 SSC	Common throughout Mexico, this species is occasionally found in San Diego and Imperial Counties. Feeds on nectar and pollen of night blooming succulents. Roosts in desert canyons, caves, and rock crevices. Also uses abandoned buildings. canyons, deep caves, mines, or rock crevices, desert canyons, deep	No Potential	No suitable roosting or foraging habitat occurs within the Study Area.
Neotoma bryanti lepida Bryant's woodrat	None/None G5T3T4/S3S4 SSC	Coastal scrub of Southern California from San Diego County to San Luis Obispo County. Moderate to dense canopies preferred. They are particularly abundant in rock outcrops, rocky cliffs, and slopes. This species is not longer recognized as San Diego desert woodrat (*Neotoma lepida intermedia*).	No Potential	No woodrat middens or suitable rocky outcropping, dense sage scrub, or slopes occur within the Study Area.
Nyctinomops femorosaccus pocketed free-tailed bat	None/None G5/S3 SSC	Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian, etc. Rocky areas with high cliffs.	No Potential	No suitable roosting or foraging habitat occurs within the Study Area.

ft. = feet; meter = m.

Regional Vicinity refers to within a 9-quad search radius of site.

Status (Federal/State)
FE = Federal Endangered
FT = Federal Threatened
FPE = Federal Proposed Endangered
FPT = Federal Proposed Threatened
FD = Federal Delisted
FC = Federal Candidate
SE = State Endangered
ST = State Threatened
SCE = State Candidate Endangered
SCT = State Candidate Threatened
SR = State Rare
SD = State Delisted
SSC = CDFW Species of Special Concern
FP = CDFW Fully Protected
WL = CDFW Watch List
MHCP Covered= MHCP Covered Species

CRPR (CNPS California Rare Plant Rank)
1A = Presumed extirpated in California, and rare or extinct elsewhere
1B = Rare, Threatened, or Endangered in California and elsewhere
2A = Presumed extirpated in California, but common elsewhere
2B= Rare, Threatened, or Endangered in California, but more common elsewhere

CRPR Threat Code Extension
.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)
.2 = Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)
.3 = Not very endangered in California (<20% of occurrences threatened/low degree and immediacy of threat)

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Study Area	Habitat Suitability/Observations

Other Statuses

G1 or S1	Critically Imperiled Globally or Subnationally (state)
G2 or S2	Imperiled Globally or Subnationally (state)
G3 or S3	Vulnerable to extirpation or extinction Globally or Subnationally (state)
G4/5 or S4/5	Apparently secure, common and abundant
GH or SH	Possibly Extirpated – missing; known from only historical occurrences but still some hope of rediscovery
LR	Locally Rare (Santa Barbara Botanical Gardens 2018)

Additional notations may be provided as follows

T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)
Q – Questionable taxonomy that may reduce conservation priority
? – Inexact numeric rank

Attachment C

Cultural Resources Assessment

CONFIDENTIALITY

The following document contains sensitive and confidential information concerning archaeological sites. This memo should be held confidential and is not for public distribution. Archaeological site locations are exempt from the California Public Records Act, as specified in Government Code 6254.10, and from the Freedom of Information Act (Exemption 3), under the legal authority of both the National Historic Preservation Act (PL 102-574, Section 304[a]) and the Archaeological Resources Protection Act (PL 96-95, Section 9[a]). Sections of this report contain maps and other sensitive information. Distribution should be restricted appropriately.

Rincon Consultants, Inc.

8825 Aero Drive, Suite 120
San Diego, CA 92123

760 918-9444

info@rinconconsultants.com
www.rinconconsultants.com

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 (Appendix 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) (Appendix 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 (Appendix 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 (Appendix 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 the1995 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 sparce 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 Appendix 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, Appendix 1, Figure 3). These properties were recorded on DPR 523 forms which are included in Appendix 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 (Appendix 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, Appendix 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 8). To the east, the terrain becomes steep, with a small 90-degree slope composed of imported rocks to elevate the tracks (Figure 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 10). Additionally, on the eastern side of the project site, ground visibility is further obscured by imported stone and foliage, including wild daisies (Figure 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 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 Appendix 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 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 or 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.

Avoidance and Minimization Measures

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).

Avoidance and Minimization Measures

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.

James Williams, MA
Architectural Historian

Rachel Bilchak, BA, RA
Archaeologist

Breana Campbell-King, MA, RPA
Senior Supervising Archaeologist

Margo Nayyar, MA
Architectural History Principal

Appendices

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

References

Encinitas, City of

2017 "Encinitas Register of Historic Property." Last updated August 1, 2017. Electronic resource, https://www.encinitasca.gov/home/showpublisheddocument/1600/638039424548200000, accessed May 2024.

Gallegos, Dennis, Dayle Cheever and Stephan Van Wormer

1986 "A Cultural Resource Overview for the Encinitas Planning Area, Encinitas, California." On file at the SCIC, San Diego State University as Report SD-00671.

Keeler, Dustin and Sherri Gust

2014 "Cultural Constraints for the Batiquitos Lagoon Double-Track Project, Cities of Carlsbad and Encinitas, San Diego County, California." On file at the SCIC, San Diego State University as Report SD-18575.

Michael Baker International

2023 "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." On file at the SCIC, San Diego State University as Report SD-20068.

National Oceanographic and Atmospheric Administration (NOAA)

2024 NGS Data Sheet for U1307. Electronic resource. https://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DX3439, accessed May 2024.

National Park Service (NPS)

1983 Federal Register, Part IV, Archeology and Historic Preservation; Secretary of the Interior's Standards and Guidelines. September 29, 1983. https://www.nps.gov/subjects/historicpreservation/upload/standards-guidelines-archeology-historic-preservation.pdf, accessed June 2024.

Nationwide Environmental Title Research (NETR) Online

2024 "HistoricAerials: Viewer." [Historical aerial photographs online]. Historical aerial photographs of the project sites and vicinity, 1947, 1953, 1964, 1978, 1980, 1981. 1985, 1990, 1991, 1999, 2003, 2020. www.historicaerials.com, accessed April 2024.

Office of Historic Preservation (OHP)

1995 Instructions for Recording Historical Resources. Sacramento: Office of Historic Preservation. March 1995. https://www.parks.ca.gov/pages/1054/files/manual95.pdf, accessed June 2024.

Smith, Brian

1995 "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)." On file at the SCIC, San Diego State University as Report SD-03028.

United States Geological Survey (USGS)

2024 "TopoView: Get Maps." USGS topographical maps, 1893, 1901, 1904. https://ngmdb.usgs.gov/topoview/viewer/#4/40.01/-100.06, accessed March 2024.

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.

Appendix 1

Figures

Figure 1 Regional Location

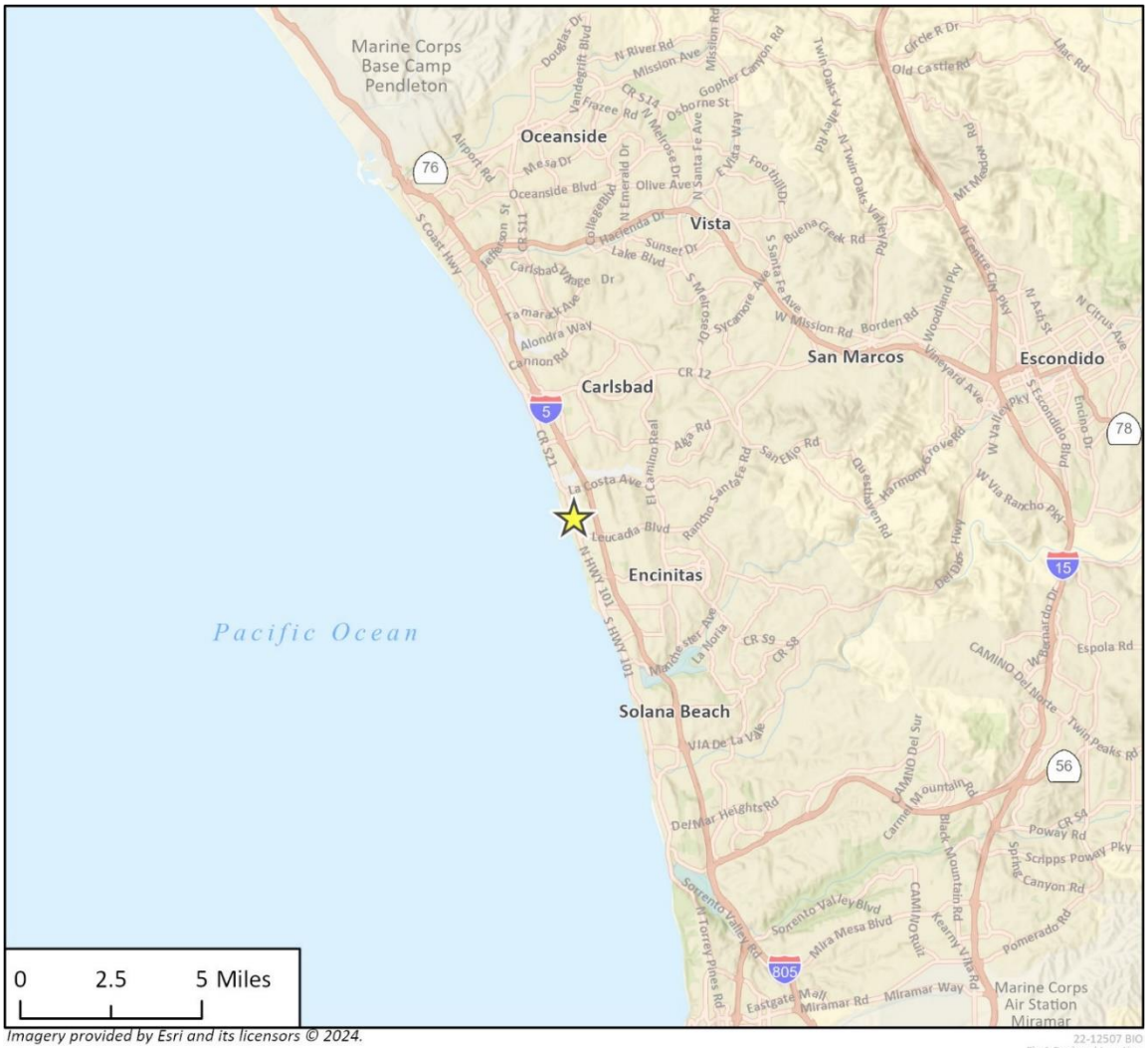


Figure 2 Project Site

Figure 3 Cultural Resources Survey Results

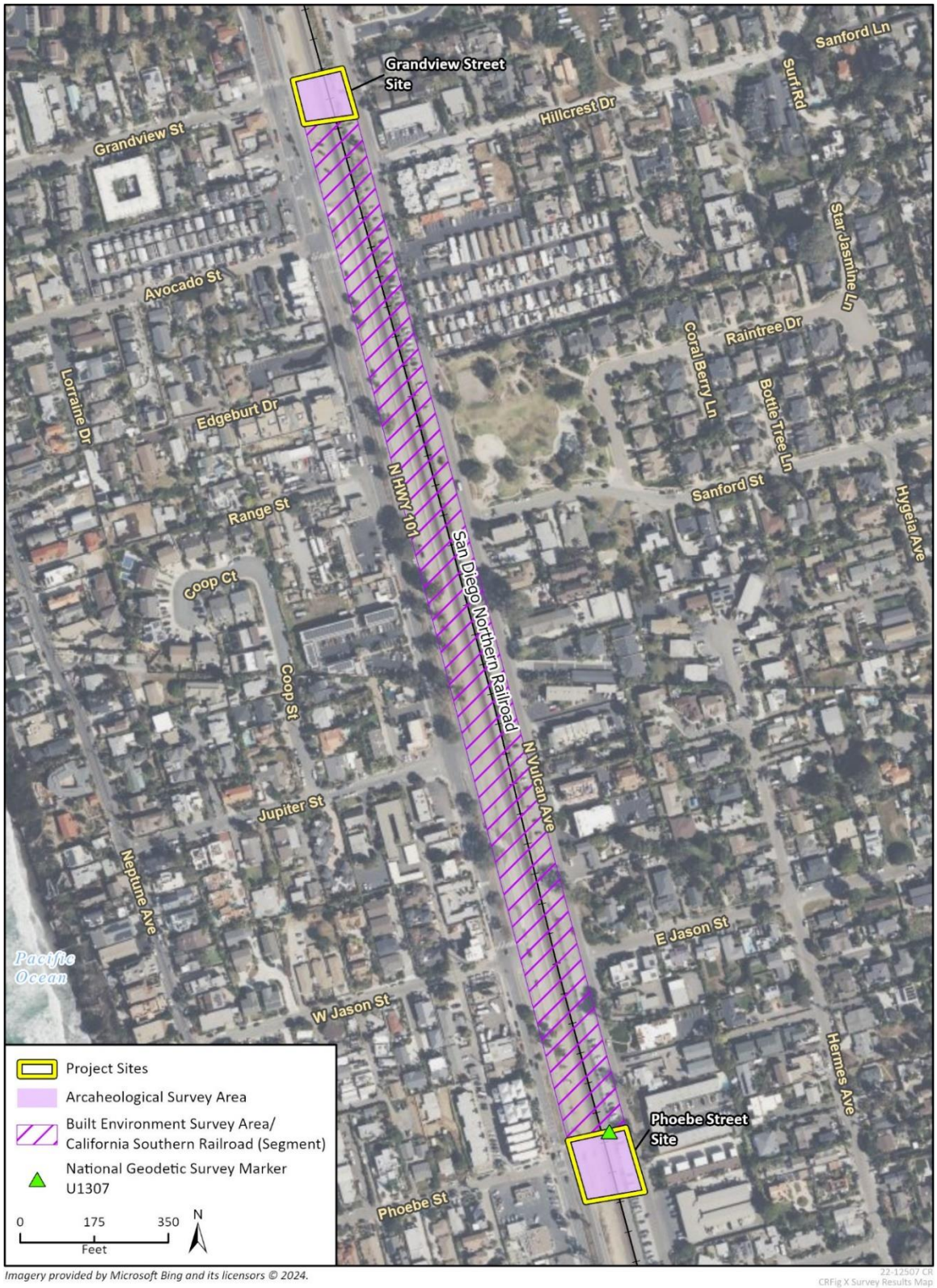


Figure 4 Subject Railroad Segment, Facing North from Vicinity of Phoebe Street

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

Appendix 2 (Confidential)

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

This is not an invoice. Please pay from the monthly billing statement

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, Enicinitas, 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, Enicinitas, 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

Appendix 3

SLF Results

STATE OF CALIFORNIA Gavin Newsom, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION

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

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

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	
	Ewiiaapaayp 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	
	Ewiiaapaayp 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 Goverment 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

Appendix 4 (Confidential)

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 mM (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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S, 3CS, 5S3
***Resource Name or #** California Southern Railroad Segment

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 **Area:** Southern California
Period of Significance 1881-1889 **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

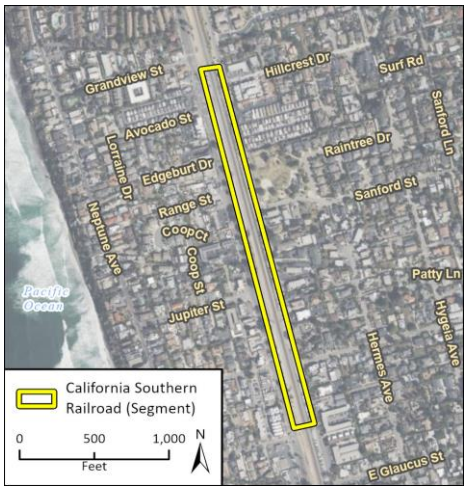
***B12. References:** See continuation sheet.

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

L11. Date: May 23, 2024

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

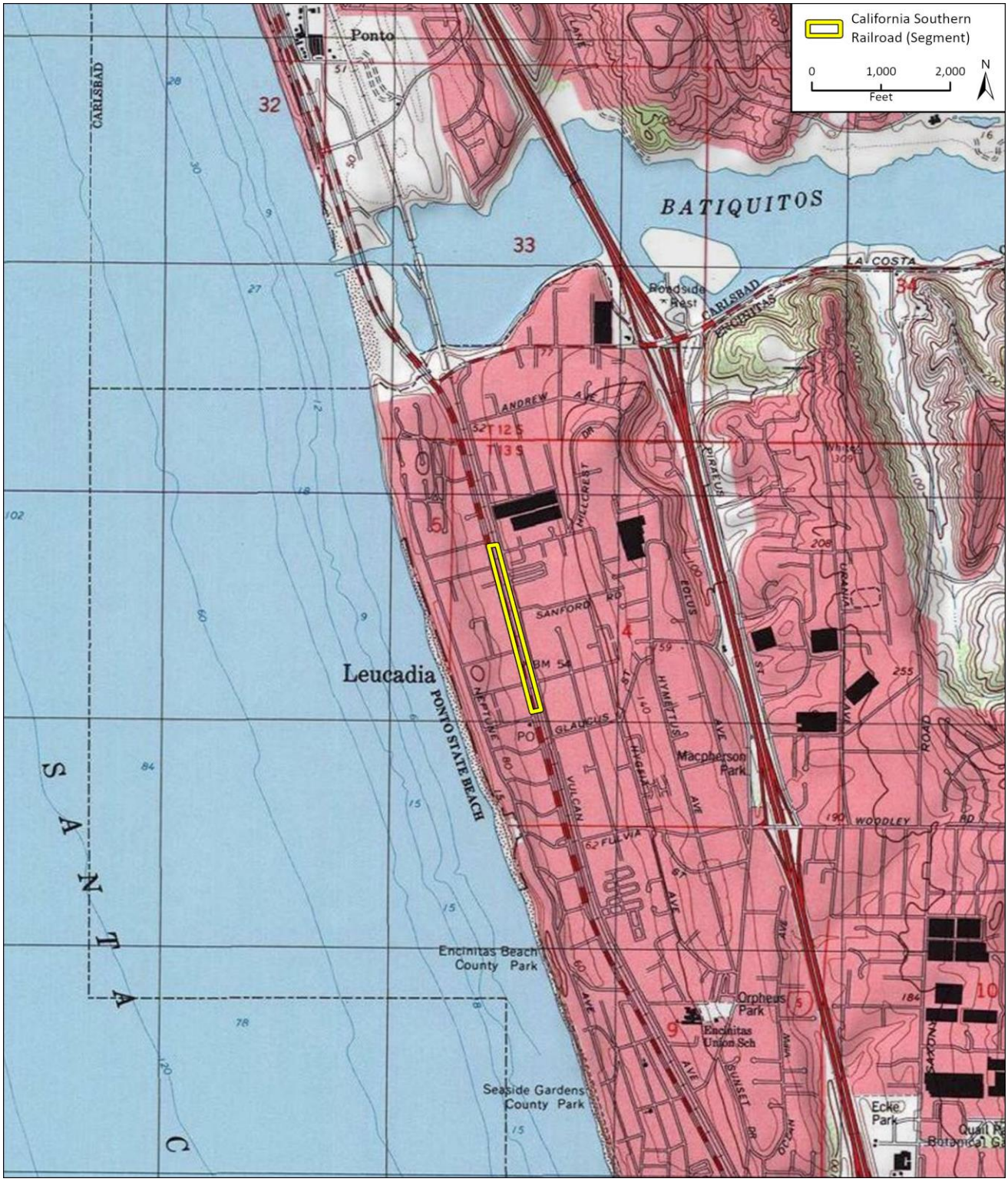
LOCATION MAP

Primary #
HRI#
Trinomial

Page 4 **of** 13
***Map Name:** *Encinitas, Calif.*

***Scale:** 1:24,000

***Resource Name or #** California Southern Railroad Segment
***Date of map:** 1968



* Required information

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 transferr 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 (Scarf 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 (Scarf 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 art 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 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 1881to 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).

B12. References (continued):

Dodge, Richard V.

1958 "The Fallbrook Line." Dispatcher. Issue 17. April 10, 1958. Reproduced on California Southern Railway History [web site]. http://sdrm.info/history/cs/calsouth.html, accessed April 2024.

Duke, Donald

1963 Santa Fe: Steel Rails Through California. San Marino, CA: Golden West Books.

Encinitas, City of

n.d. (a) Title DESP, Downtown Encinitas Specific Plan. 8.Historic Preservation, Section7.1 Historic Development of Downtown Encinitas. City of Encinitas Municipal Code. https://ecode360.com/44493368#44493372, accessed June 2024.

n.d. (b) Title NCSP, North 101 Corridor Specific Plan. 7.Historic Preservation, Section7.2 Historic Development of the North Highway 101 Corridor. City of Encinitas Municipal Code. https://ecode360.com/44494605#44494605, accessed April 2024.

2017 Encinitas Register of Historic Property. Last updated August 1, 2017. Electronic resource, https://www.encinitasca.gov/home/showpublisheddocument/1600/638039424548200000, accessed May 2024.

2024 "About Encinitas." City of Encinitas web site. https://www.encinitasca.gov/community/about-encinitas, accessed June 2024.

Gabbard, Dana

2012 "History of the Surfliner, LOSSAN and a Look at Pending Legislation". StreetsBlog LA. OpenPlans. September 24, 2012. https://la.streetsblog.org/gabbard-history-of-the-surfliner-lossan-and-a-look-at-pending-legislation, accessed June 2024.

Jordan, Keith

2004 "Railroad Blueprint: Sant Fee Surf Line, 1940." Trains. 64 (8), 64–69.

Mellon, Dolores

n.d. National City Depot (Southern California Transcontinental Terminus Depot). Historic American Buildings Survey documentation. HABS No. CA-2654. San Francisco: U.S. Department of the Interior, National Park Service, Historic American Buildings Survey, Pacific Great Basin Support Office. https://tile.loc.gov/storage-services/master/pnp/habshaer/ca/ca2100/ca2187/data/ca2187data.pdf, accessed May 2024.

Nationwide Environmental Title Research (NETR) Online

2024 "HistoricAerials: Viewer." [Historical aerial photographs online]. Historical aerial photographs of the project sites and vicinity, 1947, 1953, 1964, 1978, 1980, 1981. 1985, 1990, 1991, 1999, 2003, 2020. www.historicaerials.com, accessed April 2024.

RailsWest

2024 "Atchison, Topeka & Santa Fe Brings Competition." Rail West [web site]. https://www.railswest.com/history/atsftranscontinental.html, accessed May 2024.

Rossi, Vincent Nicholas

2014 "Merle, 'An Enchanted City by the Sea.'" San Diego History Seeker [web log]. https://sandiegohistoryseeker.com/2014/03/17/merle-an-enchanted-city-by-the-sea/, accessed March 2023.

Scharf, Thomas L.

1979 Rebuilding the California Southern Railroad: The Personal Account of a Chinese Labor Contractor, 1884. San Diego Historical Society Quarterly. 25 no. 4 (Fall 1979). Reproduced on San Diego History Center web site. https://sandiegohistory.org/journal/1979/october/railroad/, accessed May 2024.

Schmidt, Brian

2022 "Amtrak San Diego Service through the Years." Classic Trains [web site]. November 30, 2022. https://www.trains.com/ctr/railroads/passenger-service/amtrak-san-diego-service-through-the-years/, accessed June 2024.

Sedgwick, John

2021 "How the Santa Fe Changed America Forever." Smithsonian Magazine [web site]. July 2021. https://www.smithsonianmag.com/history/santa-fe-railroad-changed-america-forever-180977952/, accessed May 2024.

United States Geological Survey (USGS)

2024 "TopoView: Get Maps." USGS topographical maps, 1893, 1901, 1904. https://ngmdb.usgs.gov/topoview/viewer/#4/40.01/-100.06, accessed March 2024.

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

 ***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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** National Geodetic Survey Marker U 1307

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.)

(Sketch Map with north arrow required.)

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

LOCATION MAP

Primary #
HRI#
Trinomial

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

***Map Name:** *Encinitas, Calif.* ***Scale:** 1:24,000 ***Date of map:** 1968

* Required information

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 al 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). NAV 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 association, 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):

Dracup, Joseph F.
1995 *NOAA Special Publication NOS NGS 6 Geodetic Surveying 1940-1990*. National Oceanographic and Atmospheric Administration. Electronic resource. https://repository.library.noaa.gov/view/noaa/51727, accessed May 2024.

Encinitas, City of
2017 Encinitas Register of Historic Property. Last updated August 1, 2017. Electronic resource, https://www.encinitasca.gov/home/showpublisheddocument/1600/638039424548200000, accessed May 2024.

NOAA (National Oceanographic and Atmospheric Administration)
2024 NGS Data Sheet for U1307. Electronic resource. https://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DX3439, accessed May 2024.

2021 "NGS History." Electronic resource. Last modified October 25, 2021. https://geodesy.noaa.gov/INFO/history/, accessed May 2024.

2020 *NOAA Manual NOS NGS 3 Geodetic Leveling. Supersedes Coast and Geodetic Survey Special Publication 239 Manual of Geodetic Leveling, 1948*. Revised October 2020. U.S. Department of Commerce. National Oceanographic and Atmospheric Administration, National Geodetic Survey. Electronic resource. https://geodesy.noaa.gov/library/pdfs/NOAA_Manual_NOS_NGS_0003.pdf, accessed May 2024.

n.d. "The Vertical Datum Global Positioning Tutorial." Electronic resource. The Vertical Datum: Global Positioning Tutorial, noaa.gov, accessed May 2024.