Appendix F

I-5 South Multimodal Corridor Study – Cultural Resources Constraints Analysis (February 8, 2010)
February 8, 2010

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Reference: I-5 South Multimodal Study – Cultural Resources Constraints Analysis

Mr. McIntyre:

Affinis was contracted to conduct a constraints study with regard to cultural resources for the I-5 South Multimodal Project. This letter report addresses the methods and results of the constraints study and summarizes potential cultural resources issues. No significant constraints have been identified related to cultural resources.

Introduction

The I-5 South Multimodal Project is located in southwestern San Diego County, from the Sweetwater Channel to Main Street in Chula Vista (Figures 1 and 2). The proposed project is intended to evaluate a series of possible transportation improvements along the I-5 corridor through the City of Chula Vista. The overall goal is to identify specific improvements to be included in the 2050 Regional Transportation Plan (RTP), being prepared by the San Diego Association of Area Governments (SANDAG). The primary focus of the project is on improvements related to the existing freeway and transit systems. Improvements to the existing rail system are also considered as a way to promote freight rail operations. Additionally, improvements to specific surface streets within the I-5 corridor are considered including street widening, sidewalks and bike lanes. A general description of each of the major transportation improvements being considered is provided below and illustrated in Figures 3a and 3b.

Freeway Improvements

Freeway improvements being considered include adding two high occupancy vehicle (HOV) lanes, interchange improvements (e.g. additional turn lanes, auxiliary lanes and modified ramp metering) and a “braided” ramp system which would interconnect interchanges to minimize the impact on cars getting on and off at the existing closely space interchanges. The possibility of moving the centerline of the freeway to the west to reduce encroachment from freeway and rail improvements into the existing development to east is also considered.
Transit Improvements

Transit improvements being considered include enhancements to existing bus and trolley service. The addition of two new forms of transit (Bus Rapid Transit [BRT] or Arterial Rapid Transit [ART]) is also considered. Location of BRT transit stations within the freeway median are also being considered in conjunction with BRT service. Improvements to trolley service include adding an express trolley during the morning and afternoon peak commute hours, decreased headway intervals, and additional parking at trolley stations. Grade separation is also being considered at major intersections to reduce trolley conflicts with surface street traffic.

Freight Rail Improvements

Improvements being considered for rail operations would be focused on constructing a third track along the entire length or portions of the study area to allow freight operations to occur independent of trolley operations. This third track would also be used by the express trolley being considered as part of the transit improvements. In addition, several at-grade bypass tracks for freight trains are being considered.

Surface Streets

Improvements are being considered for H Street between I-5 and Broadway include widening the street from four to six lanes along with a raised median, a Class I bike path and a 16-foot parkway. Additional lanes would also be considered at the I-5 interchange.

Non-motorized Improvements

Non-motorized improvements include additional and/or enhanced sidewalks as well as improved bike lanes/paths.

Figure 3 illustrates the study area and the general components of the combined alternatives.

Methods

In May 2009, Affinis obtained a records search from the South Coastal Information Center at San Diego State University for the study area and the immediate vicinity. The Native American Heritage Commission was contacted for a check of their Sacred Lands Files in May 2009, and letters were sent to the individuals and groups identified by the Native American Heritage Commission in January 2010. A field check of the project study area was conducted in January 2010. Geologic maps were checked to ascertain the potential for buried cultural deposits.

Results

Records Search

As summarized in Table 1, nine archaeological and historic resources have been recorded within the project study area. These resources include two isolated flaked stone tools; a sparse scatter of artifacts and shell in a disturbed context; several flakes in a very disturbed area, which could not be found during a later survey; the Paradise Marsh Dump; three railways; and remnants of a World War I era kelp processing plant.
Table 1: Previously Recorded Sites in the Project Study Area

<table>
<thead>
<tr>
<th>Site Number (CA-SDI-)</th>
<th>Site Description</th>
<th>Recorder, Year</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4886</td>
<td>Isolate – scraper</td>
<td>Toren, 1977</td>
<td>Not a significant resource</td>
</tr>
<tr>
<td>8873H</td>
<td>Paradise Marsh Dump – most material from 1930s, also some pre-World War I and post-World War II</td>
<td>DeCosta and Kupel, 1981. Collett and Wade, 1990</td>
<td>No surface indications of the site in 1990, apparently buried; potentially significant</td>
</tr>
<tr>
<td>16,385H</td>
<td>Burlington Northern Santa Fe (formerly Atchison, Topeka and Santa Fe) Railway</td>
<td>Ballester and Woodard, 2002</td>
<td>Not a significant resource</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Primary Number (P-37-)</th>
<th>Site Description</th>
<th>Recorder, Year</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>030176</td>
<td>Hercules Powder Company site – World War I era kelp processing plant</td>
<td>Craft, 2008</td>
<td>Significant resource – National Register and California Register eligible</td>
</tr>
</tbody>
</table>

The Hercules Powder Company site (P-37-030176) is eligible for the National Register of Historic Places and the California Register of Historical Resources, making it a significant resource. This site includes 13 features, nine of them associated with the World War I era kelp processing plant and four of unknown association. Additional elements of past industrial activities at Gunpowder Point were also identified in historic and recent aerial photographs. The site is west of Bay Boulevard, so impacts from the project are not anticipated, but if impacts to the site do occur, they would constitute significant effects.
The Paradise Marsh Dump site (CA-SDI-8873H) is potentially eligible for the National Register and the California Register, that is, potentially significant under the California Environmental Quality Act (CEQA). This site was recorded as a 20th century dump, with the majority of material from the 1930s; some material predates World War I, and some post-World War II material was also found. There is no record that the site has been tested to assess its significance. The recorded area of this site has been heavily disturbed by various improvements to the area since its initial mapping in 1981, and the site may no longer exist. No surface indications of the Paradise Marsh Dump site were found during a 1990 survey, but the site record noted that the site might be buried. Based on this, there is a potential for impacts to the site.

The Coronado Belt Line railroad (CA-SDI-13,073H) has been determined not eligible for the National Register or the California Register; however, it has been listed by the City of San Diego’s Historical Resources Board (City Landmark No. 640). Due to this listing, impacts to this resource would be significant effects under CEQA. No other City along the rail route has designated the Coronado Belt Line as a historic resource (BRG Consulting 2007). Portions of the Coronado Belt Line may be affected by the project.

There is no record that site CA-SDI-5512 has been evaluated to assess significance, so the site is potentially a significant resource; however, the disturbed context suggests that the site probably does not retain a high degree of significance. It is anticipated that any impacts to the site could be mitigated to below a level of significance.

It should be noted there is another significant historic resource just outside the study area. The Western Salt Company Salt Works (South Bay Salt Works) is located just west of the project study area, at the south end of the project. This resource has been determined to be National Register eligible, so any impacts to it would constitute significant effects. Again, this resource is outside the project study area, but its proximity is important to note in case project plans change and include a larger area to the west.

The segment of the San Diego and Arizona Railroad (P-37-025680) within the study area does not appear to have been separately addressed, but all other segments of the railroad that been evaluated are not significant resources. This segment also does not appear to be a significant resource. The Burlington Northern Santa Fe (formerly Atchison, Topeka and Santa Fe) Railway (CA-SDI-16,385H) has been determined not to be a significant resource. Impacts to these resources would not constitute significant impacts under CEQA.

The isolates and the scatter of three flakes (which could not be found during a later survey) are not significant resources, and impacts to these would not constitute significant effects.

Several buildings that are over 50 years old have been recorded in the project study area. These include a group of 10 houses on Dorothy Street, and a house and small gas station at 1196 Industrial Boulevard, all of which have been determined not to be significant resources. There are numerous buildings within the study area that are over 50 years old and have not been evaluated as to historic and architectural significance. While a windshield survey of these buildings suggests that none meet the significance criteria of CEQA, a project specific historic study will be required as part of more detailed environmental review for the project.
Native American Concerns

The Native American Heritage Commission was contacted for a search of their Sacred Lands File. The file check did not indicate the presence of Native American cultural resources within ½ mile of the project study area.

Potential for Buried Resources/Secondary Deposits

The vast majority of the project area is mapped as alluvial deposits or undocumented fill soils. There is a potential for subsurface cultural resources in these alluvial soils. Buried sites without surface evidence have been identified in alluvial soils along the San Diego River and the San Luis Rey River and numerous other areas.

Undocumented fill soils also have the potential to yield archaeological material. In much of the project area the fill soils are probably dredge spoils, which would not be expected to contain cultural material. However, prehistoric and ethnohistoric Kumeyaay habitation sites are known to have been located along San Diego Bay. If soils from these areas (or other areas with cultural material) were used as fill, there is a potential for encountering archaeological material in the fill. CA-SDI-5512, within the study area, was noted as being in fill soils for the pad of a transmission tower. CA-SDI-4630, located west of the project area, in the South Bay Salt Works property, exhibits both cultural material in fill soils and cultural deposits buried by fill (McGinnis et al. 2006). While context is important for understanding archaeological resources, sensitive cultural materials, such as human remains or culturally significant artifacts, have been encountered in fill soils in the past. As part of project specific studies, the archaeological consultant should review geotechnical studies and work with the geotechnical consultant to determine specific areas that have potential for encountering such secondary deposits in fill soils.

Conclusions

Several historic and archaeological resources have been identified within the project study area. While most of these are not significant resources, impacts to a few of the resources would constitute significant effects under CEQA and under federal regulations. In addition, there is a potential for subsurface cultural resources in alluvial areas and for cultural material in some undocumented fill soils. No Native American concerns have been identified. Project specific studies should be conducted once alignments are refined, but based on the information available for this study, there do not appear to be any unmitigable impacts associated with cultural resources.

If you have any questions, you can reach me at (619) 441-0144 extension 18 or mary@affinis.net.

Mary Robbins-Wade, RPA
Director of Cultural Resources
References

BRG Consulting

McGinnis, Patrick M., Andrew Pigniolo, and Stephanie Murray
Study Area and Potential Improvements

I-5 SOUTH MULTIMODAL STUDY

Figure 3A