

Appendix E1

Supplemental Cultural Resources Memo





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memorandum

date October 2, 2018

to City of Oceanside, Engineering Division

from Joel Levanetz, AICP, RPA – ESA
 Michael Vader – ESA

subject Coast Highway Corridor Study – Supplemental Cultural Resources Assessment Memorandum

Introduction

The City of Oceanside (City) has retained Environmental Science Associates (ESA) to prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the Coast Highway Corridor Study Project (project, or proposed project). In 2016, ESA prepared a Phase I cultural resources assessment report in support of the EIR (ESA 2016). The Phase I cultural resources assessment included archival research in the form of a records search prepared by the California Historical Resources Inventory System (CHRIS) South Coast Information Center (SCIC), and a pedestrian cultural resources survey of the project area. The SCIC records search and pedestrian survey identified the presence of 21 previously recorded cultural resources within or adjacent to the project area, including one prehistoric archaeological site, and 20 historic architectural resources. The 2016 Phase I cultural resources assessment addressed potential project impacts to these 21 resources and concluded that none would be significantly impacted by project implementation.

Subsequent to the completion of the Phase I cultural resources assessment, City staff provided ESA with a City Council resolution (Resolution No. R97-169) for the designation of Coast Highway (also known as Hill Street) as Historic California U.S. Route 101. On November 19, 1997, the City Council passed the resolution describing the Coast Highway's importance to the growth of Oceanside and identifying it as significant to the City's heritage. Therefore, for the purposes of this project, the Coast Highway is being considered an architectural resource that is discretionarily determined to be a historical resource pursuant to CEQA. The archival research conducted as part of the Phase I cultural resources assessment did not identify the Coast Highway as a cultural resource, and an analysis of potential project impacts to the highway was not included as part of the original 2016 assessment. As such, this technical memorandum has been prepared to address potential project impacts to the Coast Highway and is a supplement to the Phase I cultural resources assessment prepared in 2016. This memorandum provides a brief history of the Coast Highway as well as an analysis of the potential for the project to significantly impact the segment of the linear resource within the project area.

Project Location and Description

The project is located within the city in northern San Diego County, approximately 32 miles north of the city of San Diego and 70 miles south of Los Angeles (**Figure 1**). The project encompasses the Coast Highway corridor from Harbor Drive in the north to approximately 550 feet south of Eaton Street on the south. Specifically, the project is located within Sections 22, 23, 26, 35, and 36 of Township 11 South, Range 5 West, on the Oceanside and San Luis Rey (CA) United States Geological Survey 7.5-minute topographic quadrangles (**Figure 2**).

The project consists of two components, the Complete Streets improvements, analyzed at a project-level, and the Coast Highway Incentive District (herein referred to as the Incentive District), an optional zoning program, analyzed at the programmatic level (**Figure 3**). The 2016 Phase I cultural resources assessment used the term “Overlay” for the optional zoning program, but the name has been changed to “Incentive District” since completion of that report. The Complete Streets improvements span approximately 3.5 miles from the northern terminus of Coast Highway at Harbor Drive to Eaton Street near the city’s southern boundary and would include enhancements to the existing roadway infrastructure as well as bicycle and pedestrian facilities throughout the corridor. Specifically, the Complete Streets improvements would convert Coast Highway from four lanes to two lanes (one travel lane in each direction) for the length of the corridor, with segments of two southbound travel lanes between State Route (SR) 76 and Surfrider Way, and south of Kelly Street to Eaton Street. Further, key elements of the Complete Streets improvements include a continuous Class II striped bicycle lane from Harbor Drive to the southern city limit, 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, 12 roundabouts in place of traffic signals where physically feasible and where the intersection traffic volumes support implementation, traffic-calming measures, and streetscape enhancements, such as removing dead trees and replanting new trees.

The Incentive District would extend in an irregular shape from Seagaze Drive to the north past Eaton Street to the south, and would extend from Ditmar Street on the east to Pacific Street on the west. The Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing underlying zoning. If adopted, the Incentive District would be an optional zoning program, and individual developers could choose to apply for new development or redevelopment within the Incentive District boundary. Implementation of the Incentive District would require amendments to the City’s existing General Plan and Zoning Ordinance.

Figure 1 Project Vicinity

Figure 2 Project Location

Figure 3 Project Components

History of the Coast Highway

The following discussion is excerpted from, *The Role of Transportation in the Growth of the City of Oceanside* (Flannigan 1996), and provides a brief history of the Coast Highway and its role in the development of Oceanside's economy and growth from the early to the mid-20th century.

The Coast Highway, also known as Highway 101, extends approximately 970-miles from San Diego at its southern terminus to Oregon in the north. Approximately 70 miles of the highway traverses San Diego County from north to south, and an approximately 3.5-mile long segment bisects the city of Oceanside.

Originally known as Hill Street, the Coast Highway within Oceanside had humble beginnings. At the beginning of the 20th century, Hill Street was merely a dirt road through the center of town that became an impassible quagmire of mud during the rainy season. However, with the growing popularity of the automobile in the late 19th and early 20th centuries, the San Diego County Road Commission was formed in 1908 and was tasked with the development of 1,250 miles of roads throughout the county. Oceanside petitioned the commission for a highway along the coast extending from the city of San Diego in the south to Orange County in the north. By June 1909, two routes involving Oceanside were proposed. The first route would extend from San Diego to Oceanside and the second would extend from Oceanside to the border of San Diego and Orange counties near San Onofre. By June 1911, the dirt road that constituted the Coast Highway opened to motorists. With the opening of the road, the Automobile Club of Southern California included Oceanside in its official map marking roadways suitable for automobiles, literally putting Oceanside on the map and opening it up to automobile-based tourism and commerce. Although the road was opened in 1911, the highway was not fully straightened and paved until November 1915. With the completion of the Coast Highway in San Diego County, Oceanside became the gateway to San Diego, as it was the first city that motorists passed through when entering San Diego County from the north. At this time, Oceanside's population and economy expanded as business catering to motorists began to open on Hill Street, and included garages, cafes, and hotels.

During the 1920s, Hill Street and the larger Coast Highway were improved as southern California's automobile cultural grew and the need for better roads increased. The road improvements allowed a greater volume of motorists to pass through Oceanside leading to additional economic expansion as new business opened and residential subdivisions were built. Oceanside's Chamber of Commerce actively lured tourists to the area by constructed signs advertising the San Luis Rey Mission as a draw to the area. In 1925, the precursor to the Federal Highway Administration formally assigned the Coast Highway the U.S. Route 101 designation.

As traffic on the Coast Highway increased through the 1920s, Oceanside's City Trustees determined that congestion along Hill Street was becoming problematic and enacted a parallel parking policy in 1928. Prior to this, parking along Hill Street was angled, which allowed for a greater number of parking spaces, but narrowed the road. Additional changes came in 1933 when the State Highway Division determined that the Hill Street segment of the Coast Highway created a traffic bottleneck, and deemed it necessary to widen the street to relieve congestion. Similarly, in 1940, Oceanside City Trustees passed an ordinance to expand Hill Street from a 2-lane highway to

a 4-lane highway to relieve the ever-present traffic problems. In 1945 and 1948, traffic signals were installed at multiple intersections of along Hill Street to further relieve congestion.

By 1947, increasing congestion, not only within Oceanside, but along the larger Coast Highway, motivated the State Highway Commission to propose a new freeway that would replace U.S. Route 101. The new freeway would be located adjacent to, but bypass the communities along its route to provide a barricade-free corridor for the expanding automobile use in southern California. Oceanside's business interests took umbrage to the freeway proposal over concerns regarding diminished commerce associated with the city's economic orientation to motorists. By 1953 construction of the new freeway, Interstate 5, was completed approximately 0.5 miles east of Hill Street, greatly diminishing the daily traffic passing through Oceanside. Today, the Coast Highway through Oceanside is a 4-lane road bounded by commercial businesses, with a bustling economy centered on tourism.¹

Impacts Assessment

The segment of the Coast Highway within the project area is a historic-period linear property that, at the discretion of the City of Oceanside, has been determined to be historically significant by a lead agency, and therefore qualifies as a historical resource pursuant to CEQA. The project would include converting Coast Highway from four lanes to two lanes, installing a Class II striped bicycle lane from Harbor Drive to the southern city limit, creating 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, constructing 12 roundabouts in place of traffic signals where physically feasible, and implementing streetscape enhancements, such as removing dead trees and replanting new trees. These actions need to be considered to determine whether they have the potential to impact the significance of the Coast Highway should the project be implemented, which is the subject of the analysis contained herein.

As noted above, the Coast Highway has been a significant factor in the growth of Oceanside from the early to the mid-20th century. When the highway opened in the early 1900s, Oceanside became the gateway to San Diego and its economy developed to cater to motorists with the construction of auto garages, hotels, and cafes, which in turn led to the growth of the city. Since the Coast Highway was formally completed in 1915, the Hill Street portion of the highway segment within Oceanside has undergone a number of alterations. These alterations were largely a result of increasing automobile traffic creating congestion along the transportation corridor and included the reconfiguration of angled parking to parallel parking in the 1920s, widening the street in the 1930s, expanding the roadway from a two-lane to a four-lane highway in the 1940s, and the installation of traffic signals in the 1940s. As is the case with most major roads or highways, routine maintenance and upgrades are enacted over the life of the transportation corridor to ensure it remains safe for public use.

The Coast Highway is an example of how a historic-period highway evolved over time as the degree of use increased, and as new technologies and configurations were introduced to address issues such as traffic congestion and safety. Although these cumulative changes have altered the Coast Highway over the years, the resource has maintained its original alignment and function, as well as its association with events that have led to Oceanside's growth. As noted above, the major proposed project alterations to the highway would include reconfiguring it from a four-lane road to two lanes and the installation of 12 roundabouts. These proposed project

¹ Flannigan, Kathy. 1996. *The Role of Transportation in the Growth of the City of Oceanside*. On file at the City of Oceanside, Planning Department.

actions are consistent with the alterations to the Coast Highway that have been carried out since it was opened in 1908 and completed in 1915. Furthermore, the project would alter only a 3.5-mile-long segment of the larger 70-mile-long Coast Highway within San Diego County. The proposed project alternations would not realign the highway, and any visual changes that may occur would be virtually imperceptible to the overall setting of the 70-mile-long San Diego County segment of the Coast Highway.

As described above, the Coast Highway has also undergone a number of changes since its formal completion in 1915. Given its varied history, the significance of the roadway segment is not based on physical architectural elements or features but rather its association with the growth of Oceanside from a small coastal town to one of the largest cities in San Diego County. As such, the project would not impact the Coast Highway's ability to convey its significance because the physical and visual alterations proposed would not impact the resource's ability to convey its historic association with the growth of Oceanside. In fact, these actions are in line with the historical trends that lent the resource its current significance. Therefore, project implementation would not result in impacts to the Coast Highway's significance as a historical resource pursuant to CEQA.

Summary and Conclusions

The Coast Highway is a historic architectural resource that has been discretionarily determined by the City to qualify as a historical resource pursuant to CEQA. From the early to mid-20th century the Coast Highway was a major economic driver in the City of Oceanside and was largely responsible for the City's growth from the 1920s through the 1950s. Since its opening in 1908, the highway has undergone a number of changes, as is common with most transportation corridors. Proposed project alterations to the highway are consistent with the alterations to the Coast Highway that have been carried out in the past, and would be largely imperceptible to the overall setting of the 70-mile-long San Diego County segment of the Coast Highway. Therefore, project implementation would not result in significant impacts to historical resources pursuant to CEQA and no additional mitigation measures than those included in the 2016 Phase I cultural resources assessment are required.

References

- Flannigan, Kathy. 1996. *The Role of Transportation in the Growth of the City of Oceanside*. On file at the City of Oceanside, Planning Department.
- Vader, Michael, Chris Lockwood, and Vanessa Ortiz. 2016. Coast Highway Corridor Study Project, Oceanside, California – Phase I Cultural Resources Assessment. Prepared for the City of Oceanside by Environmental Science Associates.

Appendix E2

Cultural Resources Assessment



Public Version

COAST HIGHWAY CORRIDOR STUDY PROJECT, OCEANSIDE, CALIFORNIA

Phase I Cultural Resources Assessment

Prepared for

City of Oceanside
300 North Coast Hwy
Oceanside, CA 92054

December 2016



Public Version

COAST HIGHWAY CORRIDOR STUDY PROJECT, OCEANSIDE, CALIFORNIA

Phase I Cultural Resources Assessment

Prepared for

City of Oceanside
300 North Coast Hwy
Oceanside, CA 92054

December 2016

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Principal Investigator:

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Chris Lockwood, Ph.D., R.P.A.
Vanessa Ortiz, M.A., R.P.A.

Project Location:

Oceanside and San Luis Rey (CA) USGS 7.5-minute Topographic Quads
Sections 22, 23, 26, 35, and 36 of Township 11 South, Range 5 West

Acreage:

Complete Streets Improvements Area: 3.5 linear miles
Incentive District: Approx. 154 acres

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EXECUTIVE SUMMARY

Coast Highway Corridor Study Project, Oceanside, CA Phase I Cultural Resources Assessment

Environmental Science Associates (ESA) has been retained by the City of Oceanside (City) to prepare an Environmental Impact Report (EIR) pursuant to the requirements of the California Environmental Quality Act (CEQA) for the Coast Highway Corridor Project (proposed project or project). The proposed project would modify an approximate 3.5-mile-long segment of the Coast Highway corridor that runs through the City to encourage redevelopment and revitalization of the area. Proposed modifications include lane conversions, street improvements, intersection roundabouts, and increased parking and bicycle facilities, as well as an amendment to the Zoning Ordinance to create a Coast Highway Incentive District (herein referred to as Incentive District). The City is the lead agency responsible for compliance with CEQA. This Phase I Cultural Resources Assessment has been prepared in compliance with CEQA, in support of the project EIR, and includes the results of a records search conducted at the South Coastal Information Center (SCIC), a historic map and aerial photograph review, Native American consultation, a geoarchaeological assessment, and a reconnaissance-level survey of the Coast Highway corridor.

The proposed project is located within the City in northern San Diego County, approximately 32 miles north of the City of San Diego and 70 miles south of Los Angeles. The project would encompass the Coast Highway corridor from Harbor Drive in the north to approximately 550 feet south of Eaton Street on the south. Specifically, the proposed project is located within Sections 22, 23, 26, 35, and 36 of Township 11 South, Range 5 West on the Oceanside and San Luis Rey (CA) USGS 7.5-minute topographic quadrangles.

The proposed project consists of two components, the Complete Streets improvements which are analyzed at a project-level within the EIR and the Incentive District, which is analyzed programmatically in the EIR. The Complete Streets improvements include enhancements to the existing roadway infrastructure as well as bicycle, pedestrian, and transit facilities throughout the corridor. The Incentive District would implement the Coast Highway Vision and Strategic Plan by encouraging redevelopment and revitalization of the Coast Highway corridor. Implementation of the Incentive District would require amendments to the City's existing General Plan and Zoning Ordinance. When referring specifically to each project component, the terms "Complete Streets improvements" and "Incentive District" will be used to describe the individual areas. When referring to the area which encompasses both the Complete Streets improvements and the Incentive District, the term "project area" will be used.

Due to the different levels of analysis for the Complete Streets improvements and the Incentive District, the methods used in this cultural resources assessment differ between the project-level

and programmatic components. The project-level analysis examines the Complete Streets improvements at a site-specific level pursuant to *CEQA Guidelines* Section 15161. The project-level analysis includes a records search conducted at the SCIC, a historic map and aerial review, Native American consultation, a geoarchaeological review, and reconnaissance-level survey of the Coast Highway corridor. The programmatic analysis examines the Incentive District, which would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing underlying zoning. If adopted, the Incentive District would be an optional zoning program that individual developers could choose to apply for new development or redevelopment within the Incentive District boundary. Since future development projects that may fall under the Incentive District are not known at this time, this project component is analyzed at a programmatic level. The programmatic analysis includes the SCIC records search and Native American consultation included in the project-level analysis, but does not include a pedestrian survey of the Incentive District.

A records search for the proposed project, including both the Complete Streets improvements and Incentive District components, was conducted on July 10, 2016, by staff at the California Historical Resources Information System (CHRIS) SCIC housed at San Diego State University. The records search included a review of all recorded cultural resources within a 0.5-mile radius of the project area, as well as a review of cultural resource reports on file. The records search indicates that 123 cultural resources studies have been conducted within a 0.5-mile radius of the project area. One hundred percent of the 0.5-mile radius records search area has been included in previous surveys. Thirty-one of the 123 studies include the project area. The records search indicates that a total of 33 archaeological resources have been previously recorded within 0.5 mile of the project area. Of the 33 previously documented archaeological resources, two (CA-SDI-14058 and -15870) are located within or immediately adjacent to (within 100 feet of) the Complete Streets improvements, and three (CA-SDI-14059 and -17796, and P-36-033869) are located within or immediately adjacent to the Incentive District. None have been evaluated for listing in the California Register of Historical Resources (CRHR).

The records search indicates that 259 historic-period built environment resources have been previously recorded within 0.5 mile of the project area. Of these 259 resources, 27 are located within or immediately adjacent (within 100 feet) to the Complete Streets improvements and Incentive District. Of these 27 resources, 19 are located immediately adjacent to the Complete Streets improvements and eight are located solely within or immediately adjacent to the Incentive District. Of the 19 built environment resources located within the Complete Streets improvements, 11 are also located within the Incentive District. One additional resource, the San Luis Rey River Bridge (Bridge# CA 57 C-322), is not on file at the SCIC, but was identified within the Complete Streets improvements upon review of the Caltrans historic bridge inventory.

A Sacred Lands File (SLF) search for the proposed project was requested from the California Native American Heritage Commission (NAHC) on June 2, 2016. The results provided by the NAHC on June 6, 2016 did not indicate the presence of Native American cultural resources within the project area. Pursuant to the requirements of Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18), requiring government-to-government consultation, the City sent consultation notification letters via certified mail to Native American groups affiliated with the project area.

The letters included a description of the proposed project, the project location, and a notification of the type of consultation that the City was initiating. To date, the City has received responses from four groups including the San Luis Rey Band of Mission Indians, the Pechanga Band of Mission Indian, the Rincon Band of Luiseño Indians, and the Pala Band of Mission Indians. In letters dated June 20, 2016, Merri Lopez-Keifer, Chief Legal Counsel for the San Luis Rey Band of Mission Indians formally requested that AB 52 and SB 18 consultation with the City be initiated. On August 11, the City conducted formal consultation with Ms. Lopez-Keifer pursuant to AB 52. Ms. Lopez-Keifer requested that eight mitigation measures (MM Complete Streets CR-1 through -8) addressing Tribal Cultural Resources be recommended to the City's decision-making body. The City agreed to incorporate the mitigation measures recommended by Ms. Lopez-Keifer, thus concluding consultation between the City and the San Luis Rey Band of Mission Indians. These mitigation measures are included in the *Summary and Recommendations* section of this report. In letters dated June 10, 2016 and June 14, 2016, Anna Hoover, Cultural Analyst for the Pechanga Band of Mission Indians, stated that the project area falls within the Pechanga's aboriginal territory and requested AB 52 and SB 18 consultation with the City. In a letter dated June 23, 2015, Vincent Whipple, Cultural Resources Manager for the Rincon Band of Luiseño Indians, stated that the proposed project is located within Rincon's specific area of cultural interest, but did not formally request AB 52 or SB 18 consultation with the City. In a letter dated June 16, 2016, Shasta Gaughen, Tribal Historic Preservation Officer for the Pala Band Mission Indians, stated that the proposed project is located within Pala's Traditional Use Area (TUA) and formally requested AB 52 consultation with the City be initiated. To date, Pala has not requested SB 18 consultation with the City.

A desktop geoarchaeological review of the project area was conducted by ESA geoarchaeologist Chris Lockwood, Ph.D., R.P.A. Dr. Lockwood's research indicates that the project area is underlain by late to middle Pleistocene-aged (approximately 80,000 to 200,000 years old) deposits, that due to their age, are considered to have a very low potential to contain archaeological resources, except where the upper portion of this unit has been preserved and overlain by latest Pleistocene and Holocene alluvium or imported fill. Areas containing latest Pleistocene to Holocene alluvium have been mapped at the crossing of the San Luis Rey River, the Loma Alta Creek, and adjacent to Buena Vista Lagoon. Such alluvium is considered to have a high potential to contain buried archaeological resources. Areas containing late Pleistocene to Holocene alluvial deposits (i.e., in the vicinity of the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon) are considered sensitive for buried archaeological sites. Other portions of the project area are considered to have a lower potential for intact buried archaeological resources due to the age of the natural surface deposits.

A reconnaissance-level cultural resources survey of the Complete Streets improvements was conducted by ESA archaeologist Michael Vader, B.A. on August 10, 2016. The survey was aimed at identifying historic-period built environment resources within or immediately adjacent to the Complete Streets improvements, as well as any traces of bare ground surfaces that could be inspected for the presence of archaeological resources. Because the Incentive District is being analyzed programmatically it was not included as part of the reconnaissance-level survey conducted for the proposed project. As a result of the cultural resources survey the one archaeological resource (CA-SDI-14058) overlapping the Complete Streets improvements area

was revisited and 17 of the 20 previously documented built environment resources were identified. Resource CA-SDI-15870, a prehistoric archaeological site located immediately adjacent to the Complete Streets improvements, was not revisited because its mapped location is within the San Luis Rey River.

The Complete Streets improvements were subject to a project-level analysis which consisted of a records search, historic map and aerial review, Native American consultation, a geoarchaeological review, and a reconnaissance-level survey. The SCIC records search indicates that 33 previously recorded archaeological resources have been documented within a 0.5-mile radius of the Complete Streets improvements. Furthermore, the geoarchaeological review indicates that the portions of the proposed project located in the vicinity of the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon are sensitive for the presence of prehistoric archaeological resources. As such, the Complete Streets improvements should be considered sensitive for the presence of archaeological resources. Given the sensitivity of the Complete Streets improvements for the presence of archaeological resources, recommendations for additional cultural resources survey, construction worker cultural resources sensitivity training, archaeological and Native American monitoring, and work stoppage and treatment measures to be implemented in the event of inadvertent discoveries of archaeological resources or human remains are provided in the *Summary and Recommendations* section at the close of this report. Also included are mitigation measures provided by the San Luis Rey Band of Mission Indians.

Of the 20 built environment resources located within or immediately adjacent to the Complete Streets improvements, 17 were relocated as a result of the survey. The buildings that could not be relocated are presumed to have been relocated or demolished since originally recorded. The San Luis Rey River Bridge is the only built environment resource located within the Complete Streets improvements. The San Luis Rey River Bridge is not eligible for listing in the National Register of Historic Places (NRHP), but has not been evaluated for inclusion in the CRHR or as a City Historical Site. The only proposed alteration to the bridge would be restriping to provide a Class II bicycle lane in both directions. Proposed project-level activities for the bridge do not include any ground disturbance or modification to the structure itself. As such, no physical or visual alterations to the bridge are proposed and the resource would not be significantly impacted by the proposed project. The remaining 16 relocated resources are located immediately adjacent to the Complete Streets improvements and the proposed project alterations to the Coast Highway corridor would not physically impact any of these built environment resources. Moreover, given that the improvements would not drastically alter the visual characteristics of the Coast Highway, and would not introduce any new visually intrusive elements, visual impacts to the built environment resources are not anticipated. As such, the built environment resources within the Complete Streets improvements would not be significantly impacted by the proposed project.

For the area covered by the Incentive District, a records search and Native American consultation were conducted. Further detailed review was not conducted in this area since specific development projects are not proposed at this time. As a result of the records search, eight built environment resources (216 South Tremont Street, 308 Missouri Avenue, 321 South Tremont Street, 327 South Tremont Street, 401 Seagaze Drive, 405 South Tremont Street, 510 Kelley Street, and 517 Michigan Avenue) were identified solely within the Incentive District. An

additional 11 built environment resources (123 Coast Highway, 133 Coast Highway, 201 Coast Highway, 202 Coast Highway, 217 Coast Highway, 232 Coast Highway, 301 Coast Highway, 309 Coast Highway, 402 Coast Highway, 524 Coast Highway, 600 Coast Highway, 631 Coast Highway, 1310 Coast Highway, and 2002 South Coast Highway) are located both within the Complete Streets improvements and Incentive District. Of the total 19 built resources within the Incentive District, one (133 Coast Highway) is eligible for the CRHR, and 18 have not been evaluated for the CRHR. To ensure that resources are not impacted or adversely affected by future projects carried out within the Incentive District, recommendations for field surveys and evaluation and treatment of resources, which may be required for future projects, are provided in the *Summary and Recommendations* section at the conclusion of this report.

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COAST HIGHWAY CORRIDOR STUDY PROJECT, OCEANSIDE, CALIFORNIA

Phase I Cultural Resources Assessment

Introduction

ESA has been retained by the City to prepare an EIR for the proposed project pursuant to the requirements of the CEQA. The proposed project would modify an approximate 3.50-mile-long segment of the Coast Highway corridor that runs through the City, to encourage redevelopment and revitalization of the area. Proposed modifications include lane conversions, street improvements, intersection roundabouts, and increased parking and bicycle facilities, as well as an amendment to the Zoning Ordinance to create an Incentive District. The City is the lead agency responsible for compliance with CEQA.

This Phase I Cultural Resources Assessment has been prepared in compliance with CEQA, in support of the project's EIR, and includes the results of a records search conducted at the SCIC, a historic map and aerial photograph review, Native American consultation, a geoarchaeological assessment, and a reconnaissance-level survey of the Coast Highway corridor. ESA personnel involved in the preparation of this report include: Michael R. Bever, Ph.D., R.P.A., Principal Investigator; Michael Vader, B.A., report author and surveyor; Chris Lockwood, Ph.D., R.P.A., author of the geoarchaeological review; Vanessa Ortiz, M.A., R.P.A., report contributor; and Jason Nielsen, GIS specialist. Resumes of key personnel are included in **Appendix A**.

Project Location

The proposed project is located within the City in northern San Diego County, approximately 32 miles north of the City of San Diego and 70 miles south of Los Angeles (**Figure 1**). The proposed project encompasses the Coast Highway corridor from Harbor Drive in the north to approximately 550 feet south of Eaton Street on the south. Specifically, the proposed project is located within Sections 22, 23, 26, 35, and 36 of Township 11 South, Range 5 West on the Oceanside and San Luis Rey (CA) USGS 7.5-minute topographic quadrangles (**Figure 2**).



SOURCE: ESRI; SanGIS 2015

Coast Highway Corridor Study. 130217

Figure 1
Regional Location

Project Description

The proposed project consists of two components, the Complete Streets improvements, analyzed at a project-level, and an Incentive District, analyzed programmatically. The Complete Streets improvements span approximately 3.5 miles from the northern terminus of Coast Highway at Harbor Drive to Eaton Street near the City's southern boundary and would include enhancements to the existing roadway infrastructure as well as bicycle, pedestrian, and transit facilities throughout the corridor. The Incentive District would extend in an irregular shape from Seagaze Drive to the north past Eaton Street to the south, and extend from Ditmar Street on the east to Pacific Street on the west. The Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing underlying zoning. If adopted, the Incentive District would be an optional zoning program that individual developers could choose to apply for new development or redevelopment within the Incentive District boundary. Implementation of the Incentive District would require amendments to the City's existing General Plan and Zoning Ordinance. It should be noted that when referring specifically to each project component, the terms "Complete Streets improvements" and "Incentive District" will be used to describe the individual areas while the term "project area" will be used when referring to the combined area of both project components (**Figure 3**).

As mentioned, the Complete Streets improvements and Incentive District are analyzed at the project and programmatic level, respectively. Due to the different levels of analysis for the Complete Streets improvements and the Incentive District, the methods used in this cultural resources assessment differ. The project-level analysis examines the Complete Streets improvements at a site-specific level pursuant to *CEQA Guidelines* Section 15161. The project-level analysis includes a records search conducted at the SCIC, a historic map and aerial photograph review, Native American consultation, a geoarchaeological review, and reconnaissance-level survey of the Coast Highway corridor. The programmatic analysis examines the Incentive District, which would provide optional regulations and standards which a developer or property owner may choose in lieu of the existing underlying zoning. If adopted, the Incentive District would be an optional zoning program that individual developers could choose to apply for new development or redevelopment within the Incentive District boundary. Since future development projects proposed to be developed under the Incentive District are not known at this time, the Incentive District is analyzed at a programmatic level. The programmatic analysis includes the SCIC records search and Native American consultation included in the project-level analysis, but does not include a pedestrian survey of the Incentive District.



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Regulatory Framework

Numerous laws and regulations require state and local agencies to consider the effects a proposed project may have on cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies. CEQA and California Public Resources Code (PRC) 5024; and the CRHR; are the primary state laws governing and affecting preservation of cultural resources of national, state, regional, and local significance.

State

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the State and is *codified at PRC Section 21000 et seq.* CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or archaeological resources.

Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. The CEQA Guidelines (Section 15064.5) recognize that a historical resource includes: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the CEQA Guidelines apply. If a project may cause a substantial adverse change (defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired) in the significance of a historical resource, the lead agency must identify potentially feasible measures to mitigate these effects (CEQA Guidelines Sections 15064.5(b)(1), 15064.5(b)(4)).

If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of Section 21083, which is a unique archaeological resource. As defined in Section 21083.2 of CEQA a “unique” archaeological resource is an archaeological artifact, object, or site, about which it can be clearly

demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required.

The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064.5(c)(4)).

Pursuant to CEQA Guidelines Section 15300.2(f), 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 significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that convey its historical significance (CEQA Guidelines Section 15064.5(b)(2)).

California Register of Historical Resources

The CRHR is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Section 5024.1[a]). The criteria for eligibility for the CRHR are based upon NRHP criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the CRHR, including California properties formally determined eligible for, or listed in, the NRHP.

To be eligible for the CRHR, a resource must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the CRHR must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a resource may not retain sufficient integrity to meet the criteria for listing in the NRHP, but it may still be eligible for listing in the CRHR.

Additionally, the CRHR consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The CRHR automatically includes the following:

- California properties listed on the NRHP and those formally Determined Eligible for the NRHP;
- California Registered Historical Landmarks from No. 770 onward; and
- Those California Points of Historical Interest that have been evaluated by the Office of Historic Preservation and have been recommended to the State Historical Commission for inclusion on the CRHR.

Other resources that may be nominated to the CRHR include:

- Historical resources with an NRHP code of 3 through 5 (those properties identified as eligible for listing in the NRHP, the CRHR, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as a historic preservation overlay zone.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the California NAHC within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

California PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner

and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

Senate Bill 18

Senate Bill 18 (SB 18) (Statutes of 2004, Chapter 905), which went into effect January 1, 2005, requires local governments (city and county) to consult with Native American tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to “provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places” (Governor’s Office of Planning and Research, 2005).

The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level, land use designations are made by a local government. The consultation requirements of SB 18 apply to general plan or specific plan processes proposed on or after March 1, 2005.

According to the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (Governor’s Office of Planning and Research, 2005), the following are the contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government’s jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county’s jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Assembly Bill 52

Assembly Bill 52 (AB 52)(Chapter 532, Statutes of 2014) requires lead agencies to consider the effects of projects on tribal cultural resources and to conduct consultation with federally and non-federally recognized Native American Tribes early in the environmental planning process. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a notice of Negative Declaration (ND) or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015.

The goal of AB 52 is to include California Tribes in determining whether a project may result in a significant impact to tribal cultural resources that may be undocumented or known only to the Tribe and its members. This bill specifies that a project that may cause a substantial adverse change in the significance of a tribal cultural resource (sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe) is a project that may have a significant effect on the environment. AB 52 defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe” that are either included or determined to be eligible for inclusion in the CRHR or included in a local register of historical resources (PRC Section 21074 (a)(1)).

AB 52 requires that prior to determining whether a ND, MND, or EIR is prepared for a project, the lead agency must consult with California Native American Tribes, defined as those identified on the contact list maintained by the NAHC, who are traditionally and culturally affiliated with the geographic area of the proposed project, and who have requested such consultation in writing. The following is what the scope of consultation may include according to PRC Section 21080.3.2(a):

- The type of environmental review necessary
- The significance of tribal cultural resources
- The significance of the project’s impacts on the tribal cultural resources
- Project alternatives or the appropriate measures for preservation
- Recommended mitigation measures

AB 52 outlines the required procedures concerning consultation (PRC Section 21080.3.1(d) and (e)) including the initiation and conclusion of consultation. Consultation should be initiated by a lead agency within 14 days of determining that an application for a project is complete or that a decision by a public agency to undertake a project. The lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American Tribes that have requested notice. At the very least the notice should consist of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American Tribe has 30 days to request consultation pursuant to this section. The lead agency shall begin the consultation process within 30 days of receiving a California Native American Tribe’s request for consultation. According to PRC Section 21080.3.2(b), consultation is considered concluded when either the parties agree to measures to mitigate or

avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

Local

City of Oceanside

General Plan

The City's General Plan, Land Use Element (2002), contains the following cultural resources policies relevant to the proposed project:

Policy A: The City shall encourage open space land use designations and open space zoning or open space easements for the preservation of cultural resources.

Policy B: The City shall encourage the acquisition, restoration and/or maintenance of significant cultural resources by private organizations.

Policy C: Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.

Policy D: An archaeological survey report shall be prepared by a Society of Professional Archaeologists¹ (SOPA) certified archaeologist for a project proposed for grading or development if any of the following conditions are met:

1. The site is completely or largely in a natural state;
2. There are recorded sites on nearby properties;
3. The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);
4. The project site includes large boulder and/or oak trees; or
5. The project site is located within 0.5-mile of Mission San Luis Rey.

Policy E: The presence of agriculture on a potential project site shall not preclude the requirement for an archaeological survey report if any of the above listed conditions are established.

Oceanside City Code Chapter 14A: Historical Preservation Ordinance

The City Code has established the following sections for the preservation of historical resources that are relevant to the proposed project:

¹ Note: the Society of Professional Archaeologists has been replaced by the Register of Archaeologists (RPA), which provides the same certification.

Section 14A.2. Policy and Purpose

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

(b) **Purpose.**

- (1) Safeguard the heritage of the City of Oceanside by providing for the protection of historical sites and areas representing significant elements of its history;
- (2) Encourage public knowledge, understanding, and appreciation of the City's past;
- (3) Enhance the visual character of the City by encouraging and regulating the compatibility of architectural styles within historical areas reflecting significant architectural traditions;
- (4) Foster civic and neighborhood pride and a sense of identity based on the recognition and use of historical areas and sites;
- (5) Strengthen the economy of the City by protecting and enhancing the City's attractions to residents, tourists and visitors;
- (6) Stabilize and improve property values and increase economic and financial benefits to the City and its inhabitants;
- (7) Identify as early as possible and resolve conflicts between the preservation of historical areas and sites and alternative land uses; and
- (8) Promote the private and public use of historical areas and sites for the education, prosperity and general welfare of the people (Ord. No. 82-41, Sections 1, 9-8-82).

Section 14A.6. Historical Area or Site Designation Criteria.

For the purposes of this chapter, a historical area or site may be designated as such by resolution of the City council pursuant to section 14A.7 if it meets the following criteria:

- (a) It exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, or architectural history; or
- (b) It is identified with persons or events significant in local, state, or national history; or
- (c) It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
- (d) It is representative of the notable work of a builder, designer, or architect; or
- (e) It is found by the council to have significant characteristics which should come under the protection of this chapter (Ord. No. 82-14, Sections 1, 9-8-82).

Section 14A.7. Historical Area or Site Designation Procedures.

Historical areas or sites shall be established by the City Council in the following manner:

- (a) Any person may request the designation of an improvement or landscape feature as a historical site or the designation of a historic area by submitting a written request for such designation to the commission. The commission or city council may also initiate such proceedings on their own motion.
- (b) The commission shall conduct a study of the proposed designation and make a preliminary determination based on such documentation as it may require, as to its appropriateness for consideration. The commission shall forward a report containing its findings and determinations to the city council and the city clerk.
- (c) Upon receipt of the commission's report, the city clerk shall schedule a public hearing and give notice as set forth in subsection (5) below for a proposed historical site or subsection (6) below for a proposed historical area. The public hearing shall be held within forty-five (45) days of receipt of the commission's report.
- (d) A notice of the scheduled public hearing shall be forwarded to the building department by the city clerk and no building, alteration, demolition or removal permits for any improvement, building, structure or landscape feature within the proposed historical area or relative to a proposed historical site shall be issued while the public hearing or any appeal thereto is pending.
- (e) In the case of a proposed historical site, notice of the date, place, time and purpose of the hearing shall be given by first class mail to the owners and occupants of all properties affected at least twenty (20) days prior to the date of the public hearing, using the name and address of such owners as shown on the latest equalized assessment rolls, and shall be advertised once in a daily newspaper of general circulation.
- (f) In the case of a proposed historical area, notice of the date, place, time and purpose of the hearing shall be given by first class mail to the owners and occupants of all properties within the proposed area at least twenty (20) days prior to the date of the public hearing, using the name and address of such owners as shown on the latest equalized assessment rolls, and shall be advertised once in a daily newspaper of general circulation.
- (g) At the conclusion of the public hearing on the proposed designation, the city council shall, by resolution, designate the area or site, in whole or in part, or the council may make findings regarding its rejection of the proposed designation.
- (h) Failure to send any notice by mail to any property owner where the address of such owner is not on the latest equalized assessment roll shall not invalidate any proceedings in connection with the proposed designation.
- (i) The time for designation should not exceed two (2) calendar months unless a greater period of time is required as may be determined by the council. The council shall consider, when considering an extension of time, any undue hardship which may result from such extension (Ord. No. 82-41, Sections 1, 9-8-82).

Setting

Environmental Setting

The project area is located within urbanized downtown Oceanside and is bounded to the north by the San Luis Rey River and to the south by Buena Vista Lagoon. Loma Alta Creek, a concrete channel, bisects the central portion of the project area. The project area consists of paved streets and bridges within areas dominated by commercial and residential development.

Prehistoric Setting

The chronology of coastal Southern California is typically divided into three general periods: the Early Holocene (11,000 to 8,000 before present [B.P.]), the Middle Holocene (8,000 to 4,000 B.P.), and the Late Holocene (4,000 B.P. to A.D. 1769). Within this general timeframe, the archaeology of Southern California is generally described in terms of cultural “complexes.” A complex is a specific archaeological manifestation of a general mode of life, characterized archaeologically by particular technologies, artifacts, economic systems, patterns of trade, burial practices, and other aspects of culture.

Early Holocene (11,000 to 8,000 B.P.)

While it is not certain when humans first came to California, their presence in Southern California by about 11,000 B.P. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 11,100 and 10,950 years B.P. (Byrd and Raab 2007). On the mainland, radiocarbon evidence confirms occupation of the Orange County and San Diego County coast by about 9,000 B.P., primarily in lagoon and river valley locations (Gallegos 2002). During the Early Holocene, the climate of Southern California became warmer and more arid and the human population, residing mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources (Horne and McDougall 2003).

The primary Early Holocene cultural complex in coastal Southern California was the San Dieguito Complex. The people of the San Dieguito Complex (about 10,000–8,000 B.P.) inhabited the chaparral zones of southwestern California, exploiting the plant and animal resources of these ecological zones (Moratto 1984; Warren 1967). Leaf-shaped and large-stemmed projectile points are typical of San Dieguito Complex material culture.

Middle Holocene (8,000 to 4,000 B.P.)

During the Middle Holocene, there is evidence for the processing of acorns for food and for the increased importance of hunting (Horne and McDougall 2003). The processing of plant foods increased (particularly acorns), a wider variety of animals were hunted, and trade with neighboring regions intensified (Horne and McDougall 2003). Major technological changes appeared as well, particularly with the advent of the bow and arrow, which largely replaced the use of the dart and atlatl.

The Middle Holocene La Jolla Complex (about 8,000–4,000 B.P.) is essentially a continuation of the San Dieguito Complex. La Jolla groups lived in chaparral zones or along the coast, often migrating between the two. Coastal settlement focused around the bays and estuaries of coastal Orange and San Diego counties. La Jolla peoples produced large, coarse stone tools, but also produced well-made projectile points and milling slabs. The La Jolla Complex represents a period of population growth and increasing social complexity, and it was also during this period that the first evidence of the grinding of seeds for flour appears, as indicated by the abundance of millings in the archaeological record (Horne and McDougall 2003).

Late Holocene (4,000 B.P. to A.D. 1769)

During the Late Holocene, native populations of Southern California were becoming less mobile and populations began to gather in small sedentary villages with satellite resource-gathering camps. Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants (Byrd and Raab 2007). In coastal Southern California, conditions became drier and many lagoons were transformed into saltwater marshes. Because of this, populations abandoned mesa and ridge tops to settle nearer to permanent freshwater resources (Gallegos 2002). Although the intensity of trade had already been increasing, it reached its zenith during this period, with asphaltum (tar), seashells, and steatite being traded from Southern California to the Great Basin.

Ethnographic Setting

Luiseno

Native Americans living in the project area at the time of Spanish contact are now known as the Luiseno, after the Mission San Luis Rey to which many of them were relocated. The language of the Luiseno people has been identified as belonging to the Cupan group of the Takic subfamily, which is part of the larger Uto-Aztecan language family (Bean and Shipek 1978). Luiseno territory includes portions of northern San Diego, southern Orange, and Riverside Counties, and would have encompassed a diverse environment including lagoons and marshes, coastal areas, inland river valleys, foothills, and mountains. The neighbors of the Luiseno to the north and northwest were the Juaneño, Gabrieliño, and Serrano; to the east were the Cahuilla and Cupeño; and to the south were the Kumeyaay.

The Luiseno subsisted on small game, coastal marine resources, and a wide variety of plant foods such as grass seeds and acorns. Luiseno houses were conical thatched reed, brush, or bark structures. The Luiseno inhabited permanent villages centered around patrilineal clans, with each village headed by a chief, or *not* (Kroeber 1925; Sparkman 1908). Seasonal camps associated with villages were also used. Each village or clan had an associated territory and hunting, collecting, and fishing areas. Villages were typically located in proximity to a food or water source, or in defensive locations, often near valley bottoms, streams, sheltered coves or canyons, or coastal strands (Bean and Shipek 1978). It is estimated that there may have been around 50

Luiseno villages with a population of about 200 each at the time of the first Spanish contact (Bean and Shipek 1978).

Today, there are six federally recognized tribes in California who share Luiseno tribal affiliation, language, and culture, including the La Jolla Band of Luiseno Indians (La Jolla), Rincon Band of Luiseno Indians (Rincon), Pauma Yuima Band of Mission Indians (Pauma), Pechanga Band of Luiseno Indians (Pechanga), Pala Band of Mission Indians (Pala), and Soboba Band of Luiseno Indians (Soboba).

Kumeyaay

The greater San Diego area was inhabited by a group of people known generally as the Kumeyaay. The Kumeyaay are one of many local Native groups collectively referred to as the Diegueño, specifically representing populations occupying an area that encompassed roughly southern present-day San Diego County, southern Imperial County, and northern Baja California (Kroeber 1925). The Kumeyaay language belonged to the Yuman language family, Hokan stock (Luomala 1978). Subsistence strategy for the Kumeyaay involved small-game hunting and resource gathering, with a noted reliance upon marine resources near San Diego Bay and along the Pacific Coast. Inland Kumeyaay populations relied primarily upon the exploitation of small game animals including insects, fish, birds, dove, rabbits, and squirrels, as well as abundantly available vegetal resources such as many varieties of seeds, principally the acorn, cacti, and herbaceous plants. Studies indicate that the Kumeyaay divided their seasonal subsistence between the mountain and the desert ecological zones. With the seasons, the Kumeyaay moved in small bands from one productive area to another to ensure a near constant food supply (Luomala 1978).

In 1769, the Mission San Diego de Alcalá was founded and Kumeyaay were missionized and eventually moved onto reservations (Luomala 1978). Today, Kumeyaay tribal members within the United States are divided into 12 federally recognized bands: Barona, Campo, Ewiiapaayp, Inaja-Cosmit, Jamul, La Posta, Manzanita, Mesa Grande, San Pasqual, Santa Ysabel, Sycuan, and Viejas. An additional San Diego County band, the Kwaaymii Laguna Band of Indians, is not currently federally recognized. Several more Kumeyaay communities are present in Mexico.

Historic Setting

The first European presence in present-day San Diego County came in 1542, when Juan Rodriguez Cabrillo led an expedition along the coast. Europeans did not return until 1769, when the expedition of Gaspar de Portola traveled overland from San Diego to San Francisco. In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples (Horne and McDougall 2003). The nearest mission to the project area is Mission San Luis Rey de Francia (San Luis Rey), founded in 1798 by Father Fermín de Francisco Lasuén de Arasqueta.

Disease and hard labor took a toll on the native populations; by 1900, the Native Californian population had declined by as much as 95 percent (Chartkoff and Chartkoff 1984). In addition, native economies were disrupted, trade routes were interrupted, and native ways of life were significantly altered.

In 1821, Mexico, which included much of present-day California, became independent from Spain, and during the 1820s and 1830s the California missions were secularized. Mission property was supposed to have been held in trust for the Native Californians, but instead was handed over to civil administrators and then into private ownership. After secularization, many former Mission Indians were forced to leave the Missions and seek employment as laborers, ranch hands, or domestic servants (Horne and McDougall 2003).

In 1848, gold was discovered in California, leading to a huge influx of people from other parts of North America. In 1850, California became part of the United States of America. The opening of the Butterfield Overland Stage route in 1858 and later the California Southern Railroad line in 1882 greatly increased the number of people coming to Southern California.

City of Oceanside

In May 1841, Governor Alvarado of the Mexican territory of Alta California granted the Rancho Margarita and Las Flores to brothers Pio and Andreas Pico. The 133,441-acre land grant encompassed present-day Camp Pendleton Marine Corps Base located approximately 1.75 miles north of the project area. In 1864, to pay off his debts, Pio sold his share to his brother-in-law John Forster, an Englishman, for \$14,000. In 1882, Forster died and the rancho was purchased by Richard O'Neill for \$250,000 (City of Oceanside n.d.). In 1906, O'Neill sold half his interest in the rancho to James C. Flood, Jr. and the two formed the Santa Margarita Rancho Corporation, which held the property until 1942 when it was sold to the United States Navy (City of Oceanside n.d.).

In 1883, the California Southern Railway, a branch of the Santa Fe Railroad, was constructed through what is present day Oceanside. The railway linked San Diego to San Bernardino and opened the San Diego County coastline for development (City of Oceanside n.d.). That same year, Andrew Jackson Myers, a local storekeeper, applied for a Homestead Grant on the Oceanside Mesa and was allotted 160 acres making him the first occupant of what would soon become the City of Oceanside (Oceanside Chamber of Commerce 2015). Five years later on July 3, 1888, the city was incorporated with a population 1,000 (City of Oceanside n.d.). In the coming decade, Oceanside expanded at an exponential rate with the construction of three hotels, two drug-stores, two livery stables, two blacksmiths, a hardware store, a bakery, a harness shop, a lumber yard, a barber shop, a school, and six churches, as well as the establishment of a newspaper.

In 1915, a paved highway connecting San Diego and Los Angeles was constructed through Oceanside, spurring expansion of the city throughout the 1920s. Additional markets, theaters, and hotels were built in what is present-day downtown Oceanside and residential subdivisions sprung up on West Street and Schaeffer Street located approximately 0.25 mile northeast of the project area. From 1914 through the 1920s a number of Hollywood productions were filmed in the vicinity of Oceanside, and the city's hotels and beaches became an attractive getaway for early movie stars (Oceanside Chamber of Commerce 2015).

In 1942, the United States Navy purchased the land held by the Santa Margarita Rancho and constructed the nation's largest Marine Corps Base, Camp Pendleton, to train troops for service

during World War II (City of Oceanside n.d.). The construction of Camp Pendleton triggered rapid population growth in the city as servicemen and their families moved into the region and the city's population increased from 4,652 in 1940 to 12,888 in 1950 (City of Oceanside n.d.). Today, Oceanside is the third-largest city in San Diego County with a population of 167,086 and is serviced by Interstate 5 (I-5) and SR-76.

Archival Research

SCIC Records Search

Methods

A records search for the proposed project was conducted on July 10, 2016, by staff at the CHRIS SCIC, housed at San Diego State University. The records search included a review of all recorded cultural resources within a 0.5-mile radius of the Complete Streets improvements and Incentive District, as well as a review of cultural resources reports on file. The results of the records search are attached as Confidential Appendix B.

Results

Previous Cultural Resources Investigations

The records search conducted by the SCIC indicates that 123 cultural resources studies have been conducted within a 0.5-mile radius of the Complete Streets improvements and Incentive District. One hundred percent of the 0.5-mile radius records search area has been included in previous surveys. Thirty-one of the 123 studies include the Complete Streets improvements and Incentive District (**Table 1**).

TABLE 1
PREVIOUS CULTURAL RESOURCES INVESTIGATIONS WITHIN THE PROJECT AREA

Author	Report # (SD-)	Title	Year
Arrington, Cindy	10551	<i>Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California</i>	2006
Berg, John and Brian F. Byrd	14214	<i>2012 Condition Assessment, Site Monitoring, and Effect Treatment (CASMET) Study, MCB Camp Pendleton, San Diego County, California</i>	2013
Berryman, Stanley	11973	<i>Replace Existing Steel and Poly-Vinyl Chloride (PVC) Gas Lines With High Density Polyethylene (HDPE) Gas Lines in Various Areas of MCB Camp Pendleton</i>	2008
Byrd, Brian F. and Collin O'Neill	9361	<i>Archaeological Survey Report for the Phase I Archaeological Survey along Interstate 5 San Diego County, CA.</i>	2002
Caltrans	14615	<i>I-5 North Corridor Project Supplementals</i>	2013
Carrico, Richard and Paul Ezell	335	<i>An Archaeological Survey of Proposed New Alignment of Route 76 Near Oceanside, California</i>	1974
Carrico, Richard L. and R.L. Franklin	8469	<i>Cultural Resource Test Sampling for a Proposed Flood Control Project in the Lower San Luis Rey River Drainage, Oceanside, Ca</i>	1979
Carrillo, Charles	577	<i>Map for Highway Alternatives Study 11-SD-76 0.012.9 11821-159021</i>	1982

TABLE 1
PREVIOUS CULTURAL RESOURCES INVESTIGATIONS WITHIN THE PROJECT AREA

Author	Report # (SD-)	Title	Year
Caterino, David	9516	<i>The Cemeteries and Gravestones of San Diego County: An Archaeological Study</i>	2005
Cooley, Theodore G. and Richard L. Carrico	9470	<i>Cultural Resources Inventory Report for Four San Luis Rey Land Outfall Pipeline Route Alternatives, City of Oceanside, California</i>	2004
Daniel, James T., Megan Black, Tony Quach, and Mark S. Becker	14059	<i>Final Results of the Condition Assessment, Site Monitoring, and Effects Treatment Plan (CASMET) Marine Corps Base Camp Pendleton, San Diego County, California</i>	2011
Dominici, Deborah	11761	<i>Historic Resources Survey Report, I- Cal Trans 5 North Coast Widening Project</i>	2007
Dominici, Deborah	12762	<i>Historic Property Survey Report for the Interstate 5 North Coast Corridor Project</i>	2010
Franklin, Randy and Richard L. Carrico	1070	<i>A Preliminary Archaeological Reconnaissance for a Proposed Flood Control Project in the Lower San Luis Rey River Drainage</i>	1978
Gallegos, Dennis R. and Sinead Ni Ghabhlain	4175	<i>Cultural Resource Evaluation Report for the Oceanside-Escondido Bikeway Project, San Marcos, California</i>	1999
Guerrero, Monica and Dennis R. Gallegos	12039	<i>Cultural Resources Monitoring Report for the North County Transit District (NCTD) Sprinter Rail Project Oceanside to Escondido, California</i>	2007
Hale, Micah J. and Mark S. Becker	11836	<i>An Archaeological Survey of Selected Areas for the Repair of 24 Access Roads to Training Ranges, Marine Corps Base Camp Pendleton, San Diego County, California</i>	2007
Laylander, Don and Linda Akyuz	11783	<i>Archaeological Survey for the Caltrans I-5 North Coast Corridor Project Biological Mitigation Parcels, San Diego County, California</i>	2008
Loftus, Shannon	14667	<i>Cultural Resource Records Search and Site Survey A.T.&T. Site SD0485 Adventure 16 2002 South Coast Highway Oceanside, San Diego County, California 92106</i>	2012
Ni Ghabhlain, Sinead	14069	<i>Cultural and Historical Resource Study for the City of Oceanside General Plan-Circulation Element Update Program Environmental Impact Report (PEIR)</i>	2011
Ni Ghabhlain, Sinead and Drew Pallette	12422	<i>A Cultural Resources Inventory for the Route Realignment of the Proposed PF. Net/A.T.&T. Fiber Optics Conduit Oceanside to San Diego, California</i>	2001
Pettus, Roy E.	1269	<i>A Cultural Survey of Portions of the Las Chollas, South Las Chollas, Los Coches Forester, and Loma Alta Stream Basins in San Diego County, California</i>	1979
Recon	4973	<i>Final Master Environmental Impact Report for Oceanside Redevelopment</i>	1979
Reddy, Seetha N.	11460	<i>A Programmatic Approach for National Register Eligibility Determinations of Prehistoric Sites Within the Southern Coast Archaeological Region, California</i>	2007
Rosen, Martin	6636	<i>Historic Property Survey- Loma Alta Creek Channel</i>	1997
Schroth, Adella, Roxana Phillips, and Dennis Gallegos	3047	<i>Cultural Resource Inventory of the Santa Margarita River Valley, Camp Pendleton</i>	1996
Stringer-Bowsher, Sarah and Dan Killoren	14058	<i>Historic Context Study for Marine Corps Base Camp Pendleton San Diego, California</i>	2013
U.S. Department of the Navy	10496	<i>Final Results of the Condition Assessment, Site Monitoring, and Effects Treatment Program</i>	2006
Wade, Sue A. and Susan M. Hector	1677	<i>A Cultural Resource Survey of the Loma Alta Creek Improvement Plan Area</i>	1989

TABLE 1
PREVIOUS CULTURAL RESOURCES INVESTIGATIONS WITHIN THE PROJECT AREA

Author	Report # (SD-)	Title	Year
Wahoff, Tanya and Andrew L. York	9019	<i>Construction Monitoring Program for the Sewage Effluent Compliance Project Oceanside Outfall Alternative Marine Corps Base, Camp Pendleton and City of Oceanside, San Diego County, California</i>	2003
Westec Services Inc. and R.L. Franklin	7657	<i>Cultural Resource Test Sampling Program for a Proposed Flood Control Project in the Lower San Luis Rey River Drainage, Oceanside, Ca</i>	1979

Previously Recorded Cultural Resources

Archaeological Resources

The SCIC records search indicates that a total of 33 archaeological resources have been previously recorded within 0.5 mile of the Complete Streets improvements and Incentive District (**Table 2**). Of the 33 previously recorded archaeological resources, 19 (CA-SDI-626, -627, -628, -8455, -12600, -13211, -14058, -114059, 15870, -17672, -18348, -19441, -19944, -19946, -19947, 19948, -20692, -21274, and -33331) are prehistoric archaeological sites, six (CA-SDI-14145, -17245, -17796, -17907, -20845, and -21704) are historic-period archaeological sites, three (P-37-13212, -13212, and -21274) are multicomponent archaeological sites, and six (P-37-18810, -18811, -18812, -18813, -33869, and -33873) are prehistoric isolates.

Of the 33 previously documented archaeological resources, two (CA-SDI-14058 and -15870) are located solely within or immediately adjacent to (within 100 feet of) the Complete Streets improvements, and three (CA-SDI-14059 and -17796, and P-36-033869) are located solely within or immediately adjacent to the Incentive District. None has been evaluated for listing in the CRHR. The following section provides detailed descriptions of the archaeological resources located within the Complete Streets improvements and Incentive District, respectively.

TABLE 2
PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES WITHIN 0.25 MILE OF THE PROJECT AREA

Primary # (P-37-)	Trinomial (CA-SDI-)	Description	Date(s) Recorded	Distance from Project Area
000626	626	Prehistoric archaeological site: campsite	1972; 2014	0.35 mile
000627	627	Prehistoric archaeological site: campsite	1958	0.35 mile
000628	628	Prehistoric archaeological site: shell midden	1994; 2003	0.53 mile
008455	845	Prehistoric archaeological site: shell scatter	1981; 2014	0.47 mile
012600	12600	Prehistoric archaeological site: lithic scatter	1992	0.19 mile
013211	13211	Prehistoric archaeological site: shell scatter	1993	0.17 mile
013212	13212	Multicomponent archaeological site: shell scatter and historic-period refuse scatter	1993	0.13 mile
014266*	14058	Prehistoric archaeological site: shell scatter	1994; 2001	Within Complete Streets improvements

TABLE 2
PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES WITHIN 0.25 MILE OF THE PROJECT AREA

Primary # (P-37-)	Trinomial (CA-SDI-)	Description	Date(s) Recorded	Distance from Project Area
014277**	14059	Prehistoric archaeological site: shell scatter	1994	33 feet from Incentive District
014369	14145	Historic-period archaeological site: refuse scatter	1995	0.47 mile
018810	-	Prehistoric isolate: shell	2000	0.50 mile
018811	-	Prehistoric isolate: shell	2000	0.50 mile
018812	-	Prehistoric isolate: shell	2000	0.29 mile
018813	-	Prehistoric isolate: shell	2000	0.26 mile
019165*	15870	Prehistoric archaeological site: shell scatter	2001	100 feet from Complete Streets improvements
025937	17245	Historic-period archaeological site: refuse scatter	Brian F. Smith Associates, 2004	0.18 mile
027036	17672	Prehistoric archaeological site: shell midden	ASM Affiliates, 2005	0.39 mile
027207**	17796	Multicomponent archaeological site: prehistoric shell midden; historic-period railroad maintenance yard and associated refuse	2006	Within Incentive District
027452	17907	Historic-period cemetery	2006	265 feet
028351	18348	Prehistoric archaeological site: shell scatter	2007	265 feet
030591	19441	Prehistoric archaeological site: shell and lithic scatter	2009	0.19 mile
031408	19944	Prehistoric archaeological site: shell scatter	2010	0.45 mile
031410	19946	Prehistoric archaeological site: shell scatter	2010	0.38 mile
031411	19947	Prehistoric archaeological site: shell scatter	2010	0.33 mile
031412	19948	Prehistoric archaeological site: shell scatter	2010	0.29 mile
032654	20692	Prehistoric archaeological site: shell scatter	2012; 2014	0.43 mile
033105	20845	Historic-period archaeological site: refuse scatter	2013	0.19 mile
033331	-	Prehistoric isolate: mano	2013	0.10 mile
033869**	-	Prehistoric isolate: mano	2014	65 feet from Incentive District
033873	-	Prehistoric isolate: flake	2014	0.28 mile
033874	21274	Multicomponent archaeological site: prehistoric shell midden; historic-period railroad grade	2014	0.29 mile
033928	21313	Prehistoric archaeological site: shell scatter	2014	0.35 mile
034887	21704	Historic-period archaeological site: refuse scatter	2015	0.44 mile

TABLE 2
PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES WITHIN 0.25 MILE OF THE PROJECT AREA

Primary # (P-37-)	Trinomial (CA-SDI-)	Description	Date(s) Recorded	Distance from Project Area
*Indicates archaeological resource within or immediately adjacent to Complete Streets improvements				
**Indicates archaeological resource within or immediately adjacent to Incentive District				

Archaeological Resource Descriptions

Resource CA-SDI-14058: This resource is a prehistoric archaeological site documented in 1994 as a shell scatter located on a highly disturbed terrace overlooking the San Luis Rey River (Pignuolo and Beck 1994a). Shell fragments consisting of *Donax sp.*, as well as fire affected rock were identified in cut banks and rodent burrow spoils, indicating that the site contains a subsurface component (Pignuolo and Beck 1994a). The mapped location of the site was revisited in 2001 and the southern portion was found to have been partially destroyed by improvements to Riverside Road and the construction of apartment buildings (Pallette 2001). No artifacts or features were identified as a result of the 2001 site visit. Resource CA-SDI-14058 is located solely within the Complete Streets improvements and has not previously evaluated for inclusion in the NRHP, CRHR, or as a Historical Site under the City's Historical Ordinance (City Historical Site).

Resource CA-SDI-15870: This resource is a prehistoric archaeological site documented in 2001 as a shell scatter located on tidal flats of the San Luis Rey River (Robbins-Wade 2001). Shell species identified within the site include *Chione sp.*, *Donax sp.*, and *Ostrea sp.*; however, no associated artifacts or features were identified (Robbins-Wade 2001). The mapped location of the site is within the San Luis Rey River. Resource CA-SDI-15870 is located solely within the Complete Streets improvements and has not been previously evaluated for inclusion in the NRHP, CRHR, or as a City Historical Site.

Resource CA-SDI-14059: This resource is a prehistoric archaeological site documented in 1994 as a shell scatter located near Tremont and Eucalyptus streets, (Pignuolo and Beck 1994b). Observed shell species include *Donax sp.*, *Chione sp.*, and *Argopectin sp.*, and two pieces of fire affected rock were noted (Pignuolo and Beck 1994b). Resource CA-SDI-14059 is located within 20 feet of the Incentive District. The resource is located immediately adjacent to the Incentive District and has not been previously evaluated for inclusion in the NRHP, CRHR, or as a City Historical Site.

Resource CA-SDI-17796: This resource is a historic-period archaeological site consisting of the former Atchison Topeka and Santa Fe Railroad maintenance yard which was active from the early 1900s through the 1980s. The resource was discovered during monitoring for the construction of the Oceanside Transit Center parking garage and was described as consisting of numerous refuse deposits, cement foundations, rail lines, pipelines, and an engine maintenance pit (McGinnis and Treinen 2005). The resource is located within the Incentive District. Resource

CA-SDI-17796 is located solely within the Incentive District and has not been previously evaluated for inclusion in the NRHP, CRHR, or as a City Historical Site.

Resource P-36-033869: This resource consists of a multicomponent archaeological site consisting of a sparse prehistoric and historic-period artifact scatter. Prehistoric artifacts noted include one chert flake, one mano, as well as a number of *Chione sp.*, *Pecten sp.*, and *Donax sp.* shell fragments (Davison and Castaneda 2014). Historic-period artifacts noted include a porcelain ceramic fragment, as well as concrete and asphalt fragments (Davison and Castaneda 2014). The artifacts were documented within a secondary deposit of imported sand fill and do not retain their original provenience (Davison and Castaneda 2014). Resource P-36-033869 is located immediately adjacent to the Incentive District and has not been previously evaluated for inclusion in the NRHP, CRHR, or as a City Historical Site.

Built Environment Resources

The SCIC records search indicates that 259 historic-period built environment resources have been previously recorded within 0.5 mile of the Complete Streets improvements and Incentive District. Of these 259 resources, 27 are located within or immediately adjacent (within 100 feet) to the Complete Streets improvements and Incentive District (**Table 3**). Of these 27 resources, 19 are located immediately adjacent to the Complete Streets improvements and eight are located solely within or immediately adjacent to the Incentive District. Of the 19 built environment resources located within the Complete Streets improvements, 11 are also located within the Incentive District. One additional resource, the San Luis Rey River Bridge (Bridge# CA 57 C-322), is not on file at the SCIC, but was identified within the Complete Streets improvements upon review of the Caltrans historic bridge inventory.

TABLE 3
HISTORIC-PERIOD BUILT ENVIRONMENT RESOURCES WITHIN 100 FEET OF THE PROJECT AREA

Primary # (P-37-)	Address	Other Identifier	Description	Within/Adjacent to Complete Streets Improvements	Within/Adjacent to Incentive District	NRHP/CRHR/City Historical Site Eligibility
035464	1151 South Coast Highway		Goodyear Express Tire Building	X	X	Ineligible for NRHP/CRHR/City Historical Site
-	123 Coast Highway	-	Craftsman-style single-family residence constructed in 1908	X	X	Ineligible for NRHP; City Historical Site; not evaluated for CRHR
-	133 Coast Highway	-	Keisker Hotel Building constructed in 1927	X	X	Eligible for NRHP and CRHR
-	201 Coast Highway	-	First National Bank of Oceanside Building constructed in 1925	X	-	Ineligible for listing in the NRHP; City Historical Site; not evaluated for CRHR
-	202 Coast Highway	-	Bank of Italy Building constructed in 1925	X	-	Ineligible for listing in the NRHP; eligible as a City Historical Site; not evaluated for CRHR

TABLE 3
HISTORIC-PERIOD BUILT ENVIRONMENT RESOURCES WITHIN 100 FEET OF THE PROJECT AREA

Primary # (P-37-)	Address	Other Identifier	Description	Within/Adjacent to Complete Streets Improvements	Within/Adjacent to Incentive District	NRHP/CRHR/City Historical Site Eligibility
-	216 South Tremont Street	-	Single-family residence constructed in 1908	-	X	Ineligible for listing in the NRHP; eligible as a City Historical Site; not evaluated for CRHR.
-	217 Coast Highway	-	Theater constructed in 1936	X	-	Not evaluated
-	232 Coast Highway	-	Commercial building constructed in 1929	X	X	Ineligible for NRHP and City Historical Site
-	301 Coast Highway	-	B.A. and Marian Mason Building constructed in 1932	X	X	Ineligible for NRHP and City Historical Site; not evaluated for CRHR
-	308 Missouri Avenue	-	Railroad trestles and culverts	-	X	Not evaluated
-	309 Coast Highway	-	D.G. Harrington Building constructed in 1908	X	X	Ineligible for NRHP and City Historical Site; not evaluated for CRHR
-	321 South Tremont Street	-	Railroad trestles and culverts	-	X	Not evaluated
-	327 South Tremont Street	-	Railroad trestles and culverts	-	X	Not evaluated
-	401 Seagaze Drive	-	Blade Tribune Building constructed in 1936	-	X	Ineligible for NRHP; City Historical Site; not evaluated for CRHR
-	402 Coast Highway	-	Star Theater constructed in 1956	X	-	Ineligible for listing in NRHP; City Historical Site; not evaluated for CRHR
-	405 South Tremont Street	-	California Bungalow-style single-family residence constructed in 1926	-	X	Ineligible for listing in NRHP; City Historical Site; not evaluated for CRHR
-	501 Mission Avenue	-	J.E. Jones Hardware Building constructed in 1912	X	-	Ineligible for NRHP; not evaluated for CRHR or as a City Historical Site
-	505 Mission Avenue	-	J.C. Penny Company Building constructed in 1924	X	-	Ineligible for listing in NRHP; City Historical Site; not evaluated for CRHR
-	510 Kelley Street	-	Apartment building constructed in 1930	-	X	Ineligible for NRHP and as a City Historical Site; not evaluated for CRHR
-	510 Sportfisher Way	-	Victorian-style single-family residence constructed in 1891	X	-	Ineligible for listing in NRHP; City Historical Site; not evaluated for CRHR

TABLE 3
HISTORIC-PERIOD BUILT ENVIRONMENT RESOURCES WITHIN 100 FEET OF THE PROJECT AREA

Primary # (P-37-)	Address	Other Identifier	Description	Within/Adjacent to Complete Streets Improvements	Within/Adjacent to Incentive District	NRHP/CRHR/City Historical Site Eligibility
-	517 Michigan Avenue	-	Ancillary structure constructed in 1890	-	X	Ineligible for NRHP and as a City Historical Site; not evaluated for CRHR
-	524 Coast Highway	-	Victorian-style single-family residence (Weitzel Residence) constructed in 1888	X	X	Ineligible for listing in NRHP; City Historical Site; not evaluated for CRHR
-	600 Coast Highway	-	Landscape feature consisting of palm trees	X	X	Ineligible for NRHP and as a City Historical Site; not evaluated for CRHR
-	631 Coast Highway	-	Commercial building constructed in 1928	X	X	Ineligible for NRHP and as a City Historical Site; not evaluated for CRHR
-	1310 Coast Highway	-	I.O.O.F. Cemetery	X	X	Ineligible for NRHP; not evaluated for CRHR or as a City Historical Site
-	2002 South Coast Highway	-	Commercial building constructed in 1947	X	X	Not evaluated
-	Pier View Way	-	Landscape feature consisting of the Melchoir Pieper Gardens	X	-	Not evaluated
-	-	San Luis Rey River Bridge*	Steel-framed bridge constructed in 1929	X	-	Ineligible for listing in NRHP; not evaluated for CRHR or as a City Historical Site

*Indicates resource is not on file at SCIC

Of the 28 historic-period built environment resources located within or immediately adjacent to the Complete Streets improvements and Incentive District:

- One has been recommended eligible for listing in the NRHP and is thus eligible for listing in the CRHR (133 Coast Highway),
- Seven are listed as City Historical Sites (123 Coast Highway, 201 Coast Highway, 402 Coast Highway, 405 South Tremont Street, 505 Mission Avenue, 510 Sportfisher Way, and 524 Coast Highway),
- Two are eligible for listing as City Historical Sites (202 Coast Highway and 216 South Tremont Street),
- Eight have been determined ineligible for listing as City Historical Sites (232 Coast Highway, 301 Coast Highway, 309 Coast Highway, 510 Kelley Street, 517 Michigan Avenue, 600 Coast Highway, 631 Coast Highway, and 1151 South Coast Highway), and

- Ten have not been evaluated for listing in either the CRHR or as a City Historical Site (217 Coast Highway, 308 Missouri Avenue, 321 South Tremont Street, 327 South Tremont Street, 401 Seagaze Drive [P-37-035464], 501 Mission Avenue, 1310 Coast Highway, 2002 South Coast Highway, Pier View Way, and the San Luis Rey River Bridge).

None of the resources is currently listed in the NRHP or the CRHR.

Built Environment Resource Descriptions

Resource P-37-035464: This resource consists of the Goodyear Tire Express building constructed in 1947. It is located on the northwest side of the intersection of Oceanside Boulevard and the Coast Highway. Resource P-37-035464 has been recommended ineligible for listing in the NRHP and CRHR, nor does it qualify as a City Historical Site (Bechtel and Tibbet 2014). The resource is located immediately adjacent to the Complete Streets improvements and within the Incentive District.

123 Coast Highway: This resource consists of a Craftsman-style single-family residence constructed in 1908. The resource has been determined ineligible for listing in the NRHP, but is a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements and within the Incentive District.

133 Coast Highway: This resource consists of the Keisker Hotel Building, also known as the Dolphin Hotel, constructed in 1927. The resource has been determined eligible for listing in the NRHP and is thus automatically eligible for listing in the CRHR (SCIC 2016). The resource is located immediately adjacent to the Complete Streets improvements and within the Incentive District.

201 Coast Highway: This resource consists of the First National Bank of Oceanside Building constructed in 1926. The resource has been determined ineligible for listing in the NRHP but is a City Historical Site (SCIC 2016). This resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements.

202 Coast Highway: This resource consists of the Bank of Italy Building constructed in 1927. The resource has been determined ineligible for listing in the NRHP, but is eligible as a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements.

217 Coast Highway: This resource consists of a theater constructed in 1936. The resource has not been previously evaluated for inclusion in the NRHP, CRHR, or as a City Historical Site (SCIC 2016). The resource is located immediately adjacent to the Complete Streets improvements.

232 Coast Highway: This resource consists of the R.J. Meyers Building, a commercial building constructed in 1929. The resource has been determined ineligible for listing in the NRHP and does not qualify as a City Historical Site (SCIC 2016). The resource has not been evaluated for

inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements and within the Incentive District.

301 Coast Highway: This resource consists of the B.A. and Marian Mason Building, a commercial building constructed in 1932. The resource has been determined ineligible for listing in the NRHP and does not qualify as a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements and within the Incentive District.

309 Coast Highway: This resource consists of the D.G. Harrington Property, a single-family residence constructed in 1908. The resource has been determined ineligible for listing in the NRHP and does not qualify as a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements and within the Incentive District.

402 Coast Highway: This resource consists of the Star Theater constructed in 1956. The resource has been determined ineligible for listing in the NRHP, but is a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements.

501 Mission Avenue: This resource consists of the J.E. Jones Hardware Store Building, a commercial building constructed in 1906. The resource has been determined ineligible for listing in the NRHP, but has not been evaluated for inclusion in the CRHR or as a City Historical Site (SCIC 2016). The resource is located immediately adjacent to the Complete Streets improvements.

505 Mission Avenue: This resource consists of the J.C. Penny Company Building, a commercial building constructed in 1924. The resource has been determined ineligible for listing in the NRHP, but is a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements.

510 Sportfisher Way: This resource consists of the Samuel Hunting Residence, a Victorian-style single-family residence constructed in 1890. The resource has been determined ineligible for listing in the NRHP but is a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements.

524 Coast Highway: This resource consists of the Wietzel Residence, a Victorian-style single-family residence constructed in 1888. The resource has been determined ineligible for listing in the NRHP but is a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements and within the Incentive District.

600 Coast Highway: This resource is a landscape feature that consists of palm trees lining both sides of the 600 block of Coast Highway. The resource has been determined ineligible for listing

in the NRHP and does not qualify as a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements and within the Incentive District.

631 Coast Highway: This resource consists of a commercial building constructed in 1926. The resource has been determined ineligible for listing in the NRHP and does not qualify as a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements and within the Incentive District.

1310 Coast Highway: This resource consists of the I.O.O.F Cemetery, which has been in use since 1895. The resource has been determined ineligible for listing in the NRHP but has not been evaluated for inclusion in the CRHR or as a City Historical Site (SCIC 2016). The resource is located immediately adjacent to the Complete Streets improvements and Incentive District.

2002 South Coast Highway: This resource consists of a commercial building constructed in 1947. The resource has not been evaluated for inclusion in the NRHP, CRHR, or as a City Historical Site (SCIC 2016). The resource is located immediately adjacent to the Complete Streets improvements and within the Incentive District.

Pier View Way: This resource is a landscape feature consisting of the Melchoir Pieper Gardens which were active between 1888 and the mid-20th century. The resource has been determined ineligible for listing in the NRHP and does not qualify as a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Complete Streets improvements.

San Luis Rey River Bridge (CA 57 C-322): This resource consists of a steel-framed, Warren deck truss bridge built by C.T. Gutleben in 1929 (bridgehunter.com, 2016). The resource has been determined ineligible for listing in the NRHP but has not been evaluated for inclusion in the CRHR or as a City Historical Site (Caltrans 2016). The resource is located within the Complete Streets improvements south of the intersection of Monterey Drive and Coast Highway.

216 South Tremont Street: This resource is a single-family residence, known as the C.B. Bishop Residence, constructed in 1908. The resource has been determined ineligible for listing in the NRHP but is a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. This resource is located within the Incentive District.

308 Missouri Avenue, 321 South Tremont Street, and 327 South Tremont Street: These three resources consist of railroad culverts and trestles associated with the Atchison Topeka and Santa Fe Railroad. These resources have not been previously evaluated for inclusion in the NRHP, CRHR, or as City Historical sites (SCIC 2016). These resources are located within the Incentive District.

401 Seagaze Drive: This resource consists of the Blade-Tribune Building, an Art Deco-style building constructed in 1936. The resource is ineligible for the NRHP, but has not been evaluated

for inclusion in the CRHR or as a City Historical Site (SCIC 2016). The resource is located within the Incentive District.

405 South Tremont Street: This resource is a California Bungalow-style single-family residence constructed in 1926. The resource has been determined ineligible for the NRHP but is a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Incentive District.

510 Kelley Street: This resource is an apartment building constructed in 1930. The resource has been determined ineligible for listing in the NRHP and does not qualify as a City Historical Resource (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Incentive District.

517 Michigan Avenue: This resource is an ancillary structure constructed in 1890. The resource has been determined ineligible for the NRHP and does not qualify as a City Historical Site (SCIC 2016). The resource has not been evaluated for inclusion in the CRHR. The resource is located immediately adjacent to the Incentive District.

Historical Map and Aerial Review

Historic maps and aerial photographs were examined to provide historical information about the project area and to contribute to an assessment of the project area's archaeological sensitivity. Available maps include: the 1870 U.S. Surveyor General's survey plat of Township 11 South, Range 5 West; the 1893 and 1898 Oceanside 15-minute topographic quadrangles; the 1901 San Luis Rey 30-minute topographic quadrangle; and the 1948 and 1968 San Luis Rey 7.5-minute topographic quadrangles. Historic aerial photographs of the project area from 1938, 1947, 1953, 1964, 1967, 1980, 2005, and 2012 were also examined (historicaerials.com 2016).

The available historic maps and aerial photographs indicate that the central portion of the project area has largely been used for residential and commercial development associated with the City since the late 19th century, with the northern and southern portions being devoted to agricultural activities. However, by the 1960s, residential development expanded to include the entire length of the project area. The 1870 U.S. Surveyor General's survey plat map shows Rancho Santa Margarita and Los Flores approximately 1 mile north of the project area. The plat map does not indicate any development associated with the City. The 1893 and 1898 Oceanside 15-minute topographic maps, as well as the 1901 San Luis Rey 30-minute topographic map, show the project area as bisecting Oceanside and South Oceanside. The maps show a grid of northeast-southwest and northwest-southeast oriented streets with a number of structures within the project area. A northwest-southeast trending road, which corresponds to present day Coast Highway, traverses the entire project area. The northwest-southeast oriented Southern California Railroad right-of-way is indicated parallel to the road immediately to the west.

The 1948 and 1968 San Luis Rey 7.5-minute topographic maps show that the City of Oceanside had expanded significantly since the early 20th century. The 1948 topographic map shows a large number of structures lining the grid of streets indicated in the previous maps. The northwest-southeast oriented Highway 101, which corresponds to present-day Coast Highway, is identified.

The 1968 topographic map shows that the town center of Oceanside has expanded to entirely fill the area from the northern tip of the project area to the southern tip, encompassing the entirety of the Coast Highway corridor between the San Luis Rey River bed to the north and the Buena Vista Lagoon to the south.

The historic aerial photographs largely reflect what is presented in the topographic maps. The 1938 historic aerial photograph shows that residential and commercial development associated with the City bounded a portion of Coast Highway between the San Luis Rey River in the north and Loma Alta Creek – roughly the central portion of the project area. The remaining northern and southern portions of the project area were dominated by agricultural fields. The 1947 aerial photograph shows a moderate degree of residential and commercial expansion bounding the Coast Highway corridor south of Loma Alta Creek. However, a number of agricultural fields are still present on the periphery of the residential and commercial areas. The 1953 aerial photograph shows that the entire project area has been developed, and that very few agricultural fields are located in the vicinity. The photograph also depicts the presences of I-5 located approximately 0.68 mile east of the project area. The 1967 aerial photograph shows an even greater density of development bounding the project area. The 1980 aerial photograph shows that Loma Alta Creek, which bisects the central portion of the project area, has been channelized. The 1980, 1994, and 2010 aerial photographs depict the current configuration of the project area and immediate vicinity, including the complete build out of commercial and residential development between the coast to the west and I-5 to the east along the entire length of the project area.

In sum, the historic topographic map and aerial photograph review indicates that the central portion of the project area has been subject to residential and commercial development since the late 19th century, with the northern and southern portions being used for agricultural purposes. However, by the 1950s the entire length of the project area appears to have been completely bounded by development.

Native American Consultation

A Sacred Lands File (SLF) search for the proposed project was requested from the NAHC on June 2, 2016. The results provided by the NAHC on June 6, 2016 did not indicate the presence of Native American cultural resources within the project area. The letter also included a list of Native American contacts.

Pursuant to the requirements of AB 52 and SB 18, requiring government-to-government consultation, the City sent consultation notification letters via certified mail to Native American groups affiliated with the project area (**Table 4**). The letters included a description of the proposed project, the project location, and a notification of the type of consultation that the City was initiating (Appendix C). To date, the City has received responses from four groups including the San Luis Rey Band of Mission Indians, the Pechanga Band of Mission Indian, the Rincon Band of Luiseño Indians, and the Pala Band of Mission Indians. In letters dated June 20, 2016, Merri Lopez-Keifer, Chief Legal Counsel for the San Luis Rey Band of Mission Indians formally requested that AB 52 and SB 18 consultation with the City be initiated. On August 11, the City conducted formal consultation with Ms. Lopez-Keifer pursuant to AB 52. Ms. Lopez-Keifer

requested that eight mitigation measures (MM Complete Streets CR-1 through -8) addressing Tribal Cultural Resources be recommended to the City's decision-making body. The City agreed to incorporate the mitigation measures recommended by Ms. Lopez-Keifer, thus concluding consultation between the City and the San Luis Rey Band of Mission Indians. These mitigation measures are included in the Recommendations section of this report.

TABLE 4
NATIVE AMERICAN CONSULTATION

Contact	Tribe/ Organization	Consultation Type	Date Letter Mailed	Response Received	Consultation Results
Shasta Gaughen, Tribal Historic Preservation Officer	Pala Band of Mission Indians	AB 52	5/24/2016	In a letter dated June 16, 2016, Ms. Gaughen formally requested that AB 52 consultation be initiated	-
		SB 18	5/24/2016	No response regarding SB 18 consultation	
Mark Macarro, Chairperson	Pechanga Band of Mission Indians	AB 52	5/24/2016	In a letter dated June 10, 2016, the Pechanga formally requested that AB 52 consultation be initiated	-
		SB 18	5/24/2016	In a letter dated June 14, 2016, the Pechanga formally requested that SB 18 consultation be initiated	
Randall Majel, Chairperson	Pauma and Yuima Reservation	AB 52	5/24/2016	No response regarding AB 52 consultation	-
		SB 18	5/24/2016	No response regarding SB 18 consultation	
Lavonne Peck, Chairwoman	La Jolla Band of Mission Indians	AB 52	5/24/2016	No response regarding AB 52 consultation	-
		SB 18	5/24/2016	No response regarding SB 18 consultation	
Rosmary Morillo, Chairperson	Soboba Band of Mission Indians	AB 52	5/24/2016	No response regarding AB 52 or SB 18 consultation	-
		SB 18	5/24/2016	No response regarding SB 18 consultation	
Bo Mazzetti, Chairperson	Rincon Band of Mission Indians	AB 52	5/24/2016	In a letter dated June 23, 2016, Rincon's Cultural Resources Manager, Vincent Whipple, recommended that a Native American monitor be present during project-related ground disturbing activities	-
		SB 18	5/24/2016	In a letter dated June 23, 2016, Rincon's Cultural Resources Manager, Vincent Whipple, recommended that a Native American monitor be present during project-related ground disturbing activities	
Tribal Council	San Luis Rey Band of Mission Indians	AB 52	5/24/2016	In a letter dated June 20, 2016, the San Luis Rey formally requested that AB 52 consultation be initiated	The City will incorporate Mitigation Measures Complete Streets CR-1 through -8
		SB 18	5/24/2016	In a letter dated June 20, 2016, the San Luis Rey formally requested that SB 18 consultation be initiated	
-	Torres Martinez Desert Cahuilla Indians	AB 52	5/24/2016	No response regarding AB 52 consultation	-
		SB 18	5/24/2016	No response regarding SB 18 consultation	
Jim McPherson, Cultural Resources Department	Rincon Band of Luiseño Indians	AB 52	5/24/2016	In a letter dated June 23, 2016, Rincon's Cultural Resources Manager, Vincent Whipple, recommended that a Native American monitor be present during project-related ground disturbing activities	-
		SB 18	5/24/2016	In a letter dated June 23, 2016, Rincon's Cultural Resources Manager, Vincent Whipple, recommended that a Native American monitor be present during project-related ground disturbing activities	

In letters dated June 10, 2016 and June 14, 2016, Anna Hoover, Cultural Analyst for the Pechanga Band of Mission Indians, stated that the project area falls within the Pechanga's aboriginal territory and requested AB 52 and SB 18 consultation with the City.

In a letter dated June 23, 2015, Vincent Whipple, Cultural Resources Manager for the Rincon Band of Luiseño Indians, stated that the proposed project is located within Rincon's specific area of cultural interest. Mr. Whipple expressed concern that proposed project implementation could result in the inadvertent discovery of cultural resources and recommended that a Native American monitor be present during all project-related ground disturbing activities. To date, the Rincon Band of Luiseño Indians has not formally requested AB 52 or SB 18 consultation with the City.

In a letter dated June 16, 2016, Shasta Gaughen, Tribal Historic Preservation Officer for the Pala Band Mission Indians, stated that the proposed project is located within Pala's Traditional Use Area (TUA) and formally requested AB 52 consultation with the City be initiated. To date, Pala has not requested SB 18 consultation with the City.

Geoarchaeological Review

A desktop geoarchaeological review of the project area was conducted by ESA geoarchaeologist Chris Lockwood, Ph.D., R.P.A. The following paragraphs present the results of Dr. Lockwood's research.

Geology

During the Last Glacial Maximum prior to 20,000 years ago, global sea levels were up to 400 feet lower than modern conditions (Berger 2008) and the California shoreline was well west of its current position. As conditions warmed and glaciers melted, there was a rapid rise in sea levels during the Late Pleistocene and Early Holocene; during this time the shoreline was still to the west of its current location. The rate of sea level rise slowed during the Middle Holocene, and sea levels in Southern California have risen approximately 20 to 25 feet over the last 6,000 years (Reynolds and Simms 2015). The rise in sea level led to a reduction in base level and increased deposition along the lower reaches of channels flowing into the Pacific Ocean, building alluvial floodplains and marshes.

The project area is underlain by late to middle Pleistocene-aged (approximately 80,000 to 200,000 years old) paralic (interfingering marine and continental) deposits (Kennedy and Tan 2007). Due to their age, the Pleistocene deposits are considered to have a very low potential to contain archaeological resources, except where the upper portion of this unit has been preserved and overlain by latest Pleistocene and Holocene alluvium or imported fill. Areas containing latest Pleistocene to Holocene alluvium have been mapped at the crossing of the San Luis Rey River, the Loma Alta Creek, and adjacent to Buena Vista Lagoon. Such alluvium is considered to have a high potential to contain buried archaeological resources.

Soils

Soils along most of the corridor have been mapped as Tujunga sandy loam (NRCS 2016). The Tujunga series consists of very deep, somewhat excessively drained soils formed in alluvium from granitic sources. Tujunga soils are on alluvial fans and floodplains, including urban areas. Slopes range from 0 to 9 percent. Restrictive features are typically deeper than 80 inches. In urban areas there is often a thin layer of human-transported material at surface. The typical soil pedon (profile) consists of a thin A-horizon overlying multiple alluvial C-horizons. Where present, soil structure is weak and fine, reflecting limited time since deposition of the parent material and beginning of soil formation. The apparent youthfulness of this soil would be consistent with Holocene deposition of parent material. The significant depth to restrictive features implies that past human occupations within the floodplain have the potential to have been inundated and buried by alluvial deposits.

Archaeological Sensitivity

Late Pleistocene to Early Holocene archaeological sites (if present) are likely to be oriented towards terrestrial subsistence resources, given the substantial distance to the coast and marine resources during that period. As sea level continued to rise, however, marine and estuary resources would have become more prevalent. As noted above, areas containing late Pleistocene to Holocene alluvial deposits (i.e., in the vicinity of the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon) are considered sensitive for buried archaeological sites. Other portions of the project area are considered to have a lower potential for intact buried archaeological resources due to the age of the natural surface deposits.

Cultural Resources Survey

Methods

Given that the project area is almost entirely developed, with buildings, landscaping, and pavement throughout, a reconnaissance-level cultural resources survey was employed for most of the project area. The minimal areas of exposed ground within the project area were subject to an intensive pedestrian survey. The survey was conducted by ESA archaeologist Michael Vader, B.A. on August 10, 2016. The survey was aimed at identifying historic-period built environment resources within or immediately adjacent to the Complete Streets improvements, as well as any traces of bare ground surfaces that could be inspected for the presence of archaeological resources. The street addresses of all previously recorded built environment resources located within the Complete Streets improvements, as indicated by the SCIC, were revisited and photographed. The single archaeological resource (CA-SDI-14058) overlapping the Complete Streets improvements was revisited, intensively inspected, and photographed.

Because the Incentive District is being analyzed at a programmatic level it was not included as part of the reconnaissance-level survey conducted for the proposed project. The results of the cultural resources assessment of the Incentive District, presented below, are based on the SCIC records search only. Also included are recommendations for mitigation measures that should be

implemented prior to the development of future projects that may be contemplated under the Incentive District.

Results

The project area and immediate vicinity is largely paved over with little to no ground surface visibility throughout (**Figure 4**). However, some unobscured ground surface is present along the wester margins of the southern portion of the project area near the Buena Vista Lagoon (Figure 4). This unobscured ground surface contained sparse seasonal grasses and was intensively inspected for the presence of archaeological resources. No resources were identified.

As a result of the cultural resources survey the one archaeological resource (CA-SDI-14058) overlapping the Complete Streets improvements was revisited and 17 of the 20 previously documented built environment resources were identified (**Figure 5 - REDACTED; Table 5**). Resource CA-SDI-15870, a prehistoric archaeological site located immediately adjacent to the Complete Streets improvements, was not revisited because its mapped location is within the San Luis Rey River. The following paragraphs describe the resources revisited during the cultural resources survey.



Survey conditions in central portion of complete street improvements (view to north)



Survey conditions in southern portion of complete street improvements (view to south)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 4
Survey Photos

Figure 5 Survey Results Map - Redacted for Public Version

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TABLE 5
SURVEY RESULTS

Primary # (P-37-)	Permanent Trinomial (CA-SDI-)	Other Identifier	Description	Relocated
Archaeological Resources				
014266	14058	-	Prehistoric archaeological site: shell scatter	Not relocated
019165	15870	-	Prehistoric archaeological site: shell scatter	Not relocated
Built Environment Resources				
035464	-	1151 South Coast Highway	Goodyear Express Tire Building	Relocated
-	-	123 Coast Highway	Craftsman-style single-family residence constructed in 1908	Not relocated
-	-	133 Coast Highway	Keisker Hotel Building constructed in 1927	Relocated
-	-	201 Coast Highway	First National Bank of Oceanside Building constructed in 1925	Relocated
-	-	202 Coast Highway	Bank of Italy Building constructed in 1925	Relocated
-	-	217 Coast Highway	Theater constructed in 1936	Relocated
-	-	232 Coast Highway	Commercial building constructed in 1929	Relocated
-	-	301 Coast Highway	B.A. and Marian Mason Building constructed in 1932	Relocated
-	-	309 Coast Highway	D.G. Harrington Building constructed in 1908	Relocated
-	-	402 Coast Highway	Star Theater constructed in 1956	Relocated
-	-	501 Mission Avenue	J.E. Jones Hardware Building constructed in 1912	Relocated
-	-	505 Mission Avenue	J.C. Penny Company Building constructed in 1924	Relocated
-	-	510 Sportfisher Way	Victorian-style single-family residence constructed in 1891	Not relocated
-	-	524 Coast Highway	Victorian-style single-family residence (Weitzel Residence) constructed in 1888	Relocated
-	-	600 Coast Highway	Landscape feature consisting of palm trees	Relocated
-	-	631 Coast Highway	Commercial building constructed in 1928	Relocated
-	-	1310 Coast Highway	I.O.O.F. Cemetery	Relocated
-	-	2002 South Coast Highway	Commercial building constructed in 1947	Relocated
-	-	Pier View Way	Landscape feature consisting of the Melchoir Pieper Gardens	Not relocated
-	-	San Luis Rey River Bridge	Steel-framed bridge constructed in 1929	Relocated

Archaeological Resources

Resource CA-SDI-14058

The mapped location of CA-SDI-14058 was revisited during the survey. The resource is located in a graded lot that is composed of compacted dirt and gravel (**Figure 6 - REDACTED**). The lot was intensively surveyed but no artifacts or features identified with CA-SDI-14058 were identified. However, the resource's DPR form notes that artifacts were found within cut banks and rodent burrow spoils (Pignolo and Beck 1994a), indicating that the resource is likely buried.

Resource CA-SDI-15870

The mapped location of CA-SDI-15870 is within the San Luis Rey River approximately 150 feet beneath the Coast Highway corridor. Given the resource's location within the riverbed, which prohibits access, and its distance from the Complete Streets improvements, it was not revisited during the pedestrian survey.

Built Environment Resources

Resource P-37-035464

This resource consists of the Goodyear Tire Express Building located on the northwest side of the intersection of Oceanside Boulevard and Coast Highway. The resource was found to be consistent with previous documentation as consisting of a one-story car garage with an L-shaped plan (Figure 6).

123 Coast Highway

This resource consists of a Craftsman-style single-family residence constructed in 1908. The mapped location of the building was visited during the survey, but no structure fitting the description of the resource could be identified.

133 Coast Highway

This resource consists of the Keisker Hotel Building, also known as the Dolphin Hotel, constructed in 1927. The building was identified during the survey on the northwest corner of the intersection of Topeka Street and Coast Highway. The building is currently used as a commercial space and hotel (**Figure 7**).

201 Coast Highway

This resource consists of the First National Bank of Oceanside Building constructed in 1926. The building was identified during the survey on the northwest corner of the intersection of Mission Avenue and Coast Highway. The building is currently used as a souvenir shop (Figure 7).

Photo of CA-SDI-14058 - REDACTED

Overview of mapped location of CA-SDI-14058 (view to north)



Overview of P-37-035464 (view to south)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 6
Resource Photos



Overview of 133 Coast Highway (view to west)



Overview of 201 Coast Highway (view to north)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 7
Resource Photos

202 Coast Highway

This resource consists of the Bank of Italy Building constructed in 1927. The building was identified during the survey on the northeast side of the intersection of Mission Avenue and Coast Highway. The building is currently used as a restaurant (**Figure 8**).

217 Coast Highway

This resource consists of a theatre constructed in 1936. The building was identified during the survey southwest of the intersection of Pier View Way and Coast Highway. The building is used as the Brookes Sunshine Theater (Figure 8).

232 Coast Highway

This resource consists of the R.J. Meyers Building, a commercial building constructed in 1929. The building was identified during the survey northeast of the intersection of Michigan Avenue and Coast Highway. The building is currently used as a restaurant (**Figure 9**).

301 Coast Highway

This resource consists of the B.A. and Marian Mason Building, a commercial building constructed in 1932. The building was identified during the survey on the southwest corner of the intersection of Michigan Avenue and Coast Highway. The building is currently used as a custom auto shop (Figure 9).

309 Coast Highway

This resource consists of the D.G. Harrington Property, a single-family residence constructed in 1908. The building was identified during the survey southwest of the intersection of Michigan Avenue and Coast Highway. The building is currently used as a restaurant (**Figure 10**).

402 Coast Highway

This resource consists of the Star Theater constructed in 1956. The building was identified during the survey on the northeast corner of Civic Center Drive and Coast Highway. The building is still used as a theater (Figure 10).



Overview of 202 Coast Highway (view to NE)



Overview of 217 Coast Highway (view to west)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 8
Resource Photos



Overview of 232 Coast Highway (view to east)



Overview of 301 Coast Highway (view to NW)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 9
Resource Photos



Overview of 309 Coast Highway (view to west)



Overview of 402 Coast Highway (view to NE)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 10
Resource Photos

501 Mission Avenue

This resource consists of the J.E. Jones Hardware Store Building, a commercial building constructed in 1906. The building was identified during the survey on the southeast corner of the intersection of Mission Avenue and Coast Highway. The building is currently used as office and commercial space (**Figure 11**).

505 Mission Avenue

This resource consists of the J.C. Penny Company Building, a commercial building constructed in 1924. The building was identified during the survey southeast of the intersection of Mission Avenue and Coast Highway. The building is currently used as commercial space and an Odd Fellows meeting hall (**Figure 11**).

510 Sportfisher Way

This resource consists of the Samuel Hunting Residence, a Victorian-style single-family residence constructed in 1890. The address was visited during the survey, and a commercial building, not a Victorian-style residence, is located at the address (**Figure 12**).

524 Coast Highway

This resource consists of the Wietzel Residence, a Victorian-style single-family residence constructed in 1888. The building was identified during the survey on the east side of Coast Highway midway between Minnesota Avenue and Washington Avenue. The building is currently used as a restaurant (**Figure 12**).

600 Coast Highway

This resource is a landscape feature that consists of palm trees lining both sides of the 600 block of Coast Highway. The palm trees were identified during the survey and were found to be in good condition (**Figure 13**).

631 Coast Highway

This resource consists of a commercial building constructed in 1926. The building was identified during the survey on the northwest corner of the intersection of Wisconsin Avenue and Coast Highway. The building is currently used as a diner (**Figure 13**).



Overview of 501 Mission Avenue (view to east)



Overview of 505 Mission Avenue (view to south)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 11
Resource Photos



Overview of mapped location of 510 Sportfisher Way (view to north)



Overview of 524 Coast Highway (view to SE)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 12
Resource Photos



Overview of mapped location of 600 Coast Highway (view to north)



Overview of 631 Coast Highway (view to west)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 13
Resource Photos

1310 Coast Highway

This resource consists of the I.O.O.F Cemetery, which has been in use since 1895. The cemetery was identified during the survey southeast of the intersection of Godfrey Street and Coast Highway. The cemetery appears to be in good condition and is well maintained (**Figure 14**).

2002 South Coast Highway

This resource consists of a commercial building constructed in 1947. The building was identified during the survey on the southeast corner of the intersection of Vista Way and Coast Highway. The building is currently used as a restaurant (Figure 14).

Pier View Way

This resource is a landscape feature consisting of the Melchoir Pieper Gardens, which were active between 1888 and the mid-20th century. The mapped location of the resource was visited during the survey, and the area has been developed and is now the location of City municipal buildings and landscaping that includes a fountain (**Figure 15**). No indication of the gardens was observed.

San Luis Rey River Bridge (CA 57 C-322)

This resource consists of a steel-framed, Warren deck truss bridge built by C.T. Gutleben in 1929 (bridgehunter.com 2016). The bridge was identified during the survey south of the intersection of Monterey Drive and Coast Highway and appears to be well maintained (Figure 15).

Summary and Recommendations

The following sections: (1) summarize the results of the cultural resources assessment for the proposed project and discuss potential impacts to archaeological and built environment resources, and (2) provide recommendations for appropriate mitigation measures. Separate discussions are provided for the Complete Streets improvements and the Incentive District given their differing levels of technical analysis.

Summary and Impacts Assessment – Complete Streets Improvements

Tribal Cultural Resources

While a search of the Sacred Lands file at the NAHC did not identify any tribal cultural resources within the project area, several Native American tribes, including the San Luis Rey Band of Mission Indians, the Pechanga Band of Mission Indian, the Rincon Band of Luiseño Indians, and the Pala Band of Mission Indians, have expressed an interest in the proposed project and concerns about tribal resources that could be impacted. Consultation between the tribes and the City, per AB 52, is ongoing. In addition, mitigation measures provided by the San Luis Rey Band of Mission Indians (included below) have been accepted by the City and would be implemented for the proposed project.



Overview of 1310 Coast Highway (view to east)



Overview of 2002 South Coast Highway (view to NE)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 14
Resource Photos



Overview of mapped location of Pier View Way (view to NE)



Overview of San Luis Rey River Bridge (view to south)

SOURCE: ESA, 2016

Coast Highway Corridor Study 130217.00

Figure 15
Resource Photos

Archaeological Resources

The SCIC records search identified two archaeological sites (CA-SDI-14058 and -15870) within or adjacent to the Complete Streets improvements. No additional archaeological resources were identified during the pedestrian survey.

Resource CA-SDI-14058

The mapped location of CA-SDI-14058, a prehistoric archaeological site, was revisited during the survey, but no indication of the site was detected. Although no surface manifestation of CA-SDI-14058 was found, it is possible that a buried cultural deposit may be present. If a subsurface component does exist, any ground disturbance could result in a significant impact. That said, project-related activities in the area do not propose any ground disturbing activity and would consist of reducing the Coast Highway from two lanes to one lane in each direction, striping of Class II bicycle lanes on both sides of the street, and striping for back-in angled parking would be provided on the west side of street. On-street parking currently located along the eastern side. As such, the Complete Streets improvements portion of the proposed project would not have an impact on the resource.

Resource CA-SDI-15870

The mapped location of CA-SDI-15870 is within the San Luis Rey River approximately 150 feet beneath the bridge that passes over the river. As such, CA-SDI-15870 was not revisited during the survey. As no construction activity is planned for the river bed below the bridge, the resource would not be impacted by project-related ground disturbance associated with the project.

Built Environment Resources

The SCIC records search identified 27 built environment resources within or immediately adjacent to the project area. Of these, 19 are located immediately adjacent to the Complete Streets improvements. One additional resource, the San Luis Rey River Bridge (Bridge# CA 57 C-322), is not on file at the SCIC, but has been identified within the Complete Streets improvements upon reviewing the Caltrans historic bridge inventory. Of the 20 built environment resources located within or immediately adjacent to the Complete Streets improvements (including the bridge), 17 were relocated as a result of the survey. The buildings that could not be relocated are presumed to have been relocated or demolished since originally recorded.

The San Luis Rey River Bridge is the only built environment resource located within the Complete Streets improvements; the others are located adjacent to the Complete Streets improvements. The San Luis Rey River Bridge is not eligible for listing in the NRHP, but has not been evaluated for inclusion in the CRHR or as a City Historical Site. The only proposed alteration to the bridge would be restriping to provide a Class II bicycle lane in both directions. Proposed project-level activities for the bridge do not include any ground disturbance or modification to the structure itself. As such, no physical or visual alterations to the bridge are proposed and the resource would not be significantly impacted by the proposed project.

The remaining built environment resources consist largely of commercial buildings and landscape features located on the margins of the Complete Streets improvements. As such, these resources would not be directly impacted by the project. However, there is the potential that they could be indirectly (e.g., visually) impacted. Of these resources, only one (the Keisker Hotel Building at 133 Coast Highway) has been found eligible for the CRHR (as well as the NRHP), though some are listed as City Historical Sites, and others have been evaluated for the NRHP and for listing as City Historical Sites but have been found not eligible (see Table 3). Regardless, aside from the Keisker Hotel Building, none has been evaluated for listing in the CRHR. The project proposes the following alterations to the Coast Highway corridor: reduce portions of the corridor from four lanes to two lanes; restriping for a continuous Class II bicycle lane from Harbor Drive to the south city limit; mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor; and the construction of roundabouts in place of traffic signals where physically feasible. These alterations to the Coast Highway corridor would not physically impact any of the built environment resources located immediately adjacent to the Complete Streets improvements. Moreover, given that the improvements would not drastically alter the visual characteristics of the Coast Highway, and would not introduce any new visually intrusive elements, visual impacts to the built environment resources are not anticipated. As such, the built environment resources within the Complete Streets improvements would not be significantly impacted by the project.

Summary – Incentive District

Tribal Cultural Resources

While a search of the Sacred Lands file at the NAHC did not identify any tribal cultural resources within the project area, at least two tribes, the San Luis Rey Band of Mission Indians and the Pechanga Band of Mission Indian, have expressed an interest in the General Plan amendment and have requested consultation per SB 18. Consultation between these tribes and the City is ongoing.

Archaeological Resources

The SCIC records search identified three archaeological resources within or immediately adjacent to the Incentive District (CA-SDI-14059 and -17796, and P-36-033869). Because the Incentive District is analyzed programmatically it was not included as part of the pedestrian survey and the three previously recorded archaeological resources were not revisited.

Built Environment Resources

Of the 28 resources identified in the background studies, 19 are located within or immediately adjacent to the Incentive District. Eleven of these are also located within or immediately adjacent to both the Complete Streets improvements (as discussed above). Of these, only the Keisker Hotel Building at 133 Coast Highway has been found eligible for the CRHR (as well as the NRHP). Others are listed as City Historic Sites, while others have been evaluated and found ineligible for listing in both the NRHP and as City Historical Sites (see Table 3). The remainder, however, have not been formally evaluated for listing in the CRHR.

Recommendations

Complete Streets Improvements

Although the Complete Streets improvements area is largely developed, there exists the possibility that subsurface prehistoric and historic-period archaeological resources have been paved over and are obscured. The SCIC records search indicates that 33 previously recorded archaeological resources have been documented within a 0.5-mile radius of the Complete Streets improvements. Furthermore, the geoarchaeological review indicates that the portions of the Complete Streets improvements located in the vicinity of the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon are sensitive for the presence of prehistoric archaeological resources. As such, the Complete Streets improvements should be considered sensitive for the presence of archaeological resources. During their August 11, 2016 meeting with the City, the San Luis Rey Band of Mission Indians provided a list of recommended mitigation measures for consideration in the EIR. These mitigation measures were accepted by the City for implementation during the Complete Streets improvements.

The following recommended mitigation measures provided by the San Luis Rey Band of Mission Indians (MM Complete Streets CR-1 through -8) and ESA (MM Complete Streets CR-9) would ensure that the Complete Streets improvements would result in less than significant impacts to historical or unique archaeological resources under CEQA:

MM Complete Streets CR-1: Prior to the issuance of a grading permit, the City of Oceanside shall enter into a pre-excavation agreement with a representative of the San Luis Rey Band of Mission Indians, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement. A copy of the agreement shall be included in the grading plan submittals for the grading permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the San Luis Rey Band for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the Complete Streets improvements, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities, such as the installation and/or removal of infrastructure and existing foundations, that may impact the native soils subsurface to the existing road bed.

MM Complete Streets CR-2: Prior to the issuance of a grading permit, the grading contractor shall provide a written and signed letter to the City Planner stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the grading contractor's expense to implement the monitoring program, as described in the pre-excavation agreement.

MM Complete Streets CR-3: Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be

submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City Planner for approval.

MM Complete Streets CR-4: The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing activities that may impact subsurface native soils. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The grading contractor shall notify the City Planner of the start and end of all ground disturbing activities.

MM Complete Streets CR-5: The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the general contractor and/or associated subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present onsite during any ground disturbing activities that may impact subsurface native soils.

MM Complete Streets CR-6: The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be given to the San Luis Rey Band so that they may be repatriated at the site on a later date. If a determination is made that the unearthed artifact deposits or cultural features are considered potentially significant, the San Luis Rey Band shall be notified and consulted with in regards to the respectful and dignified treatment of those resources.

The avoidance and protection of the significant cultural resource and/or unique archaeological resource is the preferable mitigation. If however, a data recovery plan is authorized by the City as the Lead Agency under CEQA, the San Luis Rey Band shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the project area will be collected using professional archaeological collection methods. If the Qualified Archaeologist collects such resources, the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect the cultural resources that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the San Luis Rey Band for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions.

MM Complete Streets CR-7: Any and all uncovered tribal cultural resources of Native American importance shall be returned to the San Luis Rey Band of Mission Indians, and/or the Most Likely Descendant, if applicable, and not be curated.

MM Complete Streets CR-8: As specified by California Health and Safety Code Section 7050.5, if human remains are found in the project area during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to PRC 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established, surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. By law, the Coroner will determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the NAHC within 24 hours. The NAHC will make a determination as to the Most Likely Descendant. If Native American remains are discovered, the remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur onsite in the presence of a Luiseño Native American monitor.

MM Complete Streets CR-9: The qualified archeologist, or an archaeologist working under the direction of the qualified archaeologist, and the Luiseño Native American monitor shall conduct pre-construction cultural resources sensitivity training to inform construction personnel of the types of cultural resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The applicant shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.

Incentive District

For the Incentive District study area, three archaeological resources and of 19 built environment resources were identified. The three archaeological resources include one prehistoric archaeological site (CA-SDI-14059), one historic-period archeological site (CA-SDI-17796), and one multicomponent archaeological site (P-36-033869). None of the three archaeological resources have been previously evaluated for inclusion in the NRHP, CRHR, or as a City Historical Site. Of the 19 built resources, eight (216 South Tremont Street, 308 Missouri Avenue, 321 South Tremont Street, 327 South Tremont Street, 401 Seagaze Drive, 405 South Tremont Street, 510 Kelley Street, and 517 Michigan Avenue) are located solely within the Incentive District, and 11 are located both within the Complete Streets improvements area and Incentive District (123 Coast Highway, 133 Coast Highway, 232 Coast Highway, 301 Coast Highway, 309 Coast Highway, 524 Coast Highway, 600 Coast Highway, 631 Coast Highway, 1151 South Coast Highway, 1310 Coast Highway, and 2002 South Coast Highway). Of the 19 built

environment resources within the Incentive District, one (133 Coast Highway) is eligible for the CRHR. The other 18 have not been evaluated for inclusion in the CRHR.

To ensure that archaeological and historic resources are not significantly impacted by future projects that could be implemented under the Incentive District provisions, the following mitigation measures would be required. These measures would be triggered when individual development projects are proposed under the Incentive District.

MM Incentive District CR-1: Individual development projects implemented under the Incentive District shall be subject to a Phase I cultural resources inventory (cultural resources inventory) prior to the City's approval of project plans. This requirement shall be implemented for all projects for which the Incentive District is employed (Administrative Development Plan Review, Development Plan Review, and Conditional Use Permit processing requirements as specified in Section 1203 of the Coast Highway Incentive District). The cultural resources inventory would consist of: a cultural resources records search to be conducted at the South Coastal Information Center; scoping with the California Native American Heritage Commission (NAHC); a pedestrian archaeological survey if visible ground surface is present; and recordation of all identified archaeological resources on California Department of Parks and Recreation 523 forms. The cultural resources inventory shall be carried out by a qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology, and shall be conducted in consultation with the appropriate Native American groups as identified through outreach to the NAHC and through consultation.

If potentially significant cultural resources are encountered during the survey, and if the project has the potential to impact those resources, the City shall require that the resources be evaluated for their eligibility for listing in the CRHR and for significance as unique archaeological resource. Recommendations shall be made for the treatment of unique archaeological resources or resources found eligible for the CRHR should the development project have the potential to adversely impact the resources. These studies shall be conducted in consultation with the City and the appropriate Native American groups as identified through consultation. Project redesign and preservation in place shall be the preferred means of mitigation to avoid impacts to significant cultural resources, including prehistoric and historic archaeological sites, locations of importance to Native Americans, human remains, historical buildings, structures and landscapes. Methods of avoidance may include, but shall not be limited to, project re-design or identification of protection measures such as capping or fencing. If it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, which may include data recovery or other appropriate measures, in consultation with the City and appropriate Native American groups as identified through consultation.

In addition, the project proponent shall retain archaeological monitors and Native American monitors during ground-disturbing activities that have the potential to impact

significant cultural resources as determined by a qualified archaeologist in consultation with the City and the appropriate Native American groups.

During project-level construction, should prehistoric or historic subsurface cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find. If any find is determined to be significant, meaning it qualifies as a unique archaeological resource or is determined eligible for the CRHR, the archaeologist shall determine, in consultation with the City and the appropriate Native American groups, suitable avoidance measures, data recovery measures, or other appropriate mitigation, such as capping.

All significant cultural materials recovered, either prior to or during construction, shall be, as necessary and at the discretion of the consulting archaeologist and in consultation with the appropriate Native American groups, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. If materials need to be recovered, protocols for proper removal and treatment shall be implemented. The specific protocols for proper removal shall be detailed in a monitoring or data recovery plan prior to recovery of the materials.

MM Incentive District CR-2: Project-level development on individual properties containing structures at least 50 years old shall be subject to a historic built environment survey which will include an evaluating of the potential historic significance of the structures, prior to the City's approval of project plans. This requirement shall be implemented for all projects on properties for which the Incentive District is employed which contain existing structures (Administrative Development Plan Review, Development Plan Review, and Conditional Use Permit processing requirements as specified in Section 1203 of the Coast Highway Incentive District). The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History. If potentially significant historic resources are encountered during the survey, demolition or substantial alteration of such resources identified shall be avoided, as specified by the qualified historian or architectural historian.

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APPENDIX A

Personnel

Michael R. Bever, PhD, RPA

Program Manager

Dr. Bever has over 20 years of experience in archaeology and cultural resources management. He has worked throughout the western United States, with a focus in California. He has experience and specialized training in project management, business development, and cultural resources practice oversight, and has directed projects involving a wide breadth of resource types in compliance with federal and state laws and regulations. Dr. Bever's experience includes all manner of cultural resources studies and documentation for projects both large and small, and he has presented various cultural resources management training courses in both professional and academic settings. In addition to work in cultural resources management, Dr. Bever has held tenure-track professorships at the University of Texas at Austin and the University of Nevada, Reno. A published expert in the earliest prehistory of North America, he is well-versed in archaeological research design and all aspects of archaeological field and laboratory research.

Michael Vader

Associate Archaeologist

Michael is an archaeologist and environmental compliance monitor with experience working on survey, data recovery, and monitoring projects. Michael has experience with project management, has led crews on multiple surveys, and is familiar with environmental compliance documents. He has worked on a variety of energy and water infrastructure projects throughout California, including projects in Riverside, San Diego, Imperial, San Bernardino, Los Angeles, Orange, Santa Barbara, San Luis Obispo, Kern, Fresno, Madera, and Inyo Counties. Michael regularly works as part of a team, coordinating with construction personnel and Native American representatives.

APPENDIX B – CONFIDENTIAL

Records Search (REDACTED FOR PUBLIC VERSION)

APPENDIX C

Native American Correspondence



626 Wilshire Boulevard
Suite 1100
Los Angeles, CA 90017
213.599.4300 phone
213.599.4301 fax

www.esassoc.com

June 2, 2016

Katy Sanchez
Native American Heritage Commission
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
FAX- 916-373-5471

Subject: SLF Search Request for Oceanside Highway Coast Corridor Study Project (D130217.00)

Dear Ms. Sanchez:

Environmental Science Associates (ESA) is preparing an Environmental Impact Report (EIR) for the City of Oceanside (City) Oceanside Highway Coast Corridor Study Project (Project). The Project is located in the City of Oceanside, within San Diego County. The purpose of the Project is to improve transportation and amend the Zoning Ordinance to create a Coast Highway Incentive Overlay District (Overlay).

The transportation improvements includes: Converting Coast Highway from four lanes to two lanes throughout the corridor, with segments of two southbound travel lanes between State Route 76 and Surfrider Way, and south of Kelly Street to Eaton Street; Construction of several new roundabouts and new on-street parking; Continuous bicycle facilities and streetscape improvements within the corridor would be provided; And Pier View Way, between Coast Highway and Freeman Street would be permanently closed to allow for weekly and special events, such as the Farmers' Market, weddings, and holiday events.

The purpose of the Overlay is to implement the Coast Highway Vision and Strategic Plan by encouraging redevelopment and revitalization of the Coast Highway Corridor. The Overlay would provide optional overlay regulations and standards which a property owner may choose in lieu of the underlying zoning.

The enclosed map shows the Project area located in:

- Sections 26, 35, and 36 of the San Luis Rey USGS 7.5' Quadrangle, Township 11 South, Range 5 West;
- Sections 22, 23, 26, and 27 of the Oceanside USGS 7.5' Quadrangle, Township 11 South, Range 5 West.

In an effort to provide an adequate appraisal of all potential impacts to cultural resources that may result from the proposed Project, ESA is requesting that a records search be conducted for sacred lands or traditional cultural properties that may exist within the Project area.

Thank you for your time and cooperation regarding this matter. To expedite the delivery of search results, please fax them to 213.599.4301. Please contact Vanessa Ortiz at 323.246.6289 or vortiz@esassoc.com or Michael Bever at 619.261.4232 or mbever@esassoc.com if you have any questions.



Katy Sanchez
June 2, 2016
Page 2

Sincerely,

A handwritten signature in black ink that reads 'Vanessa Ortiz'.

Vanessa Ortiz, M.A., R.P.A.
Cultural Resources

A handwritten signature in black ink that reads 'Michael Bever'.

Michael Bever, Ph.D., R.P.A.
Cultural Resources



SOURCE: City of Oceanside 2016. Oceanside and San Luis Rey topoquads

City of Oceanside Coast Highway Corridor Study. 130217

Figure 1
Record Search

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
Fax (916) 373-5471



June 6, 2016

Vanessa Ortiz, M.A., RPA
Michael Bever, PhD., RPA
Environmental Science Associates

Sent by Email: vortiz@esassoc.com
Mbever@esassoc.com

RE: Proposed Oceanside Highway Coast Corridor Study, Cultural Resources Appraisal Project,
City of Oceanside; San Luis Rey and Oceanside USGS Quadrangles, San Diego
County, California

Dear Dr. Bever and Ms. Ortiz:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: gayle.totton@nahc.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Gayle Totton".

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

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San Diego County
June 3, 2016**

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Oceanside Highway Coast Corridor Study (D130217.00), Cultural Resources Assessment Project, City of Oceanside, San Luis Rey and Oceanside USGS Quadrangle, San Diego County, California.

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San Diego County
June 3, 2016**

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**Native American Contact List
San Diego County
June 3, 2016**

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**Native American Contact List
San Diego County
June 3, 2016**

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(951) 695-1778 Fax

La Jolla Band of Luiseno Indians
Thomas Rodriguez, Chairperson
22000 Highway 76 Luiseno
Pauma Valley , CA 92061
(760) 742-3771

(760) 742-3779 Fax

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

Sycuan Band of the Kumeyaay Nation
Lisa Haws, Cultural Resource Manager
1 Kwaaypaay Court Diegueno/Kumeyaay
El Cajon , CA 92019
(619) 445-4564

Pauma Band of Luiseno Indians - Pauma & Yuima
Charles Devers, Cultural Committee
P.O. Box 369, Ext. 317 Luiseno
Pauma Valley , CA 92061
(760) 742-1289

(760) 742-3422 Fax

Manzanita Band of the Kumeyaay Nation
Nick Elliott, Cultural Resources Coordinator
P.O. Box 1302 Kumeyaay
Boulevard , CA 91905
nickmepa@yahoo.com
(619) 766-4930
(619) 925-0952 Cell
(919) 766-4957 Fax

Pechanga Cultural Resources Department
Anna Hoover, Cultural Analyst
P.O. Box 2183 Luiseño
Temecula , CA 92593
ahoover@pechanga-nsn.gov
(951) 770-8104

(951) 694-0446 Fax

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 Luiseno
San Jacinto , CA 92581 Cahuilla
jontiveros@soboba-nsn.gov
(951) 663-5279
(951) 654-5544, ext 4137
(951) 654-4198 Fax

Kumeyaay Diegueno Land Conservancy
Mr. Kim Bactad, Executive Director
2 Kwaaypaay Court Diegueno/Kumeyaay
El Cajon , CA 92019
kimbactad@gmail.com
(619) 659-1008 Office

(619) 445-0238 Fax

lipay Nation of Santa Ysabel
Virgil Perez, Chairperson
P.O. Box 130 Diegueno/Kumeyaay
Santa Ysabel , CA 92070
(760) 765-0845

(760) 765-0320 Fax

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person or agency of statutory responsibility as defined in Public Resources Code Sections 21080.3.1 Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Oceanside Highway Coast Corridor Study (D130217.00), Cultural Resources Assessment Project, City of Oceanside, San Luis Rey and Oceanside USGS Quadrangle, San Diego County, California.

**Native American Contact List
San Diego County
June 3, 2016**

Pala Band of Mission Indians
Robert H. Smith, Chairperson
12196 Pala Mission Road Luiseno
Pala , CA 92059 Cupeno
rsmith@palatribe.com
(760) 891-3500

(760) 742-3189 Fax

Ewiiapaayp Tribal Office
Michael Garcia, Vice Chairperson
4054 Willows Road Diegueno/Kumeyaay
Alpine , CA 91901
michaelg@leaningrock.net
(619) 445-6315

(619) 445-9126 Fax

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person or agency of statutory responsibility as defined in Public Resources Code Sections 21080.3.1 Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Oceanside Highway Coast Corridor Study (D130217.00), Cultural Resources Assessment Project, City of Oceanside, San Luis Rey and Oceanside USGS Quadrangle, San Diego County, California.



CITY OF OCEANSIDE

DEVELOPMENT SERVICES DEPARTMENT / PLANNING DIVISION

May 24, 2016

Subject: Invitation to Consult Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 regarding the proposed Coast Highway Corridor Study (GPA16-00001) in the City of Oceanside, County of San Diego, California

To Whom It May Concern:

The City of Oceanside intends to post with the San Diego County Clerk-Recorder a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed project. Pursuant to the provisions of Assembly Bill (AB) 52, the City hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of this proposed project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine; and
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historical Resources including historic or prehistoric ruins and any burial ground, archaeological, or historic site.

The proposed project also involves a General Plan Amendment, requiring consultation per Senate Bill (SB) 18 as codified in Government Code Sec, 65352.3.

If you desire to consult with the City on the CEQA review of this project, please respond in writing within thirty (30) days of the date of this letter by either letter or email. Please direct your e-mail to jamberson@ci.oceanside.ca.us or any correspondence on this matter to:

John Amberson, Transportation Planner
Engineering Division-Development Services Dept
300 North Coast Highway
Oceanside, California 92054

Should we not receive a response within thirty (30) days, we will presume that you've declined consultation. Please don't hesitate to let me know if you have any questions or would like to discuss this proposed project. I can be reached by phone at (760) 435-6291.

Respectfully submitted,


Scott Nightingale
Senior Planner

Attachment: Project Description and Statement of Justification
Project Maps: Figures 1 and 2

Project: Coast Highway Corridor Study

Lead Agency: City of Oceanside

Project Location:

The proposed project is located primarily along Coast Highway and extends into the adjacent neighborhoods, all within the City of Oceanside. The portion of Coast Highway proposed for improvements stretches from Harbor Drive on the north to approximately 550 feet south of Eaton Street on the south (see Figure 1, Regional Location, and Figure 2, Project Area and Vicinity). The project boundaries would extend into the adjacent neighborhoods along the corridor, and may include intersection improvements at the following intersections: Pier View Way and Home Street; Wisconsin Avenue and Ditmar Street; Oceanside Boulevard and Tremont Street; Cassidy Street and Broadway Street; and Vista Way at Freeman Street, Ditmar Street, and Stewart Street (see Figure 2, Project Area and Vicinity).

Project Description:

Transportation Improvements

The stretch of Coast Highway within the City of Oceanside is currently operating with four travel lanes, two northbound and two southbound, with limited on-street parking and no designated bicycle facilities. The proposed project would result in several changes along Coast Highway. The project would convert Coast Highway from four lanes to two lanes throughout the corridor, add 11 roundabouts, add dedicated left-turn lanes, provide additional on-street parking, and make additional roadway and intersection improvements such as raised medians.

Coast Highway Incentive Overlay District

In addition to the proposed roadway improvements, the proposed project would include an amendment to the Zoning Ordinance to create a Coast Highway Incentive Overlay District (hereafter referred to as the "Overlay"). The primary purpose of the Overlay is to implement the Coast Highway Vision and Strategic Plan by encouraging redevelopment and revitalization of the Coast Highway Corridor. The Overlay would provide optional overlay regulations and standards which a property owner may choose in lieu of the underlying zoning.

The proposed project would include a General Plan Amendment (GPA) to update the City of Oceanside's General Plan Land Use Element and Circulation Element to realize the goals and policies of the Coast Highway Vision and Strategic Plan, and to ensure consistency with the proposed roadway improvements and proposed Overlay District, and would be prepared and submitted concurrently with the proposed project. All physical improvements and changes associated with the GPA would be discussed within the EIR.

SAN LUIS REY BAND OF MISSION INDIANS

1889 Sunset Drive • Vista, California 92081

760-724-8505 • FAX 760-724-2172

www.slrmissionindians.org

June 20, 2016

John Amberson
Transportation Planner
Engineering Division
Development Services Department
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

VIA ELECTRONIC MAIL
jamberson@ci.oceanside.ca.us

**RE: TRIBAL RESPONSE REGARDING THE PROPOSED GENERAL PLAN
AMENDMENT FOR THE COAST HIGHWAY CORRIDOR STUDY
PROJECT (GPA 16-00001) AND REQUEST FOR SB 18 CONSULTATION**

Dear Mr Amerson:

We, the San Luis Rey Band of Mission Indians ("Tribe") have received and reviewed the City of Oceanside's ("City's") letter dated May 24, 2016 inviting the Tribe to meet and confer pursuant to SB 18 Consultation for the proposed General Plan Amendment (GPA 16-00001) for the Coast Highway Corridor Study ("Project") in Oceanside, CA ("Project Site/Area"). We understand that you are currently evaluating the possible negative impacts to our Luiseño Native American cultural resources that may occur from this Project's construction. The intent behind SB 18 Consultation (California Government Code Section 65352.3) is for local governments to work with tribal governments to preserve and/or to mitigate the impacts to cultural places. Thank you for requesting direct consultation with our Tribe regarding this Project.

As you are aware, we are a northern San Diego County Tribe whose traditional territory includes Camp Pendleton, the current cities of Oceanside, Carlsbad, Vista, San Marcos and Escondido, as well as the unincorporated areas in northern San Diego County, such as the communities of Valley Center, Fallbrook and Bonsall. We are resolute in the preservation and protection of cultural, archaeological and historical sites within all these jurisdictions.

After a review of this Project's General Plan Amendment notice pursuant to SB 18 Consultation and a review of the Tribe's sacred land's file, the Tribe does have serious concerns that we would like to address with the City regarding this particular Project. Therefore, the Tribe does wish to participate in a formal consultation with the City of Oceanside pursuant to SB 18 for this Project.

Our Tribe has intimate knowledge about the many discoveries made throughout the area of this Project and we strongly urge caution in assessing the land encompassing the Project for development purposes. The Tribe also respectfully requests that a Luiseño Native American monitor be present during any evaluation of potential impacts to our Native American cultural resources within the Project's property's boundaries.

Furthermore, the Tribe requests that any and all cultural resource surveys completed in the Project Area and/or for the benefit of this Project be provided to the Tribe's Cultural Department at 1889 Sunset Drive, Vista, CA 92081 at your earliest convenience and prior to our SB 18 Consultation. If digital copies are available, please send them directly to cjmojado@slrmissionindians.org.

We appreciate this opportunity to provide comments and share our concerns regarding this Project. We thank you for your assistance in protecting our invaluable Luiseño cultural resources and look forward to our SB 18 Consultation.

Sincerely,



Merri Lopez-Keifer
Chief Legal Counsel
San Luis Rey Band of Mission Indians

cc: Melvin Vernon, Tribal Captain
Carmen Mojado, Secretary of Government Relations and President of Saving Sacred Sites

SAN LUIS REY BAND OF MISSION INDIANS

1889 Sunset Drive • Vista, California 92081

760-724-8505 • FAX 760-724-2172

www.slrmissionindians.org

June 20, 2016

John Amberson
Transportation Planner
Engineering Division
Development Services Dept.
300 North Coast Highway
Oceanside, CA 92054

VIA ELECTRONIC MAIL
jamberson@ci.oceanside.ca.us

RE: Formal Request for Tribal Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Coast Highway Corridor Study Project in Oceanside, CA (GPA 16-00001)

Dear Mr. Amberson:

This letter constitutes a formal request for tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)) for the mitigation of potential project impacts to tribal cultural resource for the above referenced project. The San Luis Rey Band of Mission Indians requested formal notice and information for all projects within your agency's geographical jurisdiction and received notification on May 24, 2016 regarding the above referenced project.

The San Luis Rey Band of Mission Indians requests consultation on the following topics checked below, which shall be included in consultation if requested (Public Resources Code section 21080.3.2, subd. (a)):

- ☒ Alternatives to the project
- ☒ Recommended mitigation measures
- ☒ Significant effects of the project

The San Luis Rey Band of Mission Indians also requests consultation on the following discretionary topics checked below (Public Resources Code section 21080.3.2 (subd. (a)):

- ☒ Type of environmental review necessary
- ☒ Significance of tribal cultural resources, including any regulations, policies or standards used by your agency to determine significance of tribal cultural resources

- X Significance of the project's impacts on tribal cultural resources
- X Project alternatives and/or appropriate measures for preservation or mitigation that we may recommend, including, but not limited to:
- (1) Avoidance and preservation of the resources in place, pursuant to Public Resources Code section 21084.3, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks or other open space, to incorporate the resources with culturally appropriate protection and management criteria;
 - (2) Treating the resources with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resources, including but not limited to the following:
 - a. Protecting the cultural character and integrity of the resource;
 - b. Protection the traditional use of the resource; and
 - c. Protecting the confidentiality of the resource.
 - (3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - (4) Protecting the resource.

Additionally, the San Luis Rey Band of Mission Indians requests to receive any cultural resources assessments or other assessments that have been completed on all or part of the project's potential "area of project effect" (APE), including, but not limited to:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. The request form can be found at http://www.nahc.ca.gov/slf_request.html. USGS 7.5-minute quadrangle name, township, range, and section required for the search.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

We would like to remind your agency that CEQA Guidelines section 15126.4, subdivision (b)(3) states that preservation in place is the preferred manner of mitigating impacts to archaeological sites. Section 15126.4, subd. (b)(3) of the CEQA Guidelines has been interpreted by the California Court of Appeal to mean that “feasible preservation in place must be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of impacts.” *Madera Oversight Coalition v. County of Madera* (2011) 199 Cal.App.4th 48, disapproved on other grounds, *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439.

The San Luis Rey Band of Mission Indians expects to begin consultation within 30 days of your receipt of this letter. Please contact the San Luis Rey Band of Mission Indians lead contact person identified in our previous request for notification.

Name: Cami Mojado
Title: Cultural Resources Manager
Address: 1889 Sunset Drive, Vista, CA 92081
Office Phone Number: 760-724-8505
Direct Cell Phone Number: 760-917-1736
Office Fax Number 760-724-2172
Email Address: cjmojado@slrmissionindians.org

Sincerely,



Merri Lopez-Keifer
Chief Legal Counsel
San Luis Rey Band of Mission Indians

Rincon Band of Luiseño Indians

Cultural Resources Department

1 West Tribal Road • Valley Center • CA 92082 • (760) 297-2635 • Fax: (760) 297-2639



June 23, 2016

John Amberson
Transportation Planner
Engineering Division
Development Services Department
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

RE: Invitation to Consult Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 regarding the proposed Coast Highway Corridor Study (GPA16-00001) in the City of Oceanside, County of San Diego, California

Dear Mr. John Amberson:

This letter is written on behalf of the Rincon Band of Luiseno Indians. We have received your letter of May 24, 2016 regarding the above named project. The identified project location is within the historic Luiseno Territory, and it is also situated within Rincon's specific area of cultural interest. Embedded in the Luiseno Territory are Rincon's history, culture, and identity.

We have no new information regarding this project; however, the project is in our Traditional Use Area, and we believe there is the possibility of inadvertent cultural findings at the project location. Due to the extent of proposed ground disturbances for the project, we recommend a Native American Monitor be present for all ground disturbing activities.

We thank you for the opportunity to comment and to protect and preserve our Luiseno cultural heritage.

Sincerely,

Vincent Whipple
Cultural Resources Manager
Rincon Band of Luiseno Indians

**PALA TRIBAL HISTORIC
PRESERVATION OFFICE**

PMB 50, 35008 Pala Temecula Road
Pala, CA 92059
760-891-3510 Office | 760-742-3189 Fax



June 16, 2016

John Amberson
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Re: AB-52 Consultation: Coast Highway Corridor Study

Dear Mrs. Amberson:

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. It is, however, within the boundaries of the territory that the tribe considers its Traditional Use Area (TUA) or it is situated in close proximity to the Reservation and information generated would likely be useful in better understanding regional culture and history. Therefore, we would like to initiate AB-52 consultation at this time.

We appreciate involvement with your initiative and look forward to working with you. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at sgaughen@palatribe.com.

Sincerely,

A handwritten signature in dark ink, appearing to read "Shasta C. Gaughen", is written over a horizontal line.

Shasta C. Gaughen, PhD
Tribal Historic Preservation Officer
Pala Band of Mission Indians



PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office, Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

June 10, 2016

Chairperson:
Neal Ibanez

Vice Chairperson:
Bridgett Barcello

Committee Members:
Mary Bear Magee
Evie Gerber
Darlene Miranda
Richard B. Searce, III
Michael Vasquez

Director:
Gary DuBois

Coordinator:
Paul Macarro

Planning Specialist:
Tuba Ebru Ozdil

Cultural Analyst:
Anna Hoover

VIA E-MAIL and USPS

Scott Nightingale
Senior Planner
City of Oceanside
Development Services Department
Planning Division
300 North Coast Highway
Oceanside, CA 92054

Re: Pechanga Tribe Request for Consultation Pursuant to AB 52 for the Coast Highway Corridor

Dear Mr. Nightingale;

This letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe" and/or "Payómkawichum"), a federally recognized Indian tribe and sovereign government in response to the AB 52 notice provided by the City of Oceanside dated May 24, 2016 and received in our office June 1, 2016.

This letter serves as the Tribe's formal request to begin consultation under AB 52 for this Project. Per AB 52, we intend to assist the City of Oceanside in determining the type of environmental document that should be prepared for this Project (i.e. EIR, MND, ND); with identifying potential tribal cultural resources (TCRs); determining whether potential substantial adverse effects will occur to them; and to develop appropriate preservation, avoidance and/or mitigation measures, as appropriate. Preferred TCR mitigation is always avoidance and the Tribe requests that all efforts to preserve sensitive TCRs be made as early in the development process as possible.

Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, development plans, conceptual grading plans (if available), and all other applicable documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project, and that these comments be incorporated into the record of approval for this Project.

The Pechanga Tribe asserts that the Project area is part of Payómkawichum (Luiseño), and therefore the Tribe's, aboriginal territory as evidenced by the existence of Payómkawichum cultural resources, named places, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive Payómkawichum artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as our extensive history with the City of Oceanside and other projects within the area. During our consultation we will provide more specific, confidential information on potential TCRs that may be impacted by the proposed Project.

As you know, the AB 52 consultation process is ongoing and continues until appropriate mitigation has been agreed upon for the TCRs that may be impacted by the Project. As such, under both AB 52 and CEQA, we look forward to working closely with the City of Oceanside ensuring that a full, comprehensive environmental review of the Project's impacts is completed, including addressing the culturally appropriate and respectful treatment of human remains and inadvertent discoveries.

In addition to those rights granted to the Tribe under AB 52, the Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

The Pechanga Tribe looks forward to working together with the City of Oceanside in protecting the invaluable Pechanga cultural resources found in the Project area. The formal contact person for this Project will be Anna Hoover. Please contact her at 951-770-8104 or at ahoover@pechanga-nsn.gov within 30 days of receiving these comments so that we can begin the consultation process. Thank you.

Sincerely,



Anna Hoover
Cultural Analyst

Cc Pechanga Office of the General Counsel



PECHANGA CULTURAL RESOURCES

Temecula Band of Luiseño Mission Indians

Post Office, Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

June 14, 2016

Chairperson:
Neal Ibanez

Vice Chairperson:
Bridgett Barcello

Committee Members:
Mary Bear Magee
Evie Gerber
Darlene Miranda
Richard B. Searce, III
Michael Vasquez

Director:
Gary DuBois

Coordinator:
Paul Macarro

Planning Specialist:
Tuba Ebru Ozdil

Cultural Analyst:
Anna Hoover

VIA E-MAIL and USPS

Scott Nightingale
Senior Planner
City of Oceanside
Development Services Department
Planning Division
300 North Coast Highway
Oceanside, CA 92054

Re: Pechanga Tribe Request for Consultation Pursuant to SB 18 for the Coast Highway Corridor Study (GPA 16-00001)

Dear Mr. Nightingale:

This letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government in response to the SB 18 notice provided by City of Carlsbad, dated May 24, 2016. This letter serves as the Tribe's formal request for consultation under SB 18 for this Project. At this time, we do not have sufficient information to engage in meaningful consultation, as required by SB 18. As such, the Tribe hereby invokes its right to consult with City of Carlsbad under SB 18 and after reviewing the information requested below, we may request additional consultation, which may include a face-to-face meeting.

Further, the Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the "Project"). Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

The Pechanga Tribe asserts that the Project area is part of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Luiseño place names, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as extensive history with both this Project and other projects within the area.

Pechanga Comment Letter to the City of Carlsbad

Re: Pechanga Tribe Request for SB 18 Consultation RE Coast Highway Corridor Study (GPA 16-00001)

June 14, 2016

Page 2

The Tribe has not received Archeological report, geotechnical report, site plans, preliminary grading plans, initial study or environmental reports for this Project. Please provide us copies of all available reports, and plans as soon as possible so that we may review them prior to our initial SB 18 meeting.

As you know, the SB 18 consultation process is ongoing and continues for the duration of the Project. As such, under both CEQA and SB 18 we look forward to working closely with City of Carlsbad on ensuring that a full, comprehensive environmental review of the Project's impacts is completed. Further, we hope to assist the City of Carlsbad with ensuring that the Project is designed to avoid impacts to cultural resources, as mandated by CEQA, in addition to developing mitigation measures addressing the culturally appropriate and respectful treatment of human remains, cultural resources and inadvertent discoveries.

In addition to those rights granted to the Tribe under SB 18, the Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts. Further, the Tribe reserves the right to participate in the regulatory process and provide comment on issues pertaining to the regulatory process and Project.

The Pechanga Tribe looks forward to working together with the City of Carlsbad in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-770-8104 or at ahoover@pechanga-nsn.gov once you have had a chance to review these comments so that we might address the issues concerning the mitigation language. Thank you.

Sincerely,



Anna Hoover
Cultural Analyst

Cc: Pechanga Office of the General Counsel

