DRAFT
ENVIRONMENTAL IMPACT REPORT

RANCHO SANTA FE ROUNDABOUTS PROJECT

State Clearinghouse # 2007101081

Appendices E1–H

Lead Agency:

County of San Diego
Department of Public Works
Environmental Services Unit
5510 Overland Avenue, Suite 410
Mail-Stop O-385
San Diego, California 92123

December 2012

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5510 Overland Avenue, Suite 410
Mail-Stop O-385
San Diego, California 92123
Contact: Gail Jurgella, Environmental Planner, Project Manager
858.694.3911

Prepared by:

ICF International
9775 Businesspark Avenue, Suite 200
San Diego, California 92131

Project Proponent:

County of San Diego
Department of Public Works

December 2012

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Visual Impact Assessment

FINAL
VISUAL IMPACT ASSESSMENT

DEL DIOS HIGHWAY / PASEO DELICIAS
VIA DE LA VALLE TO EL CAMINO DEL NORTE
RANCHO SANTA FE ROUNDABOUTS PROJECT

November 2011v3

Prepared for:

County of San Diego
Department of Public Works
5469 Kearny Villa Road, Suite 305 San Diego, California 92123
Contact: Gail Jurgella

Prepared by:

AECOM
1420 Kettner Boulevard, Suite 500 San Diego, California 92101

Dick A. Rol
Project Landscape Architect
License # 4783

FINAL
VISUAL IMPACT ASSESSMENT
FOR THE
RANCHO SANTA FE ROUNDABOUTS PROJECT

Prepared for:

County of San Diego
Department of Public Works
5469 Kearny Villa Road, Suite 305
San Diego, California 92123
Contact: Gail Jurgella
*an*d
TAIC
9089 Clairemont Mesa Boulevard, Suite 307
San Diego, California 92123

Prepared by:

AECOM
1420 Kettner Boulevard, Suite 500
San Diego, California 92101

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The purpose of this study is to assess the visual impacts of the proposed project and to propose measures to mitigate any adverse visual impacts associated with the construction of the three proposed Rancho Santa Fe roundabouts on the surrounding visual environment.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

Roundabouts would be constructed to replace existing stop sign controls at the following Paseo Delicias intersections (see Figures 1 and 2):

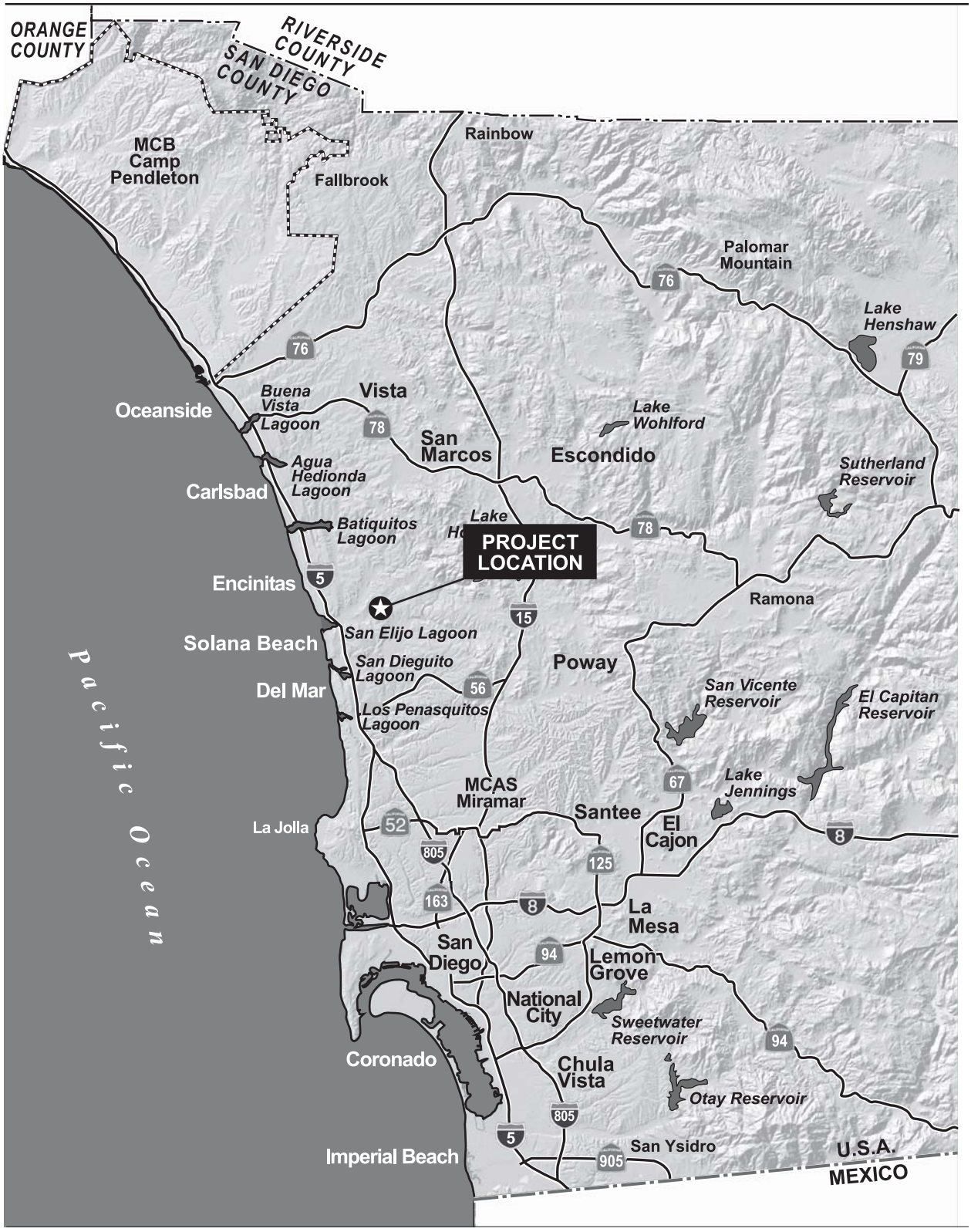
- Via de la Valle/La Fremontia (all-way stop sign controlled)
- El Montevideo/La Valle Plateada (all-way stop sign controlled)
- El Camino del Norte/Del Dios Highway (stop sign controlled only on El Camino del Norte)

2.2 PROJECT DESCRIPTION

The County of San Diego Department of Public Works (County DPW) proposes to construct traffic roundabouts at three intersections along Paseo Delicias in the unincorporated community of San Dieguito in northwest San Diego County. These roundabouts would ease traffic congestion along Paseo Delicias without alterations to the width of the road or number of lanes. No changes to the posted speed limits or segment characteristics of any of the affected roadways are planned as part of the proposed project.

Paseo Delicias is a two-lane road between Via de la Valle and El Camino del Norte that provides a link between Interstate 15 (I-15) along Via Rancho Parkway and Del Dios Highway and connects to other westbound local roads for access to Interstate 5 (I-5). Paseo Delicias is classified as a 2.2.A Light Collector in the County of San Diego General Plan Mobility Element. Vehicles traveling along or accessing this roadway corridor must wait in long queues during peak commute periods at the three project intersections. To avoid long waits, some motorists divert onto surrounding residential roadways, which results in potential traffic conflicts and delays to residents accessing their driveways.

The roundabouts would be built according to Federal Highway Association (FHWA) guidelines for design of rural roundabouts. Roundabout construction would include adequate signage and illumination to provide for pedestrian, bicyclist, equestrian and motorist safety. The roundabouts' diameters would be 110 feet and, from the center to the edge, would include a 12-15 foot wide truck apron, a 16 foot wide travel lane and a 48-54 foot diameter central island. The center of each roundabout would be landscaped and curbs would be installed around the perimeter of each roundabout to direct the circular flow of traffic. Curbs would also be installed for the raised medians at the approach to each roundabout. The roundabouts are individually described below (see Figure 3).



0 3.75 7.5 15 Miles

1" = 7.5 Miles

Figure 1
Regional Location Map

Figure 2
Vicinity Map

Via de la Valle/La Fremontia Intersection

The Via de la Valle/La Fremontia roundabout would have three intersecting street segments: Paseo Delicias from the west and east, and Via de la Valle from the south. The design for this roundabout includes the closure of the western La Fremontia intersection. The western leg of La Fremontia would be made into a cul-de-sac and access to this road would be east of the roundabout at its eastern intersection with Paseo Delicias. A landscaped berm would be constructed between the new cul-de-sac and the roundabout. The southwest and southeast corners at the intersection of Paseo Delicias/Via de la Valle would be widened to accommodate the roundabout and for the realigned equestrian trail that would follow along the southeast side of the intersection. Existing bus stops on Paseo Delicias would be relocated to match the alignment of the roundabout. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout and cul-de-sac.

South of the proposed roundabout, the intersection of Las Colinas with Via de la Valle would be realigned to the south to intersect Via de la Valle at a right angle. This realignment would allow continuous traffic flow through the three street segments in the roundabout and allow full access to Las Colinas from Via de la Valle. Transition lanes to facilitate right turns into and out of Las Colinas and a left turn pocket into Las Colinas would also be constructed. Two private driveways on Las Colinas would be lengthened to connect with the realigned roadway.

West of the roundabout, the eastern access to a circular driveway at a private residence on the south side of Paseo Delicias would be closed. Ingress and egress to the private residence would be maintained via the western side of the circular driveway. Left-out access from a residential driveway located on the northwest corner of the intersection of Via de la Valle and Paseo Delicias would be prohibited due to the presence of the proposed splitter island on the eastbound approach of Paseo Delicias to the intersection with Via de la Valle.

El Montevideo/La Valle Plateada Intersection

The El Montevideo/La Valle Plateada roundabout would have four intersecting street segments: Paseo Delicias from the west and east, El Montevideo from the north, and La Valle Plateada from the south. To accommodate the roundabout, the intersection would be widened and shifted slightly in a northeasterly direction, and would undergo a minor elevation increase to meet safety requirements for roundabouts design. No widening would be required at the southwest side of the intersection. Existing bus stops on Paseo Delicias would be relocated farther to the east and west of the roundabout.

Source: AirPhotoUSA Jan 2006; TAIC 2008

1,000 500 0 1,000 Feet

Scale: 1:12,000; 1 inch = 1,000 feet

Figure 3
Proposed Project

Path: P:\2007\07080002 RSF Traffic Circles\5GIS\MXD\VIZ\Proposed_Project.mxd, 03/20/08, LeeJ

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El Camino del Norte Intersection

The El Camino del Norte roundabout would have three intersecting street segments: Paseo Delicias approaching from the west, Del Dios Highway from the east, and El Camino del Norte from the north. The intersection would be widened on the northwest and northeast corners to accommodate the roundabout. Retaining walls would be constructed on the south side of Paseo Delicias / Del Dios Highway and the east side of El Camino del Norte. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout. The equestrians approaching the roadway from the existing trail would be rerouted along the shoulders of Paseo Delicias to access the proposed crosswalk to be located just west of the roundabout. Two driveways on the west side of El Camino del Norte would be combined and provided access to El Camino del Norte north of the proposed splitter island. Combining these driveways would allow full driveway access for the residences located at the northwest corner of the El Camino del Norte intersection.

Landscape Design

The conceptual landscape plan was developed to achieve three major design goals.

- Relate the proposed roadway improvements to the history and community character of Rancho Santa Fe.
- Re-establish the existing landscape aesthetic in the disturbed areas with vegetation arranged in masses that reflect the unique community character.
- Create a cohesive visual experience throughout the improvement area that responds to the context of the project setting.

The primary goal of the landscape concept plan would be to provide a transition between proposed roadway improvements and the historic and architectural context of Rancho Santa Fe; a critical program requirement for maintaining the existing aesthetic pattern of the community. To achieve this goal, the conceptual landscape plan suggests specific uses of materials with recognizable historical significance to the community. The plan also proposes a neutral, earth-toned hardscape treatment for crosswalks and central recovery zone that would be visually consistent with surrounding natural landscape elements. In addition to improving visual cohesiveness, the hardscape treatment would also provide an improved safety benefit as it differs in color and texture from surrounding surfaces, providing motorists with a visual cue to the presence of a roadway feature that requires vehicular negotiation.

The second conceptual goal of the landscape concept plan would be the use of historical vegetation massing and planting patterns when restoring areas disturbed by roadway improvements. Though specific plant species would be selected by the community at a later date, the landscape concept plan suggests tree placement and vegetation massing organized to ensure each improvement area is revegetated in a manner consistent with the existing landscape character of Rancho Santa Fe.

Suggestions include the use of shade trees, grouped in masses, to promote visual continuity and restore the otherwise continuous landscape fabric of the project area. In the case of Del Dios Highway and El Camino del Norte, the suggested tree placements would frame desirable, scenic views to surrounding hillsides.

The final conceptual goal of the landscape concept plan would create a memorable experience would be achieved by the suggested use of the eastern and western project extents as gateways into the community. At the eastern-most roundabout, the concept plan suggests the placement of the culturally significant "Historic Rancho Santa Fe" stone entry monument center stage in the roundabout, against a backdrop of flowering shrubs. This design feature would provide a unique visual experience when entering into the community and act as an artful indication the arrival into Rancho Santa Fe.

2.3 PURPOSE AND NEED

The objective of the proposed project is to construct roundabouts along Paseo Delicias to ease existing traffic congestion at three intersections primarily caused by through traffic during peak commuter periods. Two of the three intersections along Paseo Delicias (El Montevideo/La Valle Plateada and Via de la Valle/La Fremontia) are stop sign controlled on all legs of the intersections. The third intersection (El Camino del Norte) is stop controlled only on El Camino del Norte approaching Paseo Delicias/Del Dios Highway. Vehicles traveling in the vicinity of this roadway corridor must wait in long queues during peak commute periods at each of the three controlled intersections. To avoid delays, some motorists divert onto other narrow residential roadways, creating potential traffic conflicts and delays to residents accessing their driveways.

At the request of the community, a roundabout feasibility study was completed in 2004, which determined that roundabouts at the three subject intersections would improve Level of Service (LOS) for these intersections during peak hours.

The San Dieguito Community Plan, which includes Rancho Santa Fe, contains a goal that "urban-type street improvements such as gutters, curbs, sidewalks and extensive street lighting

should not be installed." Safety lighting, located at crosswalks for pedestrian and equestrian safety would, however, be permitted. This goal is consistent with the Rancho Santa Fe community's protective covenant (the Covenant) to preserve the community's semi-rural character and to limit streets to two lanes.

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3.0 ASSESSMENT METHOD

This visual resources study for the Rancho Santa Fe roundabouts project was completed in accordance with the objectives and methods described in the Federal Highway Administration's (FHWA) *Visual Impact Assessment for Highway Projects* (1981). Six steps required to assess visual impacts were performed. They are as follows:

1. Define the project setting and viewshed.
2. Identify key views for visual assessment.
3. Analyze existing visual resources and viewer response.
4. Depict the visual appearance of proposed project.
5. Assess the visual impacts of proposed project.
6. Propose methods to mitigate adverse visual impacts.

Visual resources are often subject to specific plans and policies that were implemented to ensure that adequate consideration be given to preserving or enhancing the scenic qualities of an area. The project site is located within the unincorporated area of the County and there are no designated scenic roads in the immediate vicinity. The visual resources study is also consistent with applicable policies and ordinances of the County of San Diego. The County's General Plan, along with the San Dieguito Community Plan, includes objectives and policies to preserve, enhance, and maintain the semi-rural character of appropriate areas and to protect landscape features for their cultural and historic value. The following planning documents set forth goals, policies, and restrictions that protect and enhance the County's unique scenic resources near the community of Rancho Santa Fe as well as relate to the visual environment of the proposed action. These applicable plans that influence or direct the design and aesthetics of the proposed action are described below.

County Scenic Highway System, San Diego County General Plan

Via De La Valle, Paseo Delicias, and Del Dios Highway are designated as County Scenic Highways by the Conservation and Open Space Element of the San Diego County General Plan (County of San Diego 2011a, b). This designation is given to a corridor along a vehicular right-of-way within the County that possesses a considerable natural or otherwise scenic landscape. The County Scenic Highway System is a network of highway corridors throughout the County within which scenic, historic, or recreational resources are protected and enhanced. Del Dios Highway/Paseo Delicias is not an officially designated California Scenic Highway, nor is it on

the list of eligible highways. The San Dieguito Community General Plan only references Sun Valley Road from Linea del Cielo south towards Via de la Valle as a valuable visual resource.

San Diego County Light Pollution Code

The County of San Diego has established a light pollution code (Division 9, Section 59) (County of San Diego 2005) intended to "minimize light pollution for the enjoyment and use of property and the night environment by the citizens of San Diego County and to protect the Palomar and Mount Laguna observatories from the effects of light pollution that have a detrimental effect on astronomical research by restricting the permitted use of outdoor light fixtures on private property." Rancho Santa Fe is located approximately 43 miles from Palomar Observatory and approximately 50 miles from Mount Laguna Observatory. Therefore, the property exceeds the 15 mile radius for Zone A and is located in Zone B as defined by the light pollution code. Zone B allows low-pressure sodium lamps and other lamps above 4050 lumens if they are fully shielded. Lamps that are 4050 lumens and below (standard incandescent, 150-watt halogen, 40-watt fluorescent, etc.) are allowed in Zone B.

San Dieguito Community Plan, San Diego County General Plan

Rancho Santa Fe is located within the San Dieguito Community Plan Area. Sections 3 and 7 of the San Dieguito Community Plan (County of San Diego 2011c, d) provide a number of goals and policies that inform visual impact assessment. Key policies applicable to the proposed roadway improvements are summarized below.

The Covenant of Rancho Santa Fe – Policy 1:

Preserve the unique visual character and landscape features of the Covenant area.

Circulation – Goal:

> Implement a transportation system that is balanced and designed to accommodate a diversity of modes. Automobile, bicycle, equestrian, pedestrian, and mass transit networks should be included within the total system. It shall be constructed to include the convenient movement of people, goods, and services within the plan area, while minimizing any impacts that would detract from the natural beauty of the area and the quality of life of its citizens.

Circulation - Policy 1:

Road design shall reflect the unique needs of the planning area. Turn radii shall be such that equestrian rigs can safely be accommodated. Also, conflicting traffic, movements, such as uncontrolled access and frequent stops should be minimized.

Circulation - Policy 2:

Road alignment shall minimize the necessity of altering the landscape by following the contours of the existing, natural topography thus enhancing scenic areas.

Circulation - Policy 3:

Encourage roadside and median landscaping.

Circulation - Policy 4:

Safely separate pedestrian, bicycle, and vehicular traffic when these modes share right-of-ways.

Circulation - Policy 7:

Significant natural vegetation should be transplanted from the area of road construction rather than destroyed.

Circulation - Policy 12:

Retain the narrow semi-rural character of the San Dieguito roads and retain Del Dios Highway and Paseo Delicias as two-lane roads.

Circulation - Policy 13:

Urban-type street improvements such as gutters, curbs, and sidewalks, and extensive street lighting should not be installed because they would detract from the existing, highly desired semi-rural appearance of San Dieguito.

Scenic Highways – Goal:

Create a network of scenic corridors within which scenic, historical, and recreational resources are protected and enhanced.

The character of established communities can be significantly impacted by road construction. The developed areas of San Dieguito are mostly estate residential in character with many areas remaining semi-rural. The Community Plan currently provides only for more of the same type of use. The original plan for the community of Rancho Santa Fe specifically provided for narrow, meandering roads and most of the areas surrounding Rancho Santa Fe have developed in much the same manner. Any attempt to significantly alter the existing road system through the developed areas of San Dieguito would have a detrimental impact upon the character of the area.

4.0 VISUAL ENVIRONMENT OF THE PROJECT

4.1 PROJECT SETTING

The regional landscape establishes the general visual environment of the project, but the specific visual environment upon which this assessment will focus is determined by defining landscape units and the project viewshed.

Project Vicinity

The proposed project is located in the unincorporated area of San Diego County, specifically in the semi-rural community of Rancho Santa Fe. Large residential estates are located primarily along the main transportation thoroughfares within this community. The custom single-family homes within Rancho Santa Fe are one or two story and vary in architectural styles, shapes, and construction materials. Although the community was originally built uniformly in the Spanish Revival style, more recent development has deviated from this unifying architectural theme. Large animals, such as horses, are allowed within some of the residential lots, and their presence adds to the semi-rural setting of the area. Other than these residential properties, the area surrounding the project site is characterized by vegetated vacant land, minor agricultural land use, and minor commercial land use with the businesses in the Rancho Santa Fe Village.

Project Site

The project site encompasses three intersections and their approaching street segments along approximately 1.25 miles of Paseo Delicias between Via de la Valle and El Camino del Norte in the unincorporated community of Rancho Santa Fe. Paseo Delicias is a two-lane road between Via de la Valle and El Camino del Norte. As shown in Figure 3, the intersections include:

- Paseo Delicias/El Camino del Norte/Del Dios Highway
- Paseo Delicias/El Montevideo/La Valle Plateada
- Paseo Delicias/Via de la Valle/La Fremontia

4.2 LANDSCAPE UNITS

A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

Land uses and topographic patterns have created a patchwork of areas, each with a distinct character and viewer type. In accordance with Visual Impact Assessment of Highway Projects (FHWA 1988), two landscape units have been identified for the existing environment: Developed and Undeveloped Units.

Developed Unit – This unit includes all land which has permanent structures associated with it.

Undeveloped Unit – This unit includes disturbed and natural lands which do not have permanent structures associated with them.

The following is a brief discussion of the landscape units for each intersection.

Paseo Delicias/El Camino del Norte/Del Dios Highway

There are residences located adjacent and surrounding this intersection. There is undeveloped/open space along the southern side of Paseo Delicias/Del Dios Highway adjacent to the intersection, which is set slightly below the road.

Paseo Delicias/El Montevideo/La Valle Plateada

There are residences located adjacent and surrounding this intersection. There is undeveloped/open space in the northeastern intersection, which is set slightly below the road.

Paseo Delicias/Via de la Valle/La Fremontia

In the vicinity of the project site, this includes the business area to the west of the intersection of Paseo Delicias/Via de la Valle/La Fremontia. A church is located at the southeastern corner of this intersection. There are also residences located adjacent and surrounding this intersection. No undeveloped land is located adjacent or near this intersection.

4.3 PROJECT VIEWSHED

A viewshed is a subset of a landscape unit and is composed of all the surface areas visible from an observer's viewpoint. The limits of a viewshed are defined as the visual limits of the views located from the proposed project. The viewshed also includes the locations of viewers likely to be affected by visual changes brought about by project features.

The FHWA Handbook defines the viewshed as: “the surface area visible from a given viewpoint or series of viewpoints: it is also the area from which that viewpoint or series of viewpoints may be seen. Put another way, a viewshed is a tool for identifying the views that a project could actually affect” (FHWA 1981 p. 26). The geographic limit for the visual assessment is the viewshed boundary. The viewshed boundary for the project was determined in the field and through analysis of aerial and topographic maps. The viewshed for the proposed project is a transportation corridor, specifically three intersections, through a semi-rural residential area with minor small businesses. The viewshed at each of the three intersections is limited to the topography, vegetation/landscaping, and structures on either side of Paseo Delicias. The proposed project may also be visible from the residents located on the surrounding hillsides without obstructed views.

As previously discussed, large residential estates are located along the main transportation thoroughfares within this community. The custom single-family homes within Rancho Santa Fe are one or two story and vary in architectural styles, shapes, and construction materials. Large animals, such as horses, are allowed within some of the residential lots, and their presence adds to the semi-rural setting of the area. Landscaping varies from property to property. There are clusters of ornamental or native trees near many of the homes and along the roads and surrounding hillsides though mature Eucalyptus trees define much of the visual character of the project area. Fencing of varying materials and heights runs along some of the lot lines and adds linear details to the viewshed.

Commercial establishments are limited in the vicinity of the project site, mainly to the west, and those that do exist are small and modest in design and do not detract from the semi-rural atmosphere. These businesses are located in the Rancho Santa Fe Village just east of the Rancho Santa Fe Inn. There are no large scale industrial areas near the proposed project, so there are generally no utilitarian big-box structures in the vicinity.

Open space areas are located throughout Rancho Santa Fe and adjacent to the proposed project. The surrounding hillsides and topography create a dramatic scenic backdrop to the Rancho Santa Fe area. The hills, covered with native vegetation and punctuated with the single-family homes create a varied and visually interesting horizon.

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5.0 EXISTING VISUAL RESOURCES AND VIEWER RESPONSE

5.1 FHWA METHOD OF VISUAL RESOURCE ANALYSIS

Identify Visual Character – Visual character is descriptive and nonevaluative, which means it is based on defined attributes that are neither good nor bad in themselves. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. If there is public preference for the established visual character of a regional landscape and resistance to a project that would contrast that character, then changes in the visual character can be evaluated.

Assess Visual Quality – Visual quality is evaluated by identifying the vividness, intactness, and unity present in the viewshed. The FHWA guidelines state that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for mitigating each adverse impact that may occur as a result of a project. The three criteria for evaluating visual quality can be defined as follows:

> **Vividness** is the visual power or memorability of landscape components as they combine in distinctive visual patterns.
>
> **Intactness** is the visual integrity of the natural and man-built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings.
>
> **Unity** is the visual coherence and compositional harmony of the landscape considered as a whole. It frequently attests to the careful design of individual man-made components in the landscape.

5.2 EXISTING VISUAL RESOURCES

Existing Visual Character

The visual character is predominantly composed of rolling topography with naturally vegetated land and natural land formations. Low-density residential development has helped to preserve the natural landscape immediately surrounding the project site.

Existing Visual Quality

The visual quality of the landscape is moderate to high. The quality is due to the open space and scattered residences and trees with distant views of the foothills and mountain areas. These features possess a high level of intactness and a moderate level of unity and vividness.

5.3 METHODS OF PREDICTING VIEWER RESPONSE

Viewer response is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how the public might react to visual changes brought about by a highway project.

Viewer sensitivity is defined as both the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. Even when the existing appearance of a project site is uninspiring, a community may still object to projects that fall short of its visual goals. Analysts can learn about these special resources and community aspirations for visual quality through citizen participation procedures, as well as from local publications and planning documents.

Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, the type of viewer activity, the duration of their view, the speed at which the viewer moves, and the position of the viewer. High viewer exposure heightens the importance of early consideration of design, art, and architecture and their roles in managing the visual resource effects of a project.

5.4 EXISTING VIEWER SENSITIVITY

As discussed in Section 3.0, the County's General Plan includes objectives and policies to preserve, enhance, and maintain the semi-rural character of appropriate areas and to protect landscape features for their cultural and historic value. The General Plan provides relevant policies to protect and enhance the County's unique scenic resources for Rancho Santa Fe with regard to landscaping and architectural enhancements.

Observation of the project site is primarily from the local roads which provide windshield views for passing motorists who live in the area. In addition, the view of the project site is limited to a small number of nearby residential homes and the small businesses in the Rancho Santa Fe Village.

5.5 EXISTING VIEWER GROUPS, VIEWER EXPOSURE, AND VIEWER AWARENESS

Three general viewer groups were considered for the evaluation of viewer exposure and viewer awareness.

Motorists

Motorists would typically have a high awareness of the proposed project but are considered to have a moderate sensitivity to change due to typically short-duration foreground views of the proposed project.

In addition, individuals waiting at nearby bus stops would have a foreground view of the roundabouts and typically have a high awareness of the proposed project due to their longer duration of exposure.

Community Residents

The residents with views of the project site are likely to have a concern about the project and its effect on views from their homes and neighborhoods. The residents immediately adjacent to the project site have direct foreground views of the project site, but are few in number. A small number of the surrounding residents have midground views; however, these views are limited depending on their location and the distance from the proposed project site and often have obstructed views of the project areas.

Commercial Area Employees and Customers

Small businesses are located west of the Via de la Valle/La Fremontia intersection in the Rancho Santa Fe Village. Although, this area has the potential to attract viewers each day, there is a short-duration midground view of the proposed project from this area because of the topography. In addition, employees and visitors to the business premises in the vicinity of the proposed project would likewise experience views of the road, both while under construction and during operations, and will likely have a low awareness of the proposed project.

Equestrian Use

Local residents who utilize the equestrian trails would typically have a high awareness of the proposed project, although equestrians on the trails adjacent to the project site would have short-duration foreground views of the proposed project as they pass by the intersections.

6.0 VISUAL IMPACT ASSESSMENT

6.1 METHOD OF ASSESSING PROJECT IMPACTS

The visual impacts of project alternatives are determined by assessing the visual resource change due to the project and predicting viewer response to that change.

Visual resource change is the sum of the change in visual character and change in visual quality. The first step in determining visual resource change is to assess the compatibility of the proposed project with the visual character of the existing landscape. The second step is to compare the visual quality of the existing resources with projected visual quality after the project is constructed.

The viewer response to project changes is the sum of viewer exposure and viewer sensitivity to the project as determined in the preceding section.

The resulting level of visual impact is determined by combining the severity of resource change with the degree to which people are likely to oppose the change.

6.2 DEFINITION OF VISUAL IMPACT LEVELS

Low – Minor adverse change to the existing visual resource, with low viewer response to change in the visual environment. May or may not require mitigation.

Moderate – Moderate adverse change to the visual resource with moderate viewer response. Impact can be mitigated within 5 years using conventional practices.

Moderately High – Moderate adverse visual resource change with high viewer response or high adverse visual resource change with moderate viewer response. Extraordinary mitigation practices may be required. The landscape treatment required will generally take longer than 5 years to mitigate.

High – A high level of adverse change to the resource or a high level of viewer response to the visual change such that architectural design and landscape treatment cannot mitigate the impacts. Viewer response level is high. An alternative project design may be required to avoid highly adverse impacts.

6.3 ANALYSIS OF KEY VIEWS

Because it is not feasible to analyze all of the views from which the proposed project would be seen, it is necessary to select a number of key viewpoints that would most clearly represent the visual effects of the project. Key views also represent the primary viewer groups that would potentially be affected by the project.

A total of six key views (two for each intersection) were chosen to evaluate the existing views reflecting the visual properties of the area (Table 1). The location of these six key views were chosen based on vantage points surrounding the proposed project that are visible to motorists, surrounding and adjacent residents, equestrians, individuals at nearby bus stops, and business patrons and workers. An aerial map of the proposed project and the two key views for each of the three intersections are shown in Figure 4 and Figures 6, 8, 11, 13, 16, and 18 are the photographs taken at each key view.

Table 1
Summary of Key Views

Key View	Location	Viewer Type	Relevant Figure
1A	Key View 1A is taken from Del Dios Highway/Paseo Delicias looking west toward the intersection with El Camino del Norte.	Motorists, residents, and equestrians.	6
1B	Key View 1B is taken from El Camino del Norte looking south toward the intersection with Del Dios Highway/Paseo Delicias.	Motorists, residents, and equestrians.	8
2A	Key View 2A is taken from Paseo Delicias looking northeast toward the intersection of Paseo Delicias, El Montevideo, and La Valle Plateada.	Motorists, residents, equestrians, and individuals at nearby bus stops.	11
2B	Key View 2B is taken from El Montevideo looking south toward the intersection of Paseo Delicias and La Valle Plateada.	Motorists, residents, equestrians, and individuals at nearby bus stops.	13
3A	Key View 3A is taken from Via De La Valle looking northeast toward the intersection of Paseo Delicias, La Fremontia, and Via De La Valle.	Motorists, residents, equestrians, business patrons/ workers, and individuals at nearby bus stops.	16
3B	Key View 3B is taken from Paseo Delicias looking west toward the intersection of Paseo Delicias, La Fremontia, and Via de la Valle. The intersection is surrounded by mature non-native Eucalyptus and pine trees and ornamental shrubs. Private residences exist at the northeast and southeast. A religious facility is located to the southeast and vacant land is to the northwest of the intersection.	Motorists, residents, equestrians, business patrons/workers, and individuals at nearby bus stops.	18

Figure 4
Aerial Map with Key View Points

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Using direction provided by the landscape concept plan, visual simulations were developed for each key view location. The conceptual materials depicted in the simulations were selected based on several factors including architectural and historic context, and textural and visual cues for vehicular and pedestrian safety. The plant material selection was based on a local native plant palette and historically significant species to Rancho Santa Fe. Though not typically the practice of the County, in response to the unique Rancho Santa Fe aesthetic experience, Eucalyptus trees have been proposed along with informally massed shrubs and native grasses to blend proposed improvements into the existing landscape. The Cultural Landscape Amendment provided guidance for appropriately scaled native trees, shrubs, and grasses. These conceptual plant materials are outlined below in Table 2.

Table 2
Conceptual Plant List

Type	Botanical Name	Common Name
Tree	*Callistemon citrinus*	Crimson Bottlebrush*
Tree	*Erythrina caffra*	Coral Tree
Tree	*Eucalyptus cladocalyx*	Sweet Gum Eucalyptus*
Tree	*Eucalyptus nicholii*	Nichols' Willow Leaved Peppermint
Tree	*Eucalyptus gunnii*	Cider Gum Eucalyptus*
Tree	*Olea europaea 'Wilsoni'*	Wilson's Fruitless Olive
Tree	*Pinus canariensis*	Canary Island Pine*
Tree	*Platanus racemosa*	California Sycamore
Tree	*Populus fremontii*	Fremont Cottonwood*
Tree	*Quercus agrifolia*	Coast Live Oak
Tree	*Quercus dumosa*	Coastal Scrub Oak
Tree	*Umbellaria californica*	California Laurel
Shrub	*Acacia redolens*	Acacia
Shrub	*Agave attenuata*	Agave
Shrub	*Aloe striata*	Coral Aloe
Shrub	*Artemesia californica*	California Sagebrush*
Shrub	*Baccharis pilularis 'Twin Peaks'*	Dwarf Coyote Bush*
Shrub	*Bougainvillea 'San Diego Red'*	Bougainvillea
Shrub	*Ceanothus 'Sierra Blue'*	California Lilac
Shrub	*Hesperaloe parviflora*	Red Yucca
Shrub	*Lantana montevidensis*	Creeping Lantana
Shrub	*Limonium perezii*	Sea Lavender
Shrub	*Mimulus spp.*	Monkey Flower
Shrub	*Myoporum 'Pacificum'*	Myoporum
Shrub	*Opuntia littoralis*	Coast Prickly Pear
Shrub	*Prunus caroliniana*	Catalina Cherry
Shrub	*Rhamnus californica*	Coffee Berry
Shrub	*Rhus integrifolia*	Lemonade Berry
Shrub	*Rhus ovate*	Sugar Bush

Table 2
Conceptual Plant List, continued

Shrub	*Rosmarinus officinalis*	Upright Rosemary
Shrub	*Rosmarinus officinalis var. prostrata*	Creeping Rosemary
Shrub	*Salvia greggii*	Autumn Sage
Shrub	*Yucca spp.*	Yucca
Groundcover	*Achillea millefolium*	Common Yarrow
Groundcover	*Archostaphylos 'Emerald Carpet'*	Manzanita
Groundcover	*Bromus carinatus 'carinatus'*	California Brome
Groundcover	*Encilia californica*	California Encilia
Groundcover	*Eschscholzia californica*	California Poppy
Groundcover	*Gaillardia x grandiflora*	Gaillardia
Groundcover	*Festuca californica*	California Fescue
Groundcover	*Muhlenbergia rigens*	Deergrass
Groundcover	*Nassella pulchra*	Purple Needlegrass

The visual simulations for this Visual Impact Assessment were developed based on the following rationale:

The visual impact of a project of this type, if any, would be greatest at completion of construction. At that point in time, the newly installed plant material, which is intended to address any impact, is smallest in size. The degree to which this plant material improves the visual quality of the project is in a constant state of change until the plant material reaches maturity and the size of each plant naturalizes.

For this assessment, the visual simulations are intended to depict the permanent resulting condition, thereby requiring plant material to be modeled at mature size. The period of maturity accounts for the majority of a plant's lifecycle, and its size during this time period is relatively stable. Consequently, the visual appearance of the plant during this period most accurately depicts its visual character as it will appear over many years. This approach illustrates the project's attributes to verify that plant material is appropriately used; demonstrates that the plant material will not impede or otherwise affect the transportation corridor; and illustrates that the project accomplishes the goals set out by the landscape design concept.

The following is a discussion of each key view and corresponding visual simulation based upon the engineering designs as of September 2009 and anticipated temporary and permanent impact areas as of October 2011.

Key View 1 (Paseo Delicias/El Camino del Norte/Del Dios Highway Intersection)

Proposed Project Features

The project proposes to construct a roundabout at the intersection of Paseo Delicias/El Camino del Norte/Del Dios Highway. Figure 5 illustrates the conceptual landscape design for this intersection. The roundabout would be built to appropriate standards for the existing roadway conditions with regard to lane width, speed limit, and to allow their use by large trucks. Traffic entering each roundabout would not be stop controlled at any of the intersecting street segments. Vehicles approaching each roundabout would yield the right-of-way to vehicles already within the roundabout and would merge into the counter-clockwise flow of a single lane of traffic. Through traffic on Paseo Delicias would complete a one-half circle on the roundabout and continue in a westbound or eastbound direction. Vehicles turning onto intersecting streets would complete a one-quarter or three-quarter circle on the roundabout and exit onto any of the intersecting street segments. Combination pedestrian/equestrian crossings would be delineated by crosswalk markings in the pavement, push-button-activated crossings with in-pavement lighting and flashing warning signs that would be activated by the equestrian-height push button and would be located approximately 400 to 500 feet in advance of the crossing, and pedestrian-scale lighting would be provided by pole mounted fixtures located adjacent to the curb ramps.

Landscape enhancements would also be included to restore areas disturbed by construction activities, including temporary construction staging areas, to pre-project conditions. The landscape treatment would restore visual continuity throughout the project area. Though not typically the practice of the County, in response to the unique Rancho Santa Fe aesthetic experience, Eucalyptus trees have been proposed along with informally massed shrubs and native grasses to blend proposed improvements into the existing landscape.

Orientation

Key Views 1A and 1B represent the views presently experienced by motorists and pedestrians when approaching the intersection of Del Dios Highway/Paseo Delicias and El Camino del Norte. Key View 1A (Figure 6) faces west along Del Dios Highway/Paseo Delicias toward the intersection with El Camino del Norte. Key View 1B (Figure 8) faces south along El Camino del Norte toward the intersection with Del Dios Highway/Paseo Delicias. Visual simulations 1A and 1B (Figures 7 and 9) illustrate the anticipated post-project conditions in those locations.

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Note: Refer to Conceptual Plant List on Page 29 for Proposed Plant Materials

80 0 80 Feet
Scale: 1" = 80'

Figure 5
Rancho Santa fe Conceptual Landscape Design - Paseo Delicias / El Camino del Norte / del Dios Highway

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Existing Visual Quality/Character

Within the westerly viewshed of Key View 1A are residences along the northern side of Del Dios Highway and surrounding hillsides. The foreground includes dense existing vegetation with open, undeveloped land to the northeast and south. The intersection is surrounded by stands of mature Eucalyptus, masses of Diegan Coastal Sage Scrub, and intermittent ornamental planting. Natural topography, roadway geometry, existing residential development, and existing vegetation combine to limit the viewing distance in this location to short, foreground views.

Conversely, the southerly viewshed of Key View 1B becomes progressively more open. Viewing distances increase incrementally as the viewer moves through this viewshed toward the intersection. Immediate foreground views, framed by an existing row of mature Eucalyptus and dense ornamental planting, become more open as the overhead tree canopy recedes. At the intersection, views directly to the south remain limited by vegetation and topography, but transition to the southeast from foreground to background views of hillsides become visible across an expanse of non-native grassland to the south of the project area.

The existing visual quality and character at Key Views 1A and 1B are moderate as vividness, unity, and intactness are moderate in this location.

Change to Visual Quality/Character

During implementation of the proposed roundabout, the presence of heavy equipment, materials staging, Best Management Practices (BMPs) placed to minimize potential soil erosion, and general construction operations would cumulatively increase visual clutter in foreground views of the project area. While this condition constitutes a noticeable change in visual quality and character at Key Views 1A and 1B, the contributing factors are dynamic in nature, temporary in duration, and would be removed or restored to pre-construction condition. For these reasons, no construction-related visual impacts are anticipated.

Once completed, the proposed roundabout would introduce new roadway elements and alignment geometry to the intersection at Del Dios Highway/Paseo Delicias and El Camino del Norte. New roadway elements would include raised medians, crosswalks, a circular raised planter with hardscape “recovery zone” in center of the roundabout, and enhanced landscape treatment. Pedestrian-scale lighting, provided by pole mounted fixtures, would also be introduced at the curb ramps. The new roadway geometry would modify the approach to the intersection and would alter the existing navigation pattern; however, the roadway profile would

Key View 1A is taken from Del Dios Highway/Paseo Delicias looking west toward the intersection with El Camino del Norte.

Figure 6
Key View 1A

Figure 7
Visual Simulation of Key View 1A

Figure 8
Key View 1B

Key View 1B is taken from El Camino del Norte looking south toward the intersection with Del Dios Highway/Paseo Delicias.

Figure 9
Visual Simulation of Key View 1B

remain largely consistent with existing conditions, preserving views along the corridor. Because of these factors, it is anticipated that the change to visual quality/character would be moderate.

Viewer Response

With moderate existing visual quality /character and limited distant views, concern for changes to visual setting, or viewer sensitivity, is anticipated to be moderate. Viewer exposure is also anticipated to be moderate, as a moderate volume of vehicular viewers would experience foreground views of a minute or less in duration both during and after construction. With these considerations, viewer response is anticipated to be moderate.

Resulting Visual Impact

The addition of new roadway elements and modified geometry would constitute a noticeable change to the existing visual setting of Key Views 1A and 1B immediately following implementation; however, the proposed incorporation of contextually-sensitive hardscape treatments, planting design, and pedestrian light fixtures would enhance overall visual quality. Additionally, the proposed geometry eliminates the need for roadway elements that would be considered inconsistent with existing visual character, such as traffic signals, roadway lighting and additional street signage.

As outlined above, the proposed project would introduce a moderate change to moderate existing visual quality with moderate viewer response. For these reasons, with the incorporation of project design features, no significant visual impact is anticipated to result following 5 years of plant establishment.

Key View 2 (Paseo Delicias/El Montevideo/La Valle Plateada Intersection)

Proposed Project Features

The project proposes to construct a roundabout at the intersection of Paseo Delicias/El Montevideo/La Valle Plateada. Figure 10 illustrates the conceptual landscape design for this intersection. The roundabout would be built to appropriate standards for the existing roadway conditions with regard to lane width, speed limit, and to allow their use by large trucks. Traffic entering each roundabout would not be stop controlled at any of the intersecting street segments. Vehicles approaching each roundabout would yield the right-of-way to vehicles already within the roundabout and would merge into the counter-clockwise flow of a single lane of traffic.

Through traffic on Paseo Delicias would complete a one-half circle on the roundabout and continue in a westbound or eastbound direction. Vehicles turning onto intersecting streets would complete a one-quarter or three-quarter circle on the roundabout and exit onto any of the intersecting street segments. Combination pedestrian/equestrian crossings would be delineated by crosswalk markings in the pavement, push-button-activated crossings with in-pavement lighting and flashing warning signs that would be activated by the equestrian-height push button and would be located approximately 400 to 500 feet in advance of the crossing, and pedestrian-scale lighting would be provided by pole mounted fixtures located adjacent to the curb ramps.

Landscape enhancements would also be included to restore areas disturbed by construction activities, including temporary construction staging areas, to pre-project conditions. The landscape treatment would restore visual continuity throughout the project area. Though not typically the practice of the County, in response to the unique Rancho Santa Fe aesthetic experience, Eucalyptus trees have been proposed along with informally massed shrubs and native grasses to blend proposed improvements into the existing landscape. However, no vegetation would be removed or replaced on the southwest corner of the intersection, including the area within County right-of-way, to preserve the potentially culturally significant landscape plantings.

Orientation

Key Views 2A and 2B represent the views presently experienced by motorists and pedestrians when approaching the intersection of Paseo Delicias, El Montevideo and La Valle Plateada. Key View 2A (Figure 11) faces northeast along Paseo Delicias toward the intersection with El Montevideo and La Valle Plateada. Key View 2B (Figure 13) faces south along El Montevideo toward the intersection of Paseo Delicias and La Valle Plateada. Visual Simulations 2A and 2B (Figures 12 and 14) illustrate the anticipated post-project conditions at those locations.

Existing Visual Quality/Character

The existing visual quality and character of the Key View 2A viewshed is composed of a roadway corridor, well-defined by mature trees and dense understory planting. Views in this location are exclusively foreground distance views of residences, existing asphalt, passing vehicles, and existing native and ornamental vegetation. No scenic vistas or distant background views are afforded to viewers in this location the view corridors are confined to the limits of vegetation cleared from the right-of-way to maintain operational safety. Bus shelters are visible to the east and west of the intersection along Paseo Delicias. The intersection is surrounded by

stands of mature Eucalyptus and dense ornamental hedge plantings. These features combine to provide the viewer a sense of semi-rural seclusion along this comfortable, well-scaled corridor.

Similarly, the southerly viewshed of Key View 2B is composed exclusively of foreground views that include existing residences, asphalt, passing vehicles and dense vegetation. As the viewer approaches the intersection, the view corridor becomes more open as the overhead tree canopy recedes. At the intersection, views to the east and west become available, but as described in Key View 2A above, no scenic vistas or background views are possible in this location.

The existing visual quality and character at Key Views 2A and 2B are moderately-high in this location as vividness, unity, and intactness are moderately-high in this location.

Change to Visual Quality/Character

During implementation of the proposed roundabout, the presence of heavy equipment, materials staging, Best Management Practices (BMPs) placed to minimize potential soil erosion, and general construction operations would cumulatively increase visual clutter in foreground views of the project area. While this condition constitutes a noticeable change in visual quality and character at Key Views 2A and 2B, the contributing factors are dynamic in nature, temporary in duration, and would be removed or restored to pre-construction condition. For these reasons, no construction-related visual impacts are anticipated.

Once completed, the proposed roundabout would introduce new roadway elements and alignment geometry to the intersection at Paseo Delicias, El Montevideo and La Valle Plateada. New roadway elements would include raised medians, crosswalks, a circular raised planter with hardscape “recovery zone” in center of the roundabout, and enhanced landscape treatment. Pedestrian-scale lighting, provided by pole mounted fixtures, would also be introduced at the curb ramps. The new roadway geometry would modify the approach to the intersection slightly; however, the roadway profile would remain largely consistent with existing conditions, preserving the existing linear views along the corridor.

Because of these factors, it is anticipated that the change to visual quality/character would be moderate.

Viewer Response

With moderately-high existing visual quality/character and highly constrained view distances, concern for changes to visual setting, or viewer sensitivity, is anticipated to be moderate. Viewer

Note: Refer to Conceptual Plant List on Page 29 for Proposed Plant Materials

80 0 80 Feet
Scale: 1" =80'

Figure 10
Rancho Santa fe Conceptual Landscape Design - Paseo Delicias / El Montevideo / La Valle Plateada

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Key View 2A is taken from Paseo Delicias looking northeast toward the intersection of Paseo Delicias, El Montevideo, and La Valle Plateada.

Figure 11
Key View 2A

Figure 12
Visual Simulation of Key View 2A

Key View 2B is taken from El Montevideo looking south toward the intersection of Paseo Delicias and La Valle Plateada.

Figure 13
Key View 2B

Figure 14
Visual Simulation of Key View 2B

exposure is anticipated to be low, as a moderate volume of motorists and bus riders that travel through the intersection would experience short duration foreground views of the proposed project, both during and after construction. With these considerations, viewer response is anticipated to be moderate.

Resulting Visual Impact

The addition of new roadway elements and modified geometry would constitute a noticeable change to the existing visual setting of Key Views 2A and 2B immediately following implementation; however, the proposed incorporation of contextually-sensitive hardscape treatments, planting design, and pedestrian light fixtures would enhance overall visual quality. Additionally, the proposed geometry eliminates the need for roadway elements that would be considered inconsistent with existing visual character, such as traffic signals, roadway lighting and additional street signage.

As outlined above, the proposed project would introduce a moderate change to moderately-high existing visual quality with moderate viewer response. For these reasons, with the incorporation of project design features, no significant visual impact is anticipated to result following 5 years of plant establishment.

Key View 3 (Paseo Delicias/Via de la Valle/La Fremontia Intersection)

Proposed Project Features

The project proposes to construct a roundabout at the intersection of Paseo Delicias/Via de la Valle/La Fremontia. Figure 15 illustrates the conceptual landscape design for this intersection. The roundabout would be built to appropriate standards for the existing roadway conditions with regard to lane width, speed limit, and to allow their use by large trucks. Traffic entering each roundabout would not be stop controlled at any of the intersecting street segments. Vehicles approaching each roundabout would yield the right-of-way to vehicles already within the roundabout and would merge into the counter-clockwise flow of a single lane of traffic. Through traffic on Paseo Delicias would complete a one-half circle on the roundabout and continue in a westbound or eastbound direction. Vehicles turning onto intersecting streets would complete a one-quarter or three-quarter circle on the roundabout and exit onto any of the intersecting street segments. A dedicated, sidewalk adjacent pathway would be provided for equestrian users along the southern edge of the project area between the sidewalk and right-of-way. Additionally, combination pedestrian/equestrian crossings would be delineated by crosswalk markings in the pavement, push-button-activated crossings with in-pavement lighting and flashing warning signs that would be activated by the equestrian-height push button and would be located approximately

400 to 500 feet in advance of the crossing, and pedestrian-scale lighting would be provided by pole mounted fixtures located adjacent to the curb ramps.

Landscape enhancements would also be included to restore areas disturbed by construction activities, including temporary construction staging areas, to pre-project conditions. The landscape treatment would restore visual continuity throughout the project area. Though not typically the practice of the County, in response to the unique Rancho Santa Fe aesthetic experience, Eucalyptus trees have been proposed along with informally massed shrubs and native grasses to blend proposed improvements into the existing landscape.

Orientation

Key View 3A and 3B represent the views experienced presently by motorists, pedestrians and equestrian users as they approach the intersection at Paseo Delicias, La Fremontia, and Via De La Valle. Key View 3A (Figure 16) faces northeast along Via De La Valle looking northeast toward the intersection of Paseo Delicias. Key View 3B (Figure 18) faces west along Paseo Delicias toward the intersection of Paseo Delicias, La Fremontia, and Via de la Valle. Visual simulations 3A and 3B (Figures 17 and 19) illustrates the anticipated post-project conditions at those locations.

Existing Visual Quality/Character

The the northeasterly viewshed of Key View 3A is composed exclusively of foreground views that include existing residences, asphalt, passing vehicles and dense vegetation. As the viewer approaches the intersection, the view corridor becomes more open as the existing intersection is arranged in a triangular configuration. At the intersection, views to the west become available toward Rancho Santa Fe Village but, no scenic vistas or background views are possible from this location. A bus shelter along Paseo Delicias is also visible from the intersection.

Conversely, the westerly viewshed of Key View 3B is defined by an immediate foreground view of the Rancho Santa Fe Inn, linear middleground view toward the Rancho Santa Fe Village and open view to the southwest along Via De La Valle. The intersection is surrounded by mature Eucalyptus, pine trees, and ornamental shrubs. Private residences are visible to the northeast and southeast, and a religious facility is located to the southeast. Presently, vacant land occupies the northwest corner of the intersection. There are limited foreground and middleground views from the east along Paseo Delicias from the Rancho Santa Fe Inn and the small businesses in the Rancho Santa Fe Village due to the change in grade.

Note: Conceptual Plant Legend is provided in Figure 5

80 0 80 Feet
Scale: 1" = 80'

Figure 15
Rancho Santa fe Conceptual Landscape Design - Paseo Delicias / Via De La Valle / La Fremontia

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The existing visual quality and character at Key Views 2A and 2B are moderate in this location as vividness, unity, and intactness are moderately-high in this location.

Change to Visual Quality/Character

During implementation of the proposed roundabout, the presence of heavy equipment, materials staging, BMPs placed to minimize potential soil erosion, and general construction operations would cumulatively increase visual clutter in foreground views of the project area. While this condition constitutes a noticeable change in visual quality and character at Key Views 3A and 3B, the contributing factors are dynamic in nature, temporary in duration, and would be removed or restored to pre-construction condition. For these reasons, no construction-related visual impacts are anticipated.

Once completed, the proposed roundabout would introduce new roadway elements and alignment geometry to the intersection at Via de La Valle, Paseo Delicias, and La Fremontia. New roadway elements would include raised medians, crosswalks, a circular raised planter with hardscape "recovery zone" in center of the roundabout, and enhanced landscape treatment. A retaining wall would be constructed along the property line of the religious facility. The design features of the retaining wall would reflect the hardscape treatments. Pedestrian-scale lighting, provided by pole mounted fixtures, would also be introduced at the curb ramps. The new roadway geometry would modify the approach to the intersection slightly; however, the roadway profile would remain largely consistent with existing conditions, preserving the existing linear views along the corridor. Possible views may occur from the Rancho Santa Fe Village area, located west of the project site; however, views from these locations would encompass an expansive area, of which the project site would constitute only a small part, and the sensitivity to this change in the visual environment would likely be low. Distant views would be preserved. Because of these factors, it is anticipated that the change to visual quality/character would be moderate.

Viewer Response

With moderately existing visual quality/character and varied view distances, concern for changes to visual setting, or viewer sensitivity, is anticipated to be moderate. Viewer exposure is also anticipated to be low, as motorists and those using public transportation through the intersection would experience foreground views of under a minute in duration both during and after construction. With these considerations, viewer response is anticipated to be moderate.

Key View 3A is taken from Via De La Valle looking northeast toward the intersection of Paseo Delicias, La Fremontia, and Via De La Valle.

Figure 16
Key View 3A

Figure 17
Visual Simulation of Key View 3A

Key View 3B is taken from Paseo Delicias looking west toward the intersection of Paseo Delicias, La Fremontia, and Via de la Valle.

Figure 18
Key View 3B

Figure 19
Visual Simulation of Key View 3B

Resulting Visual Impact

The addition of new roadway elements and modified geometry would constitute a noticeable change to the existing visual setting of Key Views 3A and 3B immediately following implementation; however, the proposed incorporation of contextually-sensitive hardscape treatments, planting design, equestrian trail, and pedestrian light fixtures would enhance existing visual quality. Additionally, the proposed geometry eliminates the need for roadway elements that would be considered inconsistent with existing visual character, such as traffic signals, roadway lighting and additional street signage. As outlined above, the proposed project would introduce a moderate change to moderate existing visual quality with moderate viewer response. For these reasons, with the incorporation of project design features, no significant visual impact is anticipated to result following 5 years of plant establishment.

6.4 SUMMARY OF PROJECT IMPACTS

The roundabouts would modify existing intersections that are presently all stop-controlled. Although a new design for these intersections would be introduced, the roundabouts would not considerably alter the horizontal line of the road. The vertical profile for the center of the roundabout would include landscape and pedestrian safety lighting fixtures that would not stand out as an independent or memorable feature of the landscape, but rather maintain a continuous feature of the community's landscape. The design of the roundabouts would ensure that they do not become a dominant feature of the landscape. In addition, the design of the roundabouts would be approved by the County to ensure that appropriate architectural treatments are implemented, consistent with the San Dieguito Community General Plan. Additionally, though not typically the practice of the County, in response to the unique Rancho Santa Fe aesthetic experience, Eucalyptus trees have been proposed to restore continuity of visual character through the project area.

Short-term impacts would occur from the construction activities. During implementation of the proposed roundabout, the presence of heavy equipment, materials staging, BMPs placed to minimize potential soil erosion, and general construction operations would cumulatively increase visual clutter in foreground views of the project area. While this condition constitutes a noticeable change in visual quality and character throughout the project area, the contributing factors are dynamic in nature, temporary in duration, and would be removed or restored to pre-construction condition. For these reasons, no construction-related visual impacts are anticipated and no additional measures would be implemented for the use, staging, and storage of construction equipment and materials.

Because the project site is located along a topographically flat area, the project would be screened from view, in most cases, by intervening topography, dense vegetation and the general development pattern of the semi-rural landscape character of Rancho Santa Fe. Partial views may occur from the distant foothills and mountains, located west of the project site; however, the relative difference scale of the project area as it relates to the entirety of the viewshed should be considered synonymous with viewing the project from a background distance.

Finally, although the introduction of new roadway elements and modified geometries constitutes a noticeable change to the existing visual setting of the Del Dios Highway/Paseo Delicias corridor, the proposed incorporation of contextually-sensitive project design features would provide a net positive visual benefit. The proposed geometry would also eliminate the need for roadway elements that would be considered inconsistent with existing visual character, such as traffic signals, roadway lighting and additional street signage.

6.5 CUMULATIVE IMPACTS

The proposed roundabouts project is not anticipated to contribute to the long-term visual degradation of this culturally and historically significant County Scenic Highway Corridor. The relative scale of the project, its discrete individual footprints along an existing transportation corridor would not detract from the quality or character of the regional visual environment. Through engineering design and incorporation of project design features, the proposed roundabouts project avoids introduction of incongruous landscape elements that would be considered at odds with the existing visual character of the Rancho Santa Fe community at large.

The boundary for the viewshed associated with cumulative impacts is the Paseo Delicias corridor.

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7.0 VISUAL MITIGATION

The proposed project would not result in significant long-term visual impacts; therefore, no measures are required. However, construction of the proposed roundabouts would temporarily alter the scenic quality of the immediate area but would not unduly or detrimentally affect views of the location and the related changes in visual quality and character are considered to be low. Low impacts may or may not be mitigated based upon FHWA. No measures would be implemented for the use, staging, and storage of construction equipment and materials; however, the construction time frame is anticipated to be an eight month period utilizing a phased approach which is considered as temporary and short-term. Although not identified as mitigation measures, the following project design measures will minimize the change in visual quality and character from soil erosion onto existing roadways, exposure of bare soil, and removal of vegetation resulting from construction activities:

- Appropriate BMPs shall be incorporated into the project design and construction schedule to minimize soil erosion due to wind and water. These measures shall be implemented and maintained during construction, as necessary.
- At the conclusion of construction, areas of bare soil shall be restored according to the conceptual landscape plan to minimize erosion and begin landscape restoration. The final selection of plant material shall be directed by the community of Rancho Santa Fe, and shall be consistent with the existing landscape character of the community.
- Existing vegetation within the impact area shall be preserved as feasible. In instances where existing, character defining plant material, such as Eucalyptus, has been impacted or removed as a part of the project, a similar species shall be replanted when feasible.
- In cooperation with the County, vegetation planted as a part of the proposed landscape treatment would be selected by the community of Rancho Santa Fe. Similarly, it is anticipated that a cooperative agreement regarding on-going maintenance of the vegetation would be provided to maintain the planting in the condition on which this analysis was predicated.
- Proposed pedestrian safety lighting fixtures shall be shielded and directed downward, and shall conform to the fixture aesthetics guidelines outlined in the 2011 Rancho Santa Fe Roundabouts Lighting Memorandum, provided by the County of San Diego.

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8.0 REFERENCES AND LIST OF PREPARERS

8.1 REFERENCES

County of San Diego

2005 *San Diego County Light Pollution Code*. Division 9, Section 59 of the San Diego County Code of Regulatory Ordinances, 1998, Amended May 2005.

2011a *San Diego County Draft General Plan.* Chapter III: Land Use Element. Adopted August 3, 2011.

2011b *San Diego County Draft General Plan.* Chapter V: Conservation and Open Space Element. Adopted August 3, 2011.

2011c *San Diego County Draft General Plan.* Part III, San Dieguito Community Plan. Adopted August 3, 2011.

2011d *San Diego County Draft General Plan.* Part VII, San Dieguito Community Plan. Adopted August 3, 2011.

U.S. Department of Transportation, Federal Highway Administration

1981 *Visual Impact Assessment for Highway Projects*. March.

8.2 LIST OF PREPARERS

This Visual Impact Assessment was prepared for the County of San Diego by AECOM, subcontractors for this project to TAIC. The following individuals contributed to this study.

Ray Hrenko, Principal, AECOM.

Bachelor of Science (Environmental Sciences), 1980, Florida Institute of Technology

31 years of experience

Jeffrey T. Barr, Associate, AECOM.

Registered Landscape Architect (CA) 5209

Bachelor of Science (Landscape Architecture), 2002, Ohio State University

9 years of experience

Garrett Avery, AECOM.
Bachelor of Landscape Architecture, 2006, Clemson University
6 years of experience

Dan Brady, Graphic Designer, AECOM.
Bachelor of Arts in Fine Arts, 1994, San Diego State University
Graphic Design, Platt College, 1997, San Diego
13 years of experience

Therese Tempereau, Technical Editor, AECOM.
Bachelor of Arts (English), 1972, University of Wisconsin
29 years of experience

Marisa Fabrigas, Word Processor II, AECOM.
Associate in Secretarial Science, 1983, Columban College
27 years of experience

Appendix E2
Alternative Illumination Study

ALTERNATIVE ILLUMINATION STUDY
FOR
DEL DIOS HIGHWAY ROUNDABOUTS

Rancho Santa Fe, California

Prepared for:

Rancho Santa Fe Association

Prepared by:

DAVID EVANS AND ASSOCIATES, INC.

415 - 118th Avenue SE

Bellevue, WA 98005-3518

RHSF0000-0001

December 2010

Prepared by:

DAVID EVANS AND ASSOCIATES, INC.

415 - 118th Avenue SE

Bellevue, WA 98005-3518

Victor Salemann, Principal Author

Manuel Feliberti, PE, Engineer of Record

Introduction

This report was prepared for the Rancho Santa Fe Association to provide recommendations for alternatives to typical highway illumination that are consistent with the County of San Diego's Dark Sky Policies and Community Plans for the three proposed roundabouts at the intersections of:

- Paseo Delicias and Via De La Valle
- Paseo Delicias and La Valle Plateada (El Montevideo)
- Del Dios Highway (Paseo Delicias) and El Camino Del Norte

Applicable Standards Considered

Most public agencies have standards and guidance for the installation of street lighting or illumination on public roads. Illumination is typically required for all urban roadways and arterial intersections with turn lanes or signals. The following design standards and guidelines were reviewed in the preparation of this report and relevant excerpts are included in the appendix:

- *Caltrans Traffic Manual Chapter 29 Nov 2002*
- *County of San Diego Public Roads Standards Informational Revision Copy February 2010*
- *San Dieguito Community Right of Way Development Standards, Adopted April 29, 1992*
- *Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections FHWA-SA-09-020 May 2009*
- *NCHRP Report 672 Roundabouts: An Informational Guide Second Edition, 2010*
- *Illuminating Engineering Society Design Guide for Roundabout Lighting IES DG-19-08*

Existing Traffic Control and Illumination

The Del Dios Highway (Paseo Delicias) is a two lane County Highway (County Highway S6) in the Rancho Santa Fe Covenant. The highway runs south of the Village core and then continues north and south of the Covenant. The first roundabout is located at the intersection of Paseo Delicias and Via De La Valle. The next two roundabouts are north of this intersection. Approach speeds at each intersection vary from 30 mph to 50 mph and also vary by direction. The existing intersection conditions are summarized below.

Existing Intersection Conditions

Intersection	Control	Max. Approach Speed (Highest Direction)	Illumination
Paseo Delicias and Via De La Valle	All-Way Stop (Three-Way)	40 mph	None
Paseo Delicias and La Valle Plateada (El Montevideo)	All-way Stop (Four-Way)	50 mph	None
Del Dios Highway (Paseo Delicias) and El Camino Del Norte	Minor Leg (El Camino Del Norte) Stop Control	50 mph	None

Crash History

A history of night (dark) crashes is often used to prioritize illumination of intersections. Crash history from 1/2005 to 4/2010 obtained from San Diego County shows night (dark) crashes are rare with only three night (dark) crashes recorded in the period. Most crashes occurred during the PM peak hour during daylight hours. The most severe crashes were right angle turn related crashes at the intersection of Del Dios Highway (Paseo Delicias) and El Camino Del Norte – resulting from the current minor leg stop control. The recorded crash history does not meet the FHWA warrant of 4 night crashes in 5 years for illumination as a countermeasure to night (dark) crashes at an isolated intersection. Refer to: Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections FHWA-SA-09-020 May 2009

Crash History

Intersection	Intersection Crashes from 1/2005 to 4/30/2010	Night (Dark) Crashes from 1/2005 to 4/30/2010
Paseo Delicias and Via De La Valle	13	2
Paseo Delicias and La Valle Plateada (El Montevideo)	7	1
Del Dios Highway (Paseo Delicias) and El Camino Del Norte	7	1

Source: County of San Diego

Illumination Objectives

While illumination is typically recommended or required in most public road standards it is important to understand the basis for the recommendation. Intersection illumination is typically used to improve the safety of an intersection. Intersection safety includes motorists, bicyclists and pedestrians and in the case of Rancho Santa Fe, equestrians. Intersection illumination typically provides four functions:

- *Intersection Visibility*
- *Pedestrian Visibility*
- *Conflicting Vehicle Visibility*
- *Visibility of Objects on the Pavement*

Intersection Visibility

Illumination can make the intersection location more obvious to drivers so that drivers know to slow down if they plan to make a turn at the intersection and so that they can be more aware of other vehicles in the intersection. The illumination of rural stop controlled intersections is often recommended because the actual intersection location is difficult to distinguish from the rest of the roadway; unlike a properly designed roundabout that would have splitter islands approaching the intersections and a significant central island with improved intersection visibility with or without illumination.

Pedestrian Visibility

Illumination can improve the driver's awareness of the presence of pedestrians in or adjacent to crosswalks so that the driver can yield appropriately. The IES Design Guide for Roundabout Lighting provides specific guidance for illumination levels in the crosswalk area intended to illuminate the pedestrian instead of the surface of the pavement. Most illumination standards are based upon the light levels on the pavement surface.

Conflicting Vehicle Visibility

Providing improved visibility of other vehicles in the intersection is intended to reduce crashes related to vehicle/vehicle conflicts such as left turns and perpendicular road crossings. Both of these crash types are effectively eliminated by good roundabout design and the resulting vehicle conflict points are reduced in number and proximity to each other.

Visibility of Objects on the Pavement

The ability to see objects on the pavement is also related to speed, stopping distance and the probability of objects in the roadway. While typically focused on objects such as rocks and debris, some agencies also consider the visibility of a pedestrian or child that may have fallen in the roadway when considering this type of illumination.

Dark Sky Policy

The County adopted a Dark Sky Ordinance as described below:

The Light Pollution Code (LPC), also known as the Dark Sky Ordinance, was adopted "to minimize light pollution for the enjoyment and use of property and the night environment by the citizens of San Diego County and to protect the Palomar and Mount Laguna observatories from the effects of light pollution that have a detrimental effect on astronomical research by restricting the permitted use of outdoor light fixtures on private property" (Sec. 59.101).

Source: County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements Dark Skies and Glare Modified January 15, 2009

The policy does not ban highway illumination; rather it sets guidelines for designing illumination systems to minimize light pollution. It does recognize that adherence to the established guidelines must be considered in the specific context of each project proposal.

Part VI of the San Dieguito Community Plan States:
"Street lighting shall not be made a condition of subdivision approval unless it is necessary for traffic safety at road intersections."
Source: County of San Diego Part VI of the San Dieguito Community Plan, Amended November 4, 1998

The San Dieguito Community Right of way Development Standards state:
"where street lighting is otherwise mandated and safety concerns cannot be otherwise mitigated, the size and intensity of the lighting shall be kept to an absolute minimum in order to preserve the rural character of the area and in keeping with the San Dieguito Community Plan's policy of adhering to a dark sky policy. Further any lighting shall be directed downward with the light source shielded."

Source: San Dieguito Community Right of way Development Standards, Adopted April 29, 1992

Federal Highway Administration Guidance
NCHRP Report 672 Roundabouts: An Informational Guide Second Edition includes a section specific to the illumination of roundabouts. Section 8 of this guide states: "For a roundabout to operate satisfactorily, a driver must be able to enter the roundabout, move through the circulating traffic, and separate from the circulating stream in a safe and efficient manner. Pedestrians must also be able to safely use the crosswalks. To accomplish this, a driver must be able to perceive the general layout and operation of the intersection in time to make the appropriate maneuvers. Adequate lighting should therefore be provided at all roundabouts."

Section 8 of NCHRP Report 672 Roundabouts: An Informational Guide Second Edition acknowledges that lighting may not be provided in all cases and suggests the following treatments for roundabouts without illumination. "Where lighting is not provided, the intersection should be well signed and marked (including the possible use of reflective pavement markers) so that it can be correctly perceived by day and night, recognizing that signing and markings alone cannot correct for the limited view of headlights when circulating."

Typical Illumination Practice
Typical intersection illumination technology includes highway lighting standards with mounting heights of 30 to 50 feet above the pavement with spacing between fixtures of 150 to 250 feet. These systems are designed to provide a uniform light level on the pavement. Cut off fixtures are utilized to minimize light trespass and glare. They are seldom designed specifically for crosswalk illumination. The design standards developed for these systems are intended to generally provide the four objectives of illumination; intersection visibility, pedestrian visibility, conflicting vehicle visibility, and visibility of objects on the pavement, but are seldom designed specifically for those objectives.

Alternatives to Typical Illumination Practice
Alternatives to typical illumination technology are typically used where environmental factors, cultural or historic context, or lack of reliable electrical power make typical illumination technology undesirable or infeasible. Several strategies can be utilized to provide the four objectives of intersection illumination in alternative ways.

Intersection Visibility
Intersection visibility can be improved with warning signs, enhanced pavement markings (sometimes internally illuminated) and more recently through the use of modern roundabouts that create a physically raised and usually landscaped feature in advance of and within the intersection itself that improves both day and night recognition of the intersection with or without illumination. Even low level down-lighting of the central island of a roundabout creates a significant improvement in intersection visibility over a typical stop controlled intersection.

Pedestrian Visibility
The *Illuminating Engineering Society Design Guide for Roundabout Lighting* provides a specific methodology for providing pedestrian visibility in and adjacent to the crosswalks in a roundabout. Initial analysis using AGi32 Illumination Engineering Software completed for this report suggests that 100 watt luminaries at 15-foot mounting heights (2 per intersection leg) could likely achieve the recommended lighting levels for pedestrians in the crossing areas with no light trespass or glare. This would result in six fixtures at each of the three-leg roundabouts and eight at the four leg roundabout. Final design may find that lower fixture heights may be possible.

Conflicting Vehicle Visibility
The need to see conflicting vehicles varies by intersection type. Two way stop control for instance requires drivers on the minor leg of the roadway to see an oncoming vehicle up to 6.5 seconds (about 575 feet) in advance of the intersection to make left turning decisions. Drivers at all-way stop intersections need only see the adjacent intersection legs to determine if they can continue. Roundabouts create a situation similar to all-way stop control, with even fewer potential conflict points to monitor and speeds typically under 25 mph.

Visibility of Objects on the Pavement
The risk associated with objects in the pavement is directly related to the probability that objects may fall onto the road (near rock slopes for instance) and the speed of approaching vehicles (stopping sight distance and severity of impact). The low operating speed of the roundabout intersection provides significant risk reduction relative to objects on the pavement by shorting the required stopping distance.

Recommendations
An alternative approach to typical intersection illumination is recommended in which each illumination objective is achieved at a level appropriate to the context of the Del Dios Highway corridor, the County Road Standards, the Dark Sky Policies, and the Rancho Santa Fe Association objectives. The lack of recorded night (dark) crashes over the past five years suggests an approach other than typical illumination should be considered.

Intersection Visibility
- Opti-Curb Reflectors (a curb mounted optical reflector suited to roundabout installations) should be installed on all splitter island curbs and the outer edge of the truck apron to provide drivers with enhanced curb visibility and intersection awareness. This optical reflector is intended to replace the typical highway illumination at the ends of the splitter islands.
- Central island landscaping should be at least 8 feet high and low level down lighting (one fixture per approach) should be included for the landscaping in the central island to provide drivers with enhanced intersection recognition.

- The recommended pedestrian illumination will further enhance intersection visibility by illuminating the curb faces on the splitter islands at the roundabout entries and exits and should remain "on" during periods of darkness to provide that objective.

Pedestrian Visibility

- Pedestrian lighting should be provided at all crosswalks at each roundabout consistent with the *Illuminating Engineering Society Design Guide for Roundabout Lighting* for crosswalks. This should be feasible with pedestrian scale fixtures of not more than 110 watts and 15 feet in height. The fixtures should be full cut-off design with no light trespass outside the roundabouts. The location of the fixtures should be on the approaches to the entries and exits of the roundabouts to provide illumination of pedestrian waiting and crossing areas.
- Rancho Santa Fe Association staff suggested having the lighting activate only during the presence of pedestrians. This would require passive detection of both pedestrians and vehicles so that the illumination would not suddenly activate and disrupt the driver's vision. This would also require pedestrian signalization to tell the pedestrian when to cross. This mode of operation is not recommended.
- The current roundabout designs for the corridor under development by San Diego County Public Works include internally illuminated crosswalk markings. These could be maintained or replaced with the Opti-Curb Reflectors if a passive system is desirable.

Conflicting Vehicle Visibility

- The proposed pedestrian illumination will provide a moderate level of vehicle conflict point illumination.
- The central island lighting will not be used for roadway illumination, as this could create backlighting of vehicles or pedestrians. The central island illumination is only intended to provide "target value" or advance recognition of the roundabout for approaching drivers.
- Additional illumination is not recommended for this purpose due to the relatively low circulation speeds in the roundabout and low number of recorded night (dark) crashes.

Visibility of Objects on the Pavement

- No illumination recommended for this purpose due to minimal risk of objects in the roadway and relatively low circulation speeds in the roundabout.
- The critical pedestrian zones will have sufficient illumination to identify a pedestrian that has fallen in the crosswalk.

Continuity of Lighting between Roundabouts

- No illumination is present on the corridor at this time. The low level of proposed lighting is intended to eliminate the need for gradually adjusted or continuous illumination between the roundabouts. Continuous lighting would tend to reduce the contrast between the intersection locations and roadway corridor.

Conceptual Illumination Plans

Conceptual illumination plans (see Appendix A) were hand drawn on the current County of San Diego Striping Plans for the Rancho Santa Fe Roundabouts project. These plans are intended depict a general illumination and optical reflector scheme and have not been analyzed with lighting design software. In general the plans show how the approach lighting would relate to the crosswalk and splitter island locations. General locations for optical pavement markers on the splitter island and circulating roadway are also shown.

Similar Existing Applications

The approach recommended in this report is unique and no specific applications of the approach were found. However, several similar applications of minimal but effective illumination were identified to support an alternative to typical illumination practice.

- A study completed in 1977 by the Iowa DOT in response to the energy crisis investigated the affects of reducing exiting intersection lighting as an energy conservation measure. The study focused on common at-grade rural intersections, much like the Del Dios Highway corridor. The third conclusion of the study supports the utilization minimum illumination levels. The following is a direct quote from the study:

  "Based on this phase of the study it can be concluded that:

  1. *There are large variations in the accident frequency at individual intersections.*
  2. *The accident frequency at individual intersections is not closely related to traffic volume*
  3. *The lighting level of lighted rural at-grade intersections does not have a significant effect on accident frequency, as long as the conflict area is sufficiently illuminated."*

  The study did not investigate any roundabouts, as there were no modern roundabouts in the US in 1977. The conflict area identified in the conclusion is relatively small in a roundabout.

- Applications of Opti-Curb pavement marking installations are well documented on the distributor's website.

  http://www.usreflector.com/Html_products/Pavement%20markers/Glass%20curb%20markers.html

- The following excerpt from a 1972 study supports the provision of pedestrian specific illumination instead of typical intersection lighting.

  "A two-stage study of floodlighting of pedestrian crossings was conducted in Perth, Australia (Pegrum, 1972). A pilot study showed sufficient success to initiate a broader scale lighting program. Sixty-three sites were studied. The illumination consisted of two floodlights, one on each side of the roadway, on either side of the crosswalk, mounted about 3.66 m (12 ft) from the crosswalk at a height of 5.185 m (17 ft), and aimed at a point .915 m (3 ft) above the pavement. The luminarie was a 100-watt sodium lamp. The ambient lighting was not from sodium luminaries. The author found sodium floodlighting resulted in a significant decrease in nighttime pedestrian crashes… "

Confirm AGi32 Modeling Parameters
Illuminating Engineering Society Design Guide for Roundabout Lighting provides a basis for modeling illumination systems with software such as AGI32. Manufacturer's photometric data will be used and the actual design files for each roundabout will be used for the surface models. This will provide for location specific design analysis.

Conclusions

The Recommended Approach is Justifiable
An alternative approach addressing the four objectives of intersection lighting at levels consistent with the context of the Del Dios Highway corridor recognizing the low recorded night (dark) crash history and the additional safety benefits of roundabouts over stop controlled intersections will result in an intersection design that is both consistent with the County and San Dieguito Community Dark Sky Policies and sound traffic engineering principles.

The Recommended Approach is Consistent with NCHRP 672 Roundabouts: An Informational Guide Second Edition
Roundabouts without illumination are anticipated in the Guide. The pedestrian level approach illumination addresses key areas of concern including pedestrian safety, intersection visibility, and entry and exit definition. The recommendations of this study address these key areas of concern with a combination of pedestrian illumination, central island landscape illumination and enhanced pavement markings.

The Recommended Approach is Consistent with IES Recommendations for Pedestrian Safety
The recommended illumination approach utilizes pedestrian focused lighting at the approaches to all crosswalks to address pedestrian safety as the highest priority while realizing the added benefits of improved visibility for the splitter islands and central island compared to a roundabouts without illumination. The lower illumination level also eliminates the issue of transitional lighting between the roundabouts.

Next Steps
The following next steps are recommended:

- Review by Rancho Santa Fe Association Board
- Review with San Diego County Public Works
- Preliminary design of the illumination systems and pavement marking proposal with AGI32 modeling Updated Environmental Impact Report
- Final design and fixture selection should be refined and adjusted to meet community design standards

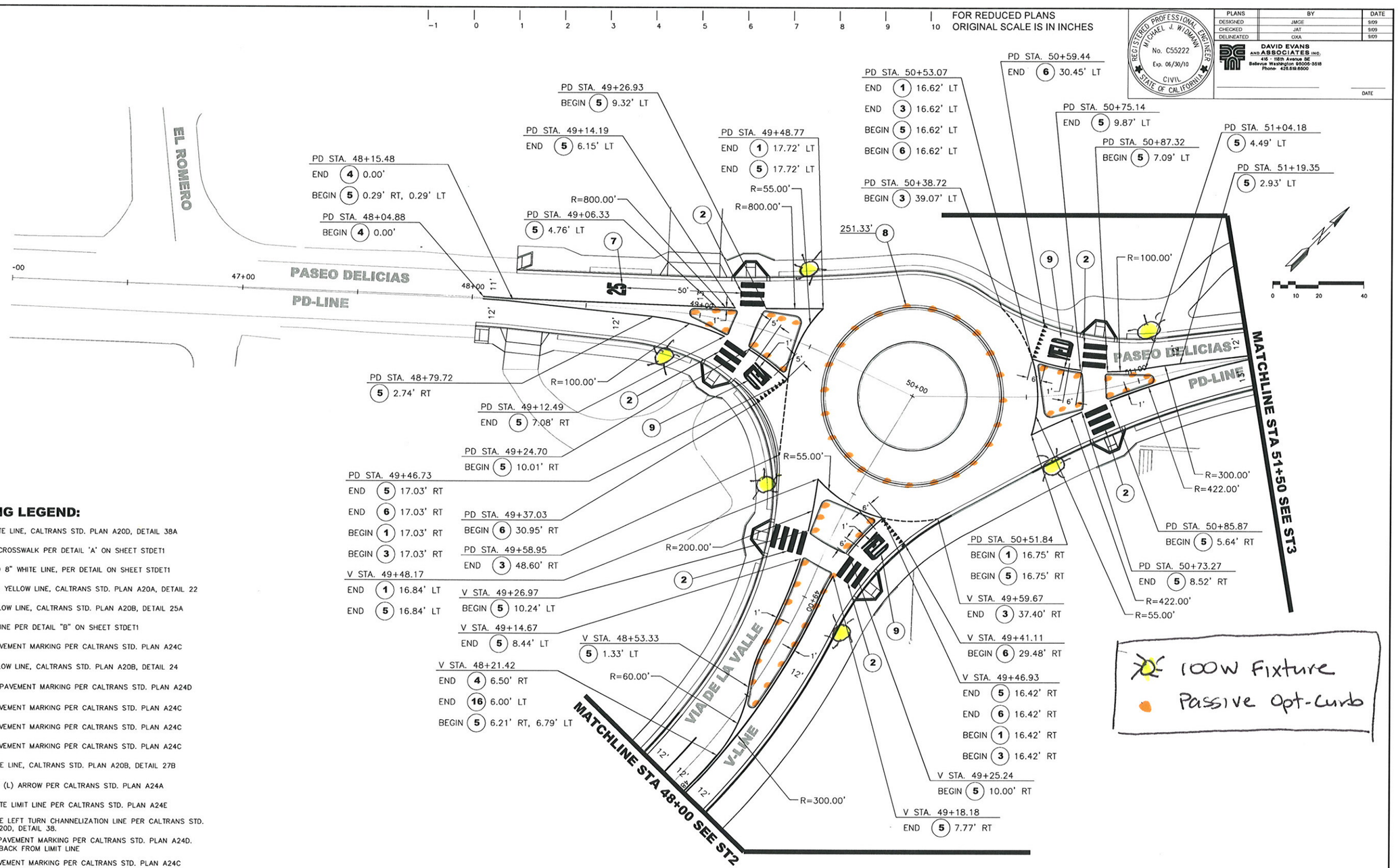
FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES

PLANS	BY	DATE
DESIGNED	JMGE	9/09
CHECKED	JAT	9/09
DELINEATED	OXA	9/09

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WIDMANN
No. C55222
Exp. 06/30/10
CIVIL
STATE OF CALIFORNIA

DAVID EVANS AND ASSOCIATES INC.
415 - 116th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

DATE



STRIPING LEGEND:

1. 8" WHITE LINE, CALTRANS STD. PLAN A20D, DETAIL 38A
2. WHITE CROSSWALK PER DETAIL 'A' ON SHEET STDET1
3. DASHED 8" WHITE LINE, PER DETAIL ON SHEET STDET1
4. DOUBLE YELLOW LINE, CALTRANS STD. PLAN A20A, DETAIL 22
5. 4" YELLOW LINE, CALTRANS STD. PLAN A20B, DETAIL 25A
6. YIELD LINE PER DETAIL "B" ON SHEET STDET1
7. '25' PAVEMENT MARKING PER CALTRANS STD. PLAN A24C
8. 4" YELLOW LINE, CALTRANS STD. PLAN A20B, DETAIL 24
9. 'YIELD' PAVEMENT MARKING PER CALTRANS STD. PLAN A24D
10. '45' PAVEMENT MARKING PER CALTRANS STD. PLAN A24C
11. '40' PAVEMENT MARKING PER CALTRANS STD. PLAN A24C
12. '50' PAVEMENT MARKING PER CALTRANS STD. PLAN A24C
13. 4" WHITE LINE, CALTRANS STD. PLAN A20B, DETAIL 27B
14. TYPE IV (L) ARROW PER CALTRANS STD. PLAN A24A
15. 12" WHITE LIMIT LINE PER CALTRANS STD. PLAN A24E
16. 8" WHITE LEFT TURN CHANNELIZATION LINE PER CALTRANS STD. PLAN A20D, DETAIL 38.
17. 'STOP' PAVEMENT MARKING PER CALTRANS STD. PLAN A24D. SET 8' BACK FROM LIMIT LINE
18. '35' PAVEMENT MARKING PER CALTRANS STD. PLAN A24C

ST1

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS
5555 OVERLAND AVENUE, SAN DIEGO, CA 92123-1295

REVISIONS	BY	APPROVED	DATE

COORDINATE INDEX
XXXXXX N. XXXXXX E.
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FIELD REVISIONS

RANCHO SANTA FE ROUNDABOUTS
VIA DE LA VALLE
STRIPING PLAN

SCALE HOR. AS NOTED VERT.
W.A. UJ4174 R.S. 476
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DAVID EVANS AND ASSOCIATES INC.
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6. YIELD LINE PER DETAIL "B" ON SHEET STDET1
7. '25' PAVEMENT MARKING PER CALTRANS STD. PLAN A24C
8. 4" YELLOW LINE, CALTRANS STD. PLAN A20B, DETAIL 24
9. 'YIELD' PAVEMENT MARKING PER CALTRANS STD. PLAN A24D
10. '45' PAVEMENT MARKING PER CALTRANS STD. PLAN A24C
11. '40' PAVEMENT MARKING PER CALTRANS STD. PLAN A24C
12. '50' PAVEMENT MARKING PER CALTRANS STD. PLAN A24C
13. 4" WHITE LINE, CALTRANS STD. PLAN A20B, DETAIL 27B

MATCHLINE STA 28+50 SEE ST6

EL MONTEVIDEO M-LINE

PASEO DELICIAS P-LINE

MATCHLINE STA 27+00 SEE ST4

MATCHLINE STA 33+00 SEE ST7

MATCHLINE STA 31+50 SEE ST6

CA VALLE PLATEADA

M STA. 28+88.03 — (5) 3.05' RT
M STA. 29+18.07 — BEGIN (5) 7.28' RT
M STA. 29+38.37 — BEGIN (6) 29.86' RT
M STA. 29+46.68 — END (5) 15.34' RT; END (6) 15.34' RT; BEGIN (1) 15.34' RT; BEGIN (3) 15.34' RT
M STA. 29+56.42 — END (3) 38.68' RT
P STA. 29+48.09 — END (5) 16.28' LT; END (1) 16.28' LT
P STA. 29+15.44 — BEGIN (5) 5.61' LT
P STA. 29+05.77 — END (5) 5.38' RT, 4.08' LT
P STA. 29+16.14 — BEGIN (5) 7.30' RT
P STA. 29+36.05 — BEGIN (6) 29.67' RT
P STA. 29+46.60 — END (5) 15.85' RT; END (6) 15.85' RT; BEGIN (1) 15.85' RT; BEGIN (3) 15.85' RT
P STA. 29+53.48 — END (3) 43.54' RT
M STA. 30+50.89 — BEGIN (1) 20.87' RT; BEGIN (5) 20.87' RT
M STA. 30+82.56 — END (5) 9.83' RT
M STA. 30+91.97 — BEGIN (5) 6.98' RT
M STA. 31+10.22 — (5) 3.61' LT

M STA. 29+07.72 — END (5) 5.30' RT, 3.92' LT
M STA. 29+17.41 — BEGIN (5) 5.43' LT
M STA. 29+47.68 — END (1) 15.55' LT; END (5) 15.55' LT
P STA. 30+47.36 — BEGIN (3) 39.85' LT
P STA. 30+61.98 — END (6) 28.37' LT
P STA. 30+53.39 — END (1) 13.21' LT; END (3) 13.21' LT; BEGIN (5) 13.21' LT; BEGIN (6) 13.21' LT
P STA. 30+81.44 — END (5) 6.09' LT
P STA. 30+51.38 — BEGIN (1) 19.62' RT; BEGIN (5) 19.62' RT
P STA. 30+91.52 — BEGIN (5) 6.01' RT, 4.60' LT
P STA. 30+81.73 — END (5) 8.33' RT
M STA. 30+47.69 — BEGIN (3) 34.29' LT
M STA. 30+61.05 — END (6) 25.53' LT
M STA. 30+80.55 — END (5) 4.65' LT
M STA. 30+90.78 — BEGIN (5) 3.91' LT
M STA. 30+53.75 — END (1) 11.68' LT; END (3) 11.68' LT; BEGIN (5) 11.68' LT; BEGIN (6) 11.68' LT

R=400.00' R=391.00' R=55.00' R=55.00' R=55.00' R=565.00' R=600.00'
251.33'

100 W Fixture
Passive Opt-Curb

STRIPING LEGEND (CONT.):

14. TYPE IV (L) ARROW PER CALTRANS STD. PLAN A24A
15. 12" WHITE LIMIT LINE PER CALTRANS STD. PLAN A24E
16. 8" WHITE LEFT TURN CHANNELIZATION LINE PER CALTRANS STD. PLAN A20D, DETAIL 38.
17. 'STOP' PAVEMENT MARKING PER CALTRANS STD. PLAN A24D. SET 8' BACK FROM LIMIT LINE
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ST5

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MATCHLINE STA 28+25 SEE ST10

C STA. 29+10.21
END (5) 3.83' RT

C STA. 29+22.03
BEGIN (5) 4.65' RT

C STA. 29+40.23
BEGIN (6) 23.88' RT

C STA. 29+46.40
BEGIN (1) 10.96' RT
END (5) 10.96' RT
END (6) 10.96' RT
BEGIN (3) 10.96' RT

D STA. 29+48.01
END (1) 17.95' LT
END (5) 17.95' LT

R=55.00'
R=220.00'

C STA. 29+58.54
END (3) 35.25' RT

D STA. 29+22.24
BEGIN (5) 5.55' RT, 9.70' LT

EL CAMINO DEL NORTE
C-LINE

C STA. 29+09.84
END (5) 3.59' LT

C STA. 29+21.80
BEGIN (5) 5.72' LT

R=130.00'
R=55.00'

C STA. 29+46.40
END (1) 13.93' LT
END (5) 13.93' LT

D STA. 30+39.51
BEGIN (3) 41.38' LT

D STA. 30+59.29
END (6) 31.00' LT

D STA. 30+52.78
END (1) 15.48' LT
END (3) 15.48' LT
BEGIN (5) 15.48' LT
BEGIN (6) 15.48' LT

D STA. 30+84.67
END (5) 7.77' LT

MATCHLINE STA 28+00 SEE ST8

PASEO DELICIAS
D-LINE

29+00
30+00
32+00

DEL DIOS HWY
D-LINE

MATCHLINE STA 33+00 SEE ST11

D STA. 29+10.36
END (5) 3.68' RT, 7.03' LT

D STA. 29+40.35
BEGIN (6) 26.71' RT

D STA. 29+46.67
END (5) 13.46' RT
END (6) 13.46' RT
BEGIN (1) 13.46' RT
BEGIN (3) 13.46' RT

D STA. 29+58.75
END (3) 36.38' RT

(8) 245.04 LF

D STA. 30+97.16
BEGIN (5) 3.83' RT, 4.81' LT

D STA. 30+85.52
END (5) 4.73' RT

R=500.00'
R=55.00'

D STA. 30+52.50
BEGIN (1) 16.41' RT
BEGIN (5) 16.41' RT

100W Fixture
Passive opt-curb

ST9

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS
5555 OVERLAND AVENUE, SAN DIEGO, CA 92123-1295

REVISIONS	BY	APPROVED	DATE

COORDINATE INDEX
XXXXXX N. XXXXXX E.
CONST. COMPL.
FIELD REVISIONS

RANCHO SANTA FE ROUNDABOUTS
EL CAMINO DEL NORTE
STRIPING PLAN

SCALE: HOR. AS NOTED VERT.
W.A. UJ4174 R.S. 476
SHEET 111 OF 153 SHEETS

Lighting Concept

Appendix E3
Visual Memo

AECOM
1420 Kettner Boulevard
Suite 500
San Diego, CA 92101
www.aecom.com

619.233.1454 tel
619.233.0952 fax

Memorandum

To	Gail Jurgella, County of San Diego DPW ES	Page	1
CC	Pat Atchison, TAIC		
Subject	Rancho Santa Fe Roundabouts Alternative Illumination Study – Technical Review		
From	Stev Weidlich, Ethnographer/Social Scientist Trina Meiser, Architectural Historian Garrett Avery, Landscape Designer/Visual Analyst		
Date	September 13, 2011		

Introduction

This memo presents a brief analysis of the *Alternative Illumination Study for Del Dios Highway Roundabouts* (Alternative Illumination Study) prepared for the Rancho Santa Fe Association by David Evans and Associates, and presents criteria to use to guide selection of lighting fixtures, capitals, bases, colors, and other features for the Rancho Santa Fe Roundabout project.

In December 2010, David Evans and Associates provided a study to the Rancho Santa Fe Association on alternative lighting possibilities for three proposed roundabouts along Del Dios Highway. The Alternative Illumination Study ultimately concluded that the roundabouts should include Opti-Curb reflectors on all splitter island curbs and along the outer edge of the truck apron to provide improved curb visibility and intersection awareness. The study also recommended that the center island of the roundabout include landscaping that is at least 8 feet high and low-level down-lighting to improve intersection recognition. Pedestrian illumination should be installed and remain illuminated, even in cases where no pedestrians are present, to add to intersection visibility. Pedestrian illumination would not exceed 110 watts or 15 feet in height, and would include shielding so that light would not trespass outside of the roundabout.[1]

This memo provides a brief discussion of the recommendations for three key environmental issue areas of importance to San Diego County (County) and California Department of Transportation (Caltrans) decision-makers under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA): visual/aesthetics, cultural/historical resources, and community character. Additionally, this memo provides more specific recommendations and guidelines for proposed lighting fixtures at the three proposed roundabouts along Del Dios Highway in the community of Rancho Santa Fe, including example fixtures provided for discussion, and provides more specific recommendations and guidelines to ensure a less-than-significant impact.

[1] The number of fixtures will be determined once the actual fixtures are selected.

Evaluation of *Alternative Illumination Study for Del Dios Highway Roundabout* (December 2010)

Visual/Aesthetic Impacts
Visual and/or aesthetic impacts resulting from implementation of the Alternative Illumination Study is of valid concern. While the recommendations provided would improve pedestrian and vehicular safety, lighting design requires careful consideration during the fixture selection process to preserve visual quality and existing character.

The existing visual character of Del Dios Highway within the Rancho Santa Fe community is a rural to semi-rural setting, possessing few of the visual/roadway elements found commonly in more urban environments. Maintaining this existing visual quality and character is important to the current residents of Rancho Santa Fe and for future generations.

Roundabouts as a traffic-calming measure may initially seem at odds with maintaining the existing character of the area. However, they are the ideal method for accommodating both goals. Roundabouts are able to achieve traffic calming while also preserving existing character by incorporating contextually appropriate materials, decorative and buffer landscapes, and, perhaps most importantly, avoiding the introduction of elements more akin to urban environments such as traffic signals and standard roadway lighting.

Neither of these goals, however, can be realized at the expense of pedestrian, vehicular, or equestrian safety. To this end, the Alternative Illumination Study proposes to add pedestrian-scale light fixtures and reflective measures along interior curb lines to improve vehicular awareness and pedestrian safety. The Alternative Illumination Study includes general technical suggestions such as cut-off shielding, a recommended height, and a maximum wattage. Each of these recommendations contributes to an overall reduction in potential visual impact. What the study does not provide is guidance on the type of fixture or appearance of the fixture's elements (base, pole, capital or arm, and luminaire), which could constitute a visual impact despite the other technical recommendations.

Additionally, low-wattage recessed uplighting may be explored as an option to illuminate elements within the center island of the roundabouts. This lighting technique would provide focused, soft light, and the effect would be consistent with viewer expectations of roadway enhancements and community gateways.

See Recommended Fixture Selection Criteria, below, to review selection guidelines for maintaining a less-than-significant level of visual impact as it relates to CEQA and NEPA considerations.

Cultural/Historical Resources Impacts
The Historic Planned Community of Rancho Santa Fe is a designated cultural landscape, California Historic Landmark No. 982. Previous evaluation of the impact of the proposed roundabouts, including the road widening, realignment, and reconfiguration, and the introduction of new features, indicated that the project would impact the historic property. It was also concluded that the roundabouts would not constitute adverse effects or significant impacts if their design adheres to the *Secretary of Interior's Standards for the Treatment of Historic Properties* (Standards) and *Guidelines for the Treatment of Cultural Landscapes*. With sensitive design, the roundabouts would not adversely affect nor significantly impact the ability of the resource, the Historic Planned Community, to convey its historical significance. As part of the design, the lighting for the roundabouts is an important feature that must take into account the necessary sensitivity prescribed to meet the Standards.

The Alternative Illumination Study's recommendations for an "alternative approach" to illuminate the roundabouts are appropriate for reducing the visual and aesthetic impact on the cultural resource, thus adhering to the Standards. The remaining consideration for the lighting design to meet the

Standards is the appearance and type of fixture that will be installed. The lamp post fixtures should sympathetically reflect the historical character of the property and, at the same time, be distinguishable as non-historic features. With an appropriate design that adheres to the Standards, implementation of the Alternative Illumination Study's recommendations (particularly those recommendations seeking to focus use and eliminate spread of illumination, and to limit the introduction of roadway elements more commonly observed in urban environments) would not be considered a significant impact to the historic property per CEQA or NEPA.

Community Character and Community Impacts

From the perspective of community impacts, the presence of roundabouts in the community of Rancho Santa Fe presents a quandary: level of service (LOS) has decreased along Del Dios Highway, and traffic management measures need to be taken to improve LOS, safety, and air quality. Traffic signals are inconsistent with the rural character of the community, and roundabouts have been proposed. In many ways, roundabouts are an elegant solution to the issue, as they result in traffic calming, improve LOS, do not introduce traffic signals, and echo a refined European aesthetic that matches well with the character of this exclusive community. However, the community values equestrian use of its roadways and pedestrian/equestrian/driver safety is paramount; lighting must occur to ensure safety.

As discussed in the *Rancho Santa Fe Roundabouts Community Impact Assessment*, the rural atmosphere of the community is highly valued. The San Dieguito Community Plan notes that urban-type street improvements, such as sidewalks, gutters, curbs, and extensive street lighting, should be discouraged to maintain a rural atmosphere. The presence of pedestrian lighting, lighting within the center island of the roundabout, and the accentuation of curbs through the use of Opti-Curb reflectors would be slightly inconsistent with these goals and would likely erode the rural nature of Del Dios Highway within the community of Rancho Santa Fe. To this end, the study provides a number of recommendations that are more consistent with the rural character of the community. These include the recommendation that lighting not be extended along Del Dios Highway between the roundabout intersections. Also, it is recommended that the lighting associated with the roundabouts be focused on pedestrian illumination as a primary goal, only providing illumination of the pavement and conflict points in a secondary manner. Finally, the height of the proposed illumination features and the use of shielding to prevent light trespass are noted. These design recommendations are more consistent with the San Dieguito Community Plan and the valued rural character of the community.

The recommendations for lighting suggest the least possible lighting necessary to maintain pedestrian/equestrian/driver safety without resulting in unsafe driving conditions. The height, wattage, and shielding of the pedestrian illumination would prevent light trespass into the wider community, even to those residences nearest to the proposed roundabouts, largely preserving dark skies. The Opti-Curb reflectors are passive and relatively unobtrusive in the existing roundabout design and would likely only be seen in their reflective state by motorists. In concurrence with County comments on the study, the center island should not include additional down-lighting or other fixed objects so as to maintain a recovery zone; low-wattage, recessed up-lighting may be explored as a possibility, as that aesthetic approach is used by many of the estates in the area and would not be drastically out of character for the Rancho Santa Fe community. It is not recommended that Opti-Curb reflectors be used in place of internally illuminated crosswalk markings, as these markings were developed, in part, to facilitate safe equestrian use of the crosswalks and illuminated crosswalk markings introduce only a temporary lighting change in the roundabout as opposed to the permanent presence of a reflecting object in the crosswalk.

The lighting recommendations provided in the December 2010 Alternative Illumination Study would create negative impacts to community character by introducing a number of urbanizing elements that are inconsistent with the San Dieguito Community Plan and the rural character of the community, regardless of their design. However, due to the limits of the illumination and the minimal extent of the

urbanizing elements, these impacts are not considered substantial and would not likely be considered significant in a CEQA or NEPA context, if a determination is necessary.

Recommended Fixture Selection Criteria

Due to factors including scale, bulk, color, and existing context, it is important to consider each of the resource areas discussed within this technical review when selecting fixtures.

A pedestrian-scale light fixture is composed of four primary components: a base, a pole, a capital or arm, and a luminaire. Each of these individual elements presents an opportunity to add or subtract decorative features, and the sum of those decisions directly impacts the level of significance in a CEQA and NEPA context.

General Design Guidelines
To minimize potential impacts to visual/aesthetics, cultural/historical resources, and community character, the following recommendations should be considered:

Height: To maintain pedestrian scale and minimize visual intrusion, the fixture should not exceed 15 feet from finished grade to the top of the luminaire.

Color: Non-luminaire components should be finished in a dark, earth-toned or flat black color, consistent with the surrounding rural character. A dark earth-tone and/or flat black finish would allow the components to visually recede within the viewshed during both day and nighttime viewing because those colors would not draw attention or appear out of place within a rural or more naturalized setting.

Illumination Color Temperature: To achieve a more natural appearance, color temperature should range from 4,000–4,200 degrees Kelvin (K). As an example, the color temperature of moonlight is approximately 4,200K. This would suggest that both the orange low-pressure sodium (LPS) and more traditional blue light-emitting-diode (LED) sources are not appropriate given the surrounding visual context and intended use.

Ornamentation: Ornamentation on the base, pole, capital, and luminaire should be minimized to avoid visual intrusion and the introduction of decorative elements that are not consistent with existing surrounding visual or community character. Ornamentation should also be minimized to avoid introducing characteristics that imitate historical features, thus resulting in a false sense of historicism. Ornamentation should be discreet and reflect the historically rustic character of the planned community.

Base: To minimize visual clutter and reduce overall bulk, a decorative base should not be included as a part of these fixtures. A tapered poll should be mounted directly to a sub-grade footing, and a standard, unembellished base should be provided to cover and protect the flange and mounting hardware from tampering and premature weathering.

Pole: To minimize a traditionally urban or formal visual appearance, the pole should be a tapered, round pole without fluting. Due to overall height, a smooth pole mounted directly to a footing would appear less visually intrusive than an ornate decorative pole.

Capital or Arm: To maintain pedestrian scale and minimize impacts to existing visual character, a decorative capital should not be included as a part of these fixtures. A pole arm (or curved pole extension) is an acceptable fixture element and would allow the light to be directed downward and would not contribute negatively to scale, visual bulk, or existing visual quality.

Luminaire (light source): The luminaire is the primary visual and character-defining element of a light fixture. For maximum visual quality and character sensitivity, the preferred design would obscure the luminaire from direct view. This would suggest that an “acorn” style luminaire is not appropriate given the surrounding visual context and goal of minimizing visual intrusion.

Figure 1 illustrates four potential fixture combinations that would satisfy the above criteria and that of CEQA and NEPA with regard to visual/aesthetics, cultural/historical resources, and community character impacts.[2] At the extreme right of Figure 1 is a fifth lighting example that is provided as an option that would not satisfy the above criteria.

[2] These fixture combinations should not be considered exhaustive, and other combinations may also be appropriate if they follow the above guidelines. It should be noted that these recommended light fixtures would be considered an upgrade to the street light fixtures that the County would typically provide. The Rancho Santa Fe Association will be required to pay for the additional installation and ongoing maintenance costs associated with the upgraded street lighting and Opti-Curb design features.

Consistent with Recommendations

Inconsistent with Recommendations

Figure 1
Light Fixture Alternatives

Appendix F1
Air Quality Analysis

FINAL

AIR QUALITY ANALYSIS
FOR THE
RANCHO SANTA FE ROUNDABOUTS PROJECT

Prepared for:

TAIC
9089 Clairemont Mesa Blvd, Suite 307
San Diego, California 92123

and

County of San Diego
Department of Public Works
5469 Kearny Villa Road, Suite 305
San Diego, California 92123
Contact: Julia Quinn

Prepared by:

EDAW, Inc.
1420 Kettner Boulevard, Suite 500
San Diego, California 92101

August 2008

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1.0 INTRODUCTION

The County of San Diego Department of Public Works (DPW) proposes to construct traffic roundabouts at the following three intersections along Paseo Delicias in the unincorporated community of Rancho Santa Fe in northwest San Diego County (see Figures 1 and 2):

- Paseo Delicias/El Camino del Norte/Del Dios Highway (El Camino del Norte)
- Paseo Delicias/El Montevideo/La Valle Plateada (El Montevideo/La Valle Plateada)
- Paseo Delicias/Via de la Valle/La Fremontia (Via de la Valle/La Fremontia)

The purpose of this air quality report is to assess the existing air quality in the project area, existing plus project or traffic signals emission analysis, 2030 emissions from project and traffic signals and applicable regulations affecting the proposed project.

2.0 PROJECT DESCRIPTION

Paseo Delicias is a two-lane road between Via de la Valle and El Camino del Norte that provides a link between Interstate 15 (I-15) along Via Rancho Parkway and Del Dios Highway to Interstate 5 (I-5). Vehicles tend to travel rapidly on this stretch of road, as it is one of the few roads in this area that connects I-15 to I-5. Two of the three intersections along Paseo Delicias (El Montevideo/La Valle Plateada and Via de la Valle/La Fremontia) are stop sign controlled on all legs of the intersections and drivers must wait in significantly long queues at each of these controlled intersections. The third intersection (El Camino del Norte) is stop controlled only on El Camino del Norte. To avoid long waits, some motorists divert onto other narrow residential roadways, creating potential traffic conflicts and delays to residents accessing their driveways.

The objective of the proposed project is to construct roundabouts along Paseo Delicias to ease existing traffic congestion at three intersections primarily caused by through traffic traveling eastbound and westbound during the morning and evening peak commuter periods. At the request of the community, a roundabout feasibility study was completed in 2004, which determined that roundabouts at the three subject intersections would improve Level of Service (LOS) for these intersections during peak hours.

The roundabouts would be built according to Federal Highway Administration (FHWA) guidelines for design of rural roundabouts, which are consistent with for the existing roadway conditions on Paseo Delicias in terms of lane width, speed limit, and to allow their use by large trucks. Traffic operations at each of the three intersections would be similar with installation of

0 3.75 7.5 15 Miles

1" = 7.5 Miles

Figure 1
Regional Location Map

Figure 2
Vicinity Map

the proposed roundabouts. Traffic entering each roundabout would not be stop controlled at any of the intersecting street segments. Vehicles approaching each roundabout would yield the right-of-way to vehicles already within the roundabout and would merge into the counter-clockwise flow of a single lane of traffic. Through traffic on Paseo Delicias would complete a one-half circle on the roundabout and continue in a westbound or eastbound direction. Vehicles turning onto intersecting streets would complete a one-quarter or three-quarter circle on the roundabout and exit onto any of the intersecting street segments.

Combination pedestrian/equestrian crossings would be delineated by crosswalk markings in the pavement. Push-button-activated crossings with in-pavement lighting and flashing warning signs would be located approximately 200 feet from the crossing and would simultaneously illuminate at each segment of the intersection. The push-button controls would be placed at an appropriate height for an equestrian rider to activate the crossing signals. A safety island would also be installed to enable pedestrians to pause between the lanes of traffic. Figures 3 through 5 illustrate the proposed roundabout designs at each of the following intersections.

2.1 El Camino del Norte Intersection

The El Camino del Norte roundabout would have three intersecting street segments (see Figure 3). The intersection would need to be widened on the northwest and northeast corners to accommodate the roundabout. Retaining walls would be constructed on the north and south sides of Paseo Delicias and Del Dios Highway. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout. As shown in Figure 3, the existing equestrian trail would be re-routed along the shoulders of Paseo Delicias to access the proposed crosswalk to be located just west of the roundabout.

2.2 El Montevideo/La Valle Plateada Intersection

The El Montevideo/La Valle Plateada roundabout would have four intersecting street segments (see Figure 4). To accommodate the roundabout, the intersection would need to be widened and shifted slightly in an easterly direction. No widening would be required at the southwest side of the intersection. Existing bus stops on Paseo Delicias would be relocated farther to the east and west of the roundabout.

Source: AirPhotoUSA Jan 2006; SanGIS 2006; TAIC 2008

200 0 200 Feet

Scale: 1:2,400; 1 inch = 200 feet

Figure 3
El Camino del Norte Intersection

Rancho Santa Fe Roundabouts Air Quality Analysis

Path: P:\2007\07080002 RSF Traffic Circles\GIS\MXD\AIR_NOISE\ecdn_2008_elcamino.mxd, 03/18/08, LeeJ

Rancho Santa Fe Roundabouts Air Quality Analysis

Path: P:\2007\07080002 RSF Traffic Circles\5GIS\MXD\AIR_NOISE\em_2008_elmontevideo.mxd, 03/18/08, LeeJ

Source: AirPhotoUSA Jan 2006; SanGIS 2006; TAIC 2008

200 0 200 Feet

Scale: 1:2,400; 1 inch = 200 feet

Figure 4
El Montevideo/La Valle Plateada Intersection

Rancho Santa Fe Roundabouts Air Quality Analysis

Path: P:\2007\07080002 RSF Traffic Circles\5GIS\MXD\AIR_NOISE\vdlv_2008_viadelavalle.mxd, 03/18/08, LeeJ

Source: AirPhotoUSA Jan 2006; SanGIS 2006; TAIC 2008

200 0 200 Feet

Scale: 1:2,400; 1 inch = 200 feet

Figure 5
Via de la Valle/La Fremontia Intersection

2.3 Via de la Valle/La Fremontia Intersection

The Via de la Valle/La Fremontia roundabout would have three intersecting street segments and would include the closure of the western La Fremontia intersection (see Figure 5). La Fremontia would become a cul-de-sac and an earthen berm would be constructed between the cul-de-sac and the roundabout. The southwest and southeast corners at the intersection of Paseo Delicias/Via de la Valle would need to be widened to accommodate the roundabout and for the realigned equestrian trail that would follow along the southeast side of the intersection as shown in Figure 4. Existing bus stops on Paseo Delicias would be relocated farther to the east and west of the roundabout.

South of the proposed roundabout, the intersection of Las Colinas with Via de la Valle would be realigned to the south to intersect Via de la Valle at a right angle. This realignment is to allow continuous traffic flow through the three street segments in the roundabout and to allow full access to Las Colinas from Via de la Valle. Transition lanes to facilitate right turns into and out of Las Colinas and a left turn pocket into Las Colinas would also be constructed. Two private driveways on Las Colinas would be lengthened to connect with the realigned roadway. West of the roundabout, the eastern access to a circular driveway at a private residence on the southerly side of Paseo Delicias would be closed. Ingress and egress to the private residence would be maintained via the western side of the circular driveway. The roundabout would require a retaining wall on the southeast side of the intersection. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout. The Village Community Presbyterian Church at the southeast corner of the intersection is proposing a redevelopment of the church property that would include a reconfigured parking lot. The proposed church improvements would not conflict with the planned roundabouts and additional parking would be provided in the church's improvements. New landscaping would also be installed as shown in Figure 5.

2.4 Traffic Signalization

An alternative to the proposed roundabout would be to install traffic signals at each intersection. No other alterations to the existing intersection configurations or roadway alignments would occur under this alternative.

2.5 No Build Alternative

The No Build alternative would result in no changes to the existing intersections.

3.0 AIR POLLUTANTS

"Air Pollution" is a general term that refers to one or more chemical substances that degrade the quality of the atmosphere. Individual air pollutants may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation.

Six air pollutants have been identified by the U.S. Environmental Protection Agency (USEPA) as being of concern nationwide: Carbon monoxide (CO); ozone (O_3); nitrogen dioxide (NO_2); sulfur dioxide (SO_2); lead (Pb) and particulate matter (PM), which is subdivided into two classes based on particle size. These pollutants are collectively referred to as criteria pollutants. The sources of these pollutants, their effects on human health and the nation's welfare, and their final deposition in the atmosphere vary considerably.

In the San Diego area, ambient concentrations of CO, O_3, and Pb are primarily influenced by motor vehicle activity. Emissions of sulfur oxides (SO_X) are associated mainly with various stationary sources. Emissions of nitrogen oxides (NO_X) and PM come from both mobile and stationary sources.

3.1 Carbon Monoxide (CO)

CO is a colorless and odorless gas which, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. Relatively high concentrations are typically found near crowded intersections and along heavily used roadways carrying slow-moving traffic. Even under the severest meteorological and traffic conditions, high concentrations of CO are limited to locations within a relatively short distance (300 to 600 feet) of heavily traveled roadways. Overall, CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. CO concentrations are typically higher in winter. As a result, California has required the use of oxygenated gasoline in the winter months to reduce CO emissions.

3.2 Ozone (O_3)

O_3 is the principal component of smog and is formed in the atmosphere through a series of reactions involving reactive organic gases (ROG) and NO_X in the presence of sunlight. ROG and NO_X are called precursors of O_3. NO_X includes various combinations of nitrogen and

oxygen, including nitrogen oxide (NO), NO_2, NO_3, etc. O_3 is a principal cause of lung and eye irritation in the urban environment. Significant O_3 concentrations are normally produced only in the summer, when atmospheric inversions are greatest and temperatures are high. ROG and NO_X emissions are both considered critical in O_3 formation. Control strategies for O_3 have focused on reducing emissions from vehicles, industrial processes using solvents and coatings, and consumer products.

3.3 Nitrogen Dioxide (NO_2)

NO_2 is a product of combustion and is generated in vehicles and in stationary sources such as power plants and boilers. NO_2 can cause lung damage. As noted above, NO_2 is part of the NO_X family and is a principal contributor to O_3 and smog.

3.4 Sulfur Dioxide (SO_2)

SO_2 is a combustion product, with the primary source being power plants and heavy industries that use coal or oil as fuel. SO_2 is also a product of diesel engine combustion. The health effects of SO_2 include lung disease and breathing problems for asthmatics. SO_2 in the atmosphere contributes to the formation of acid rain. In the San Diego Air Basin (SDAB), there is relatively little use of coal and oil; therefore, SO_2 is of lesser concern than in many other parts of the country.

3.5 Lead (PB)

Pb is a stable compound that persists and accumulates both in the environment and in animals. Previously, the Pb used in gasoline anti-knock additives represented a major source of Pb emissions to the atmosphere. The USEPA began working to reduce Pb emissions soon after its inception, issuing the first reduction standards in l973, which called for a gradual phase down of Pb to one-tenth of a gram per gallon by l986. The average lead content in gasoline in 1973 was 2 to 3 grams per gallon or about 200,000 tons of Pb a year. In 1975, passenger cars and light trucks were manufactured with a more elaborate emission control system, which included a catalytic converter that required lead-free fuel. In l995 leaded fuel accounted for only 0.6 percent of total gasoline sales and less than 2,000 tons of Pb per year. Effective January 1, 1996, the Clean Air Act (CAA) banned the sale of the small amount of leaded fuel that was still available in some parts of the country for use in on-road vehicles (USEPA 1996). Pb emissions have significantly decreased due to the near elimination of the use of leaded gasoline.

The pollutants that are most important for this air quality impact analysis are those that can be traced principally to motor vehicles and to earth-moving activities. Of these pollutants, CO, ROG, NO_X, and PM_{10} (fine particles) are evaluated on a regional or "mesoscale" basis. CO is often analyzed on a localized or "microscale" basis in cases of congested traffic conditions. Although PM_{10} has very localized effects, there is no USEPA-approved methodology to evaluate microscale impacts of PM_{10}. Methods for analysis of $PM_{2.5}$ (inhalable particles) are anticipated within the next few years, as implementation of the new standard progresses.

3.6 Particulate Matter (PM)

PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. Natural sources of particulates include windblown dust and ocean spray.

The size of PM is directly linked to the potential for causing health problems. The USEPA is concerned about particles that are 10 micrometers in diameter or smaller because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Health studies have shown a significant association between exposure to PM and premature death. Other important effects include aggravation of respiratory and cardiovascular disease, lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and irregular heartbeat (USEPA 2007a). Individuals particularly sensitive to fine particle exposure include older adults, people with heart and lung disease, and children. The USEPA groups PM into two categories, $PM_{2.5}$ and PM_{10}, as described below.

Fine Particulate Matter ($PM_{2.5}$)

Fine particles, such as those found in smoke and haze, are 2.5 micrometers in diameter and smaller ($PM_{2.5}$). Sources of fine particles include all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and certain industrial processes. $PM_{2.5}$ is the major cause of reduced visibility (haze) in California. Control of $PM_{2.5}$ is primarily achieved through the regulation of emission sources, such as the USEPA's Clean Air Interstate Rule and Clean Air Visibility Rule for stationary sources; the 2004 Clean Air Nonroad Diesel Rule, the Tier 2 Vehicle Emission Standards, and Gasoline Sulfur Program; or the California Air Resources Board (ARB) Goods Movement reduction plan.

Inhalable Particulate Matter (PM_{10})

Inhalable particles (PM_{10}) include both fine and coarse dust particles, the fine particles are $PM_{2.5}$. Coarse particles, such as those found near roadways and dusty industries, are larger than 2.5 micrometers and smaller than 10 micrometers in diameter. Sources of coarse particles include crushing or grinding operations, and dust from paved or unpaved roads. The health effects of PM_{10} are similar to $PM_{2.5}$. Control of PM_{10} is primarily achieved through the control of dust at construction and industrial sites, the cleaning of paved roads, and the wetting or paving of frequently used unpaved roads.

The criteria pollutants that are most important for this air quality impact analysis are those that can be traced principally to motor vehicles and to earth-moving activities. Of these pollutants, CO, ROG, NO_X, and PM_{10} are evaluated on a regional or "mesoscale" basis. CO is often analyzed on a localized or "microscale" basis in cases of congested traffic conditions. Although PM_{10} has very localized effects, there is no USEPA-approved methodology to evaluate microscale impacts of PM_{10}. Methods for analysis of $PM_{2.5}$ are anticipated within the next few years, as implementation of the new standard progresses.

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3.7 Toxic Air Contaminants

In addition to the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), the USEPA also regulates toxic air contaminants (TACs) also known as hazardous air pollutants. Concentrations of TACs are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no threshold level below which adverse health impacts may not be expected to occur.

This contrasts with the criteria air pollutants for which acceptable levels of exposure can be determined and for which the ambient standards have been established (see Table 1 in Section 4.2). Most TACs originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics

The CAA identified 188 TACs. The USEPA has assessed this expansive list of toxics and identified a group of 21 as Mobile Source Air Toxics (MSATs). The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline. The USEPA also extracted a subset of this list of 21 compounds that it now labels as the six priority MSATs. These are *benzene, formaldehyde, acetaldehyde, diesel particulate matter/diesel exhaust organic gases, acrolein, and 1,3-butadiene*. While these MSATs are considered the priority transportation toxics, the USEPA stresses that the lists are subject to change and may be adjusted in future rules (FHWA 2006).

The USEPA has issued a number of regulations that will dramatically decrease MSATs through cleaner fuels and cleaner engines. According to a Federal Highway Administration (FHWA) analysis, even if the number of vehicle miles traveled increases by 64 percent, reductions of 57 percent to 87 percent in MSATs are projected from 2000 to 2020. Project MSAT impacts are discussed in Section 6 of this report.

Diesel Exhaust Particulate

In 1999, the ARB identified particulate emissions from diesel-fueled engines as a TAC. Once a substance is identified as a TAC, the ARB is required by law to determine if there is a need for further control. This is referred to as risk management (ARB 2001). The process of further studies is ongoing at the ARB, with committees meeting to analyze both stationary and mobile diesel engine sources, as well as many other aspects of the problem. On September 28, 2000, the ARB approved the *Proposed Diesel Risk Reduction Plan and the Proposed Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines* (ARB 2000). ARB programs in progress relating to truck emissions are included in the following paragraphs. There are other programs for risk reduction for off-road diesel engines.

In February 2001, the USEPA issued new rules requiring cleaner diesel fuels in 2006 and beyond. However, since 1993 California's regulations have required cleaner diesel fuel than the federal requirements. The 1993 federal regulations reduced particulate emissions by 5 percent, while the California regulations reduced particulate emissions by 25 percent.

The control of emissions from mobile sources is a statewide responsibility of the ARB that has not been delegated to the local air districts. However, the San Diego Air Pollution Control District (APCD) is participating in the administration programs to reduce diesel emissions, principally by procurement and use of replacement vehicles powered by natural gas.

Some air districts have issued preliminary project guidance for projects with large or concentrated numbers of trucks, such as warehouses and distribution facilities. No standards exist for quantitative impact analysis for diesel particulates.

3.8 Asbestos

The CAA requires the USEPA to develop and enforce regulations to protect the general public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with CAA Section 112, the USEPA established National Emissions Standards for Hazardous Air Pollutants (NESHAP) to protect the public. Asbestos was one of the first hazardous air pollutants regulated under this section. On March 31, 1971, the USEPA identified asbestos as a hazardous pollutant, and on April 6, 1973, first promulgated the asbestos NESHAP in 40 CFR 61. In 1990, a revised NESHAP regulation was promulgated by the USEPA.

The asbestos NESHAP regulations protect the public by minimizing the release of asbestos fibers during activities involving the processing, handling, and disposal of asbestos-containing material. Accordingly, the asbestos NESHAP specifies work practices to be followed during demolitions and renovations of all structures, installations, and buildings (excluding residential buildings that have four or fewer dwelling units). In addition, the regulations require the project applicant to notify applicable state and local agencies and/or USEPA regional offices before all demolitions or before construction that contains a certain threshold amount of asbestos.

Naturally Occurring Asbestos (NOA) -bearing Serpentine

Serpentine is a mineral commonly found in seismically active regions of California, usually in association with ultramafic rocks and along associated faults. Certain types of serpentine occur naturally in a fibrous form known generically as asbestos. Asbestos is a known carcinogen and

inhalation of asbestos may result in the development of lung cancer or mesothelioma. The ARB has regulated the amount of asbestos in crushed serpentinite used in surfacing applications, such as for gravel on unpaved roads, since 1990. In 1998, new concerns were raised about health hazards from activities that disturb asbestos-bearing rocks and soil. In response, the ARB revised their asbestos limit for crushed serpentines and ultramafic rock in surfacing applications from 5 percent to less than 0.25 percent, and adopted a new rule requiring best practices dust control measures for activities that disturb rock and soil containing NOA (CDC 2000).

According to the report *A General Location Guide for Ultramafic Rocks in California-Area Likely to Contain Naturally Occurring Asbestos* (CDC 2000), the coastal portion of San Diego County NOA is not typically found in the geological formations present on the proposed project site. Thus, hazardous exposure to asbestos-containing serpentine materials would not be a concern with the proposed project.

4.0 APPLICABLE STANDARDS

4.1 Federal and State Standards

The CAA (42 USC §§ 7401-7671q) requires the adoption of NAAQS to protect the public health and welfare from the effects of air pollution. The NAAQS have been updated as needed. Current standards are set for SO_2, CO, NO_2, O_3, PM_{10}, $PM_{2.5}$, and Pb. The ARB has established the California Ambient Air Quality Standard (CAAQS) that are generally more restrictive than the NAAQS for the criteria pollutants and also include additional pollutants. Federal and state standards are shown in Table 1.

4.2 Regional Authority

In San Diego County, the APCD is the agency responsible for the administration of federal and state air quality laws, regulations, and policies. Included in the APCD's tasks are monitoring of air pollution, preparation of the State Implementation Plan (SIP) for the SDAB, and promulgation of Rules and Regulations. The SIP includes strategies and tactics to be used to attain the federal O_3 standard in the county. The SIP elements are taken from the Regional Air Quality Strategy (RAQS), the APCD plan for attaining the state O_3 standard. The state standard for O_3 is more stringent than the federal standard. The Rules and Regulations include procedures and requirements to control the emission of pollutants and to prevent adverse impacts.

The APCD does not have quantitative emissions limits for construction activities, nor for long-term emissions that may result from increased vehicle use.

Table 1
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	NAAQS[1]		CAAQS[2]
		Primary[3]	Secondary[4]	Concentration[5]
Ozone (O_3)[6]	1-Hour	-	Same as Primary Standard	0.09 ppm (180 µg/m^3)
	8-Hour	0.075 ppm (147 µg/m^3)		0.070 ppm (137 µg/m^3) [9]
Carbon Monoxide (CO)	8-Hour	9 ppm (10 mg/m^3)	None	9.0 ppm (10 mg/m^3)
	1-Hour	35 ppm (40 mg/m^3)		20 ppm (23 mg/m^3)
	8-Hour (Lake Tahoe)	-	-	6 ppm (7 mg/m^3)
Nitrogen Dioxide (NO_2)	Annual Average	0.053 ppm (100 µg/m^3)	Same as Primary Standard	0.030 ppm (57 µg/m^3)[10]
	1-Hour	-		0.18 ppm (339 µg/m^3)[10]
Sulfur Dioxide (SO_2)	Annual Average	0.030 ppm (80 µg/m^3)	-	-
	24-Hour	0.14 ppm (365 µg/m^3)	-	0.04 ppm (105 µg/m^3)
	3-Hour	-	0.5 ppm (1300 µg/m^3)	-
	1-Hour	-	-	0.25 ppm (655 µg/m^3)
Respirable Particulate Matter (PM_{10})[7]	24-Hour	150 µg/m^3	Same as Primary Standard	50 µg/m^3
	Annual Arithmetic Mean	Revoked		20 µg/m^3 note 7
Fine Particulate Matter ($PM_{2.5}$)[8]	24-Hour	35 µg/m^3	Same as Primary Standard	-
	Annual Arithmetic Mean	15 µg/m^3		12 µg/m^3
Lead (Pb)	30-Day Average	-	-	1.5 µg/m^3
	Calendar Quarter	1.5 µg/m^3	Same as Primary Standard	-
Hydrogen Sulfide (H_2S)	1-Hour	No Federal Standards		0.03 ppm (42 µg/m^3)
Sulfates (SO_4)	24-Hour			25 µg/m^3
Visibility Reducing Particles	8-Hour (10 am to 6 pm, Pacific Standard Time)			Extinction coefficient of 0.23 per km-visibility of ten miles or more (0.07/30 miles for Lake Tahoe) due to particles when the relative humidity is less than 70 percent.
Vinyl chloride[9]	24-Hour			0.01 ppm (26 µg/m^3)

[1] NAAQS (other than O_3, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the USEPA for further clarification and current federal policies.

[2] California Ambient Air Quality Standards for O_3, CO (except Lake Tahoe), SO_2 (1- and 24-hour), NO_2, PM_{10}, $PM_{2.5}$ and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded.

[3] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[4] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[5] Concentration expressed first in units in which it was promulgated. Ppm in this table refers to ppm by volume or micromoles of pollutant per mole of gas.

[6] On June 15, 2005, the 1-hour ozone standard was revoked for all areas except the 8-hour ozone nonattainment Early Action Compact Areas (those areas do not yet have an effective date for their 8-hour designations). Additional information on federal ozone standards is available at http://www.epa.gov/oar/oaqps/greenbk/index.html.

[7] Due to a lack of evidence linking health problems to long-term exposure to coarse particle pollution, the USEPA revoked the annual PM_{10} standard on December 17, 2006.

[8] Effective December 17, 2006, the USEPA lowered the $PM_{2.5}$ 24-hour standard from 65 µg/m^3 to 35 µg/m^3.

[9] The ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[10] The nitrogen dioxide ambient air quality standard was amended to lower the 1-hr standard to 0.18 ppm and establish a new annual standard of 0.030 ppm. These changes became effective March 20, 2008

ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; km = kilometers
Source: ARB 2008a.

One APCD rule is noted with respect to the proposed project:

- APCD Rule 51, Nuisance, prohibits emissions that cause injury, detriment, nuisance, or annoyance to the public.

The project is required to comply with this rule, and conformance will be incorporated into project specifications and procedures.

County of San Diego

While the APCD does not have quantitative emissions limits for environmental impact assessment purposes, the County has established screening levels as shown in Table 2. A project with daily emission rates below these thresholds is considered to have a less than significant effect on regional and local air quality throughout the SDAB.

Table 2
Regional Pollutant Emission Screening Levels (lbs/day)

ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$	Pb
75	250	550	250	100	55	3.2

While emissions in excess of the thresholds presented in Table 2 will result in a significant cumulative impact, in some cases, dispersion modeling can be performed for pollutants over the thresholds shown in Table 2 to determine ground level concentrations. Those concentrations can be compared to the NAAQS and CAAQS. If the concentrations were projected to be below the standards, then no project impact would occur, although a significant cumulative air quality impact would remain.

4.3 Conformity of Federal Actions

Section 176(c) of the CAA requires

> No department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve, any activity which does not conform to an implementation plan after it has been approved.

Conformity to an implementation plan means

(A) conformity to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and

(B) that such activities will not

(i) cause or contribute to any new violation of any standard in any area;

(ii) increase the frequency or severity of any existing violation of any standard in any area; or

(iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel and congestion estimates as determined by the metropolitan planning organization or other agency authorized to make such estimates.

In November 1993, the U.S. Department of Transportation (USDOT) and USEPA developed guidance for determining conformity of transportation plans, programs, and projects. This guidance is denoted as the Transportation Conformity Rule (40 CFR § 51.390 and 40 CFR §§ 93.100-129).

The metropolitan planning organization responsible for the preparation of regional transportation plans and the associated air quality analyses is the San Diego Association of Governments (SANDAG). The applicable regional transportation plans are the *2030 Regional Transportation Plan*: *Pathways for the Future – November 2007* (2030 RTP) (SANDAG 2007a) and the 2006 Regional Transportation Improvement Program (2006 RTIP) (SANDAG 2008a). The FHWA and the FTA approved the air quality conformity analysis and findings for the 2030 RTP and for the 2006 RTIP on December 10, 2007 (FHWA 2007). The proposed project is not included in the current 2030 RTP or 2006 RTIP. However, it is included in the 2008 RTIP as MPO ID CNTY 38 (Rancho Santa Fe Roundabouts) (SANDAG 2008b). The design concept and scope of the proposed project are consistent with the project description in the 2008 RTIP and the assumptions in the SANDAG regional emissions analysis. Therefore, the project is assumed to conform to the SIP and no adverse regional or local air quality impact would occur as a result of the project.

5.0 EXISTING CONDITIONS

5.1 Environmental Setting, Climate and Meteorology

The project is located in the SDAB, which is coincident with San Diego County. The climate of San Diego County is characterized by warm, dry summers and mild, wet winters. One of the main determinants of the climatology is a semipermanent high-pressure area (the Pacific High) in the eastern Pacific Ocean. In the summer, this pressure center is located well to the north, causing storm tracks to be directed north of California. This high-pressure cell maintains clear skies for much of the year. When the Pacific High moves southward during the winter, this pattern changes, and low-pressure storms are brought into the region, causing widespread precipitation. In San Diego County, the months of heaviest precipitation are November through April, averaging about 9 to 14 inches annually. The mean temperature is 62.2 degrees Fahrenheit (°F) and the mean maximum and mean minimum temperatures are 75.7°F and 48.5°F, respectively (WRCC 2006).

The Pacific High also influences the wind patterns of California. The predominant wind directions are westerly and west-southwesterly during all four seasons, and the average annual wind speed is 5.6 miles per hour.

A common atmospheric condition known as a temperature inversion affects air quality in San Diego. During an inversion, air temperatures get warmer rather than cooler with increasing height. Subsidence inversions occur during the warmer months (May through October) as descending air associated with the Pacific High comes into contact with cooler marine air. The boundary between the layers of air represents a temperature inversion that traps pollutants below it. The inversion layer is approximately 2,000 feet above mean sea level (AMSL) during the months of May through October. However, during the remaining months (November through April), the temperature inversion is approximately 3,000 feet AMSL. Inversion layers are important elements of local air quality because they inhibit the dispersion of pollutants, thus resulting in a temporary degradation of air quality.

5.2 Regional and Local Air Quality

Specific geographic areas are classified as either “attainment” or “nonattainment” areas for each pollutant based on the comparison of measured data with federal and state standards. If an area is redesignated from nonattainment to attainment, the CAA requires a revision to the SIP, called a maintenance plan, to demonstrate how the air quality standard will be maintained for at least 10 years. The Transportation Conformity Rule, 51 CFR 390-464, classifies an area required to develop a maintenance plan as a maintenance area.

The SDAB currently meets the federal standards for all criteria pollutants except O_3 and meets state standards for all criteria pollutants except O_3, $PM_{2.5}$, and PM_{10}. San Diego County was formally redesignated by the USEPA as an O_3 attainment on July 28, 2003, and a maintenance plan was approved. On April 15, 2004, the USEPA issued the initial designations for the 8-hour O_3 standard, and the SDAB is classified as "basic" nonattainment. Basic is the least severe of the six degrees of O_3 nonattainment. The boundaries of the 8-hour O_3 nonattainment area are the boundaries of San Diego County. Within the eastern part of the county, there are tribal areas classified as 8-hour O_3 attainment areas; these areas are designated La Posta Areas #1 and #2, Cuyapaipe Area, Manzanita Area, and Campo Areas #1 and #2 (USEPA 2008b). The APCD submitted an air quality plan to the USEPA in 2007; the plan demonstrated how the 8-hour O_3 standard will be attained by 2009. A decision from the USEPA is not anticipated until the summer or fall of 2009 (APCD 2008); see Table 3. The SDAB currently falls under a federal "maintenance plan" for CO, following a 1998 redesignation as a CO attainment area. Table 3 summarizes the status of the SIP.

Table 3
Status of State Implementation Plan in San Diego

Pollutants	Status
Ozone (O_3)	In July 1997, the USEPA established a new federal 8-hour standard for O_3 of 0.085 parts per million (ppm). The USEPA designated 15 areas in California that violate the federal 8-hour O_3 standard on April 15, 2004. Each nonattainment area's classification and attainment deadline is based on the severity of its O_3 problem. San Diego's nonattainment area deadline is 2009. The San Diego O_3 SIP was approved by the ARB on May 24, 2007 and is awaiting federal approval. Due to a Federal Court decision relative to Subpart 1 O_3 nonattainment areas, approval of the SIP will likely be delayed until the summer or fall of 2009. However, on May 13, 2008, the USEPA found the motor vehicle emission budgets included in the SIP adequate for use in transportation conformity analyses. The USEPA adequacy determination was announced in the Federal Register on May 23, 2008, and became effective June 7, 2008.
Carbon Monoxide (CO)	On April 26, 1996, the ARB approved the "Carbon Monoxide Redesignation Request and Maintenance Plan for Ten Federal Planning Areas" as part of the SIP for CO. The USEPA approved this revision on June 1, 1998, and redesignated San Diego to attainment. On October 22, 1998, the ARB revised the SIP to incorporate the effects of the recent ARB action to remove the wintertime oxygen requirement for gasoline in certain areas. On July 22, 2004, the ARB approved an update to the SIP that shows how the 10 areas will maintain the standard through 2018, revises emission estimates, and establishes new on-road motor vehicle emission budgets for transportation conformity purposes.

Source: ARB 2007b, USEPA 2008a, Federal Register 2008, APCD 2008

The SDAB is currently classified as a state "serious" O_3 nonattainment area and a state nonattainment area for $PM_{2.5}$ and PM_{10} (ARB 2007c).

Ambient air pollutant concentrations in the SDAB are measured at 10 air quality monitoring stations operated by the APCD. The APCD air quality monitoring station that represents the project area, climate, and topography in the SDAB is the Escondido – East Valley Parkway monitoring station, located at 600 East Valley Parkway, Escondido, approximately 9 miles northeast of the project area. The station monitors CO, NO_X, O_3, PM_{10}, and $PM_{2.5}$. Monitoring data for SO_X was taken from the San Diego 12th Avenue monitoring station for 2004 and the San Diego Beardsley Street monitoring station for 2005 and 2006. Table 4 summarizes the excesses of standards and the highest pollutant levels recorded at these stations for the years 2004 through 2006.

5.3 Roadways and Traffic

The primary areas of concern are three intersections located on Paseo Delicias, between mileposts 6.2 and 7.5, in the unincorporated community of Rancho Santa Fe (Figure 2). Paseo Delicias, within the project alignment, is a two-lane collector road, with one lane in the westbound direction and one lane in the eastbound direction. The 2030 annual average daily traffic (ADT) for Paseo Delicias, east of El Camino del Norte, is 23,000 vehicles; between El Camino del Norte and El Montevideo the ADT is 21,000 vehicles; between El Montevideo and Via de la Valle the ADT is 22,000; and west of Via de la Valle the ADT is 8,000 vehicles (SANDAG 2008c).

5.4 Sensitive Air Quality Receptors

Some land uses are considered more sensitive to air pollution than others due to certain types of population groups or activities. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present.

The project site is located in the unincorporated community of Rancho Santa Fe in North San Diego County. The community of Rancho Santa Fe is located inland and is characterized by a rural appearance, with winding roads, mature trees and vegetation, and secluded estate residential style subdivisions, interspersed with open spaces and recreational areas such as golf courses, playing fields, and hiking and equestrian riding trails. Sensitive air quality receptors are shown in Figure 6.

Table 4
Ambient Air Quality Summary – Escondido, East Valley Parkway

Pollutant Standards	2005	2006	2007
Carbon Monoxide (CO)			
Maximum 8-hour concentration (ppm)	3.10	3.61	3.19
Number of Days Standard Exceeded			
NAAQS 8-hour (≥9.0 ppm)	0	0	0
CAAQS 8-hour (≥9.0 ppm)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour concentration (ppm)	0.076	0.071	0.072
Annual Average (ppm)	0.017	0.017	0.016
Number of Days Standard Exceeded			
CAAQS 1-hour	0	0	0
Ozone (O_3)			
Maximum 1-hour concentration (ppm)	0.095	0.108	0.094
Maximum 8-hour concentration (ppm)	0.079	0.096	0.077
Number of Days Standard Exceeded			
NAAQS 1-hour (>0.12 ppm)	0	0	0
CAAQS 1-hour (>0.09 ppm)	1	3	0
NAAQS 8-hour (>0.08 ppm)	0	2	0
Sulfur Dioxide (SO_2)			
Maximum 24-hour concentration (ppm)	0.005	*	0.006
Second highest 24-hour concentration (ppm)	0.005	*	0.005
Annual Average (ppm)	0.003	*	0.003
Number of Days Standard Exceeded	*	*	
NAAQS 24-hour (>0.14 ppm)	0	*	0
CAAQS 24-hour (>0.04 ppm)	0	*	0
Particulate Matter (PM_{10})[a]			
National maximum 24-hour concentration ($\mu g/m^3$)	42.0	51.0	68.0
National second highest 24-hour concentration ($\mu g/m^3$)	38.0	43.0	57.0
State maximum 24-hour concentration ($\mu g/m^3$)	42.0	52.0	68.0
State second highest 24-hour concentration ($\mu g/m^3$)	39.0	44.0	57.0
National[b] annual average concentration ($\mu g/m^3$)	23.9	24.1	26.7
State[c] annual average concentration ($\mu g/m^3$)	23.9	24.2	26.9
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 $\mu g/m^3$)[c]	0	0	0
CAAQS 24-hour (>50 $\mu g/m^3$)[c]	0	1	2
Particulate Matter ($PM_{2.5}$)			
Maximum 24-hour concentration ($\mu g/m^3$)	43.1	40.6	126.2
Second highest 24-hour concentration ($\mu g/m^3$)	41.3	34.7	124.0
Third highest 24-hour concentration ($\mu g/m^3$)	39.5	31.8	52.7
Fourth highest 24-hour concentration ($\mu g/m^3$)	36.9	31.6	48.5
National[b] annual average concentration ($\mu g/m^3$)	*	11.5	13.3
State[c] annual average concentration ($\mu g/m^3$)	*	11.5	13.3
Number of Days Standard Exceeded			
NAAQS 24-hour (>65 $\mu g/m^3$)	0	0	2

* Data unavailable

[a] Measurements usually collected every 6 days.

[b] National annual average based on arithmetic mean.

[c] State annual average based on geometric mean.

Source: ARB 2008b

Source: AirPhotoUSA, 2006; SanGIS, 2006; EDAW 2006; TAIC 2008

600 300 0 600 Feet

Scale: 1:7,200; 1 inch = 600 feet

Figure 6
Sensitive Air Quality Receptors

Path: P:\2007\07080002 RSF Traffic Circles\5GIS\MXD\AIR_NOISE\sensitive_AQ_receptors.mxd, 03/20/08, LeeJ

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According to the San Diego County General Plan, residential lots, which range in density from 1 dwelling unit per acre (du/acre) to 7.3 du/acre, surround the current Via de la Valle/La Fremontia intersection (postmile 6.2). The Village Community Presbyterian Church is located on the southeast corner of Paseo Delicias and Las Colinas. The church provides day care nursery facilities for children aged 2 to 5 years old.

The area surrounding El Montevideo and La Valle Plateada (postmile 6.9) is Estate Residential according to the San Diego County General Plan, which allows 1 du/2, 4 acres. There is some open space at this location but estate residential style housing occupies most of the area. There are no other sensitive receptors located at this intersection.

According to the San Diego County General Plan the area surrounding Del Dios Highway and El Camino del Norte intersection, postmile 7.5, is designated Estate Residential, allowing 1 du/2, 4 acres. Open space and agricultural fields largely dominate the surrounding area with residential housing scattered throughout. The nearest property is located approximately 600 feet northwest of the intersection.

All three intersections are located within the Rancho Santa Fe Elementary School District. Rancho Santa Fe Elementary School (K-6) and Rancho Santa Fe Middle School (7-8) are located approximately 0.5 mile west of the Via de la Valle/La Fremontia intersection at 5927 La Granada.

6.0 FUTURE AIR QUALITY IMPACTS

6.1 Long-Term Emissions

Regional Air Quality Conformity Analysis

On April 15, 2004, the USEPA designated the SDAB as nonattainment for the new 8-hour O_3 standard. This designation took effect on June 15, 2004. The Final Transportation Conformity Rule Amendments for the new 8-hour O_3 and $PM_{2.5}$ NAAQS requires that conformity of the RTP and the RTIP for nonattainment areas be determined to the 8-hour O_3 standard by June 15, 2005.

The FHWA and the FTA approved the air quality conformity analysis and findings for the 2030 RTP and for the 2006 RTIP through Amendment 9 on December 10, 2007 (FHWA 2007). The project is not listed in the current 2030 RTP or the 2006 RTIP (SANDAG 2007a, 2007b, 2008a). Thus, the project is not included in the SIP. However, the project is included in the 2008 RTIP, (SANDAG 2008b). The project is identified in the 2008 RTIP on page 95, as MPO ID: CNTY38; RTIP ID#: 08-00 (CR); Title: Rancho Santa Fe Roundabouts, with the following

description: At intersections of Via De La Valle/Paseo Delicias, El Montevideo/Paseo Delicias/La Valle Plateada, and El Camino Del Norte/El Escondido Del Dios Highway - in Rancho Santa Fe, replace existing stop sign control with roundabouts at several intersections including ADA compliant pathways to accommodate bicycles in the traffic lane or on walked on the pedestrian paths (SANDAG 2008b). The project is included in the 2008 RTIP as "NCI" (Non-Capacity Increasing), Exempt Category: Other - Interchange reconfiguration projects. The SANDAG Board adopted the final 2008 RTIP on July 25, 2008. FHWA and the FTA are currently reviewing the air quality conformity analysis for the 2008 RTIP.

Since, the proposed project is listed as NCI and is intended to reduce congestion and improve the efficiency of vehicles operating on this portion of Paseo Delicias, the project is assumed to conform to the SIP and would not result in any adverse impacts on regional air quality or conflict with applicable air quality improvement plans of the county or state.

Future Emissions Comparison

Vehicle emissions

Vehicle emission factors vary with the type of vehicle and vehicle speed. Mobile source emission factors were generated for a range of average vehicle speeds using EMFAC2007 (ARB, 2007) for year 2009 and 2030 conditions. Output sheets for EMFAC 2007 are provided in Appendix A. Emission factors are shown in Table 5. Emissions are based on the default average vehicle fleet for San Diego County. The average temperature was set at 60ºF and the relative humidity was set at 50 percent. The average PM peak traffic speeds of vehicles traveling through all three intersections were used to develop emission factors (LLG 2007).

Table 5
Emission Factors (grams per mile)

	Existing			2030		
Pollutant	Current Configuration 23 mph	Traffic Signals 25 mph	Roundabouts 28 mph	Current Configuration 23 mph	Traffic Signals 25 mph	Roundabouts 28 mph
ROG	0.223	0.204	0.181	0.068	0.063	0.056
CO	4.312	4.131	3.896	1.351	1.305	1.244
NO_X	0.968	0.946	0.919	0.28	0.271	0.259
SO_X	0.005	0.005	0.005	0.005	0.005	0.004
PM_{10}	0.043	0.04	0.036	0.031	0.028	0.025
$PM_{2.5}$	0.04	0.037	0.033	0.029	0.026	0.023

Source: ARB 2007a

As shown in Table 5, both signalization and the roundabouts would improve conditions over the existing intersection control. While signalizing the intersections would improve traffic speeds and the operational efficiency of vehicles using the roadway, the roundabouts would improve traffic speeds over the signalization alternative and represent the greatest emission factor reduction. In addition, the project itself would not generate additional traffic but is intended to accommodate projected regional growth and allow for acceptable roadway operations through intersection improvements. Thus, the overall effect of the project would result in a general improvement in air quality through increased vehicle efficiency, i.e., vehicles operating on Paseo Delicias would operate at higher speeds and would emit less air pollutants.

Local Air Quality ("Hot Spots")

The Transportation Conformity Rules require a statement that

> federal projects must not cause or contribute to any new localized CO violations or increase the frequency or severity of any existing CO violations in CO nonattainment and maintenance areas.

The CO portion of the requirement applies to the proposed project because the SDAB is a federal CO maintenance area. The air quality analyses of projects included in the RTP and RTIP do not include the analyses of local CO impacts; these must be addressed on a project level.

Carbon Monoxide

Procedures and guidelines for use in evaluating the potential local level CO impacts of a project are contained in Transportation Project-Level Carbon Monoxide Protocol (the Protocol) (UCD ITS 1997). The Protocol provides a methodology for determining the level of analysis, if any, required on a project. On April 1, 2003, the USEPA approved EMFAC 2002 for use in the State of California (ARB 2003). As of April 3, 2003, the Department, through a notice on its website, has required the use of EMFAC 2002 for use in all CO Hot Spot Analysis in new projects, which require their approval (Department 2003). The guidelines comply with the CAA, federal and state conformity rules, the National Environmental Policy Act (NEPA), and the California Environmental Quality Act (CEQA).

The SDAB was redesignated as a CO attainment area subsequent to the passage of the 1990 CAA amendments. Continued attainment has been verified with the APCD. In areas meeting those conditions, in accordance with the Protocol, only projects that are likely to worsen air

quality necessitate further analysis. Projects that worsen air quality are defined as those that substantially increase the percentage of vehicles in cold start mode, defined as an increase in the number of vehicles operating in cold start mode of 2 percent or more; those that substantially increase traffic volumes, defined as an increase in volume in excess of 5 percent; and those that worsen traffic flow, defined for intersections as increasing average delay at signalized intersections operating at LOS E or F.

The proposed project does not involve development of housing, employment centers, or other attractions and thus would not generate traffic but would accommodate future traffic volumes by providing increased efficiency via expanded capacity. Therefore, it is presumed that the project itself would not measurably increase traffic volume or the percentage of vehicles in cold start mode. A review of the project traffic report indicates that under existing conditions all three intersections operate at LOS F during the AM or PM peak hour. Under the future conditions with the roundabouts or signalized intersections, no intersection would operate at LOS E or F during the AM or PM peak hour. Under 2030 conditions, all three intersections would operate at LOS F without the proposed project. Under 2030 conditions with either signalized intersections or roundabouts, no intersection would operate at LOS E or F during the AM or PM peak hour. Therefore, the project would not result in local CO impacts. Intersection operation tables are provided in Appendix B.

PM_{10} and $PM_{2.5}$

PM_{10} and $PM_{2.5}$ hot spot analyses are required by the USEPA Transportation Conformity Rule (40 CFR 93.116 and 40 CFR 93.123) in order to determine project-level conformity in PM_{10} and $PM_{2.5}$ nonattainment or maintenance areas.

As previously stated in Section 5.2, the SDAB is not a federally designated PM_{10} or $PM_{2.5}$ nonattainment or maintenance area; thus, the project does not require PM_{10} or $PM_{2.5}$ hot spot analyses.

Mobile Source Air Toxics

The following discussion is based on the FHWA Memorandum, Subject: INFORMATION: Interim Guidance on Air Toxic Analysis in NEPA Documents, dated February 3, 2006. The purpose of the guidance is to advise when and how to analyze MSAT in the NEPA process for highways. This guidance is interim, because MSAT science is still evolving. As the science progresses, the FHWA will update the guidance.

Introduction to MSAT

In addition to the criteria air pollutants for which there are NAAQS, the USEPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners), and stationary sources (e.g., factories or refineries).

MSATs are a subset of the 188 air toxics defined by the CAA. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The USEPA is the lead federal agency for administering the CAA and has certain responsibilities regarding the health effects of MSATs. The USEPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources, 66 FR 17229 (March 29, 2001). This rule was issued under the authority in Section 202 of the CAA. In its rule, the USEPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, the FHWA projects that even with a 64 percent increase in VMT, these programs will reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 percent to 65 percent, and will reduce on-highway diesel PM emissions by 87 percent.

As a result, the USEPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control MSATs. The agency is preparing another rule under authority of CAA Section 202(l) that will address these issues and could make adjustments to the full 21 and the primary 6 MSATs.

Unavailable Information for Project-Specific MSAT Impact Analysis

This air quality impact study includes a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with implementation of the proposed project. Due to these limitations, the following discussion is included in accordance with Council on

Environmental Quality regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

Information That Is Unavailable or Incomplete

Evaluating the environmental and health impacts from MSATs on a proposed roadway improvement project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

- **Emissions:** The USEPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While MOBILE 6.2 is used to predict emissions at a regional level, it has limited applicability at the project level. MOBILE 6.2 is a trip based model – emission factors are projected based on a typical trip of 7.5 miles, and on average speeds for this typical trip. This means that MOBILE 6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE 6.2 can only approximate the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects.[1] For PM, the model results are not sensitive to average trip speed, although the other MSAT emission rates do change with changes in trip speed. Also, the emissions rates used in MOBILE 6.2 for both PM and MSATs are based on a limited number of tests of mostly older-technology vehicles. Lastly, in its discussions of PM under the conformity rule, the USEPA has identified problems with MOBILE6.2 as an obstacle to quantitative analysis.

  These deficiencies compromise the capability of MOBILE 6.2 to estimate MSAT emissions. MOBILE6.2 is an adequate tool for projecting emissions trends, and performing relative analyses between alternatives for very large projects, but it is not sensitive enough to capture the effects of travel changes tied to smaller projects or to predict emissions near specific roadside locations.

[1] For purposes of MSAT discussion, smaller projects are those with ADT volumes of less than 140,000, as explained below.

- **Dispersion.** The tools to predict how MSATs disperse are also limited. The USEPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of CO to determine compliance with the NAAQS. The performance of dispersion models is more accurate for predicting maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk. The National Cooperative Highway Research Program is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, the FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

- **Exposure Levels and Health Effects.** Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs

Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in

occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of USEPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or state level.

The USEPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The USEPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at http://www.epa.gov/iris. The following toxicity information for the six prioritized MSATs was taken from the IRIS database *Weight of Evidence Characterization* summaries. This information is taken verbatim from the USEPA's IRIS database and represents the USEPA's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.
- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust** is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases.
- **Diesel exhaust** also represents chronic respiratory effects, possibly the primary noncancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could

produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a nonprofit organization funded by the USEPA, the FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes – particularly respiratory problems. Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria and other pollutants. The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project.

Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of Impacts Based Upon Theoretical Approaches or Research Methods Generally Accepted in the Scientific Community

Because of the uncertainties outlined above, a quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from the proposed project and MSAT concentrations or exposures created by the project emissions cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment."

The impact evaluation below provides a qualitative assessment of MSAT emissions and acknowledges that the proposed project may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated.

Evaluation of Project MSAT Potential

The FHWA has developed a tiered approach for analyzing MSATs in NEPA documents. Depending on the specific project circumstances, the FHWA has identified three levels of analysis:

- No analysis for projects with no potential for meaningful MSAT effects, Category (1);
- Qualitative analysis for projects with low potential MSAT effects, Category (2); or
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects, Category (3).

The proposed project is a Category (2) project, that is, the project would have a low potential for MSAT effects. This assessment is based on FHWA guidance that projects that do not meet the criteria for Category (1) or Category (3) should be included in Category (2).

Category (1) is limited to projects that

- qualify as a categorical exclusion under 23 CFR 771.117(c);
- are exempt under the CAA conformity rule under 40 CFR 93.126; or
- have no meaningful impacts on traffic volumes or vehicle mix.

The proposed project does not meet any of these Category (1) requirements.

For a project to be of the magnitude to have a higher potential for MSAT effects, Category (3), a project must:

- Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location; or
- Create new or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the Annual Average Daily Traffic (AADT) is projected to be in the range of 140,000 to 150,000, or greater, by the design year;

And also:

- be proposed to be located in proximity to populated areas or in rural areas, in proximity to concentrations of vulnerable populations (i.e., schools, nursing homes, hospitals).

The proposed project would reconfigure three intersections to construct roundabouts and associated improvements, such as equestrian crossings. The proposed intersection improvements would be on a two-lane undivided roadway that extends through the Rancho Santa Fe community. While new capacity would be facilitated, the associated roadway with an estimated maximum AADT of less than 30,000 would be much less than the FHWA threshold value of 140,000 AADT as the minimum volume for higher potential MSAT effects (FHWA 2006). Therefore, the project would not be included in Category (3), and by default, be included in Category (2), projects with low potential for MSAT effects.

Evaluation of Project MSAT Impacts

As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions – if any – from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at www.fhwa.dot.gov/ environment/airtoxic/msatcompare/msatemissions.htm.

The proposed project would not increase roadway capacity on Paseo Delicias. The amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, for either the Roundabouts or Traffic Signals Alternatives and the No Build Alternative, assuming that other variables such as fleet mix are the same. The VMT estimated for either the Roundabouts or Traffic Signals Alternatives may be slightly higher than that for the No Build Alternative, because the increased efficiency of the intersections. This slight increase in VMT may lead to higher MSAT emissions for either the Roundabouts or Traffic Signals Alternatives along Paseo Delicias. However, the emissions increase would likely be offset by lower vehicular emission rates due to increased speeds. According to the ARB's EMFAC2002 emissions model, emissions of all of the priority MSATs, except for diesel particulate matter, decrease as speed increases. The extent to

which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models (FHWA 2006).

With respect to through traffic, that is, traffic that does not originate or terminate in the project area, the VMT for either the Roundabouts or Traffic Signals Alternatives could be more or less than for the No Build Alternative depending on whether the more efficient intersections result in shorter or longer travel distance for the drivers attracted to this route in order to avoid other, congested roadways. An increase in VMT could mean MSATs under either the Roundabouts or Traffic Signals Alternatives would probably be higher than the No Build Alternative in the study area.

VMT for either the Roundabouts or Traffic Signals Alternatives would be approximately the same as the improvements would only affect intersections, it is expected there would be no appreciable difference in overall MSAT emissions between these alternatives. Also, regardless of the alternative, emissions in the design year will likely be lower than present levels as a result of the USEPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the USEPA-projected reductions is so great, even after accounting for an average national annual VMT growth, that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The existing travel lanes would not be widened or altered in alignment and would not move traffic closer to nearby homes, schools, and businesses; however, the proposed roundabouts would have the effect of moving traffic somewhat closer to nearby homes, schools, and businesses, which are immediately adjacent to the roundabouts. Therefore, under either the Roundabouts or Traffic Signals Alternatives, there may be localized areas where ambient concentrations of MSATs could be somewhat higher than the No Build Alternative. However, as discussed above, the magnitude and the duration of these potential increases compared to the No Build Alternative cannot be accurately quantified due to the inherent deficiencies of current models. In summary, when traffic is moved closer to receptors, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSATs will be lower in other locations when traffic shifts away from them. However, on a regional basis, the USEPA's vehicle and fuel regulations, coupled with fleet turnover, would over time cause substantial reductions that, in almost all

cases, would cause regionwide MSAT levels to be significantly lower than currently observed (FHWA 2006).

6.2 Construction Impacts

Sections 6.2 and 6.3 of the analysis are prepared for the County CEQA environmental analysis.

Regional Emissions

The principal criteria pollutants emitted during construction would be PM_{10} and $PM_{2.5}$. The source of the pollutants would be fugitive[2] dust created during clearing, grubbing, excavation, and grading; demolition of structures and pavement; vehicle travel on paved and unpaved roads; and material blown from unprotected graded areas, stockpiles, and haul trucks. Generally, the distance that particles drift from their source depends on their size, emission height, and wind speed. About 50 percent of fugitive dust is made up of relatively large particles, greater than 100 microns in diameter. These particles are responsible for the reduced visibility often associated with construction, as well as the nuisance caused by the deposition of dust on vehicles, and in exterior areas used by people for recreation and business. Given their relatively large size, these particles tend to settle within 20 to 30 feet of their source. Small particles, less than 100 microns in diameter, can travel nearly 330 feet before settling to the ground, depending on wind speed. These smaller particles also contribute to visibility and nuisance impacts, and include PM_{10} and $PM_{2.5}$, which are potential health hazards.

A secondary source of pollutants during construction would be the engine exhaust from construction equipment. The principal pollutants of concern would be NO_X and ROG emissions that would contribute to the formation of O_3, which is a regional nonattainment pollutant.

A quantitative estimate of project-related construction emissions is included in this analysis, though the project is still in the preliminary design stage. The model used for analysis is URBEMIS 2002 (version 8.7.0) (RIMPO 2005), which was developed through consultation with the ARB and air districts through out California. This model allows for input of project-specific information and calculates estimated emissions resulting from the project.

To meet state requirement under CEQA, the proposed project is assessed against the County daily air emission trigger levels and to meet requirements under NEPA the general conformity

[2] "Fugitive" is a term used in air quality analysis to denote emission sources that are not confined to stacks, vents, or similar paths.

de minimis emission limits are used. The County air emission trigger levels are identified in Table 2. The *de minimis* limit for CO in an area under a maintenance plan is 100 tons per year. The *de minimis* limits for Basic O_3 (8-hour) nonattainment are 100 tons per year for both NO_X and ROG. The federal *de minimis* limits for PM_{10} and $PM_{2.5}$ nonattainment are 100 tons per year. Although the SDAB is not a federal nonattainment area for PM_{10} or $PM_{2.5}$, it is a state nonattainment area. Therefore, use of this threshold would represent a conservative threshold.

Construction and demolition activities are anticipated to occur over an approximate 8-month period. It would require approximately 2 months to complete improvements at each intersection. The estimated maximum daily construction-related air emissions associated with each phase of construction are shown in Table 6. Total air emissions associated with construction of all three intersections are presented in Table 7. Details and assumptions are included in the model output sheets, which are provided in Appendix C.

Table 6
Estimated Maximum Daily Construction Emissions (pounds per day)

	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Roadway Demolition	7.3	56.1	54.3	0.0	3.0	2.4
Grading and Excavation	10.4	65.6	87.4	0.0	12.5	4.4
Utilities and Subgrade	13.9	75.7	160.6	0.0	3.2	2.7
Paving	6.1	34.9	29.7	0.1	1.3	0.3
San Diego County Thresholds	*75*	*250*	*550*	*250*	*100*	*55*

Source: RIMPO 2005

Table 7
Estimated Total Construction Emissions (tons per year)

	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Roadway Demolition	0.02	0.18	0.17	0.01	0.01
Grading and Excavation	0.07	0.43	0.58	0.09	0.03
Utilities and Subgrade	0.77	4.09	9.20	0.18	0.16
Paving	0.01	0.10	0.09	0.00	0.00
8-Month Total	0.87	4.80	10.04	0.28	0.20
De Minimis Limits	*100*	*100*	*100*	*100*	*100*

Source: RIMPO 2005

As shown in Tables 6 and 7, emissions from the project construction would not exceed the County trigger levels or the general conformity *de minimis* limits. While no significant construction-related impacts to air quality have been identified, it is recommended that specific

measures to control dust and particulates be incorporated into project specifications. These measures are identified in Section 7.0.

Diesel particulate emissions are of concern, as described in Section 2.8 of this report. While there is no formal guidance for impact analysis, potential adverse impacts would be increased if construction equipment and truck staging areas were to be located near schools, active recreation areas, or areas of higher population density. Thus, a measure to reduce this potential impact has been identified in Section 7.0.

Local Impacts

According to 40 CFR, Part 51, Section 93.123 (5), CO, PM_{10}, and $PM_{2.5}$ hot spot analyses are not required for construction-related activities, which create a temporary increase in air emissions. Temporary is defined as increases that only occur during a construction phase and last 5 years or less at any individual site. The construction phase of the proposed project would last for approximately 2 months, which would be considered temporary. Thus, no local hot spot is anticipated during construction and a hot spot analysis is not required for construction of the proposed project.

7.0 POLLUTION ABATEMENT MEASURES

It is recommended that the following measures be incorporated into the project to minimize the emission of fugitive dust, PM_{10}, and $PM_{2.5}$:

- Minimize land disturbance.
- Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Cover all trucks hauling dirt when traveling at speeds greater than 15 miles per hour.
- Stabilize the surface of dirt piles if not removed within 2 days.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.

- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate disturbed land, including vehicular paths created during construction, to avoid future off-road vehicular activities.
- Remove unused material.

It is recommended that the following measures be incorporated into the project to minimize exposure to diesel particulate emissions.

- Locate construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.

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APPENDIX A

EMFAC 2002 OUTPUT

Title : San Diego Air Basin Avg Annual
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2008/03/17 01:26:24
Scen Year: **2009** -- All model years in the range 1965 to 2009 selected
Season : Annual
Area : San Diego

Year: 2030 -- Model Years 1986 to 2030 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Reactive Org Gases Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.199	0.182	0.269	1.269	1.165	2.993	0.273
22	0.169	0.154	0.227	1.1	1	2.77	0.234
23	0.16	0.147	0.215	1.05	0.953	2.71	0.223
25	0.145	0.133	0.194	0.958	0.87	2.609	0.204
27	0.133	0.122	0.176	0.877	0.799	2.53	0.188
28	0.128	0.117	0.169	0.84	0.767	2.499	0.181
29	0.123	0.113	0.162	0.805	0.738	2.473	0.175
30	0.118	0.109	0.155	0.772	0.711	2.452	0.169

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	4.078	4.422	4.806	10.378	7.888	24.911	4.746
22	3.82	4.14	4.414	9.056	6.648	23.961	4.411
23	3.742	4.055	4.3	8.678	6.309	23.745	4.312
25	3.597	3.895	4.093	8.001	5.721	23.453	4.131
27	3.465	3.75	3.911	7.417	5.236	23.346	3.97
28	3.404	3.683	3.828	7.156	5.027	23.36	3.896
29	3.345	3.619	3.751	6.913	4.837	23.421	3.827
30	3.289	3.557	3.678	6.687	4.665	23.528	3.761

Pollutant Name: Oxides of Nitrogen Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.385	0.548	0.984	12.275	16.957	1.202	1.023
22	0.367	0.519	0.941	11.86	15.664	1.222	0.98
23	0.361	0.511	0.929	11.739	15.315	1.229	0.968
25	0.351	0.495	0.907	11.522	14.727	1.243	0.946
27	0.343	0.482	0.89	11.336	14.273	1.259	0.927
28	0.339	0.476	0.882	11.255	14.092	1.266	0.919
29	0.336	0.47	0.876	11.181	13.94	1.274	0.911
30	0.332	0.465	0.87	11.114	13.817	1.283	0.904

Pollutant Name: Carbon Dioxide Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	480.595	592.013	810.283	1714.29	2370.617	157.156	611.825
22	430.612	530.801	723.719	1648.23	2346.052	146.931	552.81
23	416.37	513.361	699.244	1628.49	2339.289	143.906	535.985
25	391.026	482.322	655.905	1592.05	2327.528	138.379	506.017
27	369.414	455.855	619.179	1559.32	2317.787	133.501	480.428
28	359.861	444.157	603.016	1544.23	2313.57	131.289	469.102
29	351.076	433.399	588.193	1529.94	2309.742	129.221	458.676
30	343.016	423.527	574.626	1516.43	2306.274	127.292	449.097

Pollutant Name: Sulfur Dioxide Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.005	0.006	0.008	0.016	0.023	0.002	0.006
22	0.004	0.005	0.007	0.016	0.022	0.002	0.005
23	0.004	0.005	0.007	0.016	0.022	0.002	0.005
25	0.004	0.005	0.006	0.015	0.022	0.002	0.005
27	0.004	0.004	0.006	0.015	0.022	0.002	0.005
28	0.004	0.004	0.006	0.015	0.022	0.002	0.005
29	0.003	0.004	0.006	0.015	0.022	0.002	0.004
30	0.003	0.004	0.006	0.015	0.022	0.002	0.004

Pollutant Name: PM10 Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.021	0.039	0.04	0.574	0.341	0.033	0.052
22	0.017	0.033	0.034	0.517	0.296	0.031	0.045
23	0.017	0.031	0.032	0.499	0.284	0.03	0.043
25	0.015	0.028	0.029	0.468	0.261	0.029	0.04
27	0.014	0.026	0.027	0.439	0.242	0.028	0.037
28	0.013	0.025	0.026	0.427	0.233	0.028	0.036
29	0.013	0.024	0.025	0.415	0.225	0.028	0.034
30	0.012	0.023	0.024	0.404	0.218	0.027	0.033

Pollutant Name: PM10 - Tire Wear Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.008	0.008	0.009	0.023	0.009	0.004	0.009
22	0.008	0.008	0.009	0.023	0.009	0.004	0.009
23	0.008	0.008	0.009	0.023	0.009	0.004	0.009
25	0.008	0.008	0.009	0.023	0.009	0.004	0.009
27	0.008	0.008	0.009	0.023	0.009	0.004	0.009
28	0.008	0.008	0.009	0.023	0.009	0.004	0.009
29	0.008	0.008	0.009	0.023	0.009	0.004	0.009
30	0.008	0.008	0.009	0.023	0.009	0.004	0.009

Pollutant Name: PM10 - Break Wear Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.013	0.013	0.013	0.02	0.013	0.006	0.013
22	0.013	0.013	0.013	0.02	0.013	0.006	0.013
23	0.013	0.013	0.013	0.02	0.013	0.006	0.013
25	0.013	0.013	0.013	0.02	0.013	0.006	0.013
27	0.013	0.013	0.013	0.02	0.013	0.006	0.013
28	0.013	0.013	0.013	0.02	0.013	0.006	0.013
29	0.013	0.013	0.013	0.02	0.013	0.006	0.013
30	0.013	0.013	0.013	0.02	0.013	0.006	0.013

Pollutant Name: PM2.5 Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.019	0.036	0.037	0.528	0.313	0.025	0.048
22	0.016	0.031	0.031	0.475	0.273	0.023	0.042
23	0.015	0.029	0.03	0.459	0.261	0.023	0.04
25	0.014	0.026	0.027	0.43	0.24	0.022	0.037
27	0.013	0.024	0.025	0.404	0.223	0.021	0.034
28	0.012	0.023	0.024	0.392	0.215	0.021	0.033
29	0.012	0.022	0.023	0.381	0.207	0.021	0.032
30	0.011	0.021	0.022	0.371	0.2	0.021	0.031

Pollutant Name: PM2.5 - Tire Wear Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.002	0.002	0.002	0.006	0.002	0.001	0.002
22	0.002	0.002	0.002	0.006	0.002	0.001	0.002
23	0.002	0.002	0.002	0.006	0.002	0.001	0.002
25	0.002	0.002	0.002	0.006	0.002	0.001	0.002
27	0.002	0.002	0.002	0.006	0.002	0.001	0.002
28	0.002	0.002	0.002	0.006	0.002	0.001	0.002
29	0.002	0.002	0.002	0.006	0.002	0.001	0.002
30	0.002	0.002	0.002	0.006	0.002	0.001	0.002

Pollutant Name: PM2.5 - Break Wear Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.005	0.005	0.005	0.009	0.005	0.003	0.005
22	0.005	0.005	0.005	0.009	0.005	0.003	0.005
23	0.005	0.005	0.005	0.009	0.005	0.003	0.005
25	0.005	0.005	0.005	0.009	0.005	0.003	0.005
27	0.005	0.005	0.005	0.009	0.005	0.003	0.005
28	0.005	0.005	0.005	0.009	0.005	0.003	0.005
29	0.005	0.005	0.005	0.009	0.005	0.003	0.005
30	0.005	0.005	0.005	0.009	0.005	0.003	0.005

Pollutant Name: Gasoline - mi/gal Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	18.193	14.702	10.574	9.143	9.249	43.056	16.112
22	20.299	16.405	11.883	10.717	10.841	45.817	17.97
23	20.991	16.965	12.316	11.25	11.381	46.674	18.582
25	22.349	18.063	13.168	12.316	12.459	48.273	19.78
27	23.654	19.118	13.991	13.365	13.52	49.702	20.931
28	24.282	19.625	14.388	13.876	14.038	50.345	21.484
29	24.889	20.116	14.772	14.376	14.543	50.937	22.02
30	25.474	20.589	15.143	14.861	15.033	51.475	22.535

Pollutant Name: Diesel - mi/gal Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	28.022	29.035	19.682	5.504	3.745	0	11.029
22	28.022	29.035	19.682	5.611	3.745	0	11.1
23	28.022	29.035	19.682	5.646	3.745	0	11.123
25	28.022	29.035	19.682	5.716	3.745	0	11.169
27	28.022	29.035	19.682	5.785	3.745	0	11.215
28	28.022	29.035	19.682	5.819	3.745	0	11.238
29	28.022	29.035	19.682	5.853	3.745	0	11.26
30	28.022	29.035	19.682	5.885	3.745	0	11.282

Title : San Diego Air Basin Avg Annual
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2008/03/17 00:52:34
Scen Year: **2010** -- All model years in the range 1966 to 2010 selected
Season : Annual
Area : San Diego

Year: 2030 -- Model Years 1986 to 2030 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Reactive Org Gases Temperature: 60F Relative Humidity: 50%

Speed

MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.174	0.164	0.249	1.177	1.156	2.912	0.248
22	0.147	0.138	0.21	1.022	0.992	2.69	0.212

23	0.14	0.131	0.199	0.976	0.945	2.631	0.203
25	0.127	0.12	0.179	0.891	0.863	2.529	0.185
27	0.116	0.109	0.163	0.816	0.792	2.451	0.171
28	0.111	0.105	0.156	0.782	0.761	2.42	0.164
29	0.107	0.101	0.15	0.75	0.732	2.394	0.158
30	0.103	0.097	0.144	0.72	0.705	2.373	0.153

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	3.694	4.145	4.515	9.428	7.809	23.644	4.378
22	3.466	3.885	4.153	8.233	6.582	22.737	4.076
23	3.397	3.806	4.047	7.891	6.246	22.526	3.986
25	3.267	3.658	3.855	7.28	5.664	22.237	3.821
27	3.149	3.523	3.686	6.753	5.184	22.118	3.673
28	3.094	3.46	3.609	6.517	4.977	22.122	3.606
29	3.041	3.4	3.537	6.299	4.789	22.168	3.542
30	2.99	3.342	3.469	6.096	4.618	22.258	3.482

Pollutant Name: Oxides of Nitrogen Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.352	0.51	0.917	11.459	16.786	1.193	0.951
22	0.335	0.483	0.876	11.055	15.505	1.209	0.91
23	0.33	0.475	0.865	10.937	15.16	1.215	0.898
25	0.321	0.46	0.845	10.724	14.579	1.227	0.877
27	0.313	0.448	0.828	10.54	14.129	1.24	0.859
28	0.309	0.442	0.821	10.46	13.95	1.246	0.851
29	0.306	0.437	0.815	10.386	13.8	1.253	0.844
30	0.303	0.432	0.81	10.319	13.678	1.26	0.838

Pollutant Name: Carbon Dioxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	479.385	592.39	810.577	1715.48	2361.983	159.497	610.632
22	429.514	531.102	723.869	1649.46	2337.012	149.228	551.712
23	415.305	513.639	699.356	1629.73	2330.138	146.208	534.914
25	390.017	482.562	655.95	1593.3	2318.183	140.721	504.995
27	368.453	456.062	619.169	1560.56	2308.281	135.919	479.447
28	358.922	444.349	602.983	1545.47	2303.995	133.758	468.14
29	350.157	433.578	588.14	1531.18	2300.104	131.75	457.731
30	342.115	423.694	574.554	1517.67	2296.579	129.889	448.168

Pollutant Name: Sulfur Dioxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.005	0.006	0.008	0.016	0.023	0.002	0.006
22	0.004	0.005	0.007	0.016	0.022	0.002	0.005
23	0.004	0.005	0.007	0.016	0.022	0.002	0.005
25	0.004	0.005	0.006	0.015	0.022	0.002	0.005
27	0.004	0.004	0.006	0.015	0.022	0.002	0.005
28	0.003	0.004	0.006	0.015	0.022	0.002	0.005
29	0.003	0.004	0.006	0.015	0.022	0.002	0.004
30	0.003	0.004	0.006	0.015	0.022	0.002	0.004

Pollutant Name: PM10 Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.021	0.041	0.041	0.526	0.337	0.03	0.051
22	0.017	0.034	0.035	0.473	0.293	0.028	0.044
23	0.017	0.033	0.033	0.458	0.281	0.028	0.042
25	0.015	0.029	0.03	0.429	0.259	0.027	0.039
27	0.014	0.027	0.028	0.404	0.239	0.026	0.036
28	0.013	0.026	0.026	0.392	0.231	0.026	0.035
29	0.013	0.025	0.025	0.382	0.223	0.026	0.033
30	0.012	0.024	0.024	0.372	0.216	0.025	0.032

Pollutant Name: PM10 - Tire Wear Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.008	0.008	0.009	0.023	0.009	0.004	0.009
22	0.008	0.008	0.009	0.023	0.009	0.004	0.009
23	0.008	0.008	0.009	0.023	0.009	0.004	0.009
25	0.008	0.008	0.009	0.023	0.009	0.004	0.009
27	0.008	0.008	0.009	0.023	0.009	0.004	0.009
28	0.008	0.008	0.009	0.023	0.009	0.004	0.009
29	0.008	0.008	0.009	0.023	0.009	0.004	0.009
30	0.008	0.008	0.009	0.023	0.009	0.004	0.009

Pollutant Name: PM10 - Break Wear Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.013	0.013	0.013	0.02	0.013	0.006	0.013
22	0.013	0.013	0.013	0.02	0.013	0.006	0.013
23	0.013	0.013	0.013	0.02	0.013	0.006	0.013
25	0.013	0.013	0.013	0.02	0.013	0.006	0.013
27	0.013	0.013	0.013	0.02	0.013	0.006	0.013
28	0.013	0.013	0.013	0.02	0.013	0.006	0.013
29	0.013	0.013	0.013	0.02	0.013	0.006	0.013
30	0.013	0.013	0.013	0.02	0.013	0.006	0.013

Pollutant Name: PM2.5 Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.019	0.038	0.038	0.483	0.31	0.023	0.047
22	0.016	0.032	0.032	0.435	0.27	0.022	0.041
23	0.015	0.03	0.031	0.421	0.258	0.021	0.039
25	0.014	0.027	0.028	0.395	0.238	0.02	0.036
27	0.013	0.025	0.026	0.371	0.22	0.02	0.033
28	0.012	0.024	0.024	0.361	0.212	0.02	0.032
29	0.012	0.023	0.024	0.351	0.205	0.019	0.031
30	0.011	0.022	0.023	0.342	0.198	0.019	0.03

Pollutant Name: PM2.5 - Tire Wear Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.002	0.002	0.002	0.006	0.002	0.001	0.002
22	0.002	0.002	0.002	0.006	0.002	0.001	0.002
23	0.002	0.002	0.002	0.006	0.002	0.001	0.002
25	0.002	0.002	0.002	0.006	0.002	0.001	0.002
27	0.002	0.002	0.002	0.006	0.002	0.001	0.002
28	0.002	0.002	0.002	0.006	0.002	0.001	0.002
29	0.002	0.002	0.002	0.006	0.002	0.001	0.002
30	0.002	0.002	0.002	0.006	0.002	0.001	0.002

Pollutant Name: PM2.5 - Break Wear Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.005	0.005	0.005	0.009	0.005	0.003	0.005
22	0.005	0.005	0.005	0.009	0.005	0.003	0.005
23	0.005	0.005	0.005	0.009	0.005	0.003	0.005
25	0.005	0.005	0.005	0.009	0.005	0.003	0.005
27	0.005	0.005	0.005	0.009	0.005	0.003	0.005
28	0.005	0.005	0.005	0.009	0.005	0.003	0.005
29	0.005	0.005	0.005	0.009	0.005	0.003	0.005
30	0.005	0.005	0.005	0.009	0.005	0.003	0.005

Pollutant Name: Gasoline - mi/gal Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	18.257	14.71	10.581	9.186	9.258	43.03	16.168
22	20.371	16.414	11.892	10.767	10.852	45.781	18.034
23	21.066	16.974	12.325	11.303	11.392	46.632	18.647
25	22.429	18.073	13.178	12.374	12.471	48.216	19.85
27	23.74	19.129	14.003	13.427	13.533	49.624	21.005
28	24.369	19.637	14.4	13.941	14.051	50.256	21.56
29	24.979	20.128	14.785	14.443	14.557	50.835	22.097
30	25.566	20.601	15.156	14.93	15.048	51.358	22.614

Pollutant Name: Diesel - mi/gal Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	28.065	29.034	19.675	5.503	3.75	0	10.783
22	28.065	29.034	19.675	5.61	3.75	0	10.855
23	28.065	29.034	19.675	5.645	3.75	0	10.879
25	28.065	29.034	19.675	5.715	3.75	0	10.926
27	28.065	29.034	19.675	5.784	3.75	0	10.973
28	28.065	29.034	19.675	5.818	3.75	0	10.995
29	28.065	29.034	19.675	5.852	3.75	0	11.018
30	28.065	29.034	19.675	5.885	3.75	0	11.04

Title : San Diego Air Basin Avg Annual
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2008/03/17 00:52:34
Scen Year: **2030** -- All model years in the range 1986 to 2030 selected
Season : Annual
Area : San Diego

Year: 2030 -- Model Years 1986 to 2030 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Reactive Org Gases Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.058	0.029	0.047	0.338	0.676	2.467	0.081
22	0.048	0.024	0.04	0.307	0.583	2.251	0.071
23	0.046	0.023	0.038	0.298	0.556	2.193	0.068
25	0.041	0.021	0.034	0.28	0.509	2.094	0.063
27	0.037	0.019	0.031	0.264	0.468	2.015	0.058
28	0.035	0.018	0.03	0.256	0.45	1.983	0.056
29	0.034	0.017	0.028	0.249	0.434	1.956	0.055
30	0.032	0.017	0.027	0.242	0.418	1.933	0.053

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	1.176	1.301	1.598	1.984	3.999	16.648	1.453
22	1.116	1.234	1.503	1.782	3.366	15.971	1.375
23	1.098	1.213	1.474	1.725	3.193	15.795	1.351
25	1.061	1.172	1.419	1.626	2.893	15.513	1.305
27	1.027	1.134	1.367	1.542	2.646	15.324	1.264
28	1.01	1.115	1.343	1.505	2.539	15.263	1.244
29	0.994	1.097	1.319	1.472	2.442	15.225	1.225
30	0.978	1.079	1.296	1.441	2.355	15.209	1.207

Pollutant Name: Oxides of Nitrogen Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.13	0.117	0.225	3.816	9.698	1.155	0.302
22	0.123	0.111	0.214	3.588	8.988	1.147	0.285
23	0.121	0.109	0.211	3.519	8.797	1.145	0.28
25	0.117	0.105	0.206	3.388	8.477	1.143	0.271
27	0.114	0.102	0.202	3.269	8.23	1.142	0.263
28	0.112	0.101	0.2	3.214	8.132	1.142	0.259
29	0.111	0.099	0.198	3.162	8.051	1.143	0.256
30	0.109	0.098	0.196	3.112	7.985	1.145	0.252

Pollutant Name: Carbon Dioxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	473.601	596.336	813.811	1714.31	2012.582	172.448	604.89
22	424.241	534.219	725.684	1648.79	1971.642	161.956	546.071
23	410.177	516.521	700.779	1629.21	1960.372	158.981	529.304
25	385.148	485.024	656.69	1593.06	1940.771	153.744	499.446
27	363.806	458.166	619.343	1560.57	1924.537	149.396	473.955
28	354.373	446.295	602.911	1545.59	1917.51	147.536	462.674
29	345.698	435.378	587.844	1531.41	1911.131	145.877	452.292
30	337.737	425.36	574.056	1518	1905.351	144.413	442.754

Pollutant Name: Sulfur Dioxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.005	0.006	0.008	0.016	0.019	0.002	0.006
22	0.004	0.005	0.007	0.016	0.019	0.002	0.005
23	0.004	0.005	0.007	0.016	0.019	0.002	0.005
25	0.004	0.005	0.006	0.015	0.019	0.002	0.005
27	0.004	0.004	0.006	0.015	0.018	0.002	0.005
28	0.003	0.004	0.006	0.015	0.018	0.002	0.004
29	0.003	0.004	0.006	0.015	0.018	0.002	0.004
30	0.003	0.004	0.006	0.015	0.018	0.002	0.004

Pollutant Name: PM10 Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.021	0.045	0.049	0.17	0.218	0.017	0.038
22	0.017	0.038	0.041	0.159	0.189	0.016	0.033
23	0.016	0.036	0.039	0.156	0.181	0.016	0.031
25	0.015	0.032	0.035	0.15	0.167	0.015	0.028
27	0.013	0.029	0.032	0.146	0.154	0.015	0.026
28	0.013	0.028	0.03	0.144	0.149	0.014	0.025
29	0.012	0.027	0.029	0.143	0.143	0.014	0.024
30	0.012	0.026	0.028	0.141	0.139	0.014	0.024

Pollutant Name: PM10 - Tire Wear Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.008	0.008	0.009	0.023	0.009	0.004	0.009
22	0.008	0.008	0.009	0.023	0.009	0.004	0.009
23	0.008	0.008	0.009	0.023	0.009	0.004	0.009
25	0.008	0.008	0.009	0.023	0.009	0.004	0.009
27	0.008	0.008	0.009	0.023	0.009	0.004	0.009
28	0.008	0.008	0.009	0.023	0.009	0.004	0.009
29	0.008	0.008	0.009	0.023	0.009	0.004	0.009
30	0.008	0.008	0.009	0.023	0.009	0.004	0.009

Pollutant Name: PM10 - Break Wear Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.013	0.013	0.013	0.02	0.013	0.006	0.013
22	0.013	0.013	0.013	0.02	0.013	0.006	0.013
23	0.013	0.013	0.013	0.02	0.013	0.006	0.013
25	0.013	0.013	0.013	0.02	0.013	0.006	0.013
27	0.013	0.013	0.013	0.02	0.013	0.006	0.013
28	0.013	0.013	0.013	0.02	0.013	0.006	0.013
29	0.013	0.013	0.013	0.02	0.013	0.006	0.013
30	0.013	0.013	0.013	0.02	0.013	0.006	0.013

Pollutant Name: PM2.5 Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.019	0.042	0.045	0.157	0.2	0.013	0.035
22	0.016	0.035	0.038	0.146	0.174	0.012	0.03
23	0.015	0.033	0.036	0.143	0.167	0.012	0.029
25	0.014	0.03	0.032	0.138	0.153	0.012	0.026
27	0.012	0.027	0.03	0.134	0.142	0.011	0.024
28	0.012	0.026	0.028	0.133	0.137	0.011	0.023
29	0.011	0.025	0.027	0.131	0.132	0.011	0.023
30	0.011	0.024	0.026	0.13	0.128	0.011	0.022

Pollutant Name: PM2.5 - Tire Wear Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.002	0.002	0.002	0.006	0.002	0.001	0.002
22	0.002	0.002	0.002	0.006	0.002	0.001	0.002
23	0.002	0.002	0.002	0.006	0.002	0.001	0.002
25	0.002	0.002	0.002	0.006	0.002	0.001	0.002
27	0.002	0.002	0.002	0.006	0.002	0.001	0.002
28	0.002	0.002	0.002	0.006	0.002	0.001	0.002
29	0.002	0.002	0.002	0.006	0.002	0.001	0.002
30	0.002	0.002	0.002	0.006	0.002	0.001	0.002

Pollutant Name: PM2.5 - Break Wear Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	0.005	0.005	0.005	0.008	0.005	0.003	0.005
22	0.005	0.005	0.005	0.008	0.005	0.003	0.005
23	0.005	0.005	0.005	0.008	0.005	0.003	0.005
25	0.005	0.005	0.005	0.008	0.005	0.003	0.005
27	0.005	0.005	0.005	0.008	0.005	0.003	0.005
28	0.005	0.005	0.005	0.008	0.005	0.003	0.005
29	0.005	0.005	0.005	0.008	0.005	0.003	0.005
30	0.005	0.005	0.005	0.008	0.005	0.003	0.005

Pollutant Name: Gasoline - mi/gal Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	18.629	14.799	10.663	9.569	9.491	42.897	16.459
22	20.792	16.517	11.99	11.215	11.124	45.594	18.363
23	21.504	17.083	12.429	11.773	11.677	46.413	18.989
25	22.899	18.191	13.293	12.887	12.783	47.912	20.216
27	24.24	19.257	14.128	13.982	13.87	49.209	21.395
28	24.885	19.769	14.53	14.517	14.4	49.775	21.961
29	25.508	20.264	14.92	15.038	14.918	50.283	22.509
30	26.109	20.742	15.297	15.545	15.42	50.73	23.036

Pollutant Name: Diesel - mi/gal Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
19	29.156	29.156	19.486	5.514	4.056	0	8.093
22	29.156	29.156	19.486	5.62	4.056	0	8.177
23	29.156	29.156	19.486	5.655	4.056	0	8.205
25	29.156	29.156	19.486	5.724	4.056	0	8.261
27	29.156	29.156	19.486	5.793	4.056	0	8.315
28	29.156	29.156	19.486	5.826	4.056	0	8.342
29	29.156	29.156	19.486	5.859	4.056	0	8.368
30	29.156	29.156	19.486	5.892	4.056	0	8.394

APPENDIX B

INTERSECTION OPERATION TABLES

Existing Intersection Operations

Intersection	Peak Hour	Existing With Current Configuration		Existing With Traffic Signals[c]		Existing With Roundabouts[d]	
		Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]
1. Del Dios Hwy/El Camino del Norte	AM	89.0	F	15.2	B	7.2[e]	A[e]
	PM	>100	F	12.6	B	6.6	A
2. Paseo Delicias/El Montevideo/ La Valle Plateada	AM	59.1	F	14.5	B	7.2	A
	PM	85.7	F	11.5	B	6.7	A
3. Paseo Delicias/Via De La Valle	AM	99.6	F	11.4	B	10.5	B
	PM	71.9	F	22.4	C	8.5	A

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Analysis was conducted assuming restriping at some approaches to avoid the need for split phasing on the major street.
d. Analysis was conducted using aaSidra software
e. Assuming a westbound by-bass lane. Without the by-pass lane, LOS E is calculated

UNSIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 < 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
> 50.1	F

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

2030 Intersection Operations

Intersection	Peak Hour	Year 2030 With Current Configuration		Year 2030 With Traffic Signals[c]		Year 2030 With Roundabouts[d]	
		Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]
1. Del Dios Hwy/El Camino del Norte	AM	>100	F	42.8	D	9.6[e]	A[e]
	PM	>100	F	32.0	C	17.5	B
2. Paseo Delicias/El Montevideo/ La Valle Plateada	AM	>100	F	40.1	D	16.4	B
	PM	>100	F	19.3	B	7.7	A
3. Paseo Delicias/Via De La Valle	AM	>100	F	16.1	B	10.7	B
	PM	>100	F	30.9	C	9.8	A

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Analysis was conducted assuming restriping at some approaches to avoid the need for split phasing on the major street.
d. Analysis was conducted using aaSidra software
e. Assuming a westbound by-bass lane. Without the by-pass lane, LOS E is calculated

UNSIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 < 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
> 50.1	F

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

APPENDIX C

URBEMIS OUTPUT SHEETS

URBEMIS 2002 For Windows 8.7.0

File Name: <Not Saved>
Project Name: Rancho Santa Fe Roundabouts - Construction
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

Construction Start Month and Year: October, 2007
Construction Duration: 2
Total Land Use Area to be Developed: 3.5 acres
Maximum Acreage Disturbed Per Day: 1 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 522720

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source *** 2007***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.50	-	0.50
Off-Road Diesel	7.11	54.23	52.59	-	2.42	2.42	0.00
On-Road Diesel	0.09	1.73	0.32	0.00	0.05	0.04	0.01
Worker Trips	0.05	0.15	1.39	0.00	0.00	0.00	0.00
Maximum lbs/day	7.25	56.11	54.30	0.00	2.97	2.46	0.51
Phase 2 - Grading and Excavation Emissions							
Fugitive Dust	-	-	-	-	10.00	-	10.00
Off-Road Diesel	10.31	65.41	85.78	-	2.49	2.49	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.06	0.18	1.66	0.00	0.01	0.00	0.01
Maximum lbs/day	10.37	65.59	87.44	0.00	12.50	2.49	10.01
Phase 3 - Utilities and Subgrade Emissions							
Bldg Const Off-Road Diesel	10.20	68.38	82.55	-	2.80	2.80	0.00
Bldg Const Worker Trips	3.69	7.32	78.05	0.04	0.35	0.13	0.22
Maximum lbs/day	13.89	75.70	160.60	0.04	3.15	2.93	0.22
Phase 4 - Paving							
Asphalt Off-Gas	2.02	-	-	-	-	-	-
Asphalt Off-Road Diesel	3.62	26.16	27.74	-	1.10	1.10	0.00
Asphalt On-Road Diesel	0.45	8.74	1.64	0.02	0.20	0.19	0.01
Asphalt Worker Trips	0.02	0.01	0.31	0.00	0.00	0.00	0.00
Maximum lbs/day	6.11	34.91	29.69	0.02	1.30	1.29	0.01
Max lbs/day all phases	13.89	75.70	160.60	0.04	12.50	2.93	10.01

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Oct '07
Phase 1 Duration: 0.1 months
Building Volume Total (cubic feet): 9180
Building Volume Daily (cubic feet): 1200
On-Road Truck Travel (VMT): 66
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Signal Boards	119	0.820	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 2 - Grading and Excavation Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 0.2 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
1	Rubber Tired Loaders	165	0.465	8.0
1	Scrapers	313	0.660	8.0
1	Signal Boards	119	0.820	8.0

Phase 3 - Utilities and Subgrade Assumptions
Start Month/Year for Phase 3: Oct '07
Phase 3 Duration: 1.7 months
Start Month/Year for SubPhase Building: Oct '07

SubPhase Utilities and Subgrade Duration: 1.7 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Scrapers	313	0.660	8.0
1	Signal Boards	119	0.820	8.0
1	Trenchers	82	0.695	8.0

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Nov '07
SubPhase Asphalt Duration: 0.1 months
Acres to be Paved: 1.7
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0
1	Signal Boards	119	0.820	8.0

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for General heavy industry changed from 90 to 100
The Diverted Trip % for General heavy industry changed from 5 to 0
The Pass-By Trip % for General heavy industry changed from 5 to 0

Changes made to the default values for Construction

URBEMIS 2002 For Windows 8.7.0

File Name: <Not Saved>
Project Name: Rancho Santa Fe Roundabouts - Construction
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: October, 2007
Construction Duration: 2
Total Land Use Area to be Developed: 3.5 acres
Maximum Acreage Disturbed Per Day: 1 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 522720

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source *** 2007***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.50	-	0.50
Off-Road Diesel	7.11	54.23	52.59	-	2.42	2.42	0.00
On-Road Diesel	0.09	1.73	0.32	0.00	0.05	0.04	0.01
Worker Trips	0.05	0.15	1.39	0.00	0.00	0.00	0.00
Maximum lbs/day	7.25	56.11	54.30	0.00	2.97	2.46	0.51
Phase 2 - Grading and Excavation							
Fugitive Dust	-	-	-	-	10.00	-	10.00
Off-Road Diesel	10.31	65.41	85.78	-	2.49	2.49	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.06	0.18	1.66	0.00	0.01	0.00	0.01
Maximum lbs/day	10.37	65.59	87.44	0.00	12.50	2.49	10.01
Phase 3 - Utilities and Subgrade Emissions							
Bldg Const Off-Road Diesel	10.20	68.38	82.55	-	2.80	2.80	0.00
Bldg Const Worker Trips	3.69	7.32	78.05	0.04	0.35	0.13	0.22
Maximum lbs/day	13.89	75.70	160.06	0.04	3.15	2.93	0.22
Phase 4 - Paving							
Asphalt Off-Gas	2.02	-	-	-	-	-	-
Asphalt Off-Road Diesel	3.62	26.16	27.74	-	1.10	1.10	0.00
Asphalt On-Road Diesel	0.45	8.74	1.64	0.02	0.20	0.19	0.01
Asphalt Worker Trips	0.02	0.01	0.31	0.00	0.00	0.00	0.00
Maximum lbs/day	6.11	34.91	29.69	0.02	1.30	1.29	0.01
Max lbs/day all phases	13.89	75.70	160.06	0.04	12.50	2.93	10.01

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Oct '07
Phase 1 Duration: 0.1 months
Building Volume Total (cubic feet): 9180
Building Volume Daily (cubic feet): 1200
On-Road Truck Travel (VMT): 66
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Signal Boards	119	0.820	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 2 - Grading and Excavation
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 0.2 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
1	Rubber Tired Loaders	165	0.465	8.0
1	Scrapers	313	0.660	8.0
1	Signal Boards	119	0.820	8.0

Phase 3 - Utilities and Subgrade Duration
Start Month/Year for Phase 3: Oct '07
Phase 3 Duration: 1.7 months
Start Month/Year for SubPhase Building: Oct '07

SubPhase Utilities and Subgrade Emissions: 1.7 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Scrapers	313	0.660	8.0
1	Signal Boards	119	0.820	8.0
1	Trenchers	82	0.695	8.0

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Nov '07
SubPhase Asphalt Duration: 0.1 months
Acres to be Paved: 1.7
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0
1	Signal Boards	119	0.820	8.0

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for General heavy industry changed from 90 to 100
The Diverted Trip % for General heavy industry changed from 5 to 0
The Pass-By Trip % for General heavy industry changed from 5 to 0

Changes made to the default values for Construction

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\RSF Roundabouts Construction.urb
Project Name: Rancho Santa Fe Roundabouts - Construction
Project Location: San Diego County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

Construction Start Month and Year: June, 2007
Construction Duration: 6
Total Land Use Area to be Developed: 3.5 acres
Maximum Acreage Disturbed Per Day: 1 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 522720

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (tons/year)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.02	0.18	0.17	-	0.01	0.01	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.02	0.18	0.17	0.00	0.01	0.01	0.00
Phase 2 - Grading and Excavation Emissions							
Fugitive Dust	-	-	-	-	0.07	-	0.07
Off-Road Diesel	0.07	0.43	0.57	-	0.02	0.02	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Total tons/year	0.07	0.43	0.58	0.00	0.09	0.02	0.07
Phase 3 - Utilities and Subgrade Emissions							
Bldg Const Off-Road Diesel	0.57	3.84	4.63	-	0.16	0.16	0.00
Bldg Const Worker Trips	0.20	0.25	4.57	0.00	0.02	0.01	0.01
Total tons/year	0.77	4.09	9.20	0.00	0.18	0.17	0.01
Phase 4- Paving Emissions							
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.01	0.09	0.09	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.01	0.10	0.09	0.00	0.00	0.00	0.00
Total all phases tons/yr	0.87	4.80	10.04	0.00	0.28	0.20	0.08

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jun '07
Phase 1 Duration: 0.3 months
Building Volume Total (cubic feet): 9180
Building Volume Daily (cubic feet): 1200
On-Road Truck Travel (VMT): 66
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Signal Boards	119	0.820	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 2 - Grading and Excavation Assumptions
Start Month/Year for Phase 2: Jun '07
Phase 2 Duration: 0.6 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
1	Rubber Tired Loaders	165	0.465	8.0
1	Scrapers	313	0.660	8.0
1	Signal Boards	119	0.820	8.0

Phase 3 - Utilities and Subgrade Assumptions
Start Month/Year for Phase 3: Jun '07
Phase 3 Duration: 5.1 months
Start Month/Year for SubPhase Building: Jun '07

SubPhase Utilities and Subgrade: 5.1 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Scrapers	313	0.660	8.0
1	Signal Boards	119	0.820	8.0
1	Trenchers	82	0.695	8.0

SubPhase Architectural Coatings Turned OFF
Start Month/Year for SubPhase Asphalt: Nov '07
SubPhase Asphalt Duration: 0.3 months
Acres to be Paved: 1.7
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0
1	Signal Boards	119	0.820	8.0

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for General heavy industry changed from 90 to 100
The Diverted Trip % for General heavy industry changed from 5 to 0
The Pass-By Trip % for General heavy industry changed from 5 to 0

Changes made to the default values for Construction

	PM10 dust	exhaust	total	PM2.5 dust =0.21*PM10	exhaust =0.92*PM10	total
Annual						
Demolition	0.00	0.01	0.01	0.00	0.01	0.01
Grading and Excavation	0.07	0.02	0.09	0.01	0.02	0.03
Utilities and Subgrade	0.01	0.17	0.18	0.00	0.16	0.16
Paving	0.00	0.00	0.00	0.00	0.00	0.00
Total			0.28			0.20
Daily Maximum						
Demolition	0.51	2.46	2.97	0.11	2.26	2.37
Grading and Excavation	10.01	2.49	12.50	2.10	2.29	4.39
Utilities and Subgrade	0.22	2.93	3.15	0.05	2.70	2.74
Paving	1.29	0.01	1.30	0.27	0.01	0.28
Total			19.92			9.79

PM 2.5 factors are from

0.21 is for Fugitive Dust - Construction and Demolition

0.92 is for Off-Road Equipment - Diesel

Appendix F2
Air Quality Memo

Memo

To County of San Diego, Department of Public Works
Environmental Services Unit
5469 Kearny Villa Road, Suite 305
San Diego, California 92123

File no 1115100914

From Crystal Gerrity, CEP
AMEC Earth & Environmental, Inc.
9210 Sky Park Court, Suite 200
San Diego, CA 92123

Date 28 October 2011

Subject **Rancho Santa Fe Roundabouts Construction Schedule on Air Quality Impacts**

The purpose of this memorandum is to clarify the expected changes in air quality impacts due to an increase in the construction schedule for the Rancho Santa Fe Roundabouts project. The Final Air Quality Analysis for the Rancho Santa Fe Roundabouts Project (August 2008) projected air pollutant emissions based on an eight month construction schedule. These projected emissions were modeled using URBEMIS 2002 version 8.7.0.

The Department of Public Works currently estimates that the project construction schedule will be spread over 12-18 months. This extended schedule would not increase the amount of air pollutant emissions since the proposed project and associated construction activities is the same as the project assessed by the 2008 Final Air Quality Analysis modeling. The phasing of construction over a longer period may actually decrease the short term emissions impacts in pounds per day (lb/day) at the construction sites, since the extended schedule is expected to lessen traffic flow impacts during construction and result in less area disturbed per unit time. Therefore, a revised modeling of construction air quality emissions is not required.

Based on the *County of San Diego Department of Public Works Director's Letter of Instruction* (effective August 17, 2009), this project does not require a project specific climate change analysis because "the project traffic analysis demonstrates that the project would generate a negligible increase in vehicle trips, would reduce congestion, and would increase average vehicle speeds." Therefore, revised modeling of construction greenhouse gas emissions is not required.

Respectfully submitted,

AMEC Earth & Environmental, Inc.

Stephen Ochs, PE
Senior Air Quality Analyst

c: Ryan Binns, AMEC

Appendix G1
Historical Resources Evaluation Report

HISTORICAL RESOURCES EVALUATION REPORT FOR THE RANCHO SANTA FE ROUNDABOUTS, RANCHO SANTA FE, SAN DIEGO COUNTY, CALIFORNIA

Rancho Santa Fe Roundabouts Project
Paseo Delicias between Via de la Valle and Camino del Norte
Caltrans District 11

Prepared for:
County of San Diego Department of Public Works
Environmental Services Unit
5469 Kearny Villa Road, Suite 305
San Diego, California 92123-1295

Prepared by:

M. K. Meiser, M.A.
Architectural Historian
AECOM
1420 Kettner Boulevard, Suite 500
San Diego, California 92101
(619) 233-1454

Reviewed and Approved by:

Kevin Hovey, Senior Environmental Planner
California Department of Transportation, District 11
P.O. Box 85406
San Diego, California 92186-5406

U.S.G.S. 7.5-Minute Quadrangle: San Diego

March 2012

SUMMARY OF FINDINGS

This investigation was conducted by AECOM (formerly EDAW, Inc.) on behalf of the County of San Diego, Department of Public Works (County DPW) in support of the proposed Rancho Santa Fe Roundabouts project. County DPW proposes to construct traffic roundabouts at three intersections along Paseo Delicias in the unincorporated community of San Dieguito in northwest San Diego County. Roundabouts would be constructed to replace existing stop sign controls at the following Paseo Delicias intersections:

- Via de la Valle/La Fremontia (all-way stop-sign controlled)
- El Montevideo/La Valle Plateada (all-way stop-sign controlled)
- El Camino del Norte/Del Dios Highway (stop-sign controlled only on El Camino del Norte)

In 2008, cultural resources studies of the project area at these intersections were conducted by EDAW (now AECOM), and reported in an Archaeological Survey Report (ASR) and Historical Resources Evaluation Report (HRER). The current study was undertaken to revisit properties in the 2008 studies and to survey additional properties included in a revised Area of Potential Effects (APE). To support environmental compliance, this HRER was prepared to identify and evaluate historic properties within the revised APE. Identified resources were assessed for eligibility for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).

Seven historic resources were identified within the APE through research and survey (Table ES-1). Three previously recorded resources were identified in the APE: California Historic Landmark No. 982 (CHL No. 982), the Historic Planned Community of Rancho Santa Fe; P-37-023709, Lake Hodges Flume; and P-37-091944, the H.P. and Florence Johnston House. Four additional resources were identified within the APE: two residences, RSF-H-266-321-13 and RSF-H-265-231-07; a segment of the Rancho Santa Fe (RSF) Equestrian Trails; and the Paseo Delicias Intersections, consisting of the three intersections in the project area (RSF-PD-1, RSF-PD-2, and RSF-PD-3).

CHL No. 982 is a community and cultural landscape resource that is listed in the CRHR and is eligible for the NRHP under Criteria A, B, and C. It is considered a historic property and historical resource under the California Environmental Quality Act (CEQA). The resource encompasses a vast area that engulfs the entire project area, but the APE only includes areas that might be directly or indirectly impacted by the project. Contributing elements of the resource within the APE that could be impacted, including land patterns, landscapes, circulation features, and vegetation, were evaluated.

Table ES-1. Summary of Resources within the APE

Resource	Description	Year	OHP Status Code
CHL No. 982*	Historic Planned Community of Rancho Santa Fe; Cultural Landscape	1906–1928	1CL/3S
P-37-023709	Lake Hodges Flume	1917–1919	3S
RSF-H-265-231-07	Single-Family Residence, 7095 El Camino del Norte	1961	6Z
Paseo Delicias Intersections*	RSF-PD-1 (El Camino del Norte/Del Dios Hwy) RSF-PD-2 (El Montevideo/La Valle Plateada) RSF-PD-3 (Via de la Valle/La Fremontia)	1880s–1920s	3D
P-37-091944	H.P. and Florence Johnston House, 7052 La Valle Plateada	1926	6Z
RSF Equestrian Trail*	Equestrian Trail Segment	c. 1940	3D
RSF-H-266-321-13	Single-Family Residence, 6214 Las Colinas Avenue	1957	6Z

*Extant NRHP-significant resources within the APE.

P-37-023709, the Lake Hodges Flume, was previously evaluated eligible for the NRHP and CRHR. The current study could not locate the resource within the APE because the segment of the flume within the APE was replaced by a pipe. Due to the physical absence of the resource within the APE, it was not evaluated as part of this study.

P-37-091944, the H.P. and Florence Johnston House, was previously evaluated in a local survey as not eligible to the NRHP or CRHR due to extensive alterations, although it had local significance due to its design by Lilian Rice, a significant architect. The local survey was conducted for the Rancho Santa Fe Association, which is not a Certified Local Government. The resource was revisited, and appears unchanged since its previous evaluation. It has not acquired additional significance nor changed integrity considerations since the previous recording and is not eligible for the NRHP or CRHR.

Two additional residences, RSF-H-265-231-07 located at 7095 Camino del Norte and RSF-266-321-13 located at 6214 Las Colinas Avenue, were identified as being 50 years or older. These residences, built in 1961 and 1957, respectively, are Ranch-style homes that are not historically or architecturally significant. They are not eligible for the NRHP or CRHR.

A segment of the RSF Equestrian Trail was evaluated both as an individual resource and as a contributing feature to CHL No. 982. While the trail segment is not individually eligible for the NRHP or CRHR, it was recorded as part of the character-defining circulation element of CHL No. 982, and is eligible as a contributing feature to the CRHR-listed and NRHP-eligible resource. It is considered a contributing feature to a historic property and a contributing feature to a historical resource under the California Environmental Quality Act (CEQA).

The Paseo Delicias Intersections consist of the three intersections along Paseo Delicias that encompass the areas of the proposed roundabouts within the APE. RSF-PD-1 (El Camino del Norte/Del Dios Highway), RSF-PD-2 (El Montevideo/La Valle Plateada), and RSF-PD-3 (Via de la Valle/La Fremontia) are associated with CHL No. 982, and were recorded as part of the character-defining circulation element of the landmark. The resource is not individually eligible for the NRHP or CRHR, but is a contributing feature to a CRHR-listed and NRHP-eligible landmark. It is considered a contributing feature to a historic property and a contributing feature to a historical resource under CEQA.

In summary, three significant resources are located within the APE: CHL No. 982, which is listed in the CRHR and is eligible for the NRHP, and two contributing features of CHL No. 982 (the Paseo Delicias Intersections and the RSF Equestrian Trail Segment). CHL No. 982 is considered a historic property for the purposes of Section 106 of the National Historic Preservation Act, and is considered a historical resource for the purposes of CEQA. The Paseo Delicias Intersections and the RSF Equestrian Trail Segment are each considered a contributing feature to a historic property and a contributing feature to a historical resource under CEQA.

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PROJECT DESCRIPTION

The County of San Diego Department of Public Works (County DPW) proposes to construct traffic roundabouts at three intersections along Paseo Delicias in the unincorporated community of San Dieguito in northwest San Diego County (Figures 1 and 2). These roundabouts would ease traffic congestion along Paseo Delicias without alterations to the width of the road or number of lanes. No changes to the posted speed limits or segment characteristics of any of the affected roadways are planned as part of the proposed project.

Paseo Delicias is a two-lane road between Via de la Valle and El Camino del Norte that provides a link between Interstate 15 (I-15) along Via Rancho Parkway and Del Dios Highway, and connects to other westbound local roads for access to Interstate 5 (I-5). Paseo Delicias is classified as a 2.2.A Light Collector in the County of San Diego General Plan Mobility Element. Vehicles traveling along or accessing this roadway corridor must wait in long queues during peak commute periods at the three project intersections. To avoid long waits, some motorists divert onto surrounding residential roadways, which results in potential traffic conflicts and delays to residents accessing their driveways.

The roundabouts would be built according to Federal Highway Administration (FHWA) guidelines for design of rural roundabouts. Roundabout construction would include adequate signage and illumination to provide for pedestrian, bicyclist, equestrian, and motorist safety. The roundabouts' diameters would be 110 feet and, from the center to the edge, would include a 12- to 15-foot-wide truck apron, a 16-foot-wide travel lane, and a 48- to 54-foot-diameter central island. The center of each roundabout would be landscaped, and curbs would be installed around the perimeter of each roundabout to direct the circular flow of traffic. Curbs would also be installed for the raised medians at the approach to each roundabout. The roundabouts are individually described below.

VIA DE LA VALLE/LA FREMONTIA INTERSECTION

The Via de la Valle/La Fremontia roundabout would have three intersecting street segments: Paseo Delicias from the west and east, and Via de la Valle from the south. The design for this roundabout includes the closure of the western La Fremontia intersection. The western leg of La Fremontia would be made into a cul-de-sac, and access to this road would be east of the roundabout at its eastern intersection with Paseo Delicias. A landscaped berm would be constructed between the new cul-de-sac and the roundabout. The southwest and southeast corners at the intersection of Paseo Delicias/Via de la Valle would be widened to accommodate the roundabout and the realigned equestrian trail that would follow along the southeast side of the intersection. Existing bus stops on Paseo Delicias would be relocated to match the alignment of the roundabout. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout and cul-de-sac.

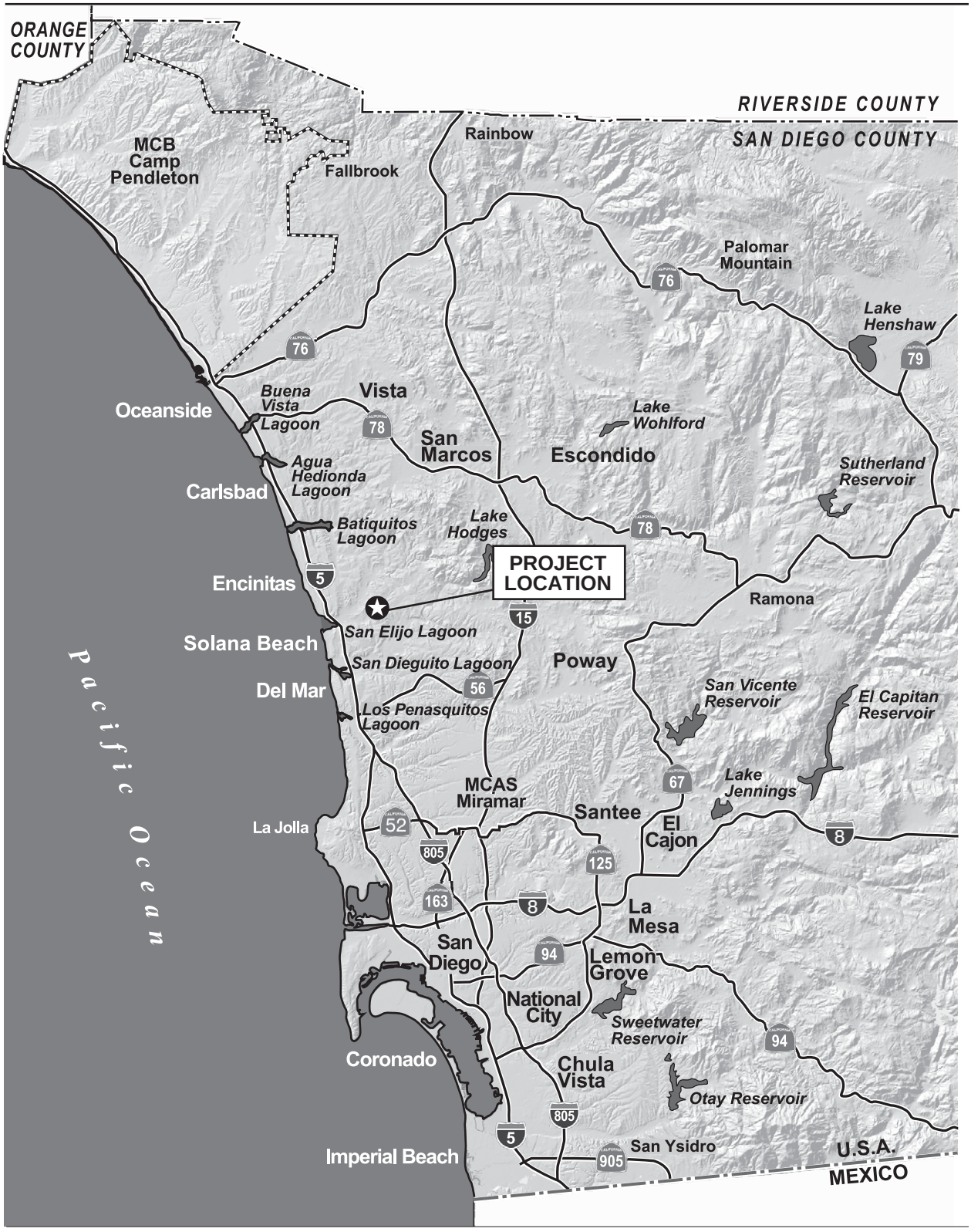
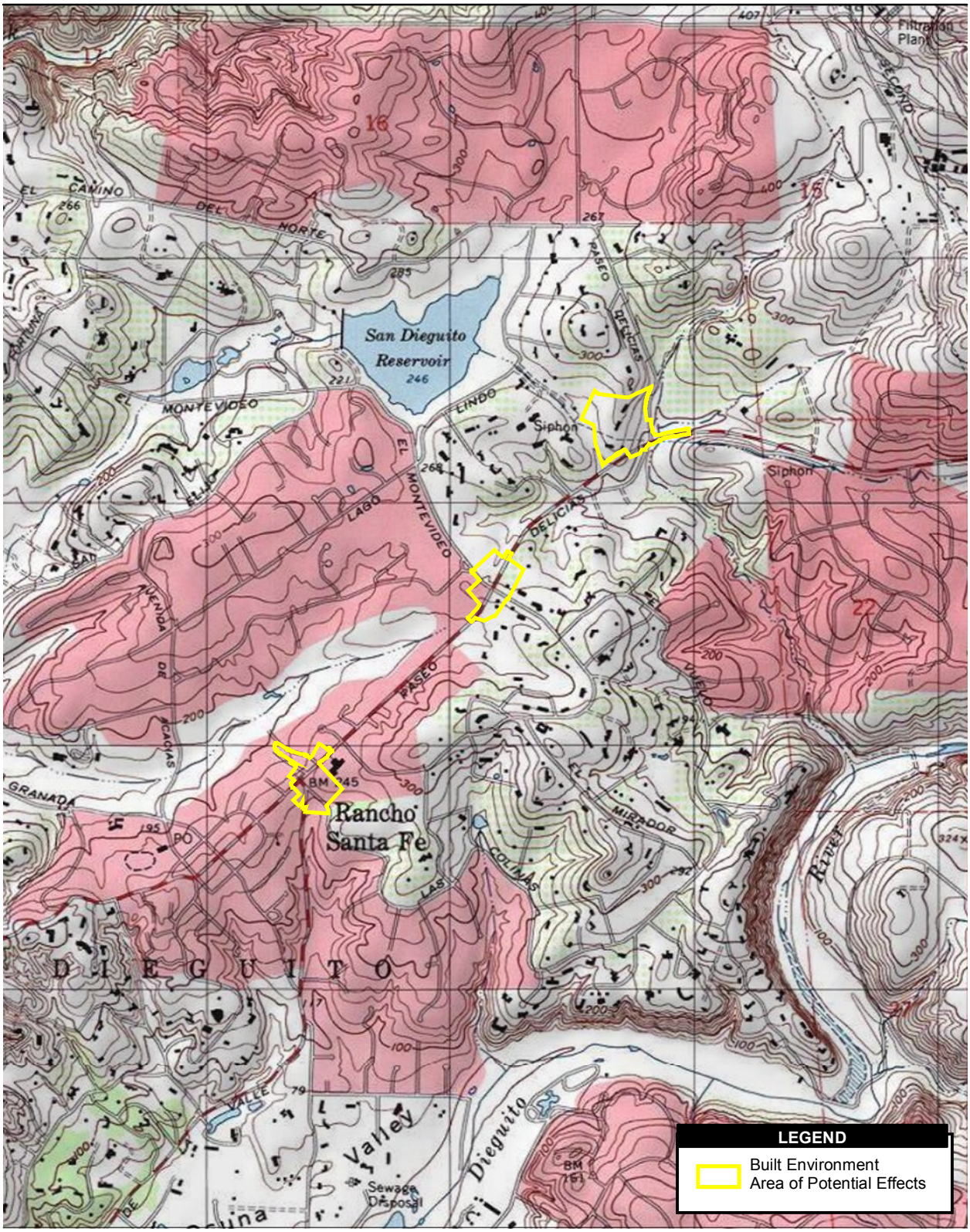


Figure 1
Vicinity Map



Source: USGS 7.5' Series Quadrangle, Rancho Santa Fe, Calif., 1996; Del Mar, Calif., 1994; SanGIS 2007; TAIC 2007

2,000 1,000 0 2,000 Feet

Scale: 1:24,000; 1 inch = 2,000 feet

Figure 2
Project Location Map

South of the proposed roundabout, the intersection of Las Colinas with Via de la Valle would be realigned to the south to intersect Via de la Valle at a right angle. This realignment would allow continuous traffic flow through the three street segments in the roundabout, and allow full access to Las Colinas from Via de la Valle. Transition lanes to facilitate right turns into and out of Las Colinas and a left-turn pocket into Las Colinas would also be constructed. Two private driveways on Las Colinas would be lengthened to connect with the realigned roadway.

West of the roundabout, the eastern access to a circular driveway at a private residence on the south side of Paseo Delicias would be closed. Ingress and egress to the private residence would be maintained via the western side of the circular driveway. Left-out access from a residential driveway located on the northwest corner of the intersection of Via de la Valle and Paseo Delicias would be prohibited due to the presence of the proposed splitter island on the eastbound approach of Paseo Delicias to the intersection with Via de la Valle.

EL MONTEVIDEO/LA VALLE PLATEADA INTERSECTION

The El Montevideo/La Valle Plateada roundabout would have four intersecting street segments: Paseo Delicias from the west and east, El Montevideo from the north, and La Valle Plateada from the south. To accommodate the roundabout, the intersection would be widened and shifted slightly in a northeasterly direction, and would undergo a minor elevation increase to meet safety requirements for roundabouts design. No widening would be required at the southwest side of the intersection. Existing bus stops on Paseo Delicias would be relocated farther to the east and west of the roundabout.

EL CAMINO DEL NORTE INTERSECTION

The El Camino del Norte roundabout would have three intersecting street segments: Paseo Delicias approaching from the west, Del Dios Highway from the east, and El Camino del Norte from the north. The intersection would be widened on the northwest and northeast corners to accommodate the roundabout. Retaining walls would be constructed on the south side of Paseo Delicias/Del Dios Highway and the east side of El Camino del Norte. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout. The equestrians approaching the roadway from the existing trail would be rerouted along the shoulders of Paseo Delicias to access the proposed crosswalk to be located just west of the roundabout. Two driveways on the west side of El Camino del Norte would be combined and provided access to El Camino del Norte north of the proposed splitter island. Combining these driveways would allow full driveway access for the residences located at the northwest corner of the El Camino del Norte intersection.

This investigation was undertaken to identify and evaluate historic properties within the Area of Potential Effects (APE) for the purposes of the National Environmental Protection Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), and historical resources for the purposes of the California Environmental Quality Act (CEQA).

RESEARCH METHODS

Prior to field survey, archival research was conducted to establish the parameters of the historical context and to identify relevant resources within the vicinity of the project area. This included a review of the historic landscape to identify any potentially historic vegetation.

SCIC RECORDS SEARCH

Initial investigations for this project began with records searches conducted by the South Coastal Information Center (SCIC) and the San Diego Museum of Man (MoM) in November 2006 and February 2007, respectively. The SCIC manages California's regional records of cultural resources for the California Office of Historic Preservation (OHP). The MoM houses additional records on resources within San Diego County. The records searches were conducted using a 1-mile radius surrounding the project area for archaeological resources, including districts, sites, and isolates; and a 0.25-mile radius for built environment resources, including historic districts, buildings, structures, and objects. The records searches included a review of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks, California Points of Historic Interest, OHP's Historic Resources Inventory, and historic maps.

The records searches revealed that seven cultural resource studies have been conducted within a 0.25-mile radius of the project area (Table 1). Three of these investigations included portions of the APE. Of the three investigations, two were literature reviews and did not include pedestrian surveys of the APE. The intensive pedestrian survey reported by Schaefer and Moslak (2000) included approximately 0.25 acre of the current APE.

Table 1. Previous Cultural Resources Studies within 0.25 Mile of the Project Area

Report Number (NABD)	Author(s)	Title	Date
1124236	American Pacific Environmental Consultants, Inc.	Environmental Impact Report for San Dieguito River Study Draft Conceptual Master Plan	1981
1229672	Gallegos, Dennis, Roxana Phillips, and Andrew Pigniolo	A Cultural Resource Overview for the San Dieguito River Valley San Diego, California	1988
1128061	Guerrero, Monica, and Dennis Gallegos	Historical/Archaeological Survey for the Vineyard Project	2002
1124176	Schaefer, Jerry, and Ken Moslak	A Cultural Resource Inventory and Evaluation for the San Dieguito Reservoir Rehabilitation and Lake Hodges Flume Replacement Project	2000

Report Number (NABD)	Author(s)	Title	Date
1122650	Smith, Brian F.	An Archaeological Survey and a Cultural Resource Evaluation at the Bobbitt Lot Split Project	1990
1124157	Whitney-Desautels, Nancy	Archaeological and Historical Literature Search and Records Check for Alternative Alignments for Highway 680	1991
1121475	Whitney-Desautels, Nancy	Archaeological/Historical/Paleontological Literature Search and Records Check on Rancho Santa Fe Community Services District Reorganization Plan	1981

The records search revealed that seven historic resources were previously recorded within 0.25 mile of the project area (Table 2). The results of the records searches indicated that three resources were recorded within the APE: California Historic Landmark No. 982 (CHL No. 982), the Historic Planned Community of Rancho Santa Fe; P-37-023709, Lake Hodges Flume; and P-37-091944, the H.P. and Florence Johnston House. The additional resources not located within the APE are one recreational building, three single-family residences, two row houses, and one townhouse.

Table 2. Previously Identified Resources within a 0.25-Mile Radius of the APE

Resource	Description	Date	OHP Status Code
CHL No. 982*	Historic Planned Community of Rancho Santa Fe; Historic Landscape	1906–1928; 1928–WWII	1CL
P-37-023709*	Lake Hodges Flume	1917–1919	3S
P-37-027464	Rancho Santa Fe Land Improvement Company Golf Course Spec House #1	1932	5S1
P-37-091943	Frank William Joers House, 6135 La Flecha	1923	7R
P-37-091930	Sidney R. and Ruth Nelson Rowhouse, 6118 Paseo Delicias	1928	7R
P-37-079267	Baker Pearl Rowhouse, 6122 Paseo Delicias	1926	1S
P-37-091963	Glenn and Ida Moore Townhouse, 6126 Paseo Delicias	1928	7R
P-37-091938	A. B. Harland and Nancy Ruth Adobes #1 and #2, 6347 Paseo Delicias	1924	7R
P-37-091939	A. B. and Nancy Ruth Harlan Residence, 6344 La Valle Plateada	1923	7R
P-37-091944*	H. P. and Florence P. Johnston House, 7052 La Valle Plateada	1926	5S1

*Located within APE

Designated a CHL in 1989, CHL No. 982 encompasses the Rancho Santa Fe community as designed between 1906 and 1928. As it is a CHL numbered above 770, CHL No. 982 was automatically listed in the CRHR. In 2004, a Cultural Landscape Amendment was prepared to elaborate on the existing landmark status. The Cultural Landscape Amendment further articulated Rancho Santa Fe as a Historic Designed Landscape and a Historic Vernacular Landscape as defined by the National Park Service (May 2004). The Cultural Landscape Amendment delineated three periods of significance for the landmark: 1835–1906 Osuna and Rancho San Dieguito Land Grant, 1906–1928 Santa Fe Land Improvement Co., and 1928–WWII The Rancho Santa Fe Covenant. In addition, it enumerated the character-defining features of the cultural landscape.

P-37-023709, the Lake Hodges Flume, is a 4.6-mile-long water conveyance system built from 1917 to 1919 to transport water from Lake Hodges to San Dieguito Reservoir via ditches, canals, and elevated trellises. The previous evaluation recommended the resource eligible for listing in the NRHP under Criteria A, B, and C at the local level (Schaefer and Moslak 2000). Its period of significance was identified as 1917 to 1930, representing the time between construction and its last major modifications.

P-37-091944, the H.P. and Florence Johnston House, is a Spanish Colonial Revival-style residence designed by Lilian Rice and built in 1926. The period of significance for the Johnston House dates to between 1920 and 1941. The previous evaluation determined that the resource did not retain sufficient integrity for inclusion in the CRHR or NRHP, but recommended the resource eligible for inclusion in the County Register at the local level (Brandes 1991).

ADDITIONAL RESEARCH

Archival research included a review of historic data on file at the Rancho Santa Fe Historical Society, San Diego Public Library, San Diego Historical Society, County of San Diego Cartographic Services, and County of San Diego Assessor's and Records Office. Research included a review of the general development of the project vicinity and the roundabouts. Information was gathered to develop the historic context by which to evaluate identified resources. Research to date at the California Room of the downtown San Diego Public Library provided four monographs on the history of Rancho Santa Fe and several articles on both the community and architect Lilian Rice**.**

Historical maps that were reviewed included township and county maps (U.S. Grant Deed 1871; Wheeler 1872), the 1903 Rancho San Dieguito map (May and May 2005), U.S. Geological Survey (USGS) topographic maps of San Dieguito (USGS 1901 [1942]) and Bonsall (USGS 1948; USGS 1975), and a stagecoach route map (Moore and Henrich 1955). Historical aerial photos of Rancho San Dieguito on file at the County Department of Planning and Land Use were reviewed (Aerial Photographs 1928, 1953, 1967).

INTERESTED PARTIES

AECOM requested information pertaining to built environment historic resources from the Rancho Santa Fe Historical Society and Rancho Santa Fe Association. On July 14, 2010, AECOM staff met with representatives from the Rancho Santa Fe Association to discuss historical features within the project area. Liz Avalon of the Rancho Santa Fe Association transmitted design guidelines for the community to AECOM on July 15, 2010. Additional request letters were sent in December 2011 with follow-up phone calls were made in January. Ivan Holler, Manager of The Rancho Santa Fe Association, contacted AECOM on January 16, 2012, and stated that the association had no new information. See Appendix B for detailed correspondence.

FIELD METHODS

A pedestrian archaeological and built environment survey of the APE was conducted by Carrie Gregory, M.A., and Cheryl Bowden-Renna, B.A., on May 21, 2007, for initial cultural resources studies related to this project. After revisions were made to the project area in 2010 and the APE in 2011, M.K. Meiser, M.A., and Jill Gibson, M.A., revisited the APE to conduct a reconnaissance built environment survey on January 11 and 18, 2012 (for resumes, see Appendix A). The APE was established as the project footprint and the first tier of adjacent parcels containing built environment resources that may be indirectly affected by the project (Figure 3a-d). Certain adjacent parcels were excluded due to grade differences and obscured views. The surveys included visual examination of the exterior of built resources, the surrounding landscape, and the environmental setting. Seven resources were identified for further evaluation (Table 3). Each resource was digitally photographed and recorded on California Department of Parks and Recreation (DPR) 523 forms, which were prepared according to the *Instructions for Recording Historical Resources* (OHP 1995) and included in Appendix C.

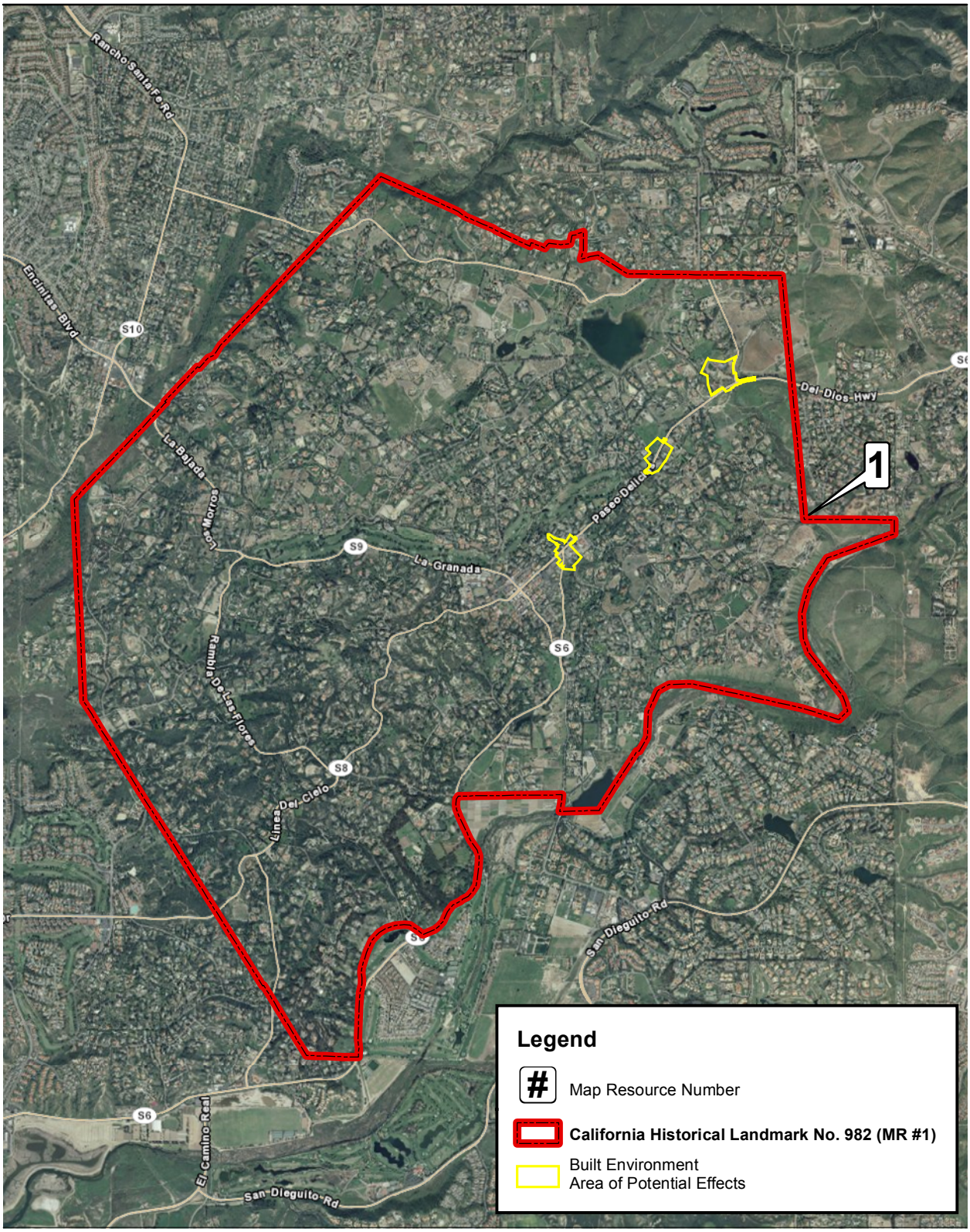
In addition, AECOM certified arborist Joshua Zinn examined mature vegetation at 7057 La Valle Plateada (Parcel No. 267-010-01) on January 15, 2012. From the field visit, the certified arborist determined that the maximum age of mature trees was 55 years old. Because none of the vegetation impacted by the project had historical associations, it was not evaluated further.

Table 3. Resources within the APE

Resource	Description	Year Constructed	Map Reference No. (MR #)
CHL No. 982	Historic Planned Community of Rancho Santa Fe; cultural landscape	1906–1928	1
P-37-023709	Lake Hodges Flume	1917–1919	2
RSF-H-265-231-07	Single-Family Residence, 7095 El Camino del Norte	1961	3
Paseo Delicias Intersections	RSF-PD-1 (El Camino del Norte/Del Dios Hwy) RSF-PD-2 (El Montevideo/La Valle Plateada) RSF-PD-3 (Via de la Valle/La Fremontia)	1880s–1920s	4 5 6
P-37-091944	H.P. and Florence Johnston House, 7052 La Valle Plateada	1926	7
RSF Equestrian Trail	Equestrian Trail Segment	c. 1940	8
RSF-H-266-321-13	Single-Family Residence, 6214 Las Colinas Avenue	1957	9

EXEMPTED PROPERTIES

Several resources within the APE are considered exempt from evaluation by the California Department of Transportation (Caltrans) under the Section 106 Programmatic Agreement, Attachment 4 (Properties Exempt from Evaluation), as detailed in the Caltrans Standard Environmental Reference, Cultural Resources, Vol. 2 (2007). A drainage channel (RSFR-07-CG-01) is exempt as a Property Type 1: minor, ubiquitous, or fragmentary infrastructure elements. In addition, several built environment resources were not or did not appear to be 50 years or older.

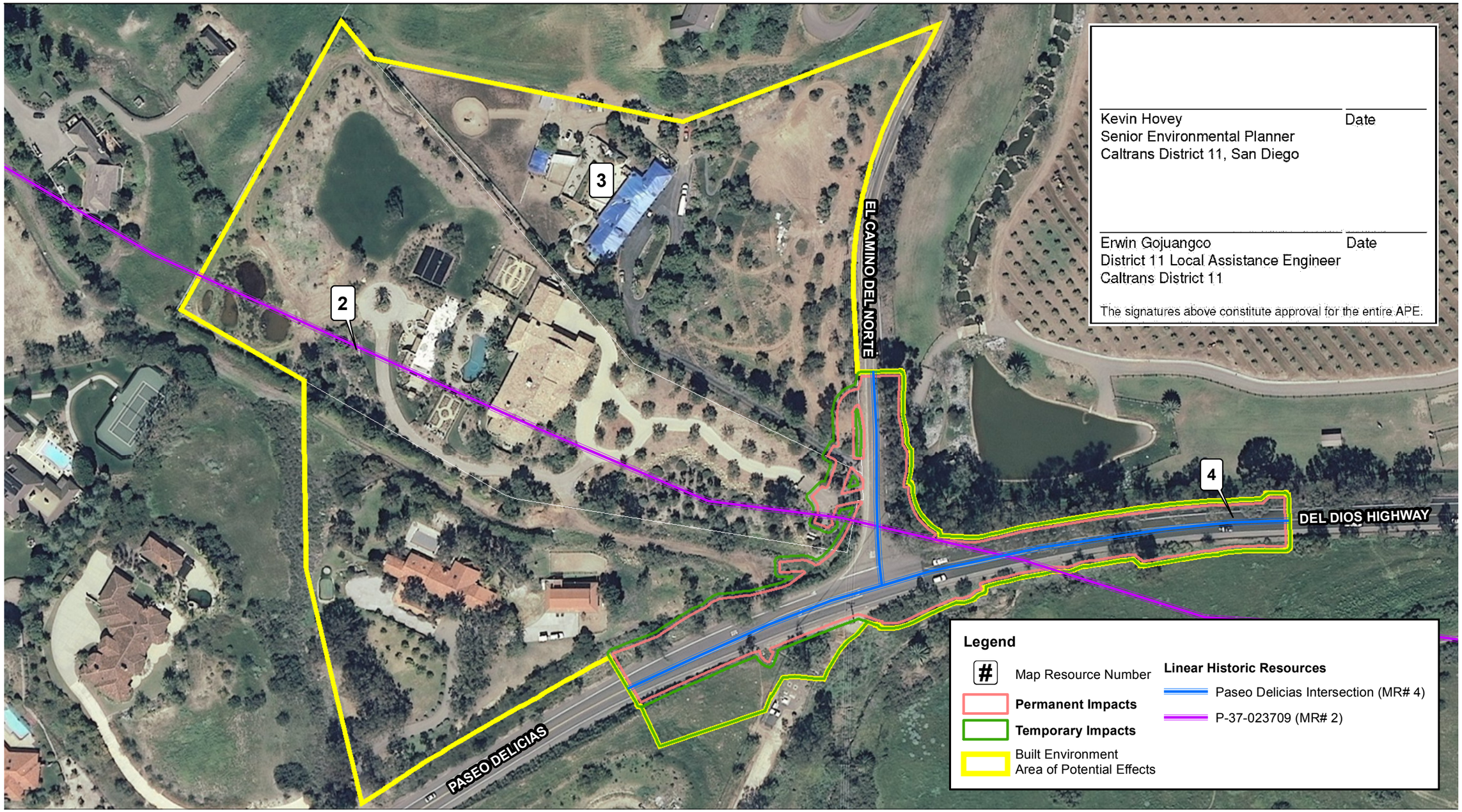


Source: TAIC 2011; Aerials Express 2010

4,000 2,000 0 4,000 Feet

Scale: 1:48,000; 1 inch = 4,000 feet

Figure 3a
Area of Potential Effects



Kevin Hovey — Date
Senior Environmental Planner
Caltrans District 11, San Diego

Erwin Gojuangco — Date
District 11 Local Assistance Engineer
Caltrans District 11

The signatures above constitute approval for the entire APE.

Source: TAIC 2011; Aerials Express 2010

125 62.5 0 125 Feet

Scale: 1:1,500; 1 inch = 125 feet

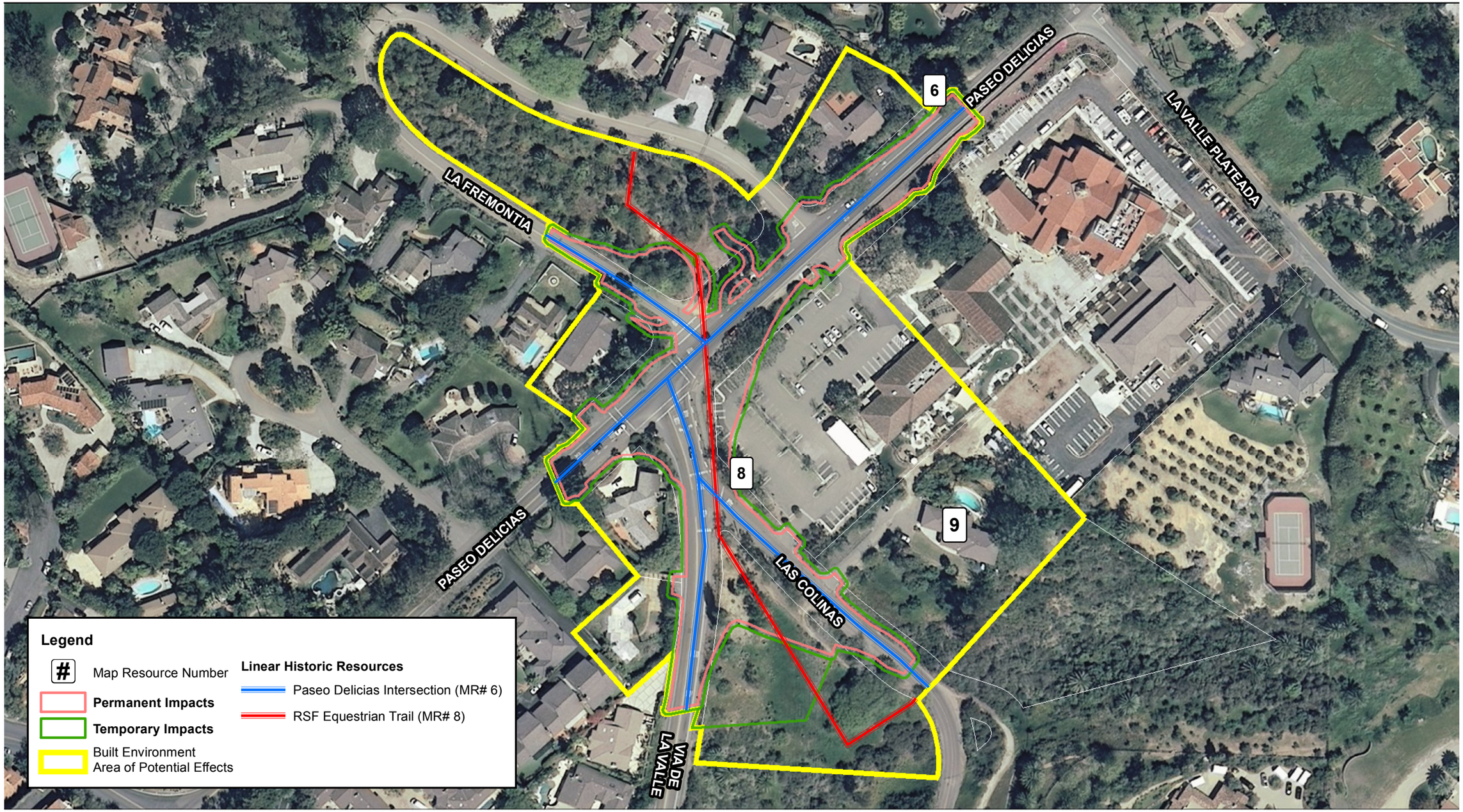
Figure 3b
Area of Potential Effects
Paseo Delicias/El Camino del Norte/Del Dios Highway

Source: TAIC 2011; Aerials Express 2010

125 62.5 0 125 Feet

Scale: 1:1,500; 1 inch = 125 feet

Figure 3c
Area of Potential Effects
Paseo Delicias/El Montevideo/La Valle Plateada



Source: TAIC 2011; Aerials Express 2010

125 62.5 0 125 Feet

Scale: 1:1,500; 1 inch = 125 feet

Figure 3d
Area of Potential Effects
Paseo Delicias/Via de la Valle/La Fremontia

HISTORICAL OVERVIEW

Cultural activities within San Diego County between the late 1700s and the present provide a record of Native American, Spanish, Mexican, and American occupation and land use. As a framework for discussing the historic developments within the vicinity of the APE, a summary of the environment and a narrative history of Rancho Santa Fe are presented below.

ENVIRONMENT

The proposed project is located in Rancho Santa Fe, an inland community of northern San Diego County, approximately 25 miles north of the city of San Diego and 3 miles inland from the Pacific Ocean (see Figures 1 and 2). Rancho Santa Fe includes about 6,700 acres and is bordered by Encinitas to the west and Escondido to the east. The community consists of residential and commercial activities in a rural setting. The development density is low, allowing residences to exist on large lots. Most of the lots are planted, and many include orchards. San Elijo Creek traverses the northern portion of Rancho Santa Fe and drains into San Elijo Lagoon along the Pacific Ocean. The San Dieguito River and its extensive floodplain are along the south edge of Rancho Santa Fe, and the river runs west to the Pacific Ocean, draining into San Dieguito Lagoon. The average elevation is 245 feet above mean sea level. The region is characterized by warm, dry summers and mild winters. Along the natural drainages and river floodplains are stands of coastal sage scrub vegetation.

HISTORY

Spanish Period

Taking advantage of a navigable bay, the Spanish established their first Alta California settlement at San Diego, beginning in 1769 (Pourade 1960; Weber 1992). Aboriginal lifeways were increasingly modified, as more and more local natives came under the influence of the missions. Spanish settlement in San Diego County consisted of a presidio, two missions, and three asistencias, in addition to grazing areas for mission cattle and agricultural lands for mission crops (Pourade 1960).

Mexican Period

Mexico won its independence from Spain in 1821. In 1823, Emperor Iturbide was forced out, allowing Mexico to become a republic. Mexico took control of Alta California and, starting in the 1820s, a small community of Hispanic settlers developed in what is today known as San Diego's Old Town. Many Spanish practices survived into the early part of the Mexican period. Secularization of the missions in 1834 brought notable changes to land ownership and use in the region. The lands surrounding the missions were made available to the public through land grants conceded by the Mexican government. In 1845, Pío Pico was named governor of

California. In an effort to dispense the land to Mexicans, or the people of Alta California, Pico authorized numerous land grants. Large tracts of land were granted to families and individuals, with cattle ranching the major economic focus (Pourade 1963).

Rancho Santa Fe grew out of the San Dieguito Rancho, or Rancho San Dieguito (Moyer 1976:16). Originally granted to Don Juan Maria Osuna in 1840 under provisional grants, San Dieguito Rancho consisted of 8,824 acres (Moyer 1976:16). Located 25 miles north of San Diego and 3 miles from the ocean, Osuna used the land for raising cattle and horses and for some farming. Two adobe structures were constructed on the rancho to house the Osuna family (HABS 1991:2). After secularization of the missions in 1834, Osuna became mayordomo and administrator of the San Diego Mission (Moyer 1976:16). Osuna died in March 1851, and one of his sons, Leandro Osuna, inherited the rancho. Eight years later, Leandro killed himself and one of his sons, Julio, took control of the rancho. Members of the Osuna family lived on the rancho until 1906 (Moyer 1976:17).

Early History of Rancho Santa Fe

In 1906, the Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad, bought all but 374 acres of San Dieguito Rancho for $100,000 (HABS 1991:2). The Santa Fe Land Improvement Company intended to use the land to plant eucalyptus trees and use the wood for railroad ties. Eucalyptus seedlings were imported from Australia and planted on more than 3,000 acres of Rancho San Dieguito (HABS 1991:3). Irrigation was supplied from the San Dieguito River or individual wells. However, the project failed for several reasons. Rainfall was minimal and a severe frost in January 1913 caused damages to vegetation. A timber shortage did not materialize, as the increased use of concrete and steel reduced the need for domestic reforestation. In addition, eucalyptus wood proved difficult and expensive to fashion into railroad ties. Therefore, in 1915, the project was abandoned and the eucalyptus trees were left to grow unhampered on the land (HABS 1991:3).

Following the failure of the eucalyptus planting, the Santa Fe Railroad reconsidered its plans for the Rancho San Dieguito under the direction of W.E. Hodges, vice president of the railroad, and Colonel Ed Fletcher, a San Diego land and water developer (HABS 1991:3; Moyer 1976:17). Roads were laid through the rancho lands and a pumping plant was built; with the additional water, tenants could raise cattle, grain, beets, and other vegetables (HABS 1991:3). The success of the crops demonstrated the potential of Rancho San Dieguito if it could be sufficiently irrigated. Fletcher proposed that Santa Fe Railroad sponsor a dam to be built several miles east at Carroll Reservoir, the rights of which were owned by William G. Henshaw's Volcan Land and Water Company (HABS 1991:3; Schaefer and Moslak 2000:14). The construction of this dam would provide a water supply and allow the railroad to develop Rancho San Dieguito. The Volcan Land and Water Company and Santa Fe Land Improvement Company agreed to irrigate Rancho San Dieguito and the surrounding coastal areas. The Santa Fe Railroad funded the dam and construction of the flume, while Volcan contributed the dam site and water rights (Schaefer and Moslak 2000:14).

In 1916, the federal government approved plans for the dam and flume, and the right-of-way was granted (Schaefer and Moslak 2000:14). The San Dieguito Mutual Water Company was incorporated in 1917 to implement dam construction. Fletcher was elected president of the board, and Henshaw and Hodges were members of the board. Fletcher remained president throughout the 8-year existence of the company (Schaefer and Moslak 2000:14). The Bent Brothers Construction Company was hired to build the project, and construction began in July 1917 (Schaefer and Moslak 2000:14). When it was complete, the multiple-arch dam was 700 feet long and 157 feet tall, and capable of impounding 37,700 acre-feet of water (HABS 1991:3). Instead of the 36-inch-diameter concrete pipe that was planned for the distance between the dam and San Dieguito Reservoir, a flume was constructed (Schaefer and Moslak 2000:14). The dam and reservoir were named in honor of Hodges. With a water supply in place, the foundation for the development of Rancho Santa Fe was established.

Establishment of Rancho Santa Fe

In 1920, the Santa Fe Land Improvement Company hired noted landscape engineer Leone G. Sinnard to plan and implement an agriculturally based rural community. Sinnard began his career in 1905 as a clerk for the Southern Pacific's Passenger Department in San Francisco (HABS 1991:5; May 2004:12). While employed by Southern Pacific, Sinnard was responsible for Southern Pacific promoting, advertising, and publishing. Sinnard worked as an independent land engineer from 1908 to 1919 in San Francisco, which included work in the residential community of Atascadero, California (May 2004:12).

Sinnard's analysis of Rancho San Dieguito began with an evaluation of the overall layout of the land, including the soils, water supply, and existing roads. Sinnard paid particular attention to the roads, as the presence of the automobile was critical to the success of the development. The impact of the automobile on the land and how people moved through the landscape had caused earlier designs to be abandoned (May 2004:12). Sinnard's plan called for wide roads to discourage speeding and to ensure enjoyment of the vistas (May 2004:12). Sinnard's "Proposed Subdivision of Rancho San Dieguito" stated the first and primary goal for the Santa Fe Land Improvement Company should be "intensive, high-class horticultural development" (HABS 1991:6). To achieve his vision, Sinnard described a "proper environment" where restrictions were to be placed on the cost and design of buildings, orchard plantings, and improvements (HABS 1991:7). Sinnard also suggested a "Civic Center" to provide a centralized location for community service (HABS 1991:7). Sinnard's design for a Civic Center included a guest house that would be placed at a strategic location to provide views and function as a social or community center.

Sinnard's design for the Civic Center encompassed a 10-block area that included a series of roads and small park-like areas (HABS 1991:7). This plan was divided into four main components: a business and administrative area including a hotel, garage, and store; a group of four adjoining blocks divided into rectangular lots (presumably for residential use); a school building; an open-air theater; and several smaller, irregularly shaped lots. The conception of this Civic Center was of a centralized, compact, mixed-use space where the business of the community could be conducted.

Sinnard's subdivision map for Rancho San Dieguito showed 58 blocks incorporating four to 18 lots, all connected by a system of curved, winding roads that followed the natural terrain (HABS 1991:8). Each lot was to have good road frontage, a desirable building site, and an area for efficient and practical tillage and irrigation. Sinnard's design highlighted the project's key characteristics: view, rural charm, orchard acreage, irrigation, and prominent building sites. Sinnard's proposal was accepted and, in 1921, the Santa Fe Land Improvement Company retired the name Rancho San Dieguito and renamed the area Rancho Santa Fe.

The Santa Fe Land Improvement Company selected the San Diego architectural firm Requa & Jackson, which had apprenticed with master architect Irving Gill, to design the Civic Center area (HABS 1991:8; May 2004:14). Requa was committed to the development of a style inspired by the architecture of Spain and the western Mediterranean that could be adapted to Southern California. Requa traveled to Spain, the western Mediterranean, and former Spanish colonies in Latin America in search of such an architectural style. Through his travels, he produced a series of pattern books that were photographic compilations of buildings and architectural details (HABS 1991:8). Requa used his travels as inspiration to create a "Southern California" style.

Requa refined the Civic Center plan and had a role in designing its first structures, in particular, the Santa Fe Land Improvement Company offices (May 2004:15). However, the firm of Requa & Jackson was in a dramatic ascendancy, as its architects were on their way to becoming the architects of choice in San Diego. Therefore, the firm dispatched an architect from its office, Lilian Rice, to manage the Rancho Santa Fe project (HABS 1991:10; May 2004:15).

Lilian Rice

Lilian Jenette Rice was born in National City in 1889. In 1910, she was one of the first women to graduate from the University of California, Berkeley, with a degree in architecture (HABS 1991:11; May 2004:15). Her professor was master Beaux-Arts architect John Galen Howard, also the campus architect. Rice's exposure to architects in San Francisco, including Bernard Maybeck, provided her valuable experience that she brought back to Southern California. Through her studies in Northern California, Rice discovered the concept of an indigenous and unique architectural style that expressed the surrounding landscape and natural materials (HABS 1991:11).

Rice returned to San Diego in 1910, and briefly worked as a draftsperson in the office of Hazel Waterman, who had studied under Irving Gill (HABS 1991:11). Rice was exposed to the reconstruction of Casa de Estudillo, an adobe in Old Town San Diego. The U-shaped adobe was arranged around a central landscaped courtyard. This experience would influence her later work at Rancho Santa Fe (HABS 1991:11). In addition, like Requa, Rice was interested in an expressive architecture that reflected the natural environment. The opportunity that Rice was given in 1922 to manage the development of Rancho Santa Fe had a profound impact on her career as an architect.

From 1922 to 1927, the development of Rancho Santa Fe occupied most of Rice's time and energy. Rice "remained true to Requa's original concept of a regional style based on the natural

beauty and historic associations of the area" (Eddy 1983). Commercial and residential architecture reflected their surroundings with white or natural-colored adobe walls and red-tiled roofs. In addition, patios and courtyards were integral to many designs, along with semi-tropical foliage such as palms, bougainvillea, and banana trees (Eddy 1983). Rice's designs were sensitive to the natural features in the surroundings, as she often preserved rocks and trees in place. In addition, she incorporated open-beamed ceilings, tiled surfaces, and a variety of floor plans to minimize the distinction between the interior and exterior (Eddy 1983). Rice's inspiration was the villages of southern Spain, particularly Andalusia (HABS 1991:14). Although Rice had never traveled abroad, she was exposed to Spanish architecture through Requa's books, *Architectural Details in Spain and the Mediterranean* (1926) and *Old World Inspiration for American Architecture* (1929).

There has been an on-going debate regarding the contributions of Requa and Rice and how each architect affected Rancho Santa Fe. Architectural drawings associated with Rancho Santa Fe appear to have two different styles of presentation (May 2004:15). While few of the drawings can be directly attributed to a specific individual, the architectural lettering is distinct and may provide clues as to who designed particular buildings (May 2004:15). Rice's printing was very stylized and easily identifiable. The other style of lettering is most likely that of Sam Hamill, a draftsman for Requa & Jackson (May 2004:15). In addition, several of the earliest drawings, particularly for the Civic Center, have the title of Requa & Jackson (May 2004:15; Shippen 1924).

In 1928, Rice left Requa & Jackson to start her own firm. She continued to work in Rancho Santa Fe, designing residential, commercial, and civic buildings (May 2004:16). Much of her success was based around her ability to create cohesive, beautiful spaces that capitalized on the natural beauty of the landscape. Rice continued to work up until her death in 1938 (Eddy 1983).

Rancho Santa Fe Protective Covenant

The Santa Fe Land Improvement Company continued to monitor the development of Rancho Santa Fe throughout the 1920s. The company was committed to controlling the aesthetic of Rancho Santa Fe. It hired Charles H. Cheney, a well-known city planner from Palos Verdes, to work on a permanent set of protective restrictions (Eddy 1983; May 2004:18). Cheney had extensive experience with development of several communities in Northern and Southern California, including the Palos Verdes Estates where he lived (May 2004:18).

Cheney developed a set of protective restrictions for Rancho Santa Fe based on his Palos Verdes model. These restrictions included the establishment of the Rancho Santa Fe Association, a nonprofit organization (HABS 1991:29). This association was responsible for maintaining the architectural, horticultural, and land-use restrictions established by the Santa Fe Land Improvement Company (HABS 1991:29–30). The language of this covenant indicated the level of commitment property owners were willing to undertake for their investment. Architectural restrictions were to be supervised by an art jury, which was required to approve all building plans before construction began. The covenant included regulations for zoning, land use, building height, setbacks, property sales, and architectural styles. The covenant called for "the

supervision of architectural design enforced by a qualified art jury. All homes and other structures conform to what is broadly known as Spanish architecture, which includes Italian and Mediterranean motifs, as well as Monterey and Californian styles" (May 2004:18–19). Each member of the association was charged an annual tax, rather than a property tax, and these funds were to pay for the association's expenses (HABS 1991:30). The covenant would be in effect for a period of 45 years, until 1973. The Rancho Santa Fe Protective Covenant was adopted on February 3, 1928, and Lilian Rice was on the first board of the art jury (May 2004:19).

After the Rancho Santa Fe Protective Covenant was adopted, the Santa Fe Land Improvement Company sold its remaining property to the Rancho Santa Fe Corporation (HABS 1991:31). However, after the stock market crash in October 1929, real estate slumped severely and the Rancho Santa Fe Corporation could not sell any land. It was forced to default on its loans, and the Santa Fe Land Improvement Company regained title to the unsold acreage in Rancho Santa Fe (HABS 1991:31).

Depression and Post-World War II Era in Rancho Santa Fe

Along with the problems related to land sales during the Depression, three other problems plagued the Santa Fe Land Improvement Company. The Santa Fe Irrigation District was insolvent and unable to honor its contract with the City of San Diego to supply water to the city (HABS 1991:31). The Rancho Santa Fe Country Club's golf course, completed in July 1929, was dependent on annual membership fees, but when members could not afford the fees, it too became insolvent (HABS 1991:31). In addition, Rancho Santa Fe defaulted on its Mattoon Act bonds, which had been used to pay for more than 40 miles of roads (HABS 1991:31). Due to all of these conditions, Rancho Santa Fe became unattractive to buyers.

Over the course of the next 10 years, each of the above problems was resolved. The Santa Fe Irrigation District was refinanced under the New Deal's Reconstruction Finance Corporation (HABS 1991:32). The golf course was saved by the Santa Fe Land Improvement Company. In exchange for the cancellation of its debt, the Rancho Santa Fe Country Club turned the golf course over to the Rancho Santa Fe Association (HABS 1991:32). The Santa Fe Land Improvement Company agreed to subsidize the golf course until it could be supported by assessments levied by the Rancho Santa Fe Association. The benefit of this situation to the Santa Fe Land Improvement Company was that the properties it held along the golf course were more attractive to prospective buyers. The issue of the Mattoon Act was not easily solved, but, ultimately, Rancho Santa Fe taxpayers agreed to pay 40 cents in back taxes along with 50 cents from the bond issue to settle the community's obligations (HABS 1991:32). In January 1937, a bond-burning ceremony was held to celebrate the end of the Mattoon Act "blight" (HABS 1991:32).

In 1940, a central Civic Center property, La Morada, was sold to George Roslington. Roslington quickly sold the property to George Richardson, who instituted a master plan for an expansion and renamed La Morada the Inn at Rancho Santa Fe. By the end of World War II, the Inn at Rancho Santa Fe, along with the entire community, began to prosper. New roads and improved driving conditions made it easier to commute from Rancho Santa Fe to San Diego and other

neighboring cities. During the late 1940s, almost half of the property owners resided full time in Rancho Santa Fe, compared with only one-quarter in 1931 (HABS 1991:33). In 1945, the Santa Fe Land Improvement Company had divested itself of its holdings in Rancho Santa Fe by selling its remaining properties to John F. Sinclair of Los Angeles (HABS 1991:33). In 1947, Jones-Howard Company of Los Angeles acquired Sinclair's interest.

By 1948, all of the original Santa Fe Land Improvement Company buildings were privately owned. These buildings provided essential community services, including a large market, stores, offices, and restaurants (HABS 1991:34). By the 1950s, a bank and clothing store had also been established, as structures in the Civic Center were adapted to commercial uses. The trends of the mid-20th century continued for the next 50 years, as the majority of property owners resided within the boundaries of Rancho Santa Fe (HABS 1991:34). The Rancho Santa Fe Protective Covenant was renewed in 1973, and its founding principles continue to restrict development within the community today.

DESCRIPTION OF CULTURAL RESOURCES

Seven historic resources were identified in the APE (Table 4). Of the seven resources, three were previously recorded. CHL No. 982 is listed in the CRHR and encompasses a greater area than the APE. Re-evaluation of the entire resource is outside of the scope of the current study; therefore, only elements of the resource within the APE were assessed. The segment of P-37-023709 (Lake Hodges Flume) within the APE was removed and, therefore, could not be relocated in the APE; that information was updated on appropriate DPR 523 forms. P-37-091944 (H.P. and Florence Johnston House) was revisited and its description was updated on appropriate DPR 523 forms. The remaining four resources were recorded on DPR 523 forms and evaluated under NRHP and CRHR criteria for eligibility. For a full description of the resources, refer to the DPR 523 forms in Appendix C.

Table 4. Resources within the APE

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Paseo Delicias Intersections	RSF-PD-1 (El Camino del Norte/Del Dios Hwy) RSF-PD-2 (El Montevideo/La Valle Plateada) RSF-PD-3 (Via de la Valle/La Fremontia)	1880s–1920s	4 5 6
P-37-091944	H.P. and Florence Johnston House, 7052 La Valle Plateada	1926	7
RSF Equestrian Trail	Equestrian Trail Segment	c. 1940	8
RSF-H-266-321-13	Single-Family Residence, 6214 Las Colinas Avenue	1957	9

PREVIOUSLY RECORDED RESOURCES

CHL No. 982 (Map Reference [MR] #1)

The Historic Planned Community of Rancho Santa Fe is CHL No. 982. The nomination, authored by Sandra J. Elder, was approved by the State Historic Resources Commission in 1989. Although the boundary of the landmark designation is not specifically detailed in the nomination, a map of the Rancho Santa Fe Protective Covenant, created in 1927, is included in the nomination (Elder 1989). The boundary includes approximately 6,200 acres (May 2004). Rancho Santa Fe is significant to California's history as one of the state's first planned communities unified by a single architectural theme, the Spanish Colonial Revival. Lilian Rice, one of

California's first successful female architects, supervised the development and designed many of the buildings (Elder 1989).

Rancho Santa Fe has also been documented by the National Park Service's Historic American Building Survey (HABS). In 1991, the HABS, in cooperation with the Rancho Santa Fe Historical Society, Rancho Santa Fe Association, and OHP, conducted research, survey, and documentation of Rancho Santa Fe. This project is on file with the Library of Congress (HABS 1991).

CHL No. 982 is listed in the CRHR and is eligible for inclusion in the NRHP at the state and local levels under Criteria A, B, and C. It is significant under NRHP Criterion A as one of California's first planned communities unified by a single architectural theme, the Spanish Colonial Revival style. As such, Rancho Santa Fe influenced development patterns across the state. It is significant under NRHP Criterion B for its direct association with Lilian Rice, Don Juan Maria Osuna, Leone G. Sinnard, W.E. Hodges, Charles H. Cheney, Richard Requa, and Herbert L. Jackson. CHL No. 982 is eligible for the NRHP under Criterion C for its exceptional planned design in the Spanish Colonial Revival style by a master architect, Lilian Rice. It does not, nor is likely to, yield important information about prehistory and history, and is not eligible under NRHP Criterion D.

In 2004, landscape historian Vonn Marie May submitted the Cultural Landscape Amendment for CHL No. 982 to the State Historical Resources Commission. The amendment proposed the addition of the cultural landscape to the landmark designation as a historic designed landscape and a historic vernacular landscape, as defined by the National Park Service (May 2004:39). The status of the Cultural Landscape Amendment is not known, although inquiries were made to OHP. This investigation assumes that the amendment was approved by the State Historical Resources Commission, and that the Rancho Santa Fe cultural landscape is part of the landmark designation. A copy of the nomination and the amendment is provided in Appendix C.

The amendment divided CHL No. 982 into eight component landscapes: Osuna Valley; Eucalyptus Forest; San Dieguito Reservoir; Orchards of Rancho Santa Fe; Civic Center; Golf Course, Golf Course Estates, and San Elijo Creek; Rancho Zorro; and San Dieguito River Park. The first six are within the Rancho Santa Fe Protective Covenant boundary. In addition, May categorized character-defining features of CHL No. 982 under general organizational elements of the landscape: natural systems/open space, spatial organization and land use, circulation, vegetation, views and vistas, and objects and furnishings (May 2004). Under each element, features were specified; for example, road patterns and equestrian and hiking trails are part of the circulation element, native species and eucalyptus species are part of the vegetation element, and lack of signage and a dark-sky policy are part of the views and vistas element. In addition, several historically designated buildings were listed as character-defining features.

CHL No. 982 was not resurveyed or re-recorded as part of the current study. The landmark encompasses a vast area that includes the entire project area, but the APE only includes areas that might be directly or indirectly impacted by the project. The APE was surveyed for the presence of any contributing elements or features of the historic property. Two contributing

features to CHL No. 982's circulation element were identified: the Paseo Delicias Intersections and the RSF Equestrian Trail Segment (see below for further discussion of these features).

The circulation element was described as the "spaces and features that constitute systems of movement" (May 2004:33). The notable features of the circulation element were listed as follows:

- Road network, as related to Sinnard's 1921 "Proposed Subdivision of Rancho San Dieguito";
- Equestrian and hiking trails;
- Historic routes, including rancho and County of San Diego regional roads; and
- An intact segment of El Camino Real.

May states that the "bones" of Sinnard's 52-mile road network were intact and that the widths and alignments had not changed (May 2004:33). The road patterns of Sinnard's subdivision plan have remained relatively unaltered, although the roads have been resurfaced and restriped several times, and widened in areas for turning lanes. In the same respect, the historic routes of Osuna Road (now Via de la Valle), Olivenhain Road (now Camino del Norte), and Escondido Road (now Paseo Delicias) are generally intact in terms of connecting their endpoints, although when Sinnard designed his subdivision plan, he incorporated historic routes "when they fit his scheme and eliminated them when they ran contrary" (May 2004:12). Because of alterations to their surfaces, the current roads do not materially convey the appearance of the original historic roads.

Rancho Santa Fe has 45 miles of designated trail system for recreational equestrian use. Equestrian activity has been prevalent throughout Rancho Santa Fe's history, beginning with Spanish ownership and continuing into the early days as a planned rural residential community. The trails throughout the Rancho Santa Fe Protective Covenant area follow a general pattern, with most running through private property (generally along parcel borders), public rights-of-way associated with community streets and roadways, and small easements through locally owned public property.

Other contributing elements were assessed, including vegetation and views and vistas. No mature species related to CHL No. 982's vegetation element were identified within the project footprint. In addition, no significant views related to CHL No. 982's views and vistas element were identified in the APE.

Lake Hodges Flume (P-37-023709) (MR #2)

The Lake Hodges Flume (P-37-023709) was recorded as a historic structure by ASM and Affiliates (ASM) in 2000. The Lake Hodges Flume is a 4.6-mile-long water conveyance system built from 1917 to 1919 to transport water from Lake Hodges to San Dieguito Reservoir via ditches, canals, and elevated trellises. It is significant for its association with agricultural and residential development of the north coastal area, its association with the activities of Colonel Ed Fletcher, and its method of construction. It was evaluated as eligible for the NRHP and CRHR.

ASM completed a Historic American Engineering Record (HAER) for the flume, which is on file with the Library of Congress (HAER 2001).

The flume would have passed through what is now the Paseo Delicias/El Camino del Norte roundabout APE; however, the 2007 pedestrian survey could not relocate the resource. The Rancho Santa Fe Irrigation District, owner of the flume, confirmed that the portion of the flume within the El Camino del Norte APE was replaced with an underground pipe. As required by the DPR, the DPR 523 forms were updated with that information (see Appendix C).

H.P. and Florence Johnston House (P-37-091944) (MR #7)

The H.P. and Florence Johnston House (P-37-023709) was recorded in a survey conducted for the Rancho Santa Fe Association in 1991. The resource is a Spanish Colonial Revival residence built in 1926. Lilian Rice designed the home; however, it was not a Rancho Santa Fe Protective Covenant home. It was previously evaluated as not eligible to the NRHP or CRHR due to extensive alterations, although it retained local significance due to its design by Lilian Rice, a significant architect. The resource was revisited, and appears unchanged since its previous evaluation. It is not eligible for the NRHP or CRHR.

NEWLY IDENTIFIED RESOURCES

RSF-H-265-231-07, 7095 Camino del Norte (MR #3)

The house located on 7095 Camino del Norte (APN 265-231-07) was recorded in 2012. The residence is a Ranch-style residence built in 1961. A single-story, rectangular-plan, side-gable, ranch style residence is situated on this parcel, along with two sheds and a gated equestrian field. The residence is clad in board and batten siding, with a brick chimney in the interior and an attached garage located on the north side. The residence is set back from El Camino del Norte on an uphill slope, and view of it is obstructed by vegetation and a gated fence. A paved asphalt driveway leads to a gated iron fence; past the gate, a circular driveway is situated on the south side of the home. Built in 1961, the Ranch-style residence does not appear to have significant associations with historic persons or events, and is not historically or architecturally significant. It is not eligible for the NRHP or CRHR.

Paseo Delicias Intersections (MR #4, 5, and 6)

This resource includes three intersections located within a 1.3-mile segment of Paseo Delicias Road in Rancho Santa Fe that encompass the locations of the proposed roundabouts within the APE. Paseo Delicias is a major two-lane paved road that extends from the Rancho Santa Fe Civic Center to the intersection of Camino del Norte, then becomes the Del Dios Highway and continues northeast to Escondido. The three recorded intersections are RSF-PD-1 (El Camino del Norte/Del Dios Highway) (MR #4), RSF-PD-2 (El Montevideo/La Valle Plateada) (MR #5), and RSF-PD-3 (Via de la Valle/La Fremontia) (MR #6). RSF-PD-1 includes intersecting segments of Paseo Delicias (357 feet), which turns into Del Dios Highway (522 feet) and El Camino Del

Norte (268 feet) to the north. RSF-PD-2 includes intersecting segments of Paseo Delicias (1,000 feet), El Montevideo (318 feet), and La Valle Plateada (282 feet). RSF-PD-3 includes intersecting segments of Paseo Delicias (707 feet), Via De La Valle (470 feet), La Fremontia (251 feet), and Las Colinas (519 feet). Each intersection consists of intersecting two-lane asphalt-surfaced roads with all-way stop signs and a few striped turning lanes, with the exception of the El Camino del Norte intersection, which is only stop-controlled on El Camino del Norte approaching Paseo Delicias/Del Dios Highway.

This resource consists of typical roadway intersections that do not exhibit historical or architectural significance for individual eligibility for the NRHP or CRHR. However, the intersections are associated with the design and development of CHL No. 982 and contribute to its character-defining circulation element. CHL No. 982 is a CRHR-listed and NRHP-eligible landmark (see above). As part of its circulation element, these intersections contribute to a historic property that is eligible under NRHP Criteria A, B, and C.

In respect to the Paseo Delicias Intersections, the integrity of CHL No. 982's circulation element relies on aspects of location, design, and setting that convey the road network's association with Sinnard's 1921 subdivision plan. The road network remains in the same location. The design of the complex 52-mile road network is based on two-lane-wide, winding alignments that are intact. The setting remains with an abundance of vegetation and low-density development adjacent to the roads. The Paseo Delicias Intersections' materials, workmanship, and feeling have been compromised over the years with resurfacing, restriping, and widening, but, overall, the resource retains sufficient integrity to convey its association as a contributing feature to the circulation element.

Attributes of the intersections that contribute to the circulation element and, thereby, the historic property, include their location, two-lane character, and setting. The resource is not individually eligible for the NRHP or CRHR, but is a contributing feature to a CRHR-listed and NRHP-eligible landmark. It is considered a contributing feature to a historic property and a contributing feature to a historical resource under CEQA.

Rancho Santa Fe Equestrian Trail (MR #8)

This resource is one segment of a much larger 45-mile designated trail system for recreational equestrian use. Equestrian activity has been prevalent throughout Rancho Santa Fe's history, beginning with Spanish ownership and continuing into the early days as a planned rural residential community. The trails throughout the Rancho Santa Fe Protective Covenant area follow a general pattern, with most running through private property (generally along parcel borders), public rights-of-way associated with community streets and roadways, and small easements through locally owned public property.

The equestrian trail segment is located at the Paseo Delicias/Via de la Valle/La Fremontia intersection. From west to east, the trail segment extends through Parcel No. 266-310-53 to Via de la Valle, crosses Via de la Valle and Las Colinas to a paved easement along the east side of Via de la Valle, crosses Paseo Delicias north into Parcel No. 266-241-41, and then heads east to

the intersection of La Fremontia. The trail continues through a lightly wooded area and then goes north along La Fremontia to a connection with the golf course loop trail. The segment includes portions that are lined with bare dirt, mulch, and paving, ranging in width from 1.5 to 5 yards. The segment does not exhibit historically or architecturally significant associations for individual eligibility for the NRHP or CRHR.

While the segment does not appear individually eligible for the NRHP or CRHR, it is associated with the design and development of CHL No. 982 and its character-defining circulation element. CHL No. 982 is a CRHR-listed and NRHP-eligible landmark (see above). As part of its circulation element, the segment contributes to a historic property that is eligible under NRHP Criteria A, B, and C.

In respect to the RSF Equestrian Trail Segment, the integrity of CHL No. 982's circulation element relies on aspects of location, setting, materials, and feeling that convey an association between the equestrian trails and the planned rural community. The 45-mile network of equestrian trails has evolved since the rancho era, but has remained throughout Rancho Santa Fe since the 1920s. The practical and organic design of the equestrian trail network is intact, organized around property lines. The setting remains with an abundance of vegetation and low-density development adjacent to the trails. The materials and workmanship related to the trails are naturalistic, generally cleared areas of dirt or mulch-covered pathways. The general rural feeling of the trail network remains intact. Overall, the resource retains sufficient integrity to convey its association as a contributing feature to the circulation element.

Attributes of the trail segment that contribute to the historic property include its location, function, naturalistic appearance, and setting. The resource is a contributing feature to a CRHR-listed and NRHP-eligible landmark. It is considered a contributing feature to a historic property and a contributing feature to a historical resource under CEQA.

RSF-H-266-321-13, 6214 Las Colinas Avenue (MR #9)

The house located at 6214 Las Colinas Avenue (APN 266-321-13) was recorded in 2012. A single-story, rectangular-plan, Ranch-style residence is situated on this parcel. The residence is clad in board and batten siding with a brick chimney in the interior. A screened-in porch spans the length of the south façade and aluminum sliding windows are protected by awnings. An attached garage is located on the west side and a pool is to the east. The residence is set back from Las Colinas Avenue on an uphill slope and accessed by a paved asphalt driveway. Built in 1957, the Ranch-style residence does not appear to have significant associations with historic persons or events, and is not historically or architecturally significant. It is not eligible for the NRHP or CRHR.

FINDINGS AND CONCLUSIONS

Seven historic resources were identified in the APE through research and survey (see Table 4). This discussion provides an evaluation of the eligibility of these resources for listing in the NRHP and CRHR.

A. FINDINGS

The following historic property is listed in the CRHR and has been determined *eligible* for the NRHP as a result of this study:

Name	Address/Location	Community	OHP Status Code	Map Reference No.
CHL No. 982	Historic Planned Community of Rancho Santa Fe	Rancho Santa Fe	1CL/3S	1

The following historic property was previously determined *eligible* for the NRHP and CRHR:

Name	Address/Location	Community	OHP Status Code	Map Reference No.
Lake Hodges Flume[1] (P-37-023709)	Intersection of El Camino del Norte and Paseo Delicias	Rancho Santa Fe	3S	2

The following historic properties were determined *eligible* for the NRHP and CRHR as a result of this study:

Resource	Address/Location	Community	OHP Status Code	Map Reference No.
Paseo Delicias Intersections[2]	Intersections of Paseo Delicias, El Camino del Norte, El Montevideo, Via de la Valle, and La Fremontia	Rancho Santa Fe	3D	4 5 6
RSF Equestrian Trail Segment[3]	Intersection of Paseo Delicias and Via de la Valle	Rancho Santa Fe	3D	8

[1] This resource was not relocated in the APE and was not evaluated in the current study.
[2] This resource is eligible as a contributing feature to an NRHP-eligible historic property.
[3] This resource is eligible as a contributing feature to an NRHP-eligible historic property.

The following three resources were determined *not eligible* for inclusion in the NRHP or CRHR as a result of this study:

Resource	Address/Location	Community	OHP Status Code	Map Reference No.
H.P. and Florence Johnston House (P-37-023709)	7052 La Valle Plateada	Rancho Santa Fe	6Z	5
RSF-H-265-231-07	7095 Camino del Norte	Rancho Santa Fe	6Z	3
RSF-H-266-321-13	6214 Las Colinas Avenue	Rancho Santa Fe	6Z	9

Within the APE, three existing resources, CHL No. 982, the Paseo Delicias Intersections, and the RSF Equestrian Trail Segment, are considered historical resources for the purposes of CEQA.

M.K. Meiser, M.A., who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian, has determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation); therefore, they were not evaluated as part of this study.

B. CONCLUSIONS

Seven historic resources were identified within the APE through research and survey. Three previously recorded resources were identified in the APE: CHL No. 982; P-37-023709, Lake Hodges Flume; and P-37-091944, the H.P. and Florence Johnston House. Four additional resources were identified within the APE: two residences, RSF-H-266-321-13 and RSF-H-265-231-07; a segment of the RSF Equestrian Trail; and the Paseo Delicias Intersections, consisting of the three intersections in the project area (RSF-PD-1, RSF-PD-2, and RSF-PD-3). Of the seven identified resources, the three existing resources within the APE described below were evaluated as NRHP significant.

CHL No. 982 (MR #1)

CHL No. 982, the Historic Planned Community of Rancho Santa Fe (MR #1), is listed in the CRHR and is eligible for inclusion in the NRHP at the state and local level under Criteria A, B, and C. It is significant under NRHP Criterion A as one of California's first planned communities unified by a single architectural theme, the Spanish Colonial Revival style. As such, Rancho Santa Fe influenced development patterns across the state. It is significant under NRHP Criterion B for its direct association with Lilian Rice, one of California's first successful female architects, who supervised the development and designed many of the buildings in the community, as well as Don Juan Maria Osuna, L.G. Sinnard, W.E. Hodges, Charles H. Cheney, Richard Requa, and Herbert L. Jackson. CHL No. 982 is eligible for the NRHP under Criterion C for its exceptional planned design in the Spanish Colonial Revival style by a master architect, Lilian Rice. Its main period of significance is 1906 to 1928. Although the boundary of the landmark designation is not

specifically detailed in the 1989 nomination, it follows the community outline in the Rancho Santa Fe Protective Covenant map, created in 1927. The boundary includes approximately 6,200 acres. Contributing elements include eight component landscapes: Osuna Valley; Eucalyptus Forest; San Dieguito Reservoir; Orchards of Rancho Santa Fe; Civic Center; Golf Course, Golf Course Estates, and San Elijo Creek; Rancho Zorro; and San Dieguito River Park. In addition, six organizational elements of the landscape are contributing: natural systems/open space, spatial organization and land use, circulation, vegetation, views and vistas, and objects and furnishings (May 2004). Under these elements, character-defining features include open spaces, the low density and placement of buildings, orchards, road patterns, equestrian and hiking trails, native vegetation, agricultural lands, the view to the Pacific Ocean, lack of signage and billboards, dark-sky policy, bridges, cobble swales, cobble walls, and wooden corral fencing. These characteristics, in combination with its unified architectural style of Spanish Colonial Revival, give Rancho Santa Fe a high artistic value and distinguish it from other communities in the state. Non-contributing elements include non-period buildings and structures. CHL No. 982 was designated a landmark in 1989, was automatically listed in the CRHR, and is eligible for the NRHP.

Paseo Delicias Intersections (MR #4, 5, and 6)

The Paseo Delicias Intersections include three intersections along Paseo Delicias in Rancho Santa Fe. The three recorded intersections are RSF-PD-1 (El Camino del Norte/Del Dios Highway) (MR #4), RSF-PD-2 (El Montevideo/La Valle Plateada) (MR #5), and RSF-PD-3 (Via de la Valle/La Fremontia) (MR #6). Each intersection consists of intersecting two-lane asphalt-surfaced roads with all-way stop signs and a few striped turning lanes, with the exception of the El Camino del Norte intersection, which is only stop-controlled on El Camino del Norte approaching Paseo Delicias/Del Dios Highway. The unexceptional roadway intersections do not exhibit historical or architectural significance for individual eligibility for listing in the NRHP or CRHR. However, they are associated with the design and development of CHL No. 982 and contribute to its character-defining circulation element. CHL No. 982 is a CRHR-listed and NRHP-eligible landmark, significant under NRHP Criterion A as one of California's first planned communities unified by a single architectural theme, the Spanish Colonial Revival style. It is significant under NRHP Criterion B for its association with several historic persons, notably Leone G. Sinnard, who designed the network of Rancho Santa Fe's rural residential streets. CHL No. 982 is eligible for the NRHP under Criterion C for its exceptional planned design in the Spanish Colonial Revival style by a master architect, Lilian Rice. As part of its circulation element, these intersections contribute to a historic property that is eligible under NRHP Criteria A, B, and C. The period of significance for the Paseo Delicias Intersections dates to the early 1920s. The boundary of these intersections contains the limits of the roadways within the project area. RSF-PD-1 includes intersecting segments of Paseo Delicias (357 feet), which turns into Del Dios Highway (522 feet), and El Camino Del Norte (268 feet) to the north. RSF-PD-2 includes intersecting segments of Paseo Delicias (1,000 feet), El Montevideo (318 feet), and La Valle Plateada (282 feet). RSF-PD-3 includes intersecting segments of Paseo Delicias (707 feet), Via De La Valle (470 feet), La Fremontia (251 feet), and Las Colinas (519 feet). Attributes of the intersections that contribute to the historic property include their location, two-lane character, and setting. Non-contributing attributes include non-period surfaces, striping, and signage.

RSF Equestrian Trail Segment (MR #8)

The recorded segment of the RSF Equestrian Trail (MR #8) is associated with CHL No. 982 and was recorded as contributing to the character-defining circulation element of the CRHR-listed and NRHP-eligible landmark. The segment includes equestrian trail portions that are lined with bare dirt, mulch, and paving, ranging in width from 1.5 to 5 yards. The segment does not exhibit historically or architecturally significant associations for individual eligibility for the NRHP or CRHR. It is associated with the design and development of CHL No. 982 and its character-defining circulation element. CHL No. 982 is a CRHR-listed and NRHP-eligible landmark, significant under NRHP Criterion A as one of California's first planned communities unified by a single architectural theme, the Spanish Colonial Revival style. It is significant under NRHP Criterion B for its association with several historic persons, notably Leone G. Sinnard, who designed the network of Rancho Santa Fe's rural residential streets. CHL No. 982 is eligible for the NRHP under Criterion C for its exceptional planned design in the Spanish Colonial Revival style by a master architect, Lilian Rice. As part of its circulation element, these intersections contribute to a historic property that is eligible under NRHP Criteria A, B, and C. The period of significance for the RSF Equestrian Trail Segment dates to the 1920s. The linear boundary of the segment extends, from west to east, through Parcel No. 266-310-53 to Via de la Valle, crosses Via de la Valle and Las Colinas to a paved easement along the east side of Via de la Valle, crosses Paseo Delicias north into Parcel No. 266-241-41, and then heads east to the intersection of La Fremontia. Attributes of the trail segment that contribute to the historic property include its location, function, naturalistic appearance, and setting. Non-contributing attributes include non-period surfaces, signage, and adjacent vegetation.

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LIST OF PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

LIST OF PREPARERS

M.K. Meiser, M.A., directed the 2012 cultural resources studies, including the intensive survey of the built environment. Ms. Meiser has worked as a professional cultural resources specialist for 10 years and qualifies as a Caltrans-equivalent PQS Principal Architectural Historian (Caltrans 2007:Exhibit 1.5).

Jill Gibson, M.A., participated in the 2012 pedestrian survey of the built environment. Ms. Gibson has worked as a professional cultural resources specialist for 3 years.

Carrie Gregory, M.A., directed the 2008 pedestrian survey of the built environment and authored the technical report.

Cheryl Bowden-Renna, B.A., participated in the 2008 built environment pedestrian survey. Ms. Bowden-Renna has 15 years of experience throughout the southwestern United States.

Jennifer Hirsch, M.S., authored the historic overview of Rancho Santa Fe.

Rebecca M. Apple, M.A., provided project oversight and technical review of the document. Ms. Apple has worked in the cultural resources field for more than 25 years.

Anne McDonnell provided a technical edit of the document.

PERSONS AND ORGANIZATIONS CONTACTED

The South Coastal Information Center at San Diego State University (SDSU) conducted a records search for the project.

The San Diego Museum of Man conducted a records search for the project.

The Rancho Santa Fe Historical Society was contacted for input.

The Rancho Santa Fe Association was contacted for input.

Dana Johnson of the Santa Fe Irrigation District provided information regarding the Lake Hodges Flume.

Jerry Schaefer of ASM Affiliates provided information regarding the Lake Hodges Flume.

A research request has been placed with the Rancho Santa Fe Historical Society. To date, no response has been received.

Research was conducted in the California Room of the San Diego Public Library.

FASTWeb was employed to gather property profiles.

APPENDIX A

RESUMES FOR KEY PERSONNEL

Trina Meiser
Architectural Historian

Education
MA, Historic Preservation Planning, Cornell University, 2003
BA, History, Kenyon College, 1998

Professional Affiliations
National Trust for Historic Preservation
Society of Architectural Historians
California Preservation Foundation

Trina Meiser is a historic resources specialist and a Secretary of Interior-qualified architectural historian and historian (36 CFR Part 61)with 10 years of experience in surveying, documenting, evaluating, and planning for historic structures, districts, sites, and cultural resources. Ms. Meiser maintains a solid knowledge of architectural history and building materials conservation and has led seminars on architectural styles, workshops in materials conservation, and preservation design charrettes. She has completed a multitude of cultural resource technical reports and archival documents, including California Department of Transportation Historic Property Survey Report (HPSR)and Historical Resources Evaluation Report (HRER)studies, National Register of Historic Places nominations, Historic Structure Reports, and HABS/HAER. She has consulted on a variety of projects with clients, architects, engineers, and agency representatives for regulatory review, including Section 106 consultation. Her experience in historic preservation planning provides a strong understanding of federal, state, and local historic preservation laws. She has a thorough knowledge of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and their functions in historic preservation planning.

Project Experience

Orangethorpe Avenue Grade Separation Project, Orange County, CA
Conducted cultural resources studies for the project located in an urbanized area in the cities of Placentia and Anaheim in north-eastern Orange County. Evaluated resources within an Area of Potential Effects (APE) to recommend eligibility to the National Register and the California Register and completed the HRER per Caltrans standards.

Raymond Avenue Grade Separation Project, Orange County, CA
Conducted fieldwork to record and evaluate historic resources within the project APE located along a primary arterial highway in Fullerton. Completed the Cultural Resources Survey Report with recommendations on eligibility to the National Register and the California Register.

SR-94 Widening and HOV Lanes Project, San Diego, CA
As Project Manager for cultural resources studies, currently planning for historic and archaeological surveys and evaluations of resources within the APE for a segment of State Route 94 widening in a highly urbanized area of San Diego. Preparing HPSR and HRER to Caltrans standards.

South Santa Fe Avenue Reconstruction Project - South Segment, San Diego County, CA
Completed the HPSR and HRER per Caltrans standards to analyze resources and recommend eligibility to the National Register and the California Register. Results were recorded on Department of Parks and Recreation 523 forms.

Rancho Santa Fe Roundabouts Project, Rancho Santa Fe, CA
Assessed significant impacts to the significant resource, the community of Rancho Santa Fe, in an HRER Addendum and HPSR. Established the historic character-defining features to be preserved in compliance with the *Secretary of Interior Standards*.

SR-76 Mission to I-15 Historical Resources Evaluation Report, San Diego County, CA
Conducted fieldwork to record and evaluate ranching buildings and residences. Prepared the HRER per Caltrans standards for the evaluation of historical resources for eligibility to the National Register and the California Register.

City of Del Mar North Torrey Pines Bridge "Sorrento Overpass" Restoration, Del Mar, CA
Consulted with engineers for the restoration of the 1933 North Torrey Pines Bridge to resolve significant impacts to the National Register-eligible resource. Assessed the deterioration of the bridge and established the historic character-defining features to be preserved. Evaluated restoration plans to suggest mitigation measures for its treatment in compliance with the *Secretary of Interior Standards*.

City of Temecula Main Street Bridge Replacement Project, Temecula, CA
Conducted a survey and historical research of historic resources in Old Town Temecula adjacent to the Main Street Bridge. Results were recorded on DPR forms and in the HPSR per Caltrans guidelines.

Interstate 5/SR-56 Project, San Diego, CA
Conducted supplemental cultural resources studies for the project located in San Diego County. Surveyed resources within the APE to analyze potential impacts to historical resources. Summarized findings in the HRER and HPSR per Caltrans standards.

West Mission Bay Drive Bridge Project, San Diego, CA
Conducted supplemental cultural resources studies for the bridge improvement project located in San Diego County. Surveyed resources within the APE to analyze potential impacts to historical resources. Summarized findings in the HRER and HPSR per Caltrans standards.

Exposition Corridor Transit Project Phase 2, Los Angeles County, CA
Prepared technical report for the evaluation of historical resources and the cultural resources portion of EIS/EIR. Elements for Section 106 consultation included the requesting determination of cultural resources and proposing mitigation measures for the treatment of historic properties.

South Bay Metro Green Line Extension Project, Los Angeles County, CA
Created survey and evaluation strategy for transportation project through metropolitan Los Angeles County in consultation with SHPO to meet Section 106 requirements. Prepared technical report for the evaluation of historical resources and the cultural resources portion of EIS/EIR, including mitigation measures for the treatment of evaluated historical resources.

Los Angeles Harbor Light Station Rehabilitation Project, San Pedro, CA
Evaluated potential adverse effects to National Register-listed "Angel's Gate" lighthouse. Conducted historical research to determine historically significant and character-defining features. As consultant to U.S. Coast Guard,

prepared Finding of No Adverse Effect for Section 106 consultation.

San Ysidro Land Port of Entry Historic Customs House Rehabilitation Project, San Diego, CA
Consulted with architects to ensure environmental compliance with the Secretary of Interior Standards in rehabilitation project design of National Register-listed Historic Customs House. Prepared documentation for Section 106 consultation as consultant to GSA.

San Francisco Veterans Affairs Medical Center Seismic Upgrade Project, San Francisco, CA
Consulted with architects and designers for the rehabilitation and seismic retrofit of the 1930s-era Art Deco SFVAMC buildings. Evaluated design of new additions and alterations to contributing buildings to a National Register-listed historic district. Engaged in Section 106 consultation with the State Historic Preservation Office as consultant to VA.

Abengoa Mojave Solar Project, Lockhart, CA
Acted as project manager for cultural resources studies in support of an EA. Conducted archival research, contact programs, and fieldwork, and prepared technical report for the evaluation of historical resources and mitigation measures.

Solar Millennium Blythe Solar Power Project, Riverside County, CA
Conducted archival research, contact programs, and fieldwork, and prepared technical report for the evaluation of historical resources and mitigation measures. Coordinated process with BLM.

Grow the Force, Camp Pendleton, CA
Evaluated multiple buildings located on Camp Pendleton for eligibility to the National Register. Completed DPR forms and incorporated findings in an inventory to support the project EIS.

Basewide Utilities Infrastructure, Camp Pendleton, CA
Evaluated multiple buildings located on Camp Pendleton for eligibility to the National Register. Completed DPR forms and incorporated findings in an inventory to support the project EIS.

National Register Eligibility Assessment for Naval Base Ventura County, Port Hueneme, CA
As consultant to U.S. Navy, Southwest Division, recorded and evaluated 18 buildings at the Naval Construction Training Center at Port Hueneme for eligibility to the National Register. Completed DPR forms and incorporated findings in a technical report.

Jill Gibson
Architectural Historian

Education
MA, American Studies, California State University, Fullerton, 2007
BA, Interdisciplinary Studies, Covenant College, 2005

Affiliations
Member, California Preservation Foundation

Publications
Gibson, Jill. 2007. The Last Homes Standing. In: *The Next American City* 15 (2007).

Jill Gibson is a historic preservation planner and a Secretary of Interior-qualified architectural historian and historian. Ms. Gibson's comprehensive training in the history of the built environment and planning allows her to conduct architectural resource surveys, archival research, and photographic documentation research. She has collaborated on a variety of projects with government staff, architects, and planners. Her experience in historic preservation planning provides a strong understanding of federal, state, and local historic preservation laws. She has a thorough knowledge of the Secretary of the Interior's Standards for the Treatment of Historic Properties and their functions in historic preservation planning.

Prior to working at AECOM, Ms. Gibson worked at the City of San Diego's Planning Department. As a part of her higher education, she had the opportunity to teach American Architectural History. She has presented papers at numerous conferences, including the Urban History Association, Society for American and Regional Planning History, and University of North Carolina's New Perspectives on African American History Conference.

Project Experience

San Diego Association of Governments (SANDAG)/Caltrans, State Route 94 High-Occupancy-Vehicle Lane Historical Resources and Evaluation Report, San Diego, CA
As architectural historian, conducted fieldwork to record and evaluate buildings and residences. Evaluated historical resources per California Department of Transportation (Caltrans) standards for eligibility to the National Register of Historic Places and the California Register of Historical Resources. Provided historical context of the development of communities in San Diego. [Ongoing]

Orange County Transit Authority, Interstate 5 Project, CA
As architectural historian, conducted fieldwork to record and evaluate buildings and residences. Provided historical context of the development of Santa Ana, California. [Ongoing]

County of San Diego, Department of Public Works (DPW), South Santa Fe Avenue Reconstruction Project - South Segment, San Diego County, CA
Completed the HPSR and HRER per Caltrans standards to analyze resources and recommend eligibility to the National Register and the California Register. Results were recorded on Department of Parks and Recreation 523 forms.

County of San Diego, DPW Rancho Santa Fe Roundabouts Project, Rancho Santa Fe, CA
Assessed significant impacts to the significant resource, the community of Rancho Santa Fe, in an HRER Addendum and HPSR. Established the historic character-defining features to be preserved in compliance with the *Secretary of Interior Standards*.

NAVFAC Southwest Cultural Resource Studies for Grow the Force Actions, Camp Pendleton, CA
Evaluated multiple buildings located on Camp Pendleton for eligibility to the National Register. Completed DPR forms and incorporated findings in an inventory to support the project EIS.

City of San Diego, Barrio Logan Historic Survey, San Diego, CA
Conducted survey and evaluation of buildings within the Barrio Logan Community Planning area. Results were recorded on Department of Parks and Recreation 523 forms and incorporated into a technical report. [Prior to AECOM; 2010 – 2011]

City of San Diego, San Ysidro Historic Survey, San Diego, CA
Conducted historical research to determine historically significant and character-defining features of the San Ysidro Community Planning Area. Collaborated with consultant teams and city staff to complete technical reports. [Prior to AECOM; 2010 – 2011]

City of San Diego, Southeastern San Diego Smart Growth Incentive Programs, San Diego, CA
Conducted outreach, planning, and workshops for two corridor planning efforts in Southeastern San Diego. Conducted fieldwork to record and evaluate existing land uses and conditions. Prepared land use maps, planning reports, and outreach materials. [Prior to AECOM; 2010 – 2011]

APPENDIX B

INTERESTED PARTIES CORRESPONDENCE

Rancho Santa Fe (60241995)
Historical Society Contact Program Communications Log

Affiliation	Name/Title	Date of Contact	Discussion
Rancho Santa Fe Historical Society	--	12/15/2011	Letter sent.
		01/09/2012	Left voicemail message regarding the project. No response. Email sent regarding the project. No response.
Rancho Santa Fe Association	Ivan Holler, Manager	12/15/2011	Letter sent.
		01/09/2012	Left voicemail message regarding the project. No response.
		01/1612	Email sent regarding the project. Response stating that he had no new information on the history of the project area.
San Diego History Center	--	12/15/2011	Letter sent.
		01/09/2012	Left voicemail regarding the project.

AECOM
1420 Kettner Boulevard
Suite 500
San Diego, CA 92101
www.aecom.com

619.233.1454 tel
619.233.0952 fax

December 15, 2011

The Rancho Santa Fe Association
Ivan Holler, Manager
PO Box A
Rancho Santa Fe, CA 92067

Dear Ivan Holler:

Subject: Rancho Santa Fe Roundabouts

As you are aware, the County of San Diego Department of Public Works is in the process of proposing the construction of three roundabouts along Paseo Delicias in the unincorporated community of Rancho Santa Fe, San Diego County, California (see enclosed map). The proposed project would involve construction of roundabouts in the following intersections:

- Paseo Delicias/El Camino Del Norte/Del Dios Highway
- Paseo Delicias/El Montevideo/La Valle Plateada
- Paseo Delicias/Via de la Valle/La Fremontia

AECOM is updating its cultural resource investigations. The County is interested in identifying any new concerns you may have regarding cultural or historic resources in the study areas. To incorporate your concerns or comments in any on going studies, please return the enclosed response to: Jill Gibson, AECOM 1420 Kettner Boulevard Suite 500 San Diego, CA 92101. Returning this form does not imply that you approve or disapprove of the studies, nor does it limit your opportunity to comment at a later time.

Thank you for your time and consideration.

Yours sincerely,

Jill Gibson
Architectural Historian
Jill.Gibson@aecom.com

Enclosures: Location Map
Response Form

AECOM
1420 Kettner Boulevard
Suite 500
San Diego, CA 92101
www.aecom.com

619.233.1454 tel
619.233.0952 fax

December 15, 2011

The San Diego History Center
1649 El Prado Suite 3
San Diego, CA 92101

To Whom it May Concern:

Subject: Rancho Santa Fe Roundabouts

The County of San Diego Department of Public Works is in the process of proposing the construction of three roundabouts along Paseo Delicias in the unincorporated community of Rancho Santa Fe, San Diego County, California (see enclosed map). The proposed project would involve construction of roundabouts in the following intersections:

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Response Form

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619.233.1454 tel
619.233.0952 fax

December 15, 2011

The Rancho Santa Fe Historical Society
PO Box 246
Rancho Santa Fe, CA 92067

To Whom it May Concern:

Subject: Rancho Santa Fe Roundabouts

As you are aware, the County of San Diego Department of Public Works is in the process of proposing the construction of three roundabouts along Paseo Delicias in the unincorporated community of Rancho Santa Fe, San Diego County, California (see enclosed map). The proposed project would involve construction of roundabouts in the following intersections:

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AECOM is updating its cultural resource investigations. The County is interested in identifying any new concerns you may have regarding cultural or historic resources in the study areas. To incorporate your concerns or comments in any on going studies, please return the enclosed response to: Jill Gibson, AECOM 1420 Kettner Boulevard Suite 500 San Diego, CA 92101. Returning this form does not imply that you approve or disapprove of the studies, nor does it limit your opportunity to comment at a later time.

Thank you for your time and consideration.

Yours sincerely,

Jill Gibson
Architectural Historian
Jill.Gibson@aecom.com

Jill Gibson

Enclosures: Location Map
Response Form

APPENDIX C

DPR 523 FORMS

COUNTY OF SAN DIEGO 1989 COUNTYSD82 1127134

1127134
#82

SURVEY OF CALIFORNIA REGISTERED HISTORICAL LANDMARKS: HISTORIC PLANNED COMMUNITY OF RANCHO SANTA FE

Califor:

Name HISTORIC PLANNED COMMUNITY OF RANCHO SANTA FE Number 982

County San Diego

Location Village Green in front of The Inn, Rancho Santa Fe

Type of Plaque PLAQUE PLACED BY THE STATE DEPARTMENT OF PARKS AND RECREATION IN COOPERATION WITH THE RANCHO SANTA FE HISTORICAL SOCIETY AND THE RANCHO SANTA FE ASSOCIATION, JUNE 2, 1989.

Condition of Plaque good

Condition of Base good

Condition of Surroundings good

Wording on Plaque RANCHO SANTA FE

RANCHO SANTA FE BEGAN AS RANCHO SAN DIEGUITO, A LAND GRANT OF NEARLY 9,000 ACRES MADE TO JUAN MARIA OSUNA IN 1845. THE SANTA FE RAILWAY COMPANY LATER USED THE LAND TO PLANT THOUSANDS OF EUCLYPTUS TREES FOR USE AS RAILROAD TIES. IN THE 1920s RANCHO SANTA FE BECAME ONE OF THE STATE'S FIRST PLANNED COMMUNITIES UNIFIED BY A SINGLE ARCHITECTURAL THEME, THE SPANISH COLONIAL REVIVAL. LILIAN RICE, ONE OF CALIFORNIA'S FIRST SUCCESSFUL WOMAN ARCHITECTS, SUPERVISED THE DEVELOPMENT AND DESIGNED MANY OF THE BUILDINGS.

Are there Highway Directional Signs? UNKNOWN

If so, where?

Remarks:

State plaque on Rancho Santa Fe Association property

Submitted by Sandra J. Elder Date 7-24-89

NAME HISTORIC PLANNED COMMUNITY OF RANCHO SANTA FE

COUNTY SAN DIEGO

STATE HISTORICAL RESOURCES COMMISSION:

CHAIRPERSON ROBERT H. POWER

VICECHAIRPERSON PATRICIA COLOGNE

MS. PAULA BOGHOSIAN

MR. MILFORD WAYNE DONALDSON, AIA

DR. ROBERT L. HOOVER

DR. JOHN H. KEMBLE

DR. MICHAEL J. MORATTO

MRS. HELEN SKRIPKIN

FEBRUARY 3, 1989

DATE OF STATE HISTORICAL RESOURCES COMMISSION ACTION

DIRECTOR, DEPARTMENT OF PARKS AND RECREATION

CALIFORNIA REGISTERED HISTORICAL LANDMARK

NUMBER 982

DATE February 17, 1989

Revised
January 1986

APPLICATION FOR REGISTRATION OF HISTORICAL LANDMARK

Name of Proposed Landmark THE HISTORIC PLANNED COMMUNITY OF RANCHO SANTA FE

Location RANCHO SANTA FE, CALIFORNIA

County SAN DIEGO COUNTY

Name and Address of Landowner upon Whose Property Landmark is Proposed

Rancho Santa Fe Association, Drawer A, Rancho Santa Fe, CA. 92067

Name and Address of Applicant Rancho Santa Fe Historical Soc. Phone No. 756-2678

P. O. Box 2414, Rancho Santa Fe, CA. 92067 Bus. Phone No. 755-9744

Is this landmark of statewide significance as described in the State of Policy?

Explain (use extra sheet if necessary):

The planned community of Rancho Santa Fe traces its origin and boundaries to a former Mexican land grant acquired by Juan Maria Osuna in 1845. With the coming of statehood the economy of these large land grants suffered greatly and many of their owners were forced to sell. In 1906, the Santa Fe Land Improvement Co., a subsidiary of the Santa Fe Railroad acquired a majority of the old rancho and from that date gradually added the remaining acreage of the old grant to their holdings. Their intent was to plant eucalyptus -they did set out over a million seedlings -on the ranch to conform with President Theodore Roosevelt's reforestation program and to provide railroad ties for their railroad. The eucalyptus project failed although the trees remain a beautiful part of Rancho Santa Fe today. Left with a vast piece of historic property, the S.F.L.I.Co., under the leadership of Santa Fe's vice-president W.E. Hodges, turned to dividing and selling their acreage with restrictions as to size,land

Is bibliography complete? (To enable verification of statements and claims made herein.) YES

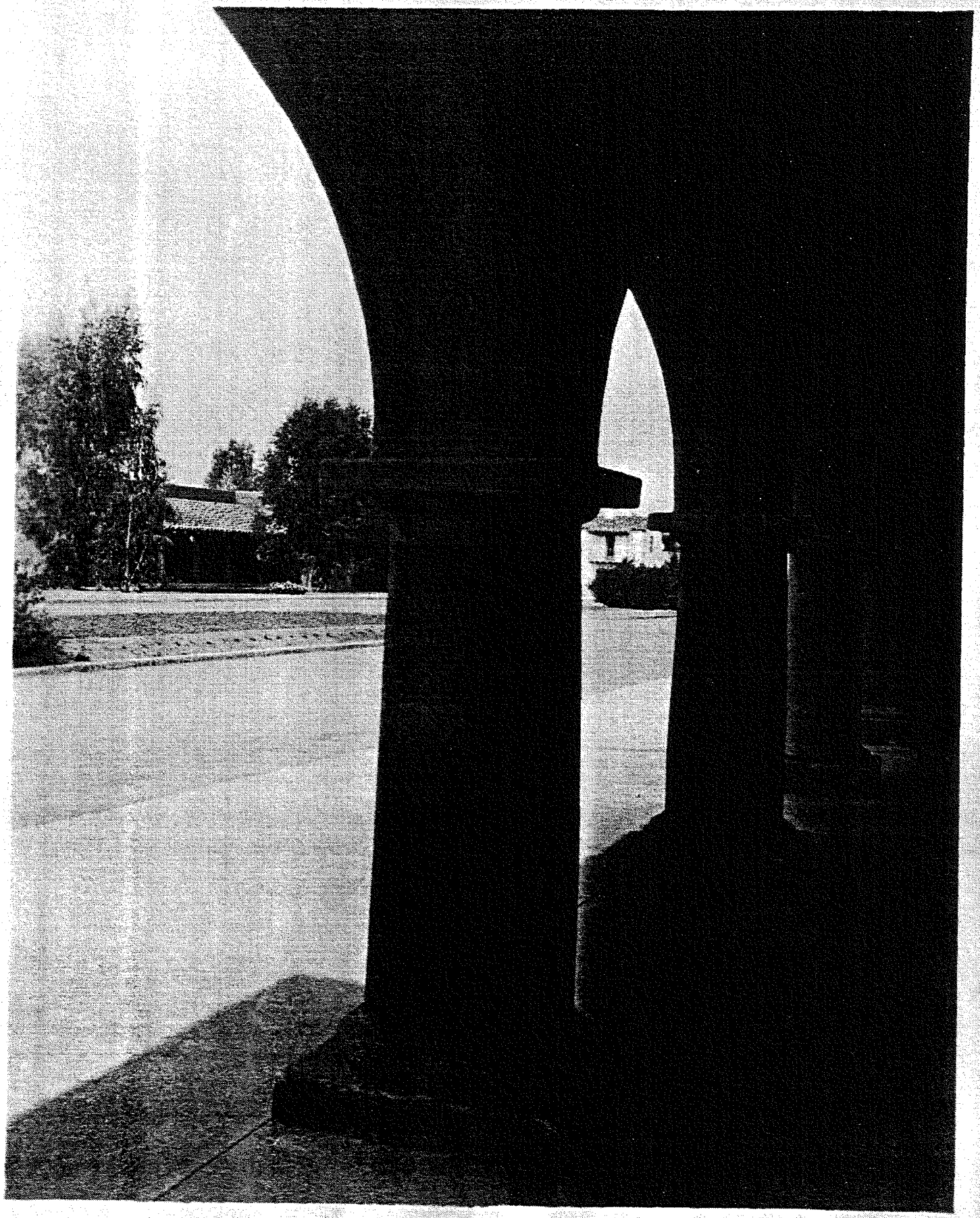
Is permission of property owner for registration attached? Will Follow

Is approval of property owner to place a plaque attached? Will Follow

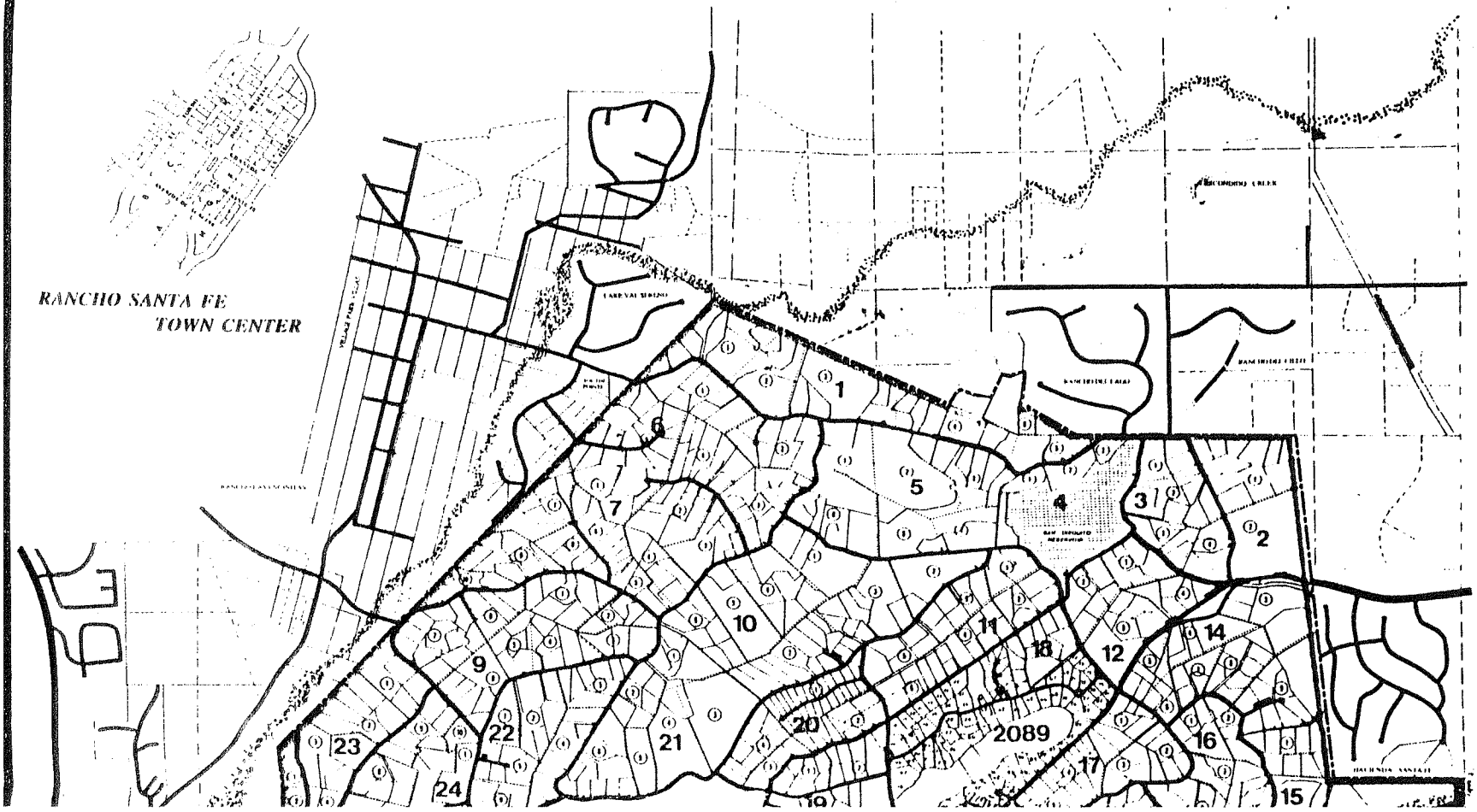
Is proof of reasonable protection for requested landmark attached? Yes

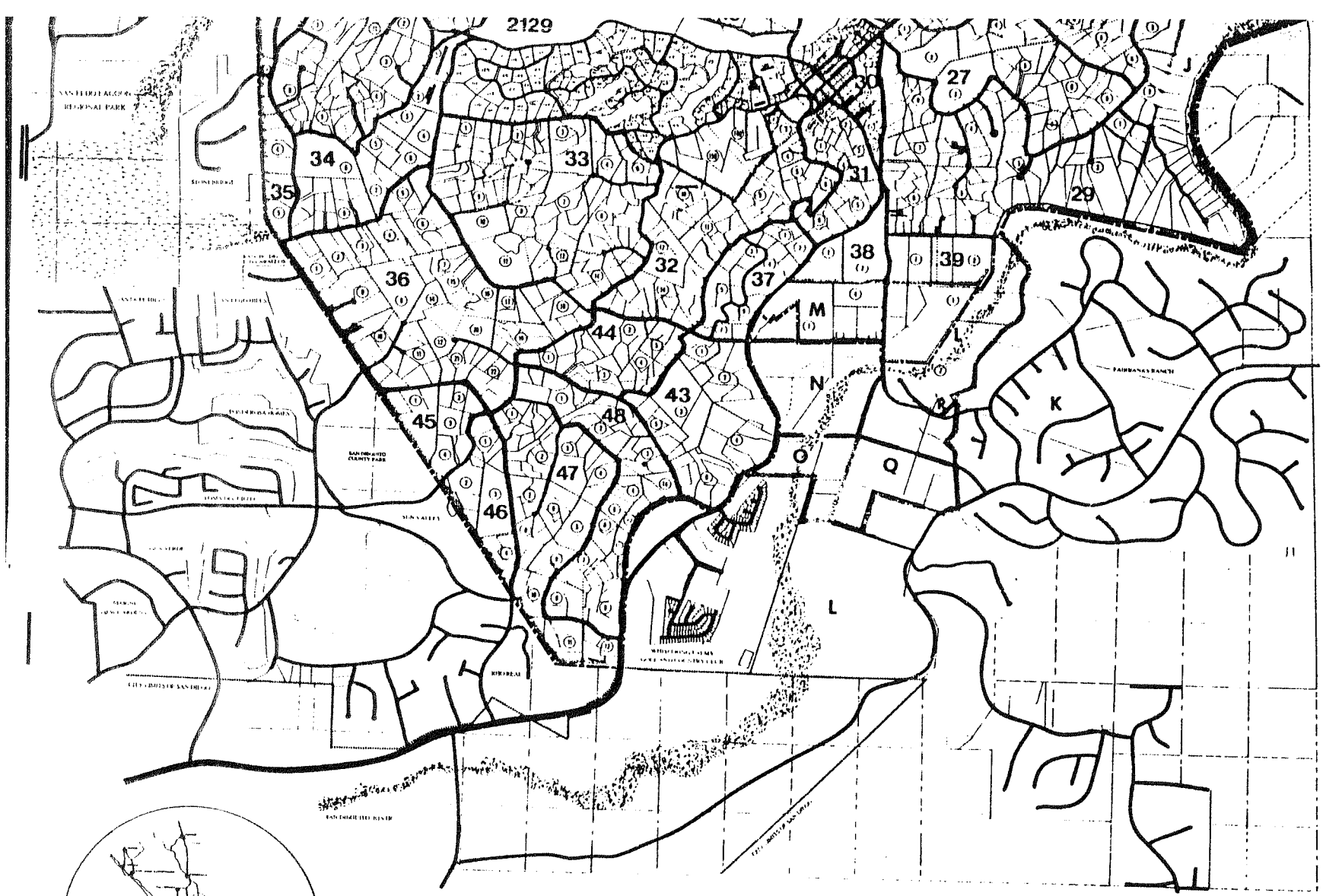
Are photographs, prints, or drawings (two views) attached? Yes

use and design of buildings. They changed the name of the old land grant, Rancho San Dieguito, to Rancho Santa Fe, and added to their plans a community center- the village as it is called today. An early "Guest House" was completed in 1922 and is now called The Inn. By 1927, the early residents of Rancho Santa Fe wishing to perpetuate their rural environment with its restriction already in force, summoned Mr. Cheney from Palos Verdes who came to the ranch and incorporated these restrictions into a Rancho Santa Fe Homeowner's Protective Covenant.
Today Rancho Santa Fe remains as it was planned by the S.F.L.I. Co.'s far sighted leaders of long ago, and the Village retains the history of the region as designed by Lilian Rice. Now, the protective Covenant remains a powerful asset to unincorporated Rancho Santa Fe- California's unchanged, early planned community.



RANCHO SANTA FE
COVENANT BOUNDARY
AND ADJACENT AREAS





February 1986

SCALE

LEGEND

- RANCHO SANTA FE COVENANT BOUNDARY
- ROADWAYS
- PRIVATE ROADWAYS (WITHIN THE RSF COVENANT BOUNDARY.)
- BLOCK DIVISIONS (LARGE NUMBERS)
- LOT DIVISIONS (WITHIN THE RSF COVENANT BOUNDARY)
- PROPERTY DIVISIONS (BASED ON TENTATIVE PARCEL MAPS AND BOUNDARY ADJUSTMENTS.)
- PROPERTY LINES (APPROVED MAPS AND SUBDIVISONS.)

(NOTE: LARGE LETTERS ARE OLD LOT DESIGNATIONS)

APPLICATION FOR REGISTRATION OF HISTORICAL LANDMARK

Name of Proposed Landmark THE HISTORIC PLANNED COMMUNITY OF RANCHO SANTA FE

Location RANCHO SANTA FE, CALIFORNIA

County SAN DIEGO COUNTY

Name and Address of Landowner upon Whose Property Landmark is Proposed

Rancho Santa Fe Association, Drawer A, Rancho Santa Fe, CA. 92067

Name and Address of Applicant Rancho Santa Fe Historical Soc. Phone No. 756-2678

P. O. Box 2414, Rancho Santa Fe, CA. 92067 Bus. Phone No. 755-9744

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Explain (use extra sheet if necessary):

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Is bibliography complete? (To enable verification of statements and claims made herein.) YES

Is permission of property owner for registration attached? Will Follow

Is approval of property owner to place a plaque attached? Will Follow

Is proof of reasonable protection for requested landmark attached? Yes

Are photographs, prints, or drawings (two views) attached? Yes

BRIEF HISTORY AND DESCRIPTION (Corresponding to one or more items under I, II, or III of the Statement of Policy.)

Brief History

1. Ownership of this historic land consisting of 8,824.7 acres came to the Santa Fe Land Improvement Co., a subsidiary of the Santa Fe Railroad, beginning in 1906.

2. The southern portion of the old Rancho San Dieguito, the San Dieguito River floodplain, is not included in the Rancho Santa Fe boundaries. The Santa Fe Land Improvement Co., the developers, considered this to be undesireable acreage.

3. In 1919, L.G. Sinnard, developer and noted landscape engineer, began working with W.E. Hodges, vice-president of the Santa Fe Railroad. On October 12, 1921, Sinnard dispatched the report, map,and tabulation for the proposed subdivision of Rancho San Dieguito to the Santa Fe Land Improvement Co. (See enclosures.)

4. Subdivision and construction began in 1922. From the very beginning, the company provided restrictions within contracts which would qualify types of residences and give careful restriction to the preservation of trees, native shrubs, and the artistic development of parks and highways.

5. Rancho Santa Fe was established in 1922 with contractural covenants. Notice of the groundbreaking and the name Rancho Santa Fe appeared in the San Diego Union,June, 1922. We believe Rancho Santa Fe to be California's first planned community. (See Dr. Brandes' report, page 10, last paragraph.)

6. The desire for a more structured manner of presentation of the Protective Covenant arose. Charles H. Cheney of Palos Verdes, CA.,was asked to come to Rancho Santa Fe to help draft a Homeowners' Protective Covenant, using the restrictions already in existence.

7. The Rancho Santa Fe Protective Covenant was modeled after the one in Palos Verdes.

8. On July 14, 1927, the Covenant came into being with the signing of the Rancho Santa Fe Homeowners' Association Articles of Incorporation. The Protective Covenant perpetuated the restriction of architecture, landscaping and uses of land, which until 1927 had been enforced by the Santa Fe Land Improvement Co.

9. Today Rancho Santa Fe remains as it was designed.

In February 1924, author Lee Shippey wrote in The Architect and Engineer that the plans had been underway of a park-lined area of fifteen square miles in which homes and a village would be under the supervision of an architect. His article contained the plot plan (attached) of the Civic Center of Rancho Santa Fe as the architects had devised it.

The Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad Company had purchased Rancho San Dieguito, a 9,000 acre cattle ranch in northern San Diego County some years earlier. Don Juan Maria Osuna, first alcalde (mayor) of San Diego was the grantee of Rancho San Dieguito in 1845. There are two adobes from that period remaining in Rancho Santa Fe. The architects Richard Requa and Herbert L. Jackson were selected because of their background of experience and special knowledge of the Spanish-Colonial style of architecture. Each had traveled extensively in Latin America, in Spain and among the Indian pueblos of Arizona and New Mexico which had given them a special bent for the styles of architecture they had seen. They would remodel the town of Ojai, an achievement in California. Requa would later be commissioned to direct all the architecture for the 1935 Exposition in San Diego's Balboa Park. In undertaking the task of setting forth California's first planned community, Requa and Jackson determined to set forth the overall view of the residential areas; the task of developing the business area of Rancho Santa Fe fell to a most capable architect Lilian Jenette Rice, who had graduated from the University of California School of Architecture.

She had joined the firm in 1921, and through her studies at Berkeley with Dean John Galen Howard, and the work with Requa and Jackson she found the notion of the regional ideal, perfecting her skills as an architect and reinforcing her earlier exposure to an indigenous architecture.

Between 1922 and 1928, Rancho Santa Fe materialized into one of the most outstanding communities ever designed. One novel feature Rancho Santa Fe had to offer was the civic center, the present village, around which the community would function. Here, a blend of Spanish-Colonial architecture, imagination and artistry combined to produce a centralized commercial district for efficient service to local residents. Through her efforts and guidance, the Santa Fe Land Improvement Company created a near-perfect environment which captured the essence of the Spanish-colonial theme, and adapted it in such a way so as to protect and enhance the natural landscape with its historical significance. Within the Covenants of Rancho Santa Fe, there would be included, under Article III, with Lilian J. Rice as one of its original committee members, an Art Jury which, to this

day, is responsible for the design and/or change of any element within this, California's first planned community.

Constructed in 1923, the La flecha House (within the commercial boundaries of the village, on the corner of Via de Santa Fe and La Flecha) is described by Charles R. Nelson, Colonel (USAF) Retired, since he was a member of the first family to reside in the home, at that time still owned by the Santa Fe Land Improvement Company.

In July 1923, it had only just been completed. His father was manager of the Santa Fe Land Improvement Company; his mother Ruth R. Nelson opened Rancho Santa Fe's first public library in that house in 1924. It was among the first residences designed by Lilian Rice for the community.

As part of the original village, called the civic center project, the house formed an integral part of the master plan creating an urban environment in which public buildings are in harmony with commercial and residential structures. It survives and serves as a significant contributing element to the overall civic center complex which survives today relatively intact. In 1966, changes approved by the Rancho Santa Fe Association Art Jury, allowed alteration from residential use to commercial use.

The building has been variously known as the Harlan House named after the first owner of the home, La Flecha House after the street of that name, and the Reitz Building for the present owner, but the most consistent name associated with the property is the La Flecha House.

The interest of the present owners, Mr. and Mrs. Edwin L. and Marguerita W. Reitz in having the building designated as a California Registered Historical Landmark is coupled with their wish to bequeath the building to the Rancho Santa Fe Historical Association.

R O U G H D R A F T N U M B E R 3

RANCHO SANTA FE:

A Perfectly Planned Community

By

Ray Brandes, Ph.D.

In 1921, L. G. Sinnard, developer, and noted landscape engineer, was associated with the Colonization Department of the Southern Pacific Railroad Company, with offices in the Mills Building in San Francisco. On October 12, 1921, he wrote to the Santa Fe Land Improvement Company in Los Angeles,[1] that he had been following the instructions of Walter Edward Hodges, Vice President of the Santa Fē Railroad system, then a resident of Santa Barbara.[2] Within a packet he dispatched a report, maps and tabulations for the proposed subdivision of Rancho San Dieguito. A copy of the attached map reflects the proposed Civic Center and area proposed as the core of the project. The date of the Sinnard letter indicates that the concept of a planned community had been an on-hands project on the Hodges-Sinnard drawing board at a much earlier date than had heretofore been thought. Lilian J. Rice, who would become the principal architect for Rancho Santa Fe, wrote in her 1928 article, "Architecture: A Community Asset," that "the Rancho was started six years ago."[3]

There have been several "planned communities" in California. It is not the intent of this paper to necessarily debate which was first. The question as to which town was first is anecdotal, and may turn out to be moot, since there are at least four bases upon which "first" may be calculated: (1) who first had the idea for the protective covenants

and wrote them down in some form which would be used or; (2) in which town did the subdividing first begin or; (3) which community began or finished construction of the core of its village; (4) or which village first incorporated. Any of those points (and perhaps others) may be regarded as a date by which to compute its origins.

The concepts of such planning are by no means new. Some authors give credit to ideas such as that of the Garden City Plan originating in England some 200 years earlier; while still others have regarded the Spanish royal presidios, the pueblos with the spoked wheel placita, or the mission systems as planned communities. Still others think in terms of the William Penn block plan, while some authors will argue that cities which were rebuilt such as Ojai, California, represent a planned community. According to R. J. Secorn, "Ojai was a former city, commonplace and dull, but redone--under [the financial] impetus of Edward Drummond Libbey."[4] And, as the title of his article points out, by 1927, Ojai had achieved architectural distinction. Yet, still others write that Roland Park, Baltimore, and the J. C. Nichols "Country Club Estates" at Kansas City represent early examples in the United States.

W. E. Hodges, had sought the comprehensive report for the design of the planned community of Rancho Santa Fe, within the lands of the older San Dieguito Mexican Land Grant belonging to Don Juan Maria Osuna. Ownership of the historic property consisting of 8,824.7 acres, had come to the Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad in 1906.

Ruth R. Nelson, who would play an important role in the history of the village, and would write a concise history of Rancho Santa Fe, related that Mr. Hodges had used every possible resource to make certain

that the subdivision should be done in such a way that not only the great beauty, but its historic traditions as well would be preserved.[5] It would not be too much to suggest here that Mrs. Nelson, in using the word resources, also meant the individuals who planned and carried out the development.

The acquisition of the San Dieguito Land grant by the Santa Fe Railroad Company in 1906 had been for other purposes, yet Hodges had not been unmindful of the potential for development. Urban and rural planning aside, his expertise lay in "properties".

In his Memoirs, Colonel Ed. Fletcher relates of his role in the development of the San Dieguito after its acquisition. He had leased some of the land in 1911, and had spoken to R. P. Ripley, President of the Santa Fe Railroad about the possibility of subdividing Rancho Santa Fe, after a water system was in place. He received a five year contract from the Santa Fe Land Improvement Company for the sale of the ranch house, and

> under the uspervision of W. E. Hodges, President of the Santa Fe Land Improvement Company, we built the hotel and present Rancho Santa Fe business center, also the numerous roads, subdivision etc....The first 3 or 4 months we sold nearly a half million dollars worth of property; the landscape engineer was Mr. L. G. Sinard [six].

A photograph in his Memoirs shows the progress made on the 8,800 acres on June 7, 1922.[6] Colonel Fletcher may have oversimplified the conception of Rancho Santa Fe as a planned community, for a number of very talented and professional individuals were involved in the preparation of what would eventually become a perfect example of how a village could be created and continue to beautify itself by adhering to protective covenants.

Hodges had not been unmindful of the work architects Richard Requa and Herbert L. Jackson had done at Ojai. Hodges wanted to subdivide the ranch into several hundred tracts for country estates with orchards, and be so restricted that all new buildings "would seem to become a real part of the Land grant's romantics as a monument." At this early stage, the Company had provided restrictions within contracts by purchasers which would qualify types of residences and give careful consideration to the preservation of trees and native shrubs and to the artistic development of parks and highways.

The Union Title Trust Topics, carrying an article on Rancho Santa Fe makes it rather clear that,

> Copying a proven British plan of protective building control, Santa Fe's contemporary residents accept[ed] a regulated administration of their community with a restriction of architectural, landscaping, and commercial standards in their community.[7]

Mrs. Nelson points out that in the fifth year of the project, Rancho Santa Fe development had adhered to the Company's restrictions, and that it had already become apparent that the restrictions outlined in early contracts and signed for by these purchasers would be endangered when the ten-year period of the Company's first guarantees would end. Hence, the precautions drawn into the early contracts from 1921, served their intent. The Rancho Santa Fe Association was incorporated on July 14, 1927, and on February 3, 1928, the first printing of the Rancho Santa Fe Protective Covenant occurred, with subsequent editions.[8]

Numerous articles enumerated in the biliography attached indicate that Rancho Santa Fe was established in 1922, with contractual covenants, but with lets say, "its printed protective covenants" dated earlier.

For example, S. R. Nelson, Manager, Santa Fe Land and Improvement Company wrote, "What Are We Coming to at Rancho Santa Fe," in the January 1928 issue of Rancho Santa Fe Progress, he wrote that "A little more than six years ago, J. B. Lippincott, one of the foremost engineers in the Pacific Southwest, stated his survey of conditions affecting the proposed establishment of the community of Rancho Santa Fe...," a prediction made on December 9, 1921,[9] which approximates the letter from Sinnard to Hodges.

A San Diego Union article in June 1922, set forth the entire plan for Rancho Santa Fe. Work began immediately. In 1929, standing at the terrace of Hodges' guest house, Sinnard would call the attention of his host to the:

> wonderful piece of engineering--53 miles without a straight line, an abrupt cut or fill--how the beautiful natural contours of the roads called attention to and accentuated the beauties of knoll and vale.

The first public notice of the 8,800 acre development for Rancho Santa Fe appeared in the San Diego Union, June 8, 1922,[10] relating of the ground breaking for the village site, to include fifty miles of roads, more than forty miles of water distribution mains and a civic center in the heart of the tract. At this time the Santa Fe Land Improvement Company adopted the name Rancho Santa Fe for its development. The letter which Sinnard wrote to Hodges in the fall of 1921, accompanied by the map is key to the interpretation for that clearly shows the civic center with the unusual treatment of the "village center." (Letter and map attached.)

One question arises at this point. Which architect drew the plan which accompanied the Sinnard letter of 1921? The newspaper article just referred to states that William H. Wheeler, local architect, had

been engaged to draw the plans. Wheeler had been employed by the Southern Pacific Railroad yet was involved with the design and construction of buildings for the San Diego and Arizona Railroad. A personal tragedy had brought him to San Diego in 1913.[11] Wheeler's experience with Spanish-Colonial architecture had become well-regarded by the time the Rancho Santa Fe project was outlined. Had he drawn those plans? Wheeler's commissions had, or would include, the Immaculate Conception Catholic Church in Old Town, San Diego, and the Balboa, Mission theatres and other buildings of that style.

Yet it is Richard Requa and Herbert Jackson who would have charge of the influence over the direction to be taken. Between 1915 and 1919, they focused principally on constructing Spanish Colonial homes in Ojai and some churches and homes in San Diego. Having matured their architechural skills toward the Hispanic range of possibilities no doubt blended with the ideas Hodges had already expressed. These would eventually appear much like those now attributed to Richard Requa, Frank Mead, and Lilian Rice.

As S. R. Nelson pointed out,

> The plan of Rancho Santa Fe differs very widely from colonization projects to which it was then compared. Instead of appealing to the man of small means who could at best by dint of hard work and sacrifice, be in a position of keeping his head above water only after several years of struggling, it was planned to attract families with appreciation for the natural advantage of the area and the means to magnify and develop....[12]

Gifted author Lee Shippey wrote in The Architect and Engineer, of February 1924 (which means the story was written sometime earlier than publication) titled the article "Rancho Santa Fe--California's Perfectly Planned Community." Shippey wrote

> ...one now is building. It has been planned on the theory that often your neighbors' architecture

> is quite as important to you as your own and the planners have recognized the importance of architectural supervision of the entire area. They have safeguarded it by restrictions such as never before been put on a similarly large area, and it is worth noting, for the benefit of all other communities, that those restrictions are proving a distinct advantage rather than a handicap....[13]

At Rancho Santa Fe, the Santa Fe Irrigation District was formed on February 26, 1923, the water emanating from Hodges Dam which had been constructed by the Santa Fe Land Improvement Company after agreements with William G. Henshaw and Colonel Ed. Fletcher in 1919.

Charles R. Nelson wrote that after the water was made available to the tract which had been named Rancho Santa Fe, and to the nearby community of Solana Beach, Mr. Hodges then planned a country estate development for Rancho Santa Fe with L. G. Sinnard as project manager.[14] In the Office of the San Diego County Recorder, Miscellaneous Book 61, page 70, dated February 26, 1923, there is found the order declaring the Santa Fe Irrigation District.[15] U. L. Voris wrote in the Rancho Santa Fe Progress of January 1928, that actual work had begun at Rancho Santa Fe by November 1922. By July 1923, the first house at the corner of Via de Santa Fe and La Flecha was completed, and shortly residences for Harlan, Leturay, Badger and Attrill were completed. In this same period the Inn (guest house) and the Administration Building and offices of S. R. Nelson were completed for the Company in 1922-1923.[16]

The original administration building held offices for L. G. Sinnard, Mr. Volk and his engineers, and Lilian Rice, the resident architect. Miss Rice, a graduate of the University of California at Berkeley, School of Architecture, was one of the earliest female architects in California. She employed that unique blend of Spanish-colonial architecture, imagination

and artistry which combined to produce the village with a centralized commercial district for efficient service. Requa and Jackson agreed that no better person could be assigned to fulfill the plan for Rancho Santa Fe.

The first Rancho Santa Fe school opened in October 1923, in a room in the village center. The first Rancho Santa Fe Public Library was placed in the La Flecha house. Also finished by July 1923, were a service station and some small buildings along Paseo Delicias. The Standard Oil Bulletin of October 1923, related that "what you might have mistaken for the town well or pump is a gasoline-filling stations..." Photographs show the completed civic center, "keynote of the colony architecture of La Mirada, Rancho Santa Fe's new hotel."[17] An unusual feature of these early homes in 1923, was that they were all-electric. Charles Nelson wrote of the village center in 1924 where people picked up mail, bought groceries at a small store which the company then operated.

The question of the concept for Rancho Santa Fe is moot, but the idea probably came from a combination of minds. Ed Fletcher writes of his leasing of the rancho land, of his role in the water systems in the region and of suggesting to Ripley that here was a place for a village site. Certainly Hodges in the acquisition of the land grant extended his thoughts of growing eucalyptus trees to make railroad ties, to the building of the dam and lake named for him. From thereon it was a matter of clearing land and the potential for farming, particularly avocado and citurs. By 1919, it is very clear that he had engaged Sinnard to explore and pursue the potential for the development of a planned community.

Keeping in mind that while the Santa Fe Land Improvement Company had individualized contracts from 1921, as property was sold and homes constructed, it became apparent that a more structured manner of presentation of the Protective Covenants was desireable. By 1926-1927, there was also the possibility that new owners might acquire the Company. Property owners were desireous of organizing a homeowners association.

In that vein, Charles Henry Cheney who had his home and offices in Palos Verdes, California was asked to come to Rancho Santa Fe. Cheney was born in Rome, Italy of American parents. He attended the University of California, the Ecole des Beaux Arts in Paris, and studied in the principal cities of France, Italy, Spain and England. He was a technical consultant to Riverside, Santa Barbara, Long Beach and other California cities.

He provided expertise for the townsite and development at Cerritos Park and Atlantic Village in Long Beach; was a consultant to such cities as Oklahoma City, Portland, Oregon; and Chandler, Arizona.[18]

In July 1922, Cheney had written an article for The American City, called "A Great City-Planning Project on the Pacific Coast," in which he told of the new Palos Verdes Project in Los Angeles Covering 16,000 acres, financed through nation-wide underwriting.[19] (The Malaga Cove Library holds records related to the development of the Palos Verdes project.) In The American City in December 1925, the paper titled "Palos Verdes Carries Its Town Plan into Execution," written by Cheney, reports the construction in Palos Verdes commenced in April 1923; some of the Protective Covenants were formalized in October and November 1923[20], and between November 1, 1924 and September 1, 1925, construction on the Malaga Cove Plaza area was still under way.

That Cheney did arrive at Rancho Santa Fe to assist, give advice and review the Protective Covenants which had been utilized in contracts and would now be put into booklet form is certain. As already indicated, that publication came into being on July 14, 1927 when the Rancho Santa Fe Homeowner's Association Articles of Incorporation were signed by this new non-stock, non-profit corporation. Cheney detailed the Covenants in an article "Guarding Beauty and Investment by Protective Restrictions," in the Rancho Santa Fe Progress in January 1928. Those Protective Covenants perpetuated the restrictions on architecture, landscaping and uses of land which, up until 1927, had been enforced by the Santa Fe Land Improvement Company.[21]

The essence of this paper was meant to suggest that the "It is First" syndrome does not exist in Rancho Santa Fe. Rancho Santa Fe and Rancho de los Palos Verdes are virtually sister cities. It is not important to the student of history which came first.

What should result from this preliminary paper are a series of questions:

1. Were these early western planned communities the forerunners of tract developments of later times?
2. Did the fact that private enterprise, viz a viz, the Santa Fe Railroad Company, plan and complete the sensational Planned Community provide better and provide more than could have been accomplished by a government agency?
3. Are there lessons that can be extracted from the Rancho Santa Fe and Palos Verdes planned communities which could be used by in current community planning by local governments?

4. Is there any reason to believe that such communities need be planned only for those individuals who are better off financially? Cannot similar principles be followed by city and urban planners for people in other areas, particularly to turn around some communities which have grown up helter-skelter?

NOTES

[1]Letter (with map of proposed subdivision) from L.G. Sinnard, San Francisco to Santa Fe Land Improvement Company, Los Angeles, dated October 12, 1921. (Copy in collection, Dr. Brandes)

[2]Who Was Who in America, most recent edition. Walter Edward Hodges was born in Fall River, Mass., in 1860. Hodges was no ordinary man, having worked for AT&SF Railroad after 1896 he served as general manager, traffic manager, was in charge of purchases and stores, timber and fuel properties at different times, and after 1908 in charge of certain properties. He died in 1942.

[3]Lillian [sic] J. Rice, "Architecture--A Community Asset," Architect and Engineer,July 1928, pp. 43-45.

[4]A.J. Secor, "How the Little City of Ojai achieved Architectural Distinction," American City, September 1927, Vol. 37, pp. 364-365.

[5]Ruth R. Nelson, Rancho Santa Fe: Yesterday and Today. Encinitas: The Coast Dispatch, n.d.

[6]Colonel Ed. Fletcher. Memoirs of Ed Fletcher. San Diego: Pioneer Printers, 1952, Chapter XVI, pp. 211-230.

[7]Anonymous, "Rancho Santa Fe," Union Title Trust Topics, 1948, pp. 2-7.

[8]Rancho Santa Fe Association. Rancho Santa Fe Protective Covenant. Rancho Santa Fe, California, February 3, 1928 with various amendments. The Rancho Santa Fe Association was incorporated August 1, 1927, with ByLaws printed with amendments.

[9]S.R. Nelson, "What Are We Coming to at Rancho Santa Fe," Rancho Santa Fe Progress, January 1928, vol. 1, No. 7.

[10]San Diego Union, June 8, 1922.

[11]Francie Bryson-Mortenson, "Living Drama of Architect William Henry Wheeler," manuscript, 1982.

[12]S.R. Nelson, "What Are We Coming to...."

[13]Lee Shippey, "Rancho Santa Fe--California's Perfectly Planned Community," The Architect and Engineer," February 1924, Vol. LXXVI, No. 2, pp. 55-63.

[14]Letter, Charles R. Nelson from Laredo, Texas to Mrs. Sandy

Somerville, Rancho Santa Fe Historical Society, September 2, 1988.

[15]Miscellaneous Book 61, page 70, Office San Diego County Recorder, February 26, 1923.

[16]U.L. Voris, "1927 was Our Biggest Year in Planting," Rancho Santa Fe Progress, January 1928, vol. 1, No. 7. See also the Standard Oil Bulletin, December 1923, Vol. VI, No. 6, pp. 13-15, but particularly Ruth R. Nelson, Rancho Santa Fe....

[17]Standard Oil Bulletin....

[18]Who Was Who In America....

[19]Charles H. Cheney, "A Great City-Planning Project on the Pacific Coast," American City, July 1922, p. 47.

[20]Charles H. Cheney, "Palos Verdes Carries Its Town Plan Into Execution," American City, December 1925, pp. 666-669.

[21]Charles H. Cheney, "Guarding Beauty and Investment by Protective Restrictions," Rancho Santa Fe Progress, January 1928, vol. vI, No. 7.

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The following, relating to the La Flecha House in Rancho Santa Fe, provides some information on the community and its architect, Lillian Rice.

The La Flecha House, was the first single family home designed and built for the Rancho Santa Fe Land Improvement Company in 1923 in California's first planned community, Rancho Santa Fe.

The residence was designed by Lilian Jenette Rice, a graduate of the University of California School of Architecture at Berkeley, California, who was assigned by the firm of Richard Requa and Herbert L. Jackson to plan and develop the community. The Santa Fe Land Improvement Company (a subsidiary of the Santa Fe Railroad Company) had acquired Rancho San Dieguito, a Mexican Land Grant, and desired to proceed with a planned development, a development that became California's first planned community.

Architect Rice took influence for the Rancho Santa Fe plan from her work with John Galen Howard, head of the School of Architecture where she studied. His master plan for the University of California had called for a regional approach which reflected environmental aesthetics. The approach which Rice utilized at Rancho Santa Fe included the use of American Indian, Spanish and North African motifs as expressions of the Southern California climate and landscape. That was her expression relating to the original Spanish influence and Mexican Land Grant environment.

Ms. Rice also helped to draft the Rancho Santa Fe Covenant which provided for an Art Jury (Article III) precluding architectural or environmental changes in the community without that groups approval "so as to assure uniform and reasonably high standards of artistic result and attractiveness, in exterior and physical appearance of said property and improvements."

This building was the first single family home designed and built for the Rancho Santa Fe Land Improvement Company (a subsidiary of the Santa Fe Railroad Company) in 1923. Rancho Santa Fe was the first planned community (and it is still intact) in the State of California.

The structure was designed by Lilian Jenette Rice, a graduate of the University of California at Berkeley, School of Architecture. She was one of California's first licensed female architects, and upon graduation was employed in the San Diego firm of Richard Requa and Herbert L. Jackson. Requa would later receive a major commission as Director of Architecture for the 1935 Exposition in Balboa Park, San Diego. The firm was commissioned to design and supervise the planned community of Rancho Santa Fe. Requa and Jackson took the task of designing the larger community while they designated Lilian Rice to plan the projects within the village. Her unique blend of Spanish-Colonial architecture, imagination and artistry combined to produce a centralized commercial district reflecting California's past history.

The community of Rancho Santa Fe was named by the Santa Fe Land Improvement Company who purchased the Mexican Land Grant in 1903, and changed the name from Rancho San Dieguito to Rancho Santa Fe. Their purchase later became California's first planned community.

The Rancho Santa Fe Land Improvement Company proposed architectural controls, and Ms. Rice served on the original committee of Santa Fe residents who formed the Art Jury, a [illegible] to ensure design guidelines are maintained. The creation of the Art Jury is embodied within the Covenants of the community.

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EARLY HISTORY OF THE LA FLECHA HOUSE

1923 - 1925

Charles R Nelson, Colonel USAF (Ret)

The property which is described herein as "the La Flecha House" is a residence fronting on La Flecha and located at the northwesterly corner of La Flecha and Via de Santa Fe in the village center of Rancho Santa Fe, San Diego County, California. This house, designed by Lillian Rice, was constructed by the Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad, in 1923 as part of the first buildings to be erected in the village center. I am informed by the Rancho Santa Fe Historical Society that the property is now owned by Bud and Marguerita Reitz, and that the Society intends to apply for designation of the property as a California State Historical Landmark. With this in mind, I set forth the early history of the house to the best of my recollection.

In 1906, the Santa Fe Land Improvement Company, mentioned hereafter as the Company , purchased an 8,824.7 acre tract in San Diego County which had been granted in 1845 to Juan Maria Osuna, former alcalde of the Pueblo of San Diego, by the Mexican Government. The Company's intent was to plant this tract to eucalyptus trees for use as railroad ties, a venture which proved to be unsuccessful. The property was then leased for dry farming and cattle grazing, its only productive use as water was not then available.

In 1919, W. E. Hodges, a vice president of the railroad, concluded agreements with William G. Henshaw and Colonel Ed Fletcher which led to the construction of Hodges Dam on the San Dieguito River watershed and to the formation of the Santa Fe Irrigation District. This made water available to the tract which had been named Rancho Santa Fe and to the nearby community of Solana Beach. Mr Hodges then planned a country estate development for Rancho Santa Fe with L. G. Sinnard as project manager.

After initial surveys and soil studies, the ranch was subdivided into homesite parcels with surrounding acreage sufficient for orchard planting in most instances, these surrounding a small village center with space provided for a guest house, Company offices, shops, and homes. All parcels were to be sold subject to deed restrictions which limited land use, set minimum cost specifications for homes and other buildings, and required company approval of intended architectural designs. The Company, together with the Santa Fe Irrigation District, undertook the work of road construction and pipe line installation necessary for the development.

To ensure conformance to the Spanish colonial and Mediterranean architecture which the Company wished, the firm of Requa and Jackson was engaged to provide architectural advice, and Lillian Rice, an associate of the firm, became the project's resident architect. To prepare for this, she visited Spain to familiarize herself with architecture there.

After Hodges Dam had been completed and preliminary surveys had been finished, the Company established a temporary project headquarters at the Osuna home on Via de la Valle in 1922, then moved to a permanent headquarters in the village center when its offices there were completed in 1923.

My father, Sidney R. Nelson, had been associated with the H. N. Savage Construction company of San Diego for several years before this during which he had been involved with construction of the first air field on North Island, a World War I Army camp built on Kearney Mesa, and construction of dams built at Lower Otay, Barrett, and Henshaw. My mother, Ruth Roberts Nelson, and I had lived with father in the construction camps at Lower Otay and Barrett, but then moved to San Diego to enable me to attend school there.

In early 1922, father joined the Santa Fe Land Improvement Company at Rancho Santa Fe in the Osuna house headquarters as assistant to Mr Sinnard, project manager. Among many other matters, he completed arrangements for a school to be opened in the village center for the 1923-24 school term. In July 1923, mother and I joined him in Rancho Santa Fe to become the first occupants of the La Flecha house in the village. We remained in this house until the latter part of 1925, then moved to a home which father had purchased in the village on Paseo Delicias, a residence now owned by Mrs Emma Jane Worstell.

To the best of my knowledge, the La Flecha house was the first family home designed by Lillian Rice and built according to Company specifications to be occupied in Rancho Santa Fe. Further, in late 1923 or early 1924, the La Flecha house became the site of Rancho Santa Fe's first public library, opened in the house by my mother through arrangements with the San Diego County Library.

In July 1923, the only completed buildings in the village center were the guest house, the La Flecha house, Company offices, a service station, and some small buildings extending beyond the service station along Paseo Delicias, one of which became the first village schoolroom in October 1923. The area between the Company's offices and the La Flecha house was used by U. L. Voris, an orchard contractor, for equipment storage. The area where offices of the irrigation district were constructed later was used for pipe line and road construction equipment. This included a blacksmith's shop where tools were repaired, a fascinating place for me.

None of the village streets or ranch roads were surfaced -- this did not come until 1929. After heavy rains, the Company dispatched a tractor to smooth out ruts with a heavy wood drag. In the dry season, a truck with a water tank sprinkled the village streets daily to keep the dust wetted down. In those early years, most of us who made up the very few youngsters on the ranch went barefoot in the summer, at least until our parents caught up with us. We delighted in running along after the sprinkler truck but were strictly forbidden to come in the house with muddy feet.

Many of the early California homes were built with adobe brick, and a few of the early buildings on the ranch, including the La Flecha house, were constructed with this material. The bricks were made on site of adobe clay mixed with straw, packed into wood forms and then sun-dried. Outer walls were rough plastered on the exterior and smooth plastered on the interior. Interior partition walls consisted of wood frames and were plastered over wood lath. Because the bricks were laid side by side, outer walls were quite thick and provided good insulation. Roof design was either flat, surrounded by parapet walls, or pitched with curved red tile surfacing.

Floor joists were set on piers, and flooring was either pine or hardwood, with a crawl space underneath. Because refrigerators were not common in 1923 -- they may not have even existed then -- and because ice for ice chests was seldom available on the ranch, the kitchens in the early homes had pantry cupboards reaching from floor to ceiling, with screened vents at top and bottom. These vents permitted air circulation and allowed some cooling since cooler air beneath the floor was pulled up through the ceiling vent. The pantries were used to store perishable foods.

As a convenience for the housewife who washed the family clothes herself, Lillian Rice provided a zinc laundry sink in a utility area next to the kitchens which she designed. Clothes were washed with a scrub board and hung outside to dry.

One of the most unusual features of these early homes on the ranch, unusual in 1923 that is, was that they were all-electric. Electricity was used for lighting, cooking, water heating, and room heating in rooms which did not have fireplaces. At that time, many rural homes in San Diego County had no electric service at all, and those which did have electricity only used it for lighting. Cooking and heating, including water heating, was accomplished on wood-burning or kerosene stoves. If no electricity was available, candles and kerosene lamps were used for home lighting.

The power companies were, of course, delighted with the Santa Fe Land Improvement Company's innovative use of electricity. The Company, as I remember, received an award of some type for this, and the ranch was cited as a glowing example for developers in other California areas to follow.

The La Flecha house was the first all-electric family residence to be completed and occupied in Rancho Santa Fe.

When living at the Lower Otay and Barrett dam sites, we had become used to what would now, even in construction camps, be considered primitive living conditions. For mother especially, the all-electric La Flecha house was luxury indeed. However, it did not take long to discover that electric room heating left something to be desired as it was available then. This was provided by plug-in electric heaters, moved from room to room as needed. It took hours for these small appliances to heat an entire room, and rooms of any size never were completely or evenly heated.

Of course it was sacrilege to even hint that sunny California could have cold weather, but this did not help much on frosty mornings or when a winter Santa Anna wind was howling through door and window cracks. During one of our usual unusually cold spells, my Grandmother Nelson came out from Wisconsin for a visit. After a few shivering days, she went back home in disgust to "a place where we know how to build warm houses". Despite all of her other abilities, space heating was a problem which Lillian Rice never solved.

When we joined father at the La Flecha house in July 1923, the Company was already well into an active property sales program, and father was much involved with this. California was experiencing a very active land boom at the time, its first general revival of real estate sales since the disastrous land boom of 1886-1887, during which my mother's parents had come to San Diego. For those who are interested in what happened then, I recommend Stuart Edward White's Rose Dawn, a book long out of print but available in some libraries. The chicanery of the '86 and '87 land boomers became legendary, leading later to many reforms in California real estate law.

Though not all of these reforms had been adopted in 1923, the Company was very meticulous in dealing with its purchasers, and my father was always strictly ethical in all of his real estate dealings, which continued until his death in 1963. Since the sales program was often discussed at home in the La Flecha house, I became familiar with it even though I was still quite young then.

While the Company welcomed California buyers and made a number of early sales to them, its principal sales market in the early 1920s came from mid-western and eastern winter visitors. The period of late fall to early spring brought a majority of the land sales, and this continued until after World War II. Many of these purchasers looked toward later but not immediate retirement in California.

About 1921 or 1922, California discovered the avocado as a profitable source of income. Introduced from Mexico, avocados had been planted for many years in the Southern California coastal region as ornamentals. But the fruit was thought to be inedible and was commonly left to drop and rot on the ground. Suddenly Californians found that there was a market for avocados which would bring as much as a dollar a pound, a fabulous price then, and the rush to plant avocado orchards began just as Rancho Santa Fe property sales started.

For these winter visitors, "snowbirds" as we call them in South Texas, the Company offered the services of an orchard contractor who would plant and maintain a citrus or an avocado orchard on the purchased property. When retirement and home building time came, the orchard would be in production to provide a supplement to retirement income. This was before the time of tax shelters, but that later became a sales inducement too. Since this was both a sound and convincing proposal, most of the orchards on the ranch were first planted by absentee owners.

The first orchard contractor on the ranch was U. L. Voris, whose

business was later taken over by Volant and Bill Ballard. Two or three years later, Ray Badger also began orchard contracting, a business which his son, Charles, still continues on the ranch. As mentioned earlier, Voris first used the vacant area behind the La Flecha house for equipment storage. By 1924, this had been moved across the street to the block between Via de Santa Fe and La Granada, space which Badger shared later and took over entirely after the Ballards had both left, shortly before World War II.

Soon after we moved into the La Flecha house, Voris began to clear a ten acre parcel across the street for avocado and lemon planting, a property which was later cut into smaller plots and which is now entirely occupied by homes. As is the case on much of the ranch, the clay top soil on this property was shallow, with a hard pan underlay. The practice at that time was to blast out tree holes to enable root penetration in the underlying hardpan. While this blasting was going on, the windows and dishes in the La Flecha house rocked and rattled constantly. I was, of course, an interested observor and managed to acquire several of the sturdy wood boxes used to store dynamite which I then put to use for storing books and toys in my room in the house.

Rabbits, very plentiful on the ranch then, soon discovered that the tender bark of young orchard trees made a delicious meal. They became so much of an orchard pest that nearly everyone living on the ranch would drive the roads at night, spotting rabbits in car lights, and shooting them with shotguns. This went on right in the village streets as well as on outlying roads. Most of the automobiles then were open touring cars with running boards. The driver would go along slowly with someone standing on a running board, holding a shotgun and ready to jump off to to shoot whenrabbits were sighted. I often rode along as a passenger but was too young then to be allowed to shoot. That came later.

We did have a Victrola phonograph in the La Flecha house and a radio --I remember listening to Amos and Andy there. But we spent many evenings reading. We had books of our own, some of them still on my own bookshelves now, and subscribed to newspapers and periodicals. However, my parents weare both voracious readers, and mother had taught me to read when I was five years old. By the time we arrived at the ranch, I was reading anything and everything available. We simply did not have enough to read, and the other familes who soon began to join us were in the same circumcumstances.

Mother contacted the San Diego County Library and arranged for a deposit collection of some hundred books to be issued to her for borrower use at the La Flecha house, which then, in 1924, became the site of Rancho Santa Fe's first public library. This was a convenient location because everyone who lived on the ranch had to come to the village center to pick up mail and to buy groceries, available at a small store which the Company operated then in one of its village buildings. A county librarian

came by occasionally to exchange these books for others. Word of new book arrival went out through the efficient ranch grapevine telegraph, quickly bringing eager borrowers to the La Flecha house. When we moved to the house on Paseo Delicias, Louise Badger agreed to put this collection in her village fountain lunch where it remained for many years afterwards.

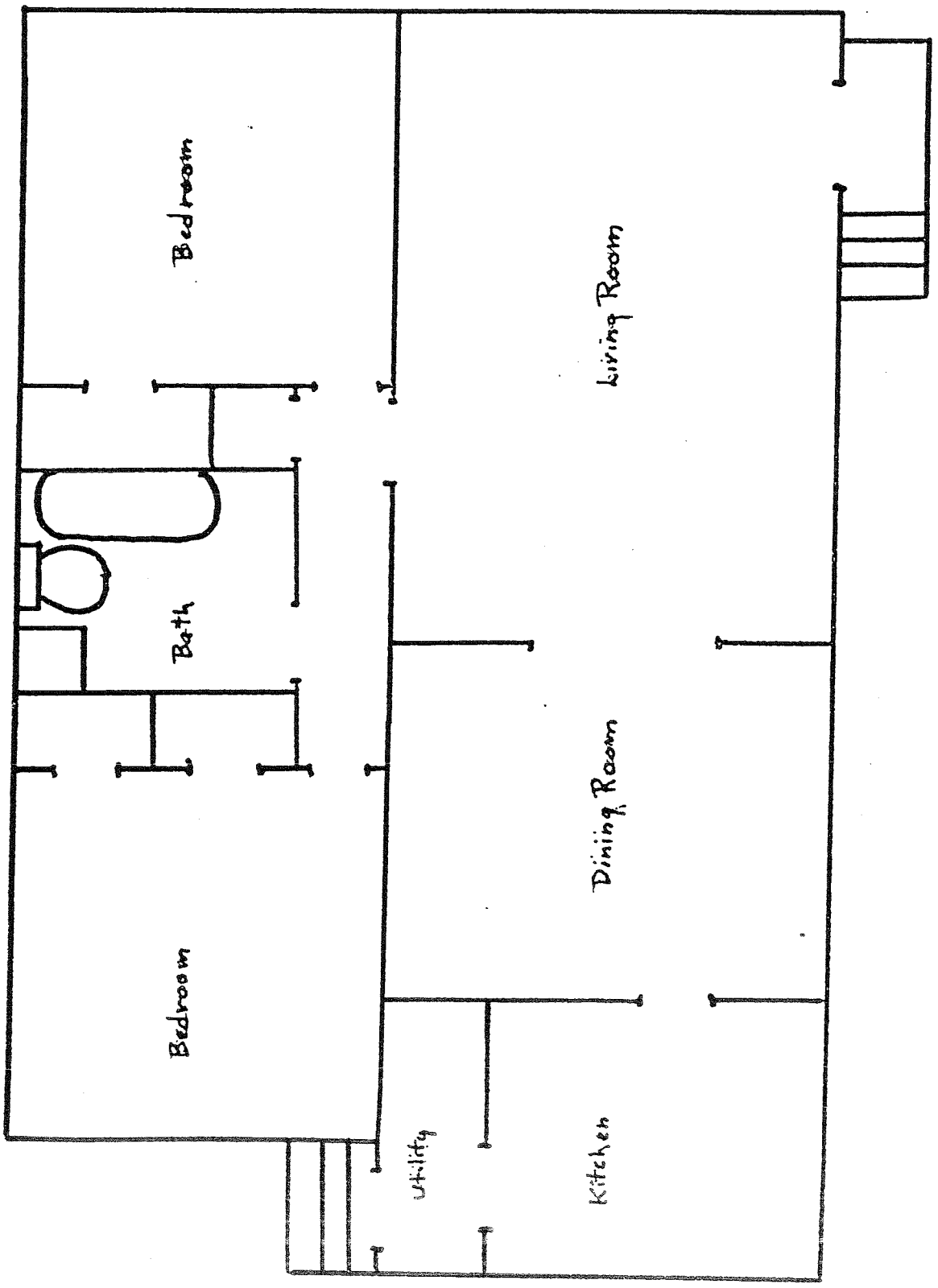
I have not been in the La Flecha house since we left it in late 1925, but I still remember much about it. The attached floor plan sketch is reasonably accurate, though not drawn to scale. It shows the house as I recall it now and as it was in 1923 to 1925. I would think that some alterations have since been made. I do not remember a fireplace in the house, but there may have been one in the living room, a usual feature of the homes which Lillian Rice designed.

I knew Lillian Rice of course, just as everyone knew everyone else on the ranch then, but I did not see her very often. When I did, she was always very pleasant but always very businesslike. My parents knew her very well.

My father and mother remained lifelong residents of the ranch, both very active in ranch affairs. Since we first lived as a family in the La Flecha house, I know that its designation as a historical landmark would be a tribute to their memory as well as to the memory of Lillian Rice, its architect.

Laredo, Texas
1 September 1988

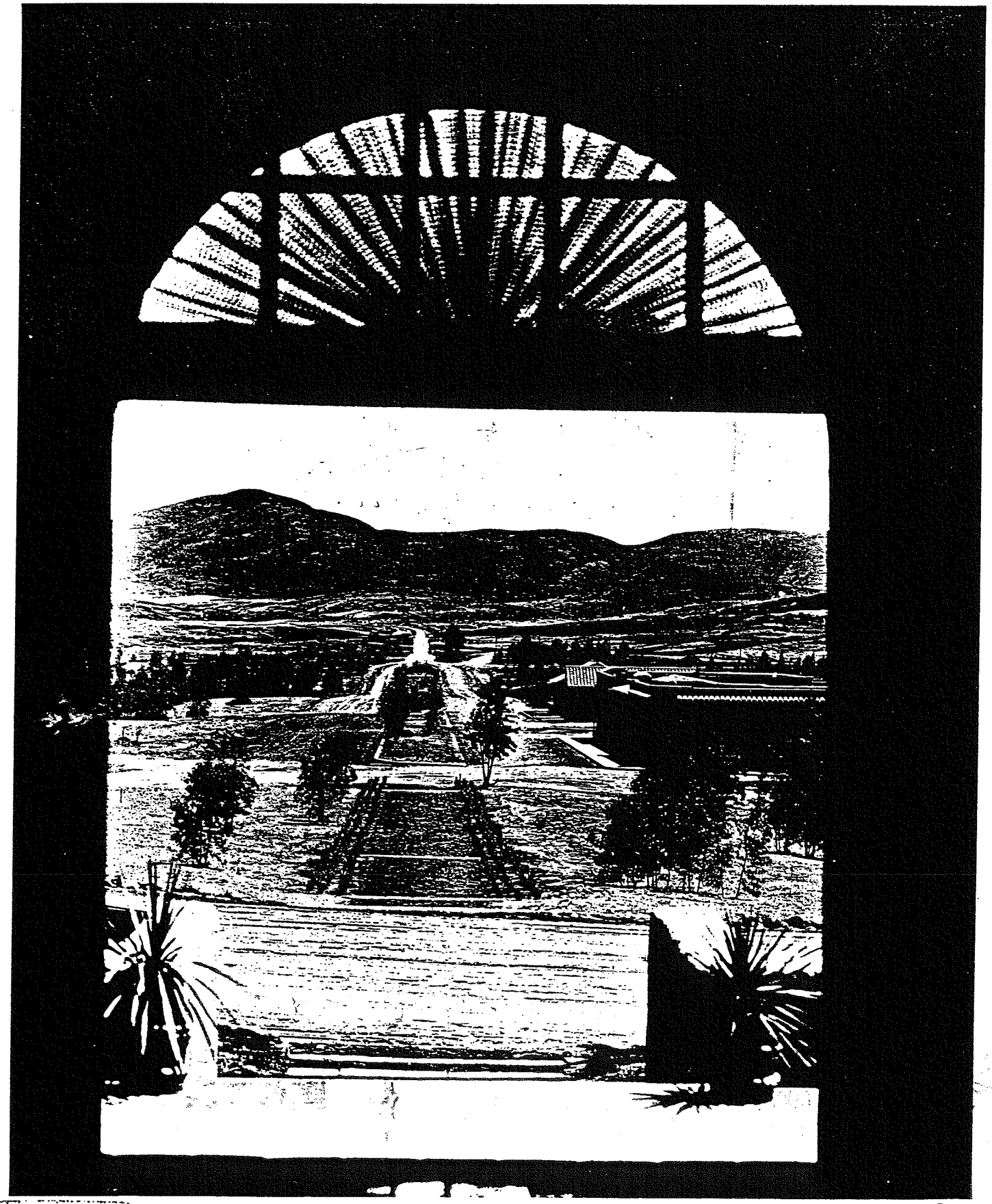
Via de Santa Fe



La Flecha house, circa 1923

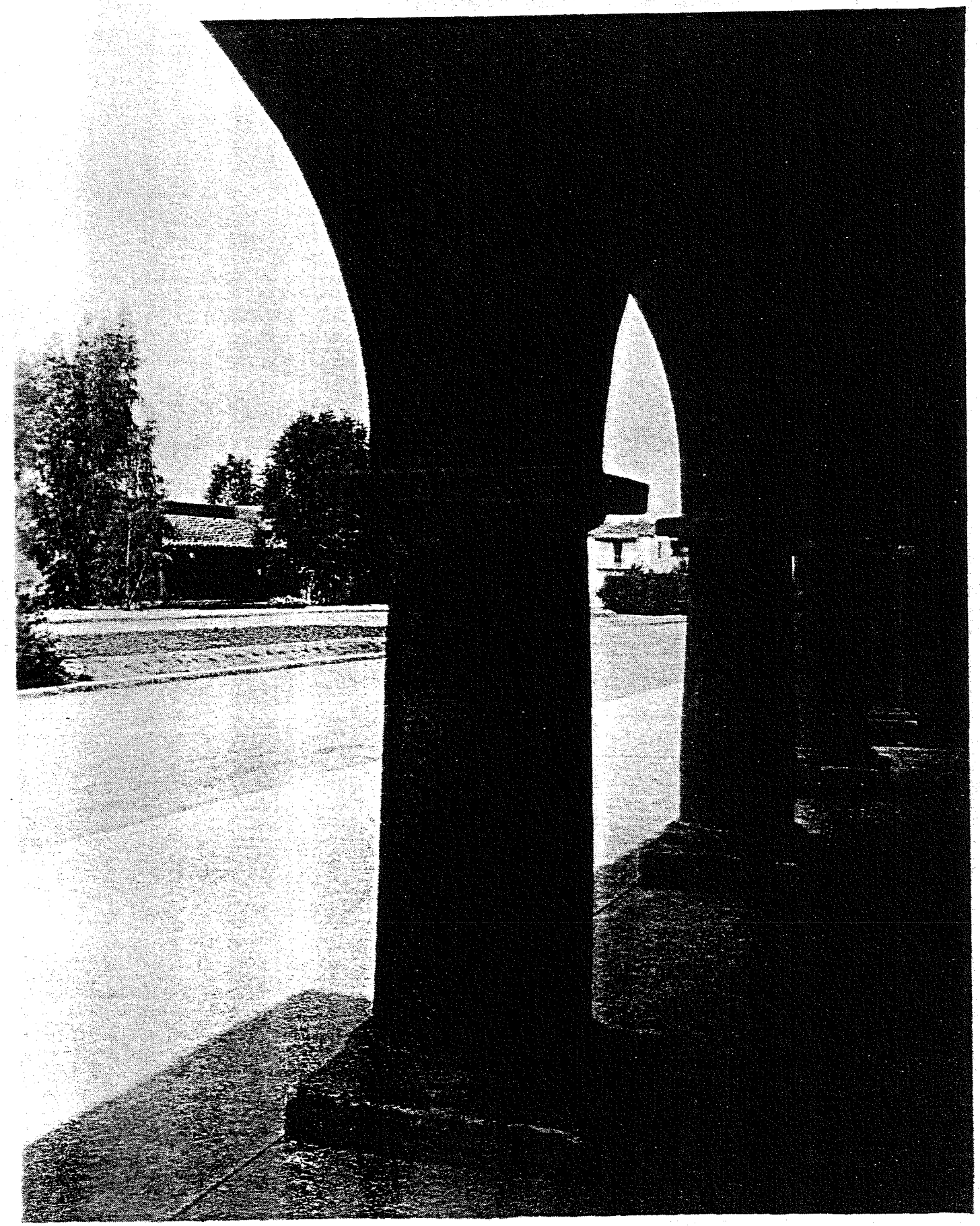
Atch #1

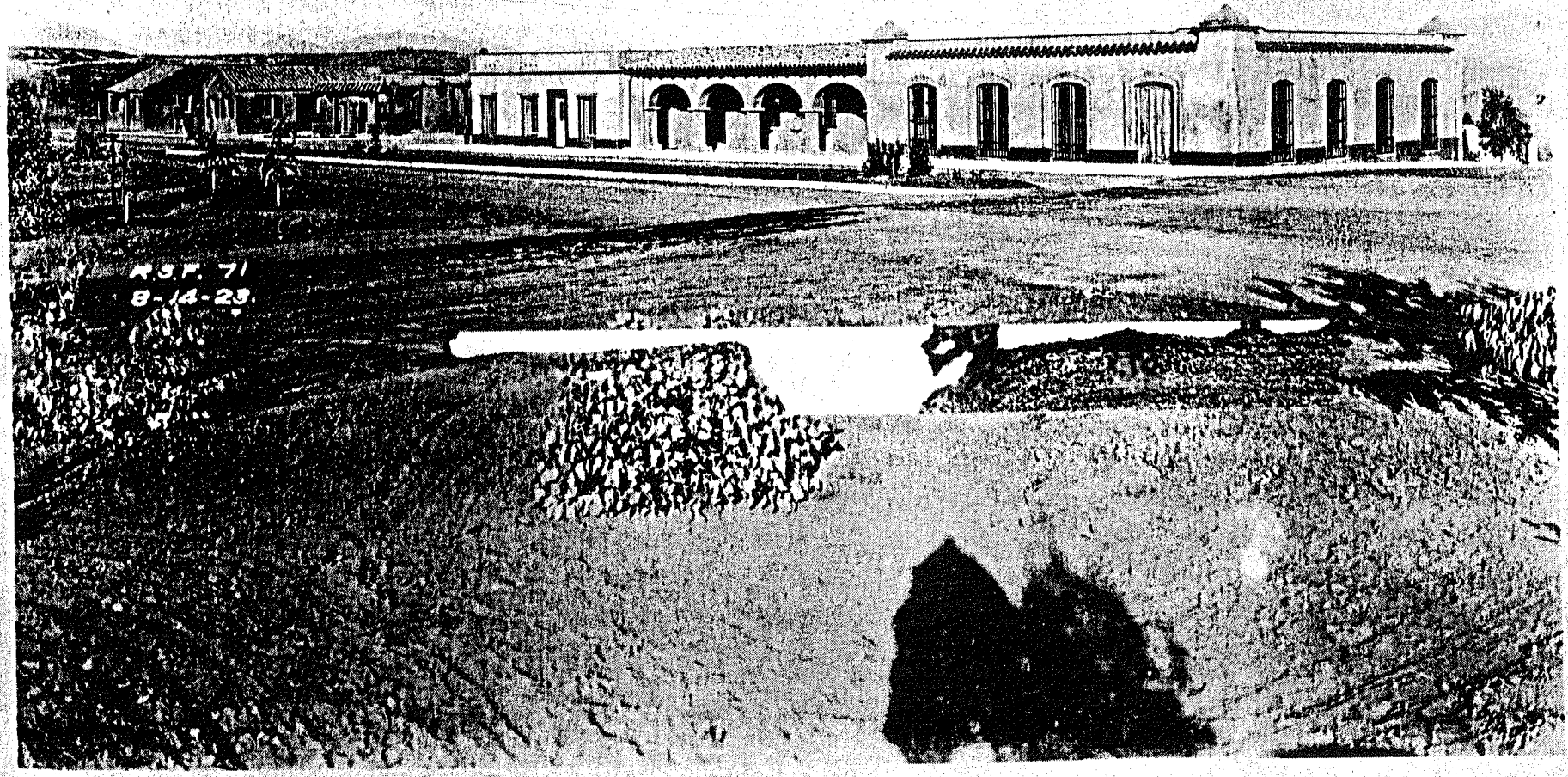
PHOTOGRAPHS, PRINTS, AND/OR DRAWINGS (Both recent and historic, if available.)



2611-12 RANCHO SANTA FE

1923

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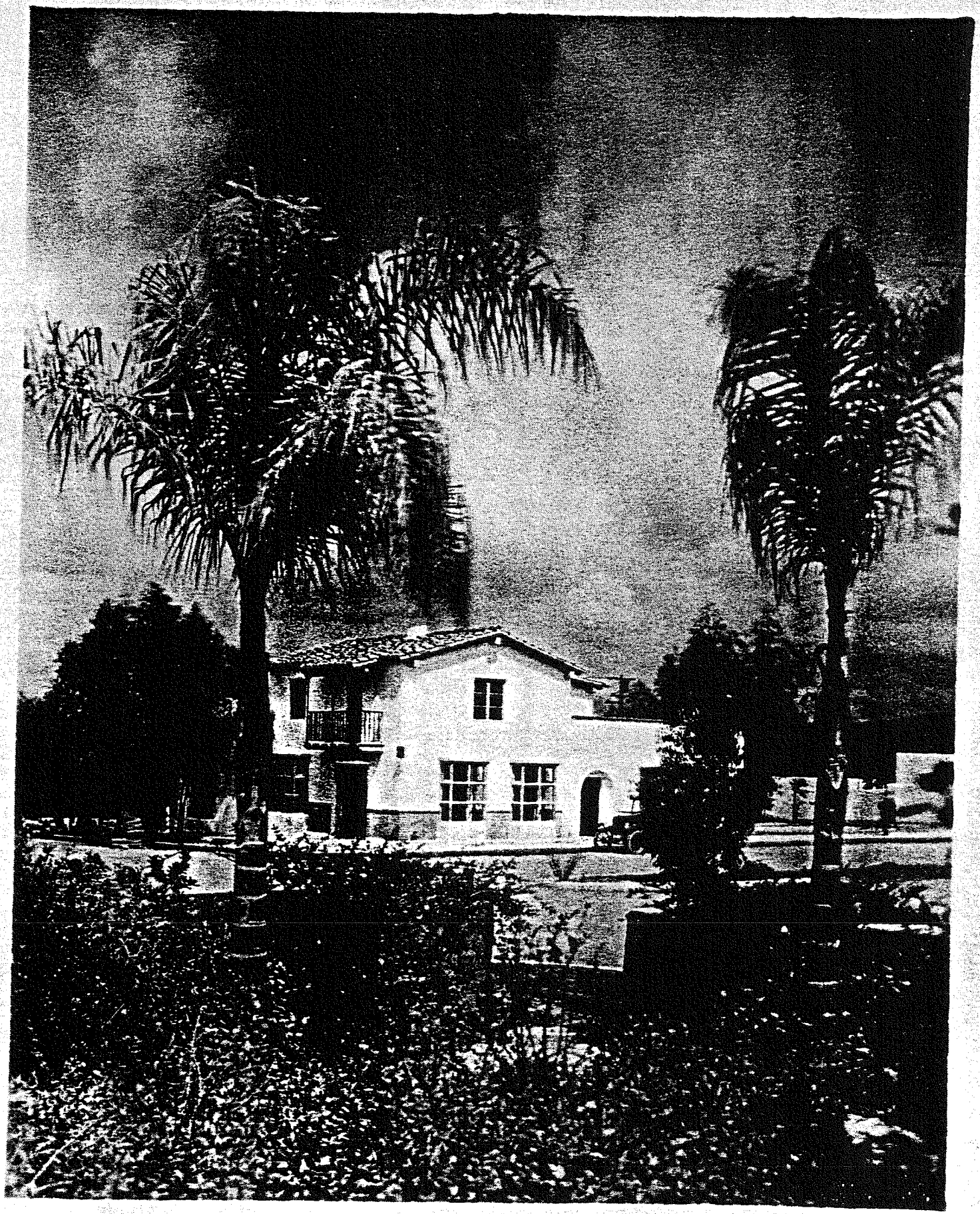
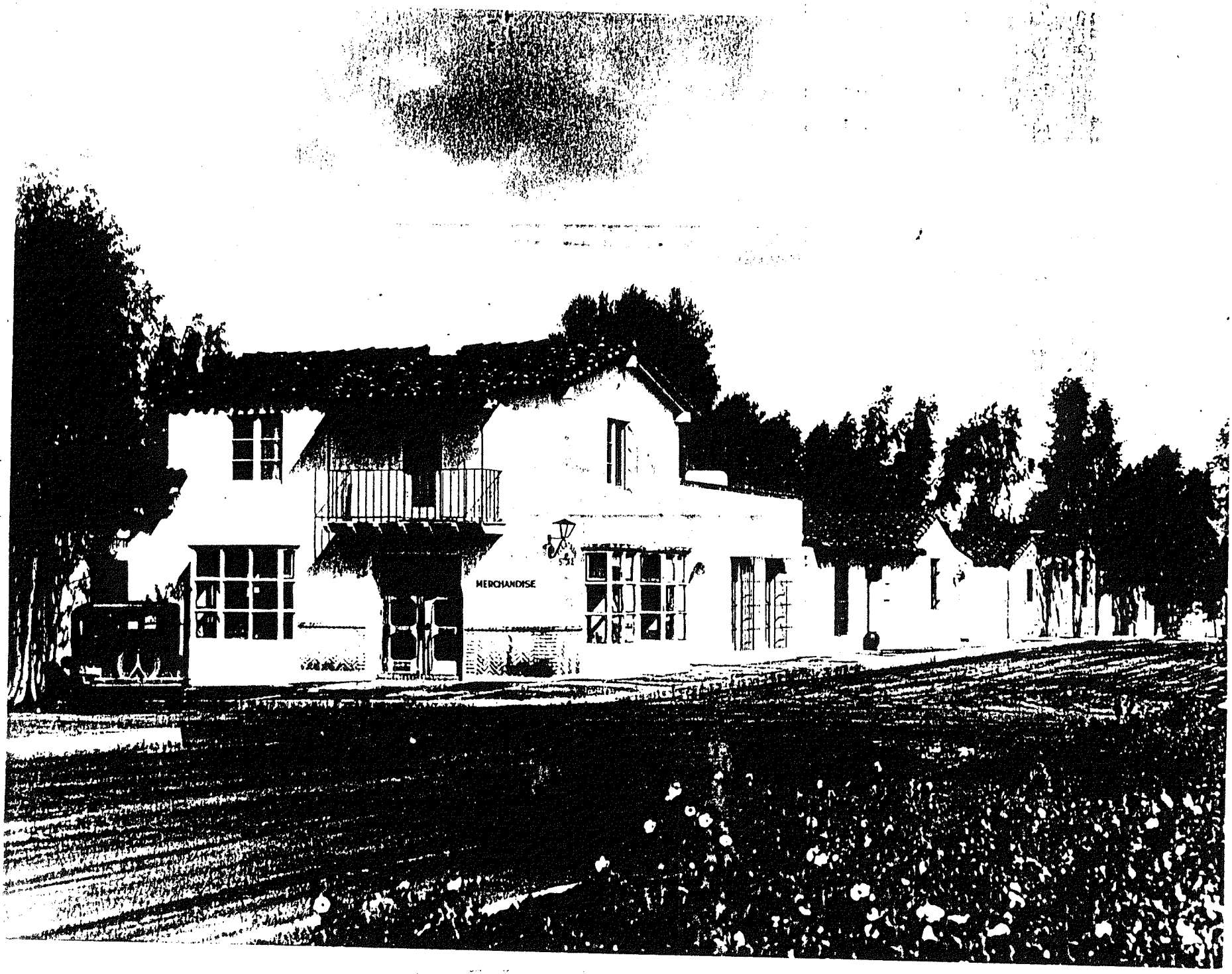
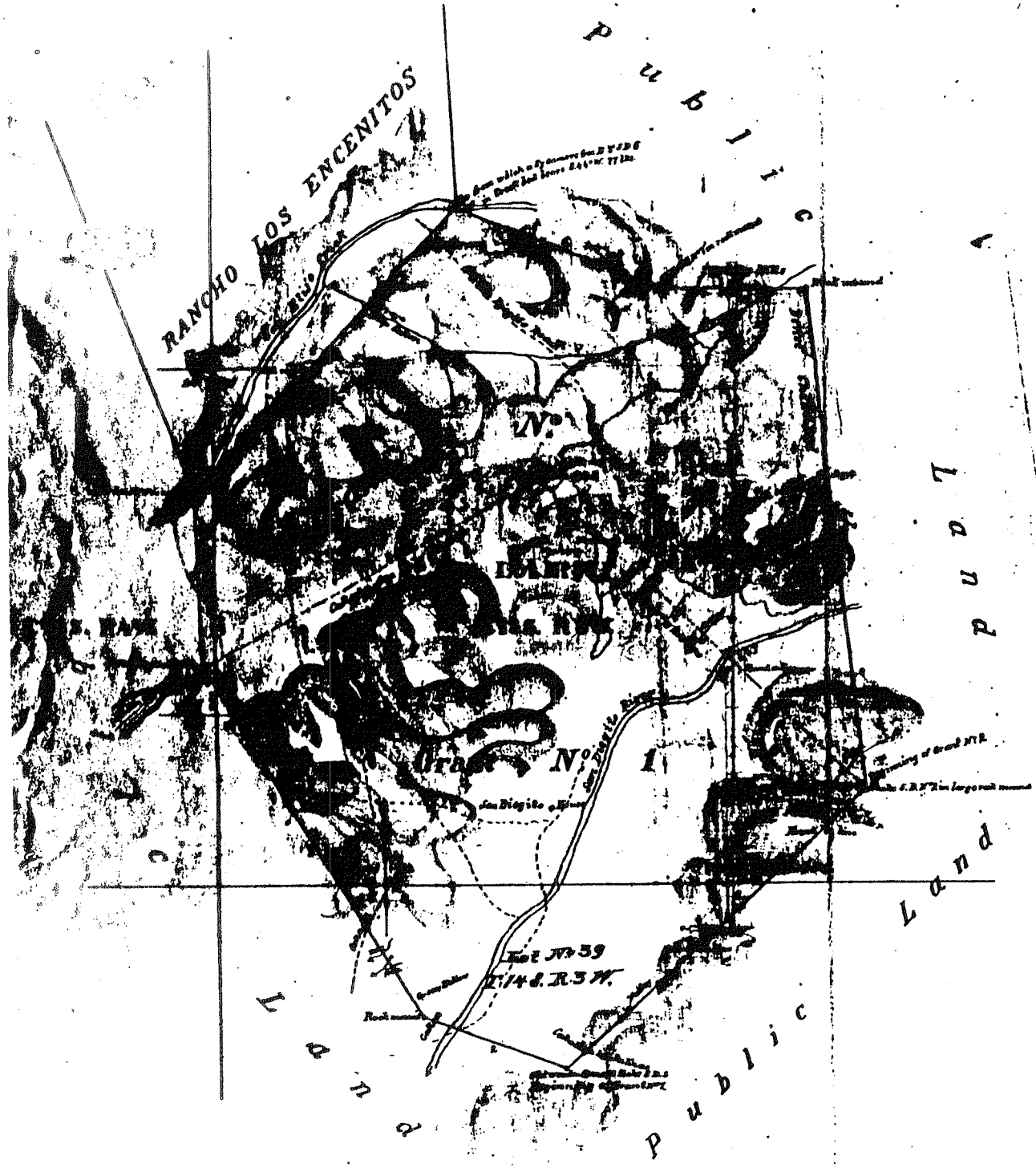
8-14-29.




MERCHANDISE



PLAT

of the

RANCHO SAN DIEGITO

finally confirmed to

JULIANA E. [illegible] et al.

Surveyed under instructions from the

U.S. SURVEYOR GENERAL

by

Chas. E. Hoffmann ... Dep. Surr.

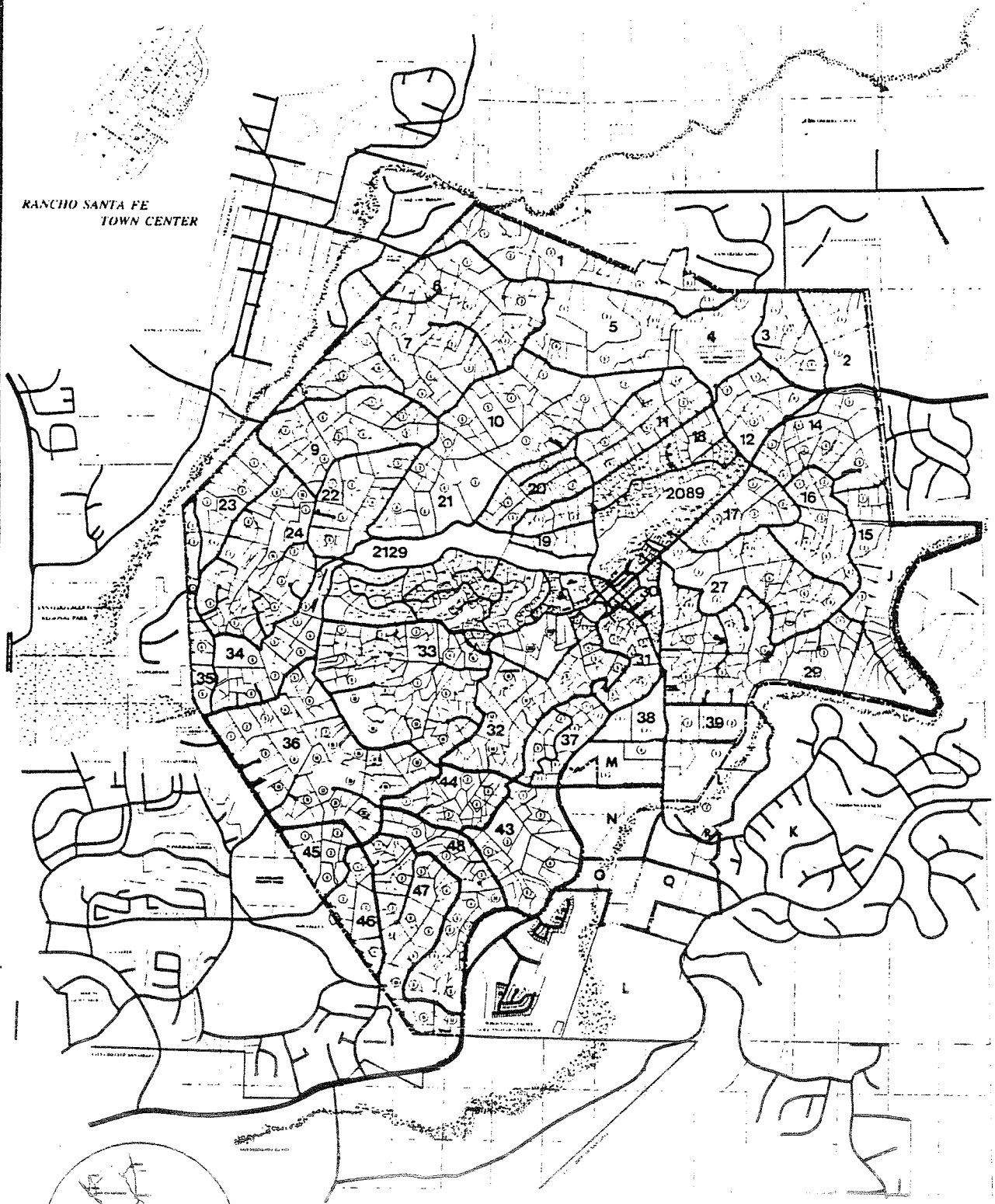
Containing 2884 ⁷⁄₁₀ Acres

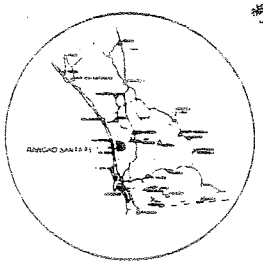
Boundaries

No.	Course	Dist
1	S. 47½ W.	192.50
2	N 69½ .	70.69
3	. 38½ .	190.64
4	. 2½ .	88.31
5	. 49 E.	183.00
6	S 67½ .	184.88
7	East	79.00
8	S. 6½ E	238.30

The field notes of the Rancho San Diegito finally confirmed to

RANCHO SANTA FE
COVENANT BOUNDARY
AND ADJACENT AREAS





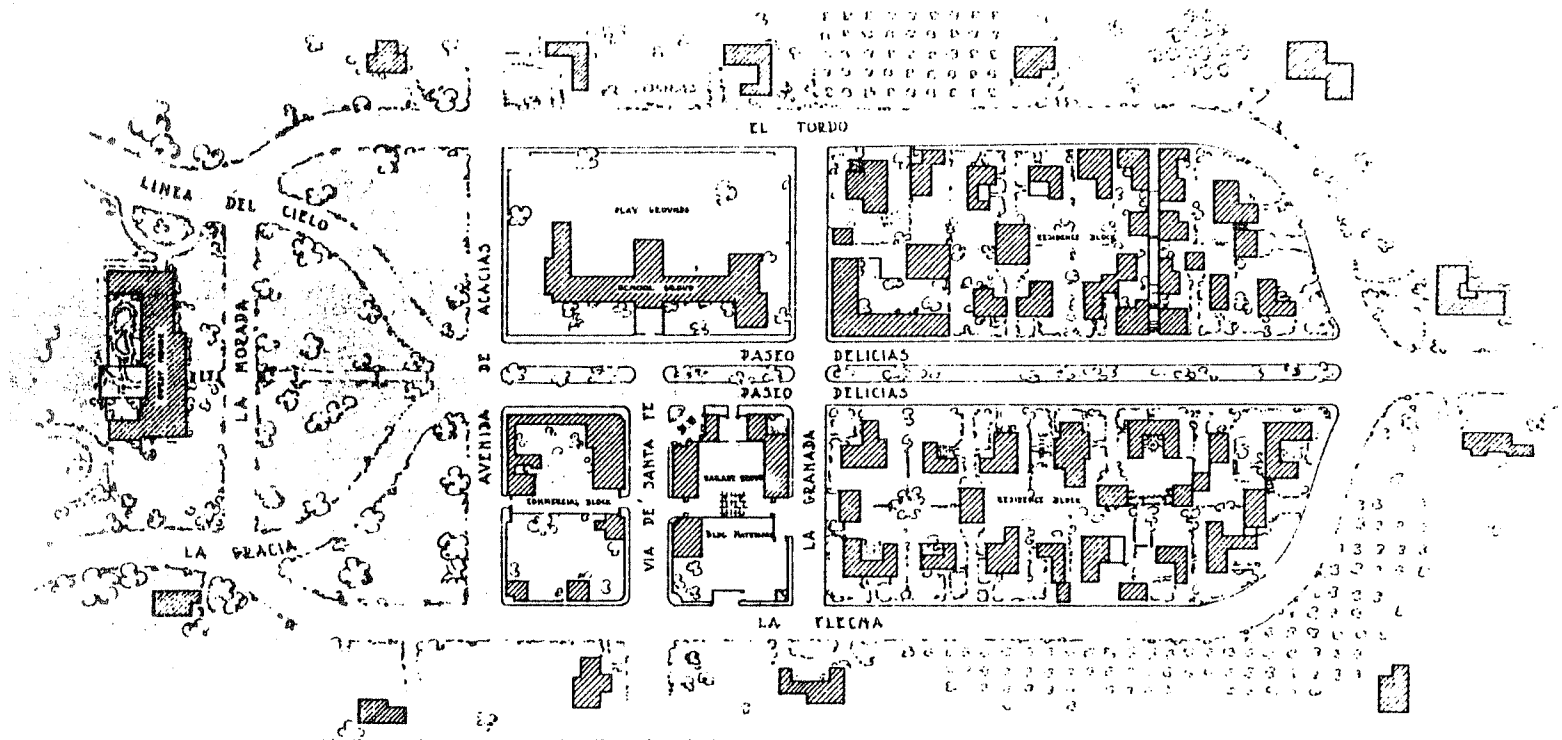
February 1988

SCALE

LEGEND

- RANCHO SANTA FE COVENANT BOUNDARY
- ROADWAYS
- PRIVATE ROADWAYS (WITHIN THE RSF COVENANT BOUNDARY)
- BLOCK DIVISIONS (LARGE NUMBERS)
- LOT DIVISIONS (WITHIN THE RSF COVENANT BOUNDARY)
- PROPERTY DIVISIONS (BASED ON TENTATIVE PARCEL MAPS AND BOUNDARY ADJUSTMENTS)
- PROPERTY LINES (APPROVED MAPS AND SUBDIVISIONS)

(NOTE: LARGE LETTERS ARE OLD LOT DESIGNATIONS)



PLOT PLAN OF CIVIC CENTER OF RANCHO SANTA FE · DEL MAR · CALIFORNIA ·
REQVA AND JACKSON · ARCHITECTS ·

L. G. SINNARD
1033 MILLS BUILDING
SAN FRANCISCO

October 12, 1921.

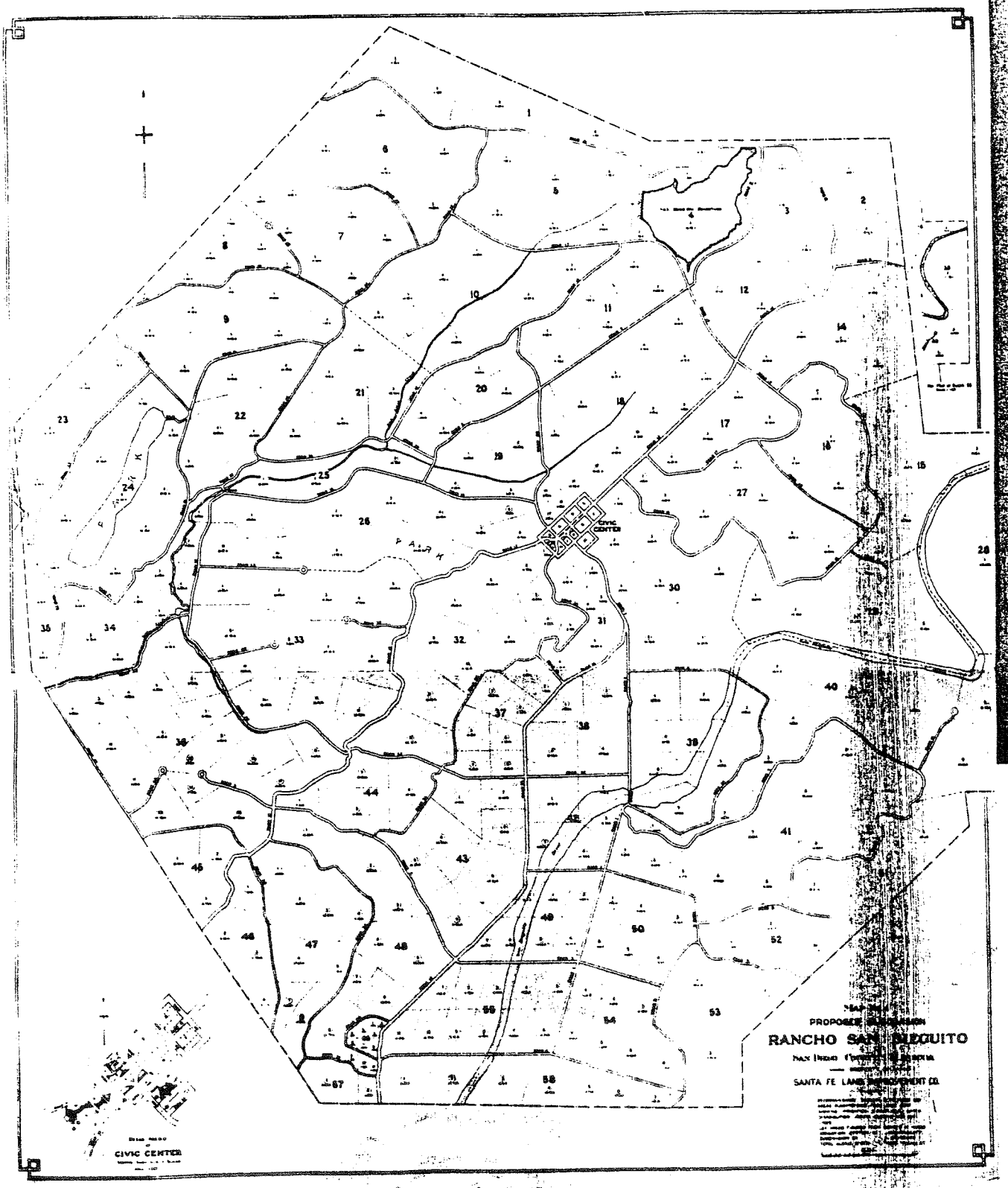
Santa Fe Land Improvement Company,
Los Angeles, Cal.

Gentlemen:

In compliance with the instructions of Mr. W. E. Hodges I hand you herewith report, maps and tabulations of proposed subdivision of Rancho San Dieguito.

Yours truly,

LGS/VT


PARK
CIVIC CENTER
PROPOSED SUBDIVISION
RANCHO SAN PEQUITO
SANTA FE LAND IMPROVEMENT CO.
CIVIC CENTER

AUTHORIZATION FROM PROPERTY OWNER OF PROPOSED LANDMARK SITE TO THE DEPARTMENT OF PARKS AND RECREATION FOR NUMBER, REGISTRATION, AND ERECTION OF A HISTORICAL LANDMARK.

Location of plaque will be decided if State Landmark status is awarded to the planned community of Rancho Santa Fe. The desire of the Rancho Santa Fe Historical Society is to place it at the Reitz house on La Flecha known as the La Flecha House. A letter or telephone call will be forthcoming to OHP's office. Permission for historical designation was originally granted by the property owner of the La Flecha house by Mr. & Mrs. Reitz in the application for the La Flecha house.

SIXTY YEARS
COMMUNITY SERVICE

Rancho Santa Fe Association
Post Office Box A
Rancho Santa Fe, California 92067
(619) 756-1174

January 19, 1989

Mr. Robert Powers
State Historical Resource Commission
P. O. Box 942896
Sacramento, CA 94296-0001

RECEIVED
JAN 20 1989
OHP

Attention: Marilyn Lortie
Office of Historic Preservation

Dear Mr. Powers:

The Rancho Santa Fe Association Board of Directors today discussed the possibility that the Rancho Santa Fe Covenant could be listed on the State Historical Landmark Registry. The Board is proud to support the landmark designation, and believes obtaining such designation would be a great honor.

Rancho Santa Fe has continued through the years to retain its charm and rural character as first envisioned by the original founders, the Santa Fe Land Development Company. Today, the citizens of Rancho Santa Fe are actively working toward that goal through various community organizations, such as the Park and Recreation Commission, the Rancho Santa Fe Community Foundation, which actively acquires land for open space, the Trails Committee, the Garden Club, the Historical Society, and the Road and Traffic Committee. Each of these groups works diligently to ensure that the character and the cultural and environmental resources of Rancho Santa Fe are preserved for our children.

We look forward to the State Historical Commission's visit to Rancho Santa Fe. Director Margaret O'Driscoll will be attending the public meeting on February 3 on behalf of the Rancho Santa Fe Association.

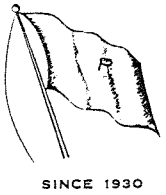
Sincerely,

Brewster L. Arms

Brewster Arms
President
Rancho Santa Fe Board of Directors

BA:neb

Bud Reitz
(619) 224-2471



SINCE 1930

SHELTER COVE MARINA

2240 SHELTER ISLAND DRIVE, P.O. BOX 6406

SAN DIEGO, CALIFORNIA 92106

December 7, 1988

Office of Historic Preservation
Department of Parks and Recreation
Post Office Box 2390
Sacramento, California 95811

In Re: Application for Registration
of Historic Landmark

To Whom It May Concern:

We, EDWIN L. REITZ and MARGUERITA W. REITZ, husband and wife, own in trust the real property located at 16904 La Flecha, Rancho Santa Fe, California 92067.

We hereby grant permission to the Office of Historic Preservation to register the above described land and building theron as an historic landmark to be named THE LA FLECHA HOUSE.

We agree and approve that the State of California may place a plaque on the property marking it as an historic landmark.

We plan to keep and maintain the property during our joint lifetimes. Upon the death of the survivor of us, our trust directs that the property be given to the Rancho Santa Fe Historical Society, conditioned upon the Society's use and maintenance of the property as the REITZ HISTORICAL MUSEUM.

EDWIN L. REITZ

MARGUERITA W. REITZ

BIBLIOGRAPHY: CITE THE BOOKS, RECORDS, AND OTHER AUTHORITIES SUSTAINING THESE FACTS.

See attached

Signature Helen P. Lonsdale

Date January 14, 1989

This form and all related correspondence is to be sent to the State Historical Resources Commission, Post Office Box 2390, Sacramento, California 95811.

An application must be considered solely on its historic or architectural merits and not for commercial gain, political benefits, or other non-historical reasons.

An individual commission member can advise and counsel an applicant, but all applications must be considered by the full commission meeting in regular session.

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RANCHO SANTA FE
CALIFORNIA STATE HISTORIC LANDMARK #982
DEDICATION
JUNE 2, 1989

WELCOME — *DR. ROGER ROWE*
Superintendent, Rancho Santa Fe School

FLAG SALUTE — *ERIN ANKROM*
Student Body President, Rancho Santa Fe School

AMERICA THE BEAUTIFUL — *WALTER EKARD*
Manager, Rancho Santa Fe Association

CALIFORNIA ASSEMBLYMAN ROBERT FRAZEE
COUNTY SUPERVISOR JOHN MACDONALD

SANTA FE RAILWAY — *O. G. LINDE*
Senior Vice-President, Santa Fe Southern Pacific Corporation

MUSICAL SELECTIONS — *4th & 5th Grade Choir, Rancho Santa Fe School, Director, Peggy Jacobsen*

HISTORICAL HIGHLIGHT — *MARION LINDBURG*

HISTORICAL HIGHLIGHT — *PEGGY O'DRISCOLL*

DEDICATION — *KATHRYN GUALTIERI*
Director, California's Office of Historic Preservation

UNVEILING — *PAT COLOGNE*
Vice Chairman, State Historical Resources Commission
SANDY SOMERVILLE
President, Rancho Santa Fe Historical Society, Inc.
JIM ASHCRAFT
Chairman, Rancho Santa Fe Park & Recreation Commission

ACCEPTANCE OF PLAQUE — *BREWSTER ARMS*
President, Board of Directors
Rancho Santa Fe Association

CLOSING — *DR. ROGER ROWE*

Rancho Santa Fe • California State Landmark #982
Cultural Landscape Amendment

Submitted to the
State Historical Resources Commission

by the
Rancho Santa Fe Association

Prepared by
Vonn Marie May, Cultural Resource Planning
Wallace Roberts & Todd, LLC

July 2004

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

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

P1. Other Identifier: N/A

P2. Location: Unrestricted

a. County San Diego
b. USGS 7.5' Quad: Del Mar **Date:** 1994
c. Address: Rancho Santa Fe Covenant **City:** N/A **Zip**: N/A
d. UTM: **Zone:**
Other Locational Data:

P3a. Description:
Rancho Santa Fe is located within the unincorporated lands of the County of San Diego. The original Rancho San Dieguito Mexican period land grant lies twenty miles north of the City of San Diego and three miles east of the Pacific Ocean. The property was originally bifurcated by the San Dieguito River creating a wide swath of fertile floodplain land. Today the river is the southeastern boundary of the Rancho Santa Fe Covenant with the remaining eastern portion of the land grant, the Fairbanks Ranch housing development so named for its first owner, actor Douglas Fairbanks, Sr. The San Dieguito River finds its source further inland at Volcan Mountain and is San Diego's first Joint Powers Authority (JPA) regional mountain-to-sea park, the San Dieguito River Park. In the northern part of the Covenant is the San Elijo Creek which exits the San Dieguito Reservoir and runs through the Rancho Santa Fe Golf Course eventually draining into the San Elijo Lagoon, a habitat rich protected wetland. (See Continuation Sheet)

P3b. Resource Attributes: See report
P4. Resources Present: See report
P5a. Photo or Drawing

P5b. Description of Photo
Osuna #1 Adobe

P6. Date Constructed Age and Source
1928

P7. Owner and Address
Rancho Santa Fe Assoc.
PO Box A
Rancho Santa Fe, CA 92607

P8. Recorded by
Vonn Marie May
Laura Burnett WRT
2670 Worden St. #20
San Diego, CA 92110

P9. Date Recorded
July 2004

P10. Survey Type: N/A

P11. Report Citation: N/A
Attachments

DPR 523A (1/95)

B1. Historic Name: Rancho San Dieguito

B2. Common Name: Rancho Santa Fe

B3. Original Use: Semi-rural Residential Community

B4. Present Use: Semi-rural Residential Community

B5. Architectural Style: Predominantly Spanish Eclectic

B6. Construction History: See Continuation Sheets

B7. Moved? N/A **Date:** N/A **Original Location:** In situ

B8. Related Features: See Report

B9. Architect: See Report **b. Builder:** See Report

B10. Significance: Theme: See Report **Area:** See Report
Period of Significance: See Report **Property Type:** Residential/Agricultural **Applicable Criteria:**

The community of Rancho Santa Fe came about not as residential 'garden city' varietal meant to perpetuate a town planning movement from the east. Nor was it a Spanish Colonial model whose derivation is found in legal ordinance from the Crown of Spain. Rancho Santa Fe, rather, is a regional invention based, in part, on the Santa Fe Railway's compulsion for cost recovery after a failed grand-scale Eucalyptus railroad tie experiment, and the railroad's relentless, yet inspired, Spanish Revival promotion of the 'West' encouraged and subsidized by the federal government as institutional 'manifest destiny'. However, and primarily, Rancho Santa Fe is unique in that the extraordinary horticultural capabilities particular to San Diego County combined with the training and talent of notable designers conspired to create a 'setting' unlike anything previously built in California.
(See Continuation Sheets)

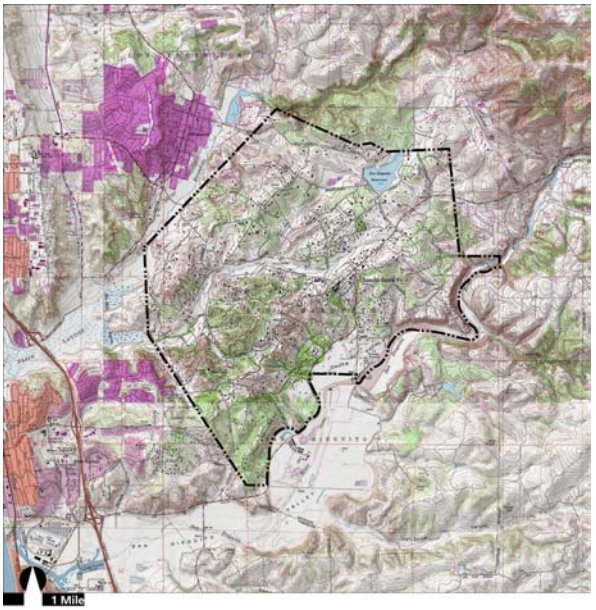
B11. Additional Resource Attributes:

B12. References: (See Bibliography)

B13. Remarks: See Report

B14. Evaluator: Vonn Marie May
Laura Burnett, WRT

Date of Evaluation: July 2004

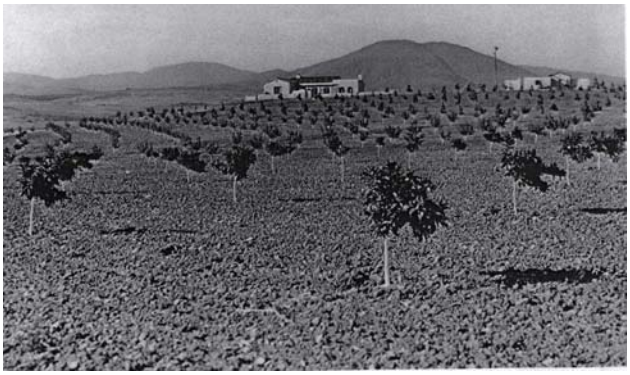


(This space reserved for official comments.)

RANCHO SANTA FE CULTURAL LANDSCAPE AMENDMENT

"….the Santa Fe Land Improvement's first and primary goal should be an intensive, high-class horticultural development".

L.G. Sinnard, 'Land Expert'
Santa Fe Land Improvement Co., 1920

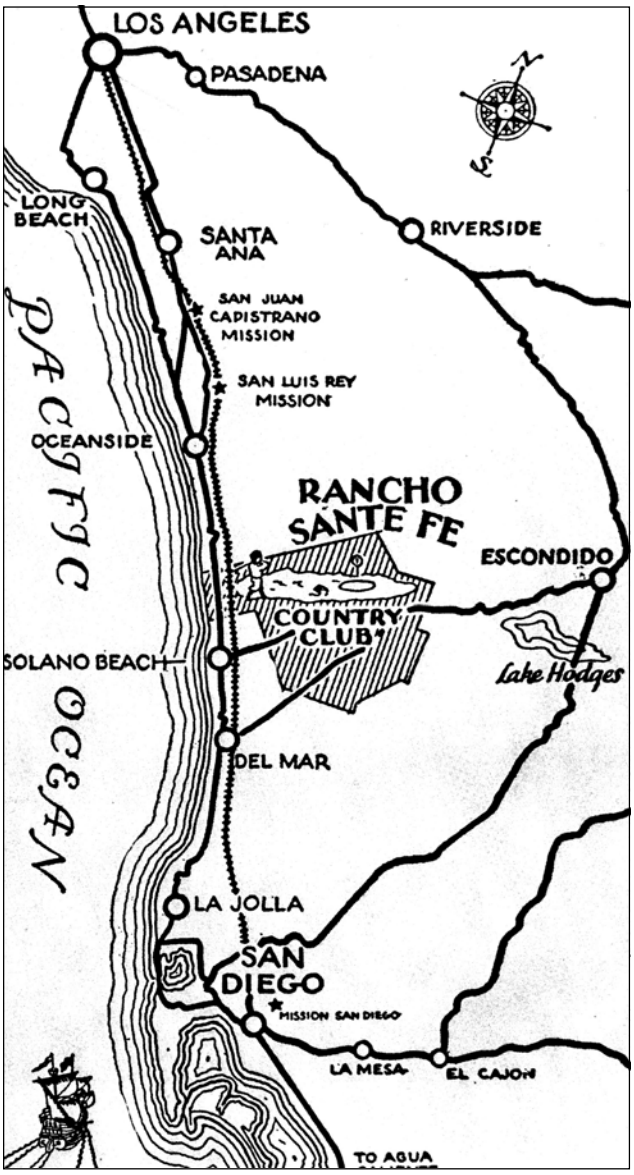


Orchards ca 1925
Source: San Diego Historical Society

Statement of Significance:

Rancho Santa Fe: The Town the Railroad Built

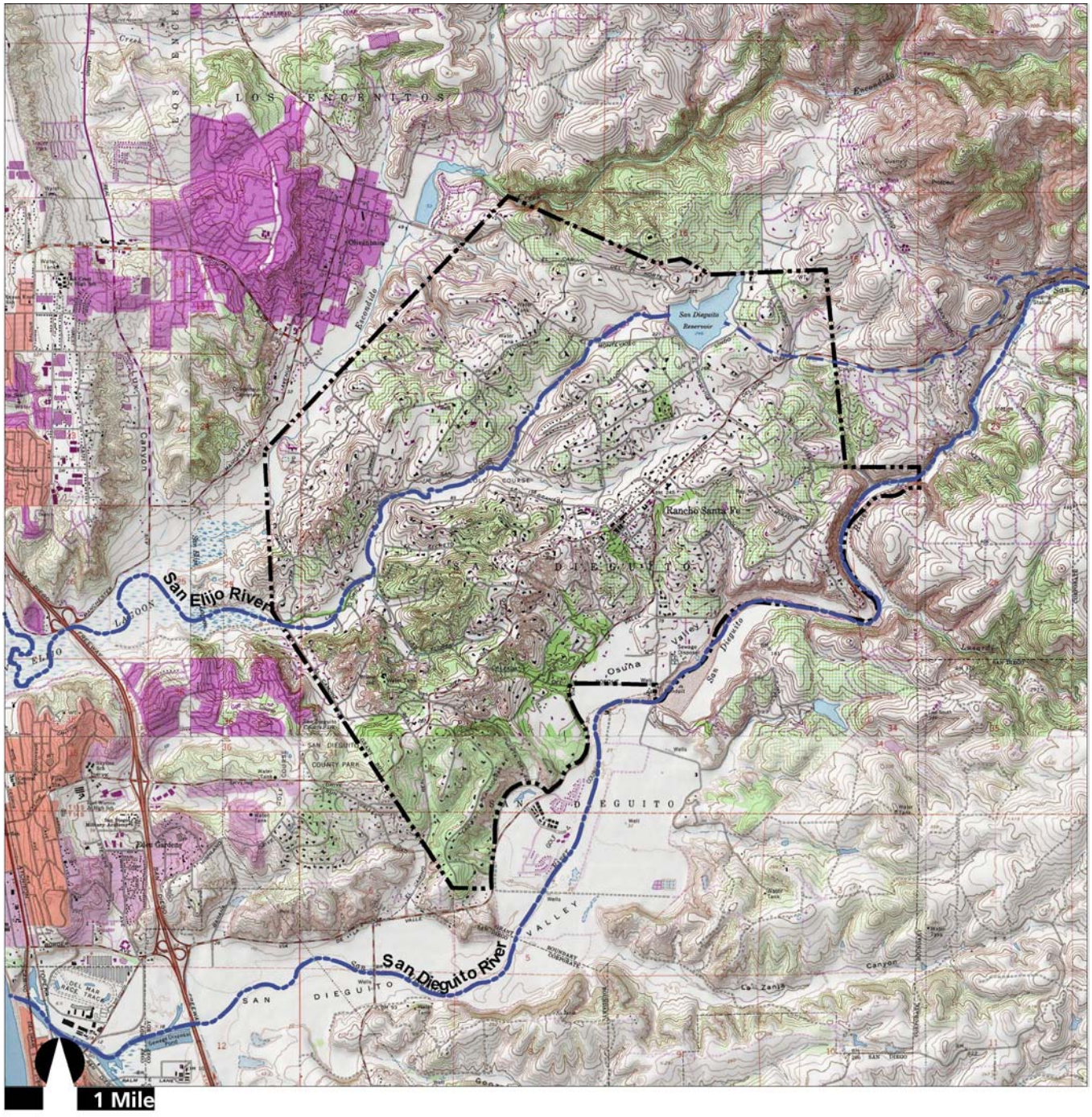
The community of Rancho Santa Fe came about not as another residential 'garden city' varietal meant to perpetuate a town planning movement from the east. Nor was it a Spanish Colonial model whose derivation is found in legal ordinance from the Crown of Spain. Rancho Santa Fe, rather, is a regional invention based, in part, on the Santa Fe Railway's compulsion for cost recovery after a failed grand-scale Eucalyptus railroad tie experiment, and the railroad's relentless, yet inspired, Spanish Revival promotion of the 'West' encouraged and subsidized by the federal government as institutional 'manifest destiny'. However, and primarily, Rancho Santa Fe is unique, in that, the extraordinary horticultural capabilities particular to San Diego County combined with the training and talent of notable designers conspired to create a 'setting' unlike anything previously built in California.



Vicinity Map Rancho Santa Fe, ca 1930
Source: Rancho Santa Fe Historical Society

Environmental Setting

Rancho Santa Fe is located within the unincorporated lands of the County of San Diego. The original Rancho San Dieguito Mexican period land grant lies twenty miles north of the City of San Diego and four miles east of the Pacific Ocean. The land grant was originally bifurcated



USGS Quad Map (1983) current w/ the Rancho Santa Fe Covenant overlay

by the San Dieguito River creating a wide swath of fertile floodplain land. Today the river is the southeastern boundary of the Rancho Santa Fe Covenant with the remaining eastern portion of the land grant, the Fairbanks Ranch housing development, so named for its first owner actor Douglas Fairbanks, Sr. The San Dieguito River finds its source further inland at Volcan Moun-

tain and is San Diego County's first Joint Powers Authority (JPA) regional mountain-to-sea park, the San Dieguito River Park.

In the northern part of the property the San Elijo Creek exits the San Dieguito Reservoir and runs through the Rancho Santa Fe Golf Course eventually draining into the San Elijo Lagoon, a habitat rich protected wetland.

Horticulturally Rancho Santa Fe has the best land and climate in California for agriculture, horticulture, and floriculture. The Santa Fe Railway determined that fact from exhaustive research, first to create a Eucalyptus railroad tie farm, and then an horticulturally based 'gentleman farmer' development concept of crop production and sophisticated rural living.

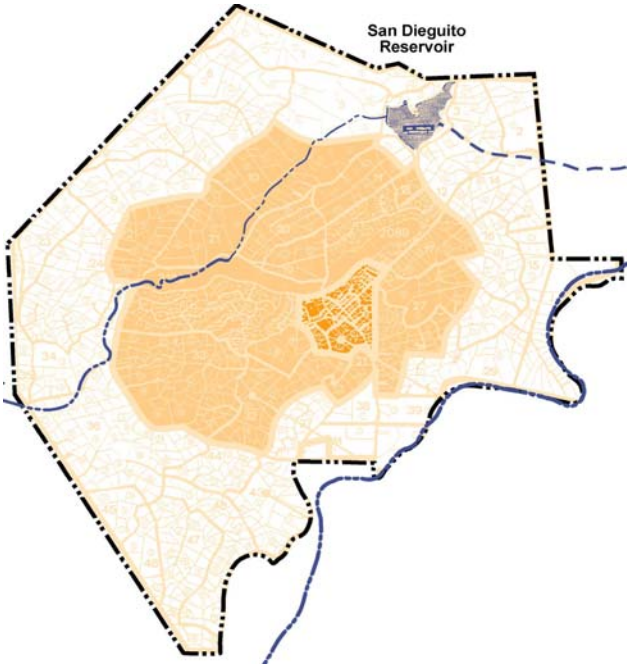
Excerpt from Sunset Western Garden Book:
Zone 23: Thermal Belts of Southern California's Coastal Climate (Rancho Santa Fe)

Found here is one of the most favored gardening climates in North American for the growing of subtropical plants. It could be called the avocado belt, for this has always been southern California's best strip for growing that crop. Frosts don't amount to much (it's an air-drained thermal belt) and most of the time (approximately 85%) it is under the influence of the Pacific Ocean; only 15% of the time is the determining influence from the interior. A notorious portion of this 15% is on those days when hot and extremely drying Santa Ana winds blow down the hills and canyons from the mountains and deserts.

Zone 23 lacks either the necessary summer heat or winter cold to grow successfully some items such as pears, most apples, most peaches. On the other hand, it enjoys more heat than the neighboring maritime climate, Zone 24.

In the temperature records books, more of Zone 23 fares pretty well as far as mildness is concerned. But severe winters have descended on some sections of Zone 23 at times, and the net result of this has been to make a surprising spread of low temperatures. Over a 20-year period, lows have ranged from 38° to 23° F. In recorded history, the lows have ranged from 28° to 23°.

The Rancho Santa Fe Covenant encompasses a rough hexagon of about 6,200 acres. Originally the land grant consisted of 8,824.71 acres (two square leagues). The acreage east of the San Dieguito River, Rancho Zorro, was considered to be unfit or 'unbuildable' and was not included in the 1928 Covenant boundary. The Covenant began with 400 large rural parcels with a town center. The current inventory is approximately 1,900 parcels ranging from 5,000 square feet to 30 acres (most parcels are two to four acres) radiating out in density from the core to the outer boundaries.



RSF Density Map
Source: Rancho Santa Fe Association

Periods of Significance

According to the National Park Service a period of significance is the length of time when a property was associated with important events, activities, or persons, or attained the characteristics for which it would qualify for a National Register (and/or California landmark) listing. A period of significance usually begins when significant activities or events occur giving the property its historic significance; this is often a date of construction and may span years demonstrating the same qualifying criteria as being present. As the history of the landscape of Rancho Santa Fe is revealed there are three specific periods of significance identified that continue to respectively convey their historical integrity.

1835 - 1906 Osuna and the Rancho San Dieguito Land Grant

"…Included in its boundaries were luxuriant little valleys, ample lengths of mesa, and a bubbling river."

Osuna Family Records

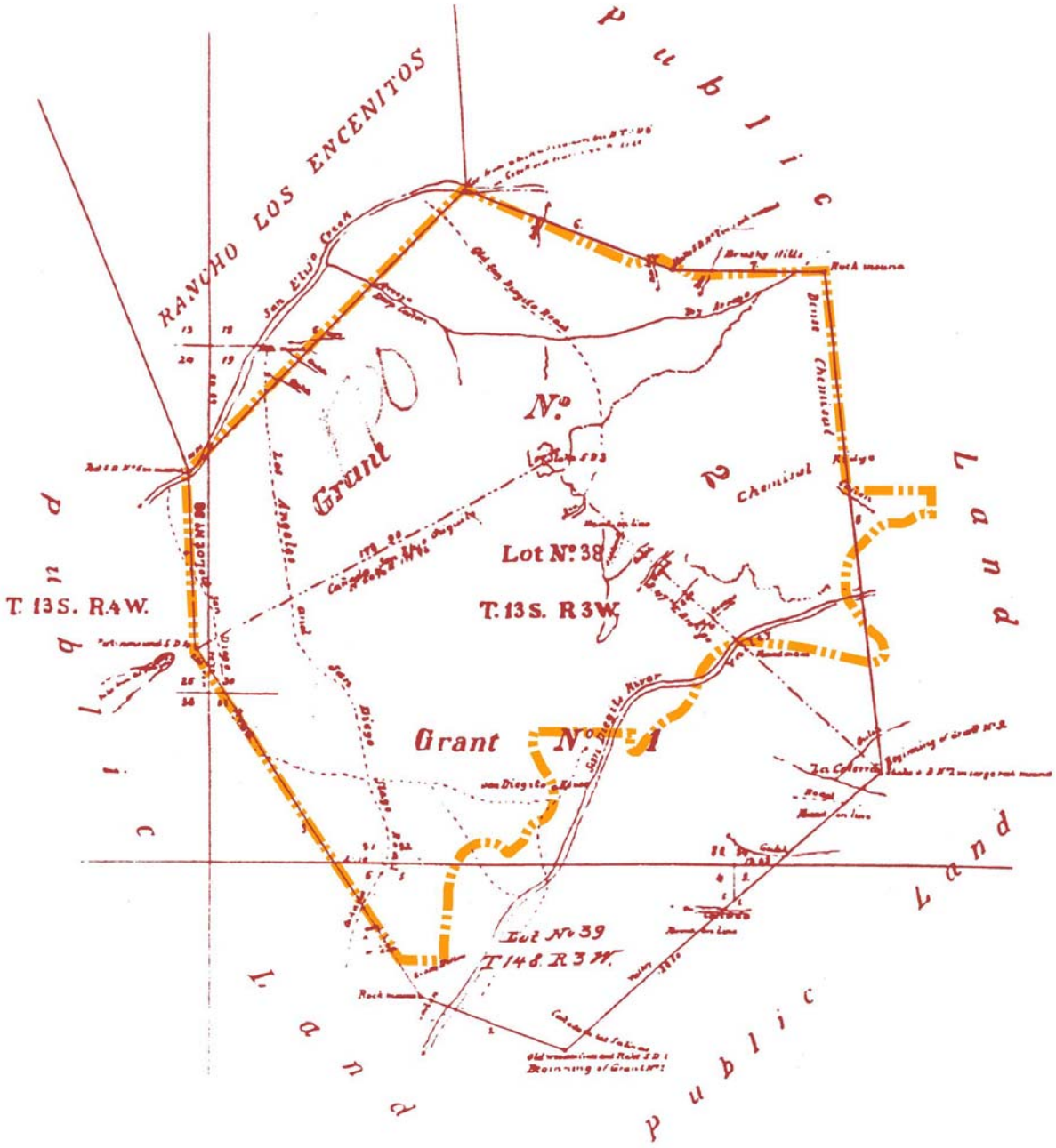
Don Juan Maria Osuna was born in 1785 at the Royal Presidio at San Diego. His father was a corporal in the 'Soldados de Cuera' (Leather Jacket Company), which accompanied the Serra missionary expedition into Alta California during Spanish colonization. The young Osuna received the sacraments at the Presidio's chapel and was schooled on the grounds. At the time San Diego was one of four important towns in Alta California associated with Presidios along with Santa Barbara, Monterey and San Francisco. San Diego was also considered the nexus between both Baja and Alta Californias and the unofficial capital of both.

The San Diego Presidio was the principle garrison for a district that covered 125 miles north and east that protected the missions of San Diego, San Luis Rey, San Juan Capistrano, San Gabriel, and three 'asistencias' (auxiliary missions). Osuna spent a total of forty years of his life at the Presidio that spanned times of unrest during the Spanish Mission period, subsequent secularization, and the Mexican Republic era. He married Maria Juliana Josepha Lopez and the couple eventually had eight children, two daughters and six sons. After working his way up through the military ranks Osuna became the first 'Alcalde' (mayor) of San Diego, as well as the Major Domo for the San Diego Mission.

In 1833 the pueblo of San Diego asserted its right to govern itself as an 'Ayuntamiento' (town council) and elected Osuna as Alcalde. Mexican rule and colonization efforts were less than sophisticated at the time, so the former military officers of the Spanish Crown modeled their new governance after the 1812 Spanish decree entitled, "Formation of the Constitutional Town Councils." Osuna's defeated opponent, Pio Pico, would later become the last Mexican Governor of Alta California prior to U.S. California statehood in 1850, residing at Rancho Margarita y Las Flores (today's Camp Pendleton Marine base). However, by 1840 the small village of San Diego had so seriously declined it was put under the jurisdiction of the pueblo of Los Angeles.

Osuna had a desire to own a large tract of land in which to ranch and build a home for his family. The opportunity presented itself borne out of the 'Act of Secularization' of 1832. The Mexican legislation enabled the government to seize all former Spanish mission lands and divide them among those with means and influence for the betterment of Mexico. Don Juan Maria Osuna chose land from his intimate knowledge of the region, a tract twenty miles north and about three miles inland of his birthplace in San Diego, *"...Included in its boundaries were luxuriant little valleys, ample lengths of mesa, and a bubbling river."* As a young soldier he himself had marched up El Camino Real through the San Dieguito river valley as a guard for the Mission San Luis Rey in north county San Diego.

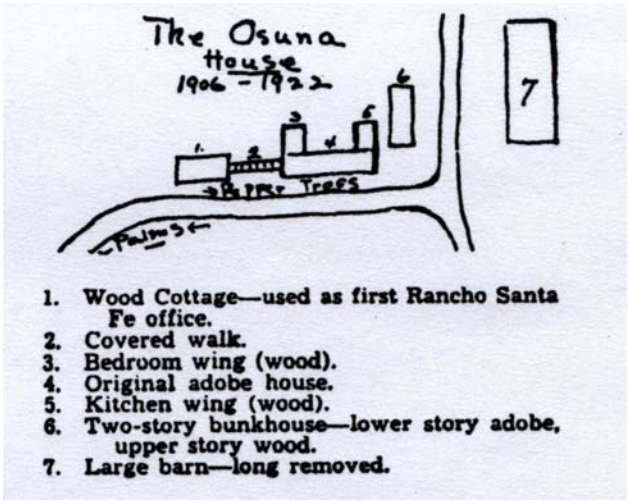
At the age of fifty-one Osuna began the transition from the Presidio to Rancho San Dieguito. In scant records it shows Osuna inhabiting the area as early as 1835 in an adobe attributed to the Jose Manual Silvas family. A provisional grant of two square leagues of land, 8,824.71 acres was awarded Osuna in 1840 by his former political opponent Governor Don Pio Pico. The land was used by the Osuna family to raise cattle and sheep for their hides and tallow and some farming. Osuna built two adobe dwellings, a large one for his son Leandro and his family, and a smaller one (possibly a rebuild of the Silvas adobe) for Juliana and himself. These two adobes are still extant and are referred to as Osuna #1 (Juan Maria and Juliana's) and Osuna



1871 U.S. Grant Deed w/ Covenant boundary overlay
Source: Rancho Santa Fe: A California Village

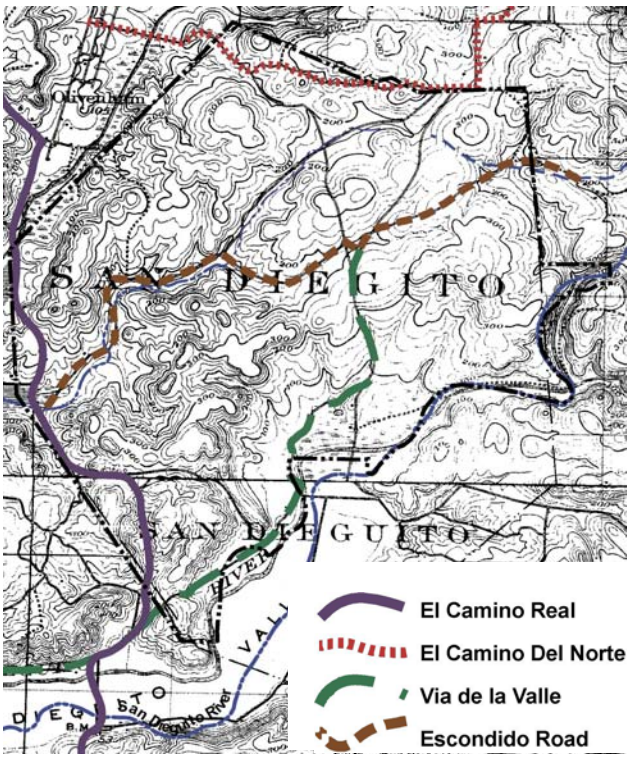
#2 (son, Leandro's). Osuna lived out his days at Rancho San Dieguito but not without unsettling events. The clash between the Americans fighting for territory against the 'Californios' raged throughout the County.

Don Juan Maria Osuna passed away in 1851, leaving the property to his widow Doña Juliana Osuna. The U.S. government finally confirmed the land grant in her name in 1871, an uncommon occurrence since the U.S. confirmed less than half the Mexican land grants at the time. Juliana and her family, in one form or another, remained in the 'Osuna Valley' until 1906. During this period Rancho San Dieguito, as well as Southern California, was subjected to land speculation induced by the railroad. The Santa Fe Railway purchased Juliana Osuna's holdings, which had diminished to less than 200 acres, along with all other interests within the land grant boundary. The railroad company had chosen the land for a cost-saving horticultural venture, that of cultivating the fast growing genus Eucalyptus for railroad ties.



Schematic Osuna #2, ca 1922
Source: Rancho Santa Fe: Yesterday and Today

Osuna #1 before restoration
Source: Rancho Santa Fe Historical Society



1901 USGS Map w/ historic roads overlay
Source: San Diego Historical Society

1906 - 1928 Santa Fe Railway/ Santa Fe Land Improvement Co.

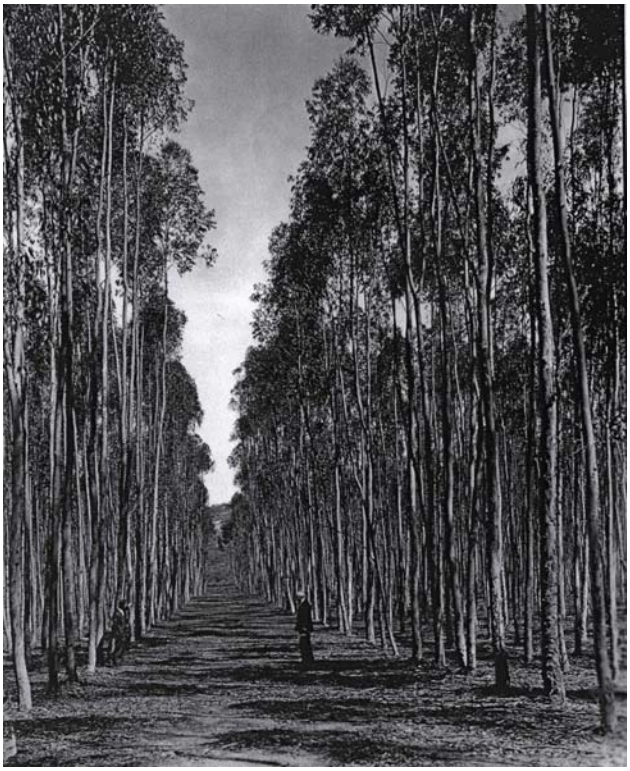
"The Eucalypts are destined to play a prominent part for all times to come in the sylvan culture of vast tracts of the globe…"
Baron von Mueller, Australian Botanist, ca. 1900

The Eucalyptus Forest

In 1902 the Secretary to the U.S. Department of Agriculture James Wilson and the U.S. Bureau of Forestry Director Gifford Pinchot, under President Theodore Roosevelt, announced for the first time the publication of Bureau of Forestry Bulletin No. 35: Eucalyptus Cultivated in the United States. Written by Professor A. J. McClatchie of the Arizona Agriculture Experimental Station in Phoenix, AZ, the pamphlet was an executive summary on the status of the non-native genus in the U.S. as well as its popularity in other parts of the world.

In the Bulletin McClatchie generously commended the work of early horticultural pioneers, both growers and scholars, and documented the approximate dates of particular species introduction, attendant growth statistics, and technical information for future cultivation. He quoted from Eucalyptographia by Baron von Mueller government botanist from Victoria, Australia, *"The Eucalypts are destined to play a prominent part for all times to come in the sylvan culture of vast tracts of the globe…"* French botanist Professor J.E. Planchon in his paper on *Eucalyptus Globulus,* lauded Mueller as well, *"In the history of the future naturalization of the Eucalyptus, Mueller is the savant who justly calculated the future of the tree, traced it in its (prospective) itineracy, and predicted its destiny."*

Eucalypts were introduced into North America as early as 1856, trailing France and Algeria by a few years. The phenomenal rapidity of growth



Santa Fe Railway Eucalyptus Grove, ca 1915
Source: San Diego Historical Society

of the genus was nothing less than awe inspiring which, coincidentally, paralleled its accelerated importation. Many uses for Eucalyptus were envisioned as McClatchie further wrote,

"The covering of the now untillable treeless portions of the semitropic sections of America with such trees as Eucalypts, which will yield fuel, timber, and other useful products, and also furnish protection from the sun, from winds, and from floods, or otherwise ameliorate existing climatic conditions, is certainly an achievement greatly to be desired."

Eucalyptus mania prevailed throughout the late 19th century and well into the 20th. It was said that, *"more trees of this genus have been planted away from its original habitat than of all other forest trees combined."* In 1875 nearly a ton of seed was exported to America. One pound of seed was capable of producing thousands of trees. The Santa Fe Railway facilitated Eucalyptus forestation in Southern California funding small ventures by independent growers and created a

Santa Fe Eucalyptus Association which allowed employees and investors to reap the profits from the popular multi-use lumber.

At Rancho San Dieguito the Santa Fe Railway conducted extensive horticultural and soil studies toward the most ambitious railroad tie venture, with the goal of producing the highest yield. Studies demonstrated that the soils of Rancho San Dieguito would be productive, composed of a sandy loam underlain with rich clay loam and a heavier marine sand beneath. The native soil makeup had the fundamental elements of fertility—lime, potash and phosphoric acid. Eucalyptus species were introduced to test their adaptability and performance, among the species were; *E. camaldulensis, cladocalyx, cornuta, diversicolor, hemiphloia, leucoxylon, melliodora, polyanthemos, robusta, rudis, and viminalis. Eucalyptus globulus,* the towering Blue Gum, stood out as the fastest growing, straight-trunk timber and was already the most widely cultivated in California. The oldest Eucalypts in California, well over a century, are *E. globulus* and are extant in Sonoma, Santa Barbara, San Diego, Irvine, and a venerated stand on the University of California Berkeley campus, ca. 1870.

In 1906 the Santa Fe Railway's project started in earnest eventually planting out some 3,000 acres of land adjacent to the San Dieguito River ancient floodplain. The center of the forest was in the general vicinity of Calzada del Bosque (Causeway of the Woods) in the lower southwest section of the land grant. Seedlings planted at approximately ten to twenty feet on-center produced, at peak, over three million trees with a growth rate of nearly ten to fifteen feet per year.

Unfortunately, as monumental as the project had been its quick demise was just as extreme. Within a decade it became clear to railroad officials that their farming experiment was doomed. Myriad problems arose that sealed the fate of 'quick, cheap' timber. Among them, the lack of available irrigation during a drought period, followed by a catastrophic rain cycle that washed both soil and vulnerable trees away. More problems ensued, the physical attributes of the hard wood made it difficult to hold nails, excessive gum and oils inhibited timber processing. Finally it was a competitive Australia that became concerned, in their own timber export interest, and slowed seed sales. The bottom line was finally realized when it was proven that creosote treated Oregon Fir cost less than half of what it took to grow, maintain, and process Eucalyptus. By 1916 after posting losses for several years in a row, the project was abandoned and the former land grant property was considered for sale.

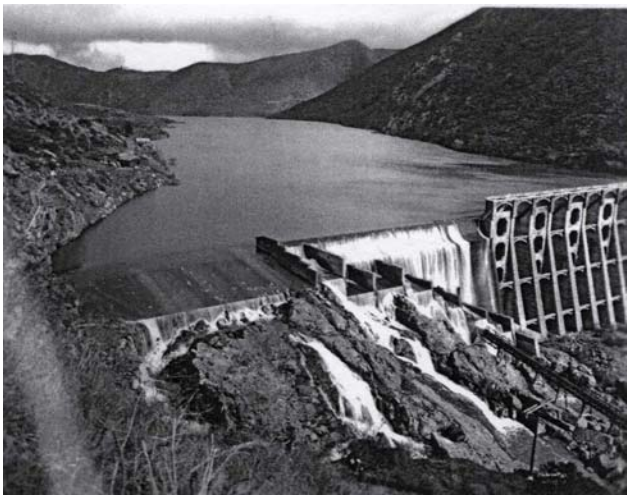
Providentially, what the railroad left behind was a maturing forest and future character-defining feature of the Rancho Santa Fe landscape. In the late 1920's Rancho Santa Fe based landscape architect, Glenn A. Moore, prepared a map that delineated the areas of Eucalyptus plantings and their botanical identifications. The 'acculturated' Eucalyptus forest was revered as a design feature that contributed to the romanticism of Rancho Santa Fe's unique landscape setting as well as providing a forest canopy that covered the lower part of the Rancho.

By 1916 following great disenchantment caused by the failure of the Eucalyptus forest experiment the Santa Fe Railway, through their subsidiary the Santa Fe Land Improvement Company (SFLIC), reinvented the Rancho San Dieguito project. Inspired by a well known local water and land developer Colonel Ed Fletcher (according to Fletcher himself), the Railway's vice president, Walter E. Hodges, began fast-track planning for a rural 'gentleman farmer' development concept that would both recoup SFLIC's losses and produce profitable returns from citrus and other fruit 'tonnage' shipped by the Railway.

Walter E. Hodges was born in 1860 in Fall River, Massachusetts. He began his career as a railroad office clerk then elevated to trainmaster for the Chicago Burlington & Quincy Railroad in 1881. He became a freight agent to the general manager from 1881-89 and a traffic manager to Fraser

& Chalmers Chicago 1889-95. Eventually he became the private secretary to the president of Atchison Topeka & Santa Fe in 1896-97, and purchasing agent for AT&SF from 1897 to 1909. He was made vice president AT&SF of purchases, stores, timber and fuel properties from 1909 through 1918, and until the end of his career was in charge of California properties for AT&SF from 1918 to 1928.

In typical epic fashion the Santa Fe Railway understood the need to secure a dependable water source for the soon to be planted orchards. Within two short years and just five miles upstream the Hodges Dam was built by J. B. Lippincott, Hydraulic Engineer, specifically for the Rancho San Dieguito project but also benefited downstream small towns as well (Fletcher resided in and was developing Del Mar at the time).



Hodges Dam ca 1920
Source: San Diego Historical Society

In a 1928 article from Rancho Santa Fe Progress magazine:
"Water System
Rancho Santa Fe's source of water is Lake Hodges, where a concrete multiple-arch dam 157 feet high impounds 37,700 acre-feet of water. This is backed by a drainage area of 253 square miles. This water serves the Santa Fe Irrigation District, San Dieguito Irrigation District, Solana Beach and Del Mar. The water distribution system consists of steel and concrete pipelines, serving all irrigable parts of the project with reservoirs at strategic points to provide the necessary pressure. Water is a vital element in the success of any community in Southern California, and Rancho Santa Fe is in an enviable position in this respect."

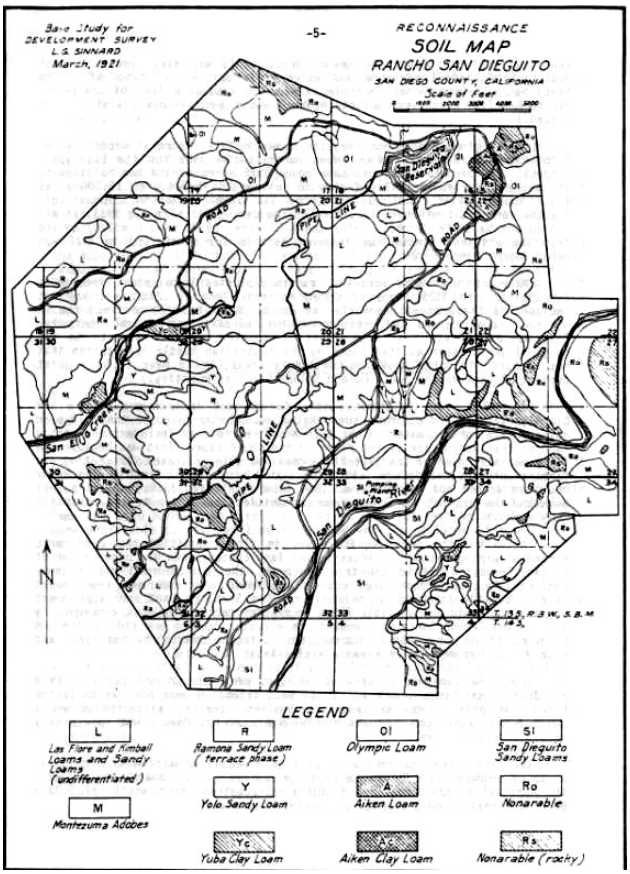
The attendant San Dieguito Reservoir built on site provided for the distribution of water in a downstream pipeline centered through the Rancho and was operated by the newly formed Santa Fe Irrigation District. The new water system eliminated the need for wells and any San Dieguito River agricultural pumping stations.

Rancho San Dieguito becomes Rancho Santa Fe

"Southern California's growth since 1870 has been described as 'one continuous boom punctuated at intervals by explosions'. The two major explosions were the booms of the 1880's and the 1920's both can be traced directly to transportation improvements respectively, the Santa Fe railroad and the widespread use of the automobile."

Carey McWilliams, 1946
Southern California Country:
An Island on the Land

In 1920 the Santa Fe Land Improvement Company hired noted 'land expert' Leone G. Sinnard to begin the process of planning and implementing an agriculturally based rural community. In his September 1921 'development survey' entitled, "Proposed Subdivision of Rancho San Dieguito", Sinnard comprehensively evaluated the feasibility of a self-sustained, highly productive, residential community. Sinnard's first impression of the site served as a foreword, *"….the Santa Fe Land Improvement's first and primary goal should be an intensive, high-class horticultural development."* As part of his survey Sinnard studied the horticultural potential of the Rancho through extensive soils reconnaissance. He determined that over a third of the property was very well suited for agriculture and delin-



Sinnard's Soil Map, 1921
Source: Rancho Santa Fe Historical Society

L.G. Sinnard began his career life in 1905 as a clerk for the Southern Pacific's (a subsidiary of Santa Fe Railway) 'Colonizaton' department in San Francisco. He was in charge of promotion, advertising, and Southern Pacific publications. Sinnard worked on his own from approximately 1908-19 as an independent land expert based in San Francisco. During this time he worked on several subdivision projects, notably the 1913 'platting' of the residential community of Atascadero, CA.

Sinnard was under the direction of Walter E. Hodges with whom he collaborated closely. His first task out of the new project was to design and implement vehicular circulation and access to parcels. Providing for the presence of the automobile was critical to the success of the project. The profound impact of the automobile not just on the land but in how people moved through the landscape caused a general abandonment of earlier site design principles. Increasingly the landscape needed to be functionally accommodating. By the 1920's the automobile had gained prominence as a growing fixture in the lives of Californians. The economy in Southern California was booming and by 1923 California had registered its one millionth motor vehicle.

"The history of road construction in Southern California will read in days to come like a romance...The [roads] combine what might at first seem as unblendable as oil and water, the two extremes of luxury and necessity."

The Road Ahead:
The Automobile Club of Southern California
1900-2000

Sinnard purposely planned winding roads throughout the Ranch in deference to the sinuous topography, in part, to discourage speeding drivers and to ensure enjoyment of the breathtaking vistas at every turn. He intuitively designed the road patterns, for which he is most known, by driving throughout the Ranch in 'high' gear thereby ensuring drivable and accessible roads. Sinnard incorporated existing and historical routes when they fit his scheme and eliminated them when they ran contrary. The old 'Osuna Valley' road along the river became Via de la Valle, El Camino Real in its historic alignment remained doubling as a western border, the old road east to Escondido became Paseo Delicias the main Civic Center street, and Camino del Norte stayed as the route connecting the Victorian village of Olivehain to all points east. The old roads survived and were incorporated in the new plan with thematically descriptive Spanish names.

In late 1921 the SFLIC retired the old land grant name Rancho San Dieguito and renamed the project Rancho Santa Fe, its namesake. It was, after all, the most significant horticultural /

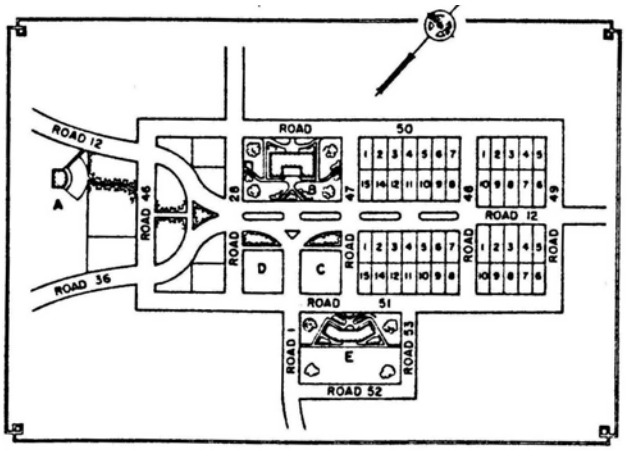
residential project the Railway had ever undertaken. As the project shaped it became clear to Railway officials that they had accomplished something quite unique.

At the core of the Rancho Sinnard designed a beautiful Civic Center village, which included, *"administration headquarters, offices, stores, a grammar school, garage, and service buildings."* He produced a concept design for a Civic Center in a simple Beaux-Arts style. His design, however, would be more artfully refined by master architect Richard Requa, when the SFLIC brought the Requa & Jackson firm on board to effect their trademark Mission Revival style.

Architectural Influences

In the Forward to *California's Mission Revival* by Karen Weitze, Harold Kirker wrote, *"California architecture came of age with the Mission Revival. After more than a century during which successive immigrant groups imposed inherited building forms upon a land whose physical diversity encouraged cultural colonialism, the Californians discovered in the Franciscan missions a source for a distinctive regional style".* The late 19th and early 20th century Mission Revival architectural style is based on forms of the Spanish Catholic Missions of Mexico and the southwest United States. The style features arcades, simple arches, sturdy piers, parapet façades, plain stucco walls and bold forms.

Mission Revival architecture was presented in full at the 1894 Midwinter Fair held in San Francisco's Golden Gate Park. A 'fiesta' celebration was held at the Fair headed by noted author Charles Fletcher Lummis. The Los Angeles City librarian was a tireless promoter and advocate of California mission-era architecture and culture, and was referred to by historian Franklin Walker as, *'the impressario of the southern California tourist renaissance.'* His presentations evoked *"the dreamy halcyon days of the missions, the drowsy pueblos and the peaceful quiet life of the Ranchos".*

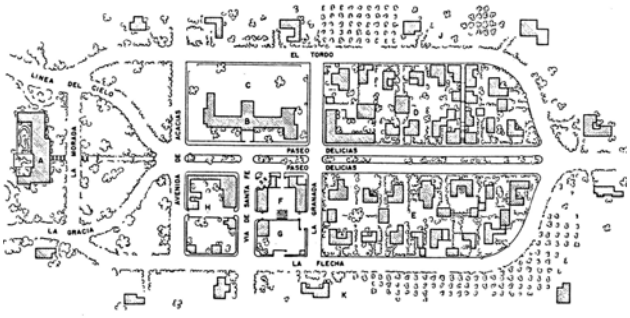


PROPOSED SUBDIVISION OF CIVIC CENTER
RANCHO SAN DIEGUITO
SAN DIEGO COUNTY, CALIFORNIA
OCT. 1921 BY L.G. SINNARD
SCALE 1" = 250'

KEY TO SINNARD PLAN

A OPEN AIR THEATRE AND PARK
B HOTEL
C STORE
D GARAGE
E SCHOOL AND PLAYGROUND

Sinnard's Civic Center layout, 1921
Source: Rancho Santa Fe: A California Village



PLOT PLAN OF CIVIC CENTER OF RANCHO SANTA FE
DEL MAR CALIFORNIA 1922
REQUA AND JACKSON ARCHITECTS

Requa & Jackson (Lilian Rice) refinement of Civic Center design, 1922
Source: Rancho Santa Fe: A California Village

Santa Fe Railway and Southern Pacific, both subsidiaries of AT& SF, were also tireless in their promotion of the 'New Spain' of the West and built their train stations accordingly. Southern Pacific's 'Colonization Department' based in San Francisco emphasized the cultural ties to the region which responded to climate, geography and Spanish tradition through brochures, pamphlets, books and numerous articles (wherein *Sunset Magazine* finds its genesis). In context with the time it seemed necessary for the railroad to cast a positive travel and investment image of the West dispelling residual myths and fears of the 'lawlessness' and red-faced savages.

Mission Revival was fully exploited by the railroads in the early 20th century until the advent of the 1915-1916 Panama California Exposition held in San Diego. The upstart city staged its own concurrent Exposition (San Francisco was the official site) without sanction by the federal government, created one of the most character-defining complexes of Spanish Colonial Revival architecture in the Southwest if not the U.S. In 1950, author T.E. Sanford, in his book Architecture of the Southwest, wrote, *"The marriage of what was seen as historical and logical appropriateness and unfamiliarity was a fruitful one...and Balboa Park became the birthplace of that Spanish Colonial revival which by 1925 had become a nationwide craze."* Thereafter the predominate style through 1940 became a jumble of Spanish Colonial Revival influences known as Spanish Eclectic that was interpreted rather freely.

C.M. Price in the March 1915 issue of Architectural Record 37 praised master architect and creator of the Exposition architecture Bertram Goodhue for advancing his design narrative, *"... 'Atmosphere'—in 1915—the word when used metaphorically was still put between quotation marks—was to be that of a Spanish City of flower-grown surfaces, reflecting the sunlight and the history and romance of Southern California."*

Richard Requa was recruited by the SFLIC based on his work in the small town of Ojai, California near Montecito and Santa Barbara. The addition of Requa to the Rancho Santa Fe planning process heralded an architectural style imprint that remains a primary character-defining feature of Rancho Santa Fe. His architectural career started as a project manager for master architect Irving J. Gill. In 1912 he began his own practice teaming with the flamboyant architect, Frank Mead. The two had a mutual affinity for indigenous architecture of the Southwest and the Mediterranean. The partnership was short lived, however, and Mead departed to travel throughout the Southwest. The firm of Requa & Jackson began soon after. Herbert L. Jackson was Requa's expert architectural engineer, the 'structuralist', who complemented the creative design prowess of Requa. By the 1920's the partnership became the 'architectural firm of choice' for affluent clients in the San Diego area.

Requa was strongly committed to the development of a style inspired by the architecture of Spain and the western Mediterranean, which could be adapted to southern California living. His subsequent travels to Spain, the Mediterranean and Latin America seeking classic historical design precedents that could be applied to southern California and San Diego, caused him to write two books on the subject, Architectural Details in Spain and the Mediterranean (1926), and Old World Inspiration for American Architecture (1929). He comprehensively photo documented architectural details and design elements that could be exploited in California. Requa's intuitive design sense and acute attention to detail led him to entitle his synthesized version of architectural design, the 'Southern California Style'. He editorialized, *"By study of the basic features contributing to the perfection of the Mediterranean type, American architects can gain much in inspiration, suggestions, and ideas useful in the development of styles suitable for this country, particularly in a section of similar climatic and topographical conditions."*

Requa was present and active at the very beginning of the Rancho Santa Fe development. The refinement of the Civic Center plan and its first structures, in particular the Santa Fe Land Improvement Company offices are, arguably, attributable to him. However, the firm of Requa & Jackson was in a dramatic ascendancy in San Diego causing them to dispatch a very talented architect, Lilian Rice, to manage the project on their behalf. Lilian Rice serendipitously was cast into a dream project–near life long–that would both define her as a major architectural influence and the character of Rancho Santa Fe itself.

Lilian Jenette Rice was born in National City, San Diego County in 1889. Supported by strong-minded parents–her father an educator and her mother an artist–she was one of the first women to earn a degree in architecture from the University of California at Berkeley. Her professor and dean of the department was master Beaux-arts architect John Galen Howard also the UCB campus architect. Having successfully completing her studies Lilian returned home in 1910 and for the next few years served as a draftswoman for noted architect and daughter-in-law of California Governor Waterman, Hazel Waterman. The project Lilian was exposed to during her stay was the reconstruction of the Casa Estudillo in Old Town San Diego. The faithful recreation of the 1820's adobe included a well-researched adobe building methodology, an experience that would remain with her throughout her career.

Lilian also taught mechanical drawing and geometry at high school and college levels in San Diego. A student of hers, a young Sam Hamill, would later work under her direction at the offices of Requa & Jackson and go on to be one of San Diego's leading Modernists through the 1960's. Around 1920 Lilian joined the office of Requa & Jackson. Her timing was perfect as she was chosen by Requa to assume a project managerial role in the planning and architectural design of Rancho Santa Fe.

In Lauren Farber's thesis, The Richest Source of Inspiration: The Spanish Revival, Lilian Rice, and the Development of Rancho Santa Fe, she writes:

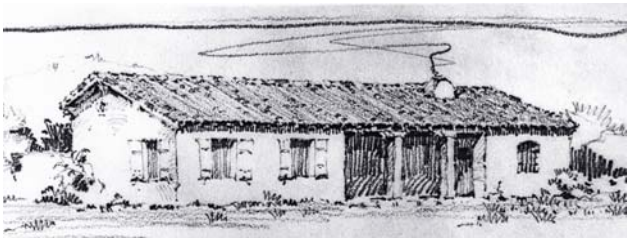
"Rice's first task was to assist in the creation of a site for the Civic Center, the focal point of Sinnard's subdivision scheme…a standard Beaux-Arts and City Beautiful planning device which utilized landscaping, plazas, and parks to create a strongly-defined civic image…a formalized, axial plan featuring a main, landscaped boulevard (Paseo Delicias) and a major terminating focal point (La Morada, the Inn)—within a typically picturesque suburban layout of curvilinear roads and irregularly-shaped building and orchard lots."

"Rice's contribution to the design of Rancho Santa Fe was her synthesis of a specific vocabulary of elements drawn from Spanish and Spanish colonial sources with the needs of the Santa Fe Land Improvement Company in order to create, in her words, 'a community that would contain the simplicity and charm of a Spanish village'."

For some time there has been an on-going debate as to the contributions of both Requa and Rice and how each affected the 'look' of Rancho Santa Fe. It is clear that all associated Rancho Santa Fe architectural drawings appear to have two different styles of presentation. Few of these drawings are given direct attribution, yet the architectural lettering provides a clue as to who rendered and designed certain buildings. Lilian's printing was very stylized and easily identifiable. The only other style is probably that of Sam Hamill, a draftsman for Requa & Jackson for several years during this period. A few of the earliest drawings carry the title of Requa & Jackson. Lilian's drawings continue into the late 1920's and early 1930's under her own name apart from the firm, as she remained on site and in charge.

Lilian's design facility developed at Rancho Santa Fe for more than a decade. Her personal style was informed by her exposure to the indigenous earthen architecture of her region, her personal travels to Spain and other Latin based cultures, and as a student under the master Beaux-Arts architect John Galen Howard at Berkeley. She was far more understated in architectural nuance than that of her peer Richard Requa. Where Requa moved toward grander and more complex architectural statements in San Diego, Lilian created composite scenes of serenity and quiet beauty on the Rancho. She felt her affinity as a woman gave an added aesthetic to both indoor and outdoor living.

Lilian's roster of clients appreciated the personal touches as she interpreted her feelings for the Rancho into their living spaces—she was designing as much for them as she was the Rancho. In several issues of the Rancho Santa Fe publication Progress she is consistently referred to as, architect-in-charge, or supervising architect. Her body of work spans the commercial and civic core of Rancho Santa Fe as well as a significant number of notable residences, many of which are on the National Register of Historic Places.



Osuna #1 Rehabilitation architectural rendering by architect Lilian Rice, ca 1925
Source: Rancho Santa Fe: A California Village

Lilian Rice at Osuna #2
Source: Rancho Santa Fe: A California Village

Lilian Rice at La Flecha, ca 1922
Source: Rancho Santa Fe: A California Village

Santa Fe Land Improvement Company & 'Tonnage'

In 1925 the Los Angeles SFLIC office sales brochure marketing Rancho Santa Fe clearly stated the motivation of the Company, *"Tonnage* (agricultural product*) for the railway—not profit from the sale of land—is the objective."* It boasted of thousands of trees thriving and ready for inspection; avocados, lemons, Valencia oranges, apricots, grapes, walnuts, all well adapted to the fertile soil of the Rancho. Furthermore, to ensure appropriate development, *"each purchaser is required either to plant one third of his acreage to suitable fruit trees or to build his home within one year. No home costing less than $5,000 can be constructed, and in some localities it must cost not less than $15,000."* The land was sold 'at-cost' plus 15% improvement costs.

The sales pitch conjured a peaceful romantic image *of "winding drives, shady trails, wooded knolls, ocean vistas, beautiful flower gardens, landscaped walks, rose-covered pergolas, and the 'witchery' of friendly old California mountains."* It assured the potential investor and resident of more than enough water in nearby Lake Hodges, undergrounded utilities, and fine surfaced roads. The Company also provided a team of experts; architects, engineers, horticulturists, and agronomists who were available (and on the company payroll) to assist in the development of orchards and home construction. Aside from the major contributions of Lilian Rice and L.G. Sinnard, other professionals complemented the making of the Rancho. Glenn A. Moore became the resident landscape architect—tutored by Lilian in the Spanish Village aesthetic. A self-trained designer who came up through the nursery trade Moore provided residential landscape consultation from 1923 to 1946. He also operated the Rancho's first nursery in the heart of the Civic Center on Paseo Delicias. Moore wrote often in Progress, Guiding those new to California in all horticultural practices, *"The work of the landscape architect is comparable to that of the goldsmith in that it furnishes the setting for the jewel".*

Early orchard planting, ca 1925
Source: San Diego Historical Society

Guy Fleming noted naturalist, and later, California State Parks Southern District Superintendent and protector of the endemic Torrey Pines, consulted on the native landscape, instituting wildflower planting programs.

Pursuing their tonnage interests the SFLIC formed the Santa Fe Fruit Company, an agricultural association that would collect, transport, and package the fruit, assuring the Rancho Santa Fe landowner needed only to be the grower. By 1928 there were 160 separate orchards planted out and many on the way. The concept of a 'cooperative' system was new to many relocating from the East or Midwest but with the assurances and the backing of the SFLIC any reservations were put to rest. A. R. Sprague, an agronomist hired by the SFLIC coordinated the effort, he wrote in Progress:

"Briefly, the purposes of the organization are to guard the interests of every orchard owner and in every way to secure the greatest possible efficiency and economy in orchard maintenance and also in care of the fruit. All citrus fruit will be marketed through the California Fruit Growers Exchange, and avocados through the Calavo Growers of California."

1928 – World War II
The Rancho Santa Fe Covenant

"As an example of planning, Rancho Santa Fe was conceived of neither as a garden city nor a garden suburb; instead it was established as a garden retreat."

David Gebhard, UC Santa Barbara, 1992

The Maturing of the Rancho Santa Fe Covenant

Through 1928 the SFLIC monitored development closely. It was deeply committed to controlling the aesthetic and productive build-out of Rancho Santa Fe, which, among other devices involved deed restrictions and other *'highly desirable restrictions to protect investment'*. Deed restrictions and the life span of the Santa Fe Fruit Company were put in place for a period of ten years with the expectation the SFLIC would sell the lands of the Rancho and resident owners would create their own syndicate allowing Santa Fe interests to sunset. After guiding the physical development of the Rancho for several years Sinnard had taken ill in late 1926 and left the project. S. R. Nelson, his able assistant, took over as general manager. By 1928 80 % of the property had conveyed to individual owners. The SFLIC called upon the highly regarded town planner, Charles H. Cheney, to assist in the formation of an Association that would accept all the responsibilities and impose protective restrictions on future development much like the ones that had been guiding the property until then.

Charles H. Cheney was born in 1884 in Rome, Italy to American parents. He obtained degrees in architecture and engineering from University of California Berkeley (1905), and the Ecole des Beaux Arts in Paris (1907-10). He was responsible for laying out a 3,000 acre town site in West Sacramento, CA (1912-13), he served as the Secretary to California State Commission of Immigration and Housing (1914), the Preservation League of San Francisco (1915-19), was technical consultant in city planning to: Riverside, Santa Barbara, Monterey, Carmel, Montecito, Rancho Santa Fe, Long Beach, Alameda, Berkeley, Davis, Fresno, Palo Alto and other California cities as well as Chandler, Arizona; Portland Oregon; and Spokane, Washington. Cheney authored traffic street plans, boulevard and park systems for Portland, Oregon (1920), and Santa Barbara (1925). He led the planning for the 16,000-acre Palos Verdes Estates where he maintained his primary residence, and served as an original member of Palos Verdes Art Jury, a precursor to a design review committee.

Cheney developed protective restrictions for Rancho Santa Fe utilizing his Palos Verdes model. Written into the protections was the creation of the Rancho Santa Fe Association, the Art Jury, and the project's new name, the 'Rancho Santa Fe Covenant'. The very use of the word 'covenant' alludes to the level of commitment property owners were willing to undertake in the interest of aesthetic and asset protection. From Progress, *The Character of the Community Today*:

Today (1928), as you motor over the winding skyline drive from the beach to the Civic Center, you will find scores of country estates with wonderful orchards or oranges, lemons, avocados and deciduous fruits, on gently sloping hillsides, with red-roofed Spanish homes on sightly rises of ground or secluded in beautiful eucalyptus groves. On every hand are facilities, conveniences, safeguards and opportunities for the complete and genuine enjoyment of life."

"Restrictions
To perpetuate the reign of beauty at Rancho Santa Fe and to guard investment against the encroachment of any industrial, commercial or other activity which might depreciate residential values, carefully planned protective restrictions are in force in this community... More important than this, however, is the supervision of architectural design enforced by a qualified art jury. All homes and

other structures conform to what is broadly known as Spanish architecture, which includes Italian and Mediterranean motifs as well as Monterey and Californian styles. Thus the architecture of Rancho Santa Fe respects the traditions of its history and presents a very pleasing unity."

The Rancho Santa Fe Art Jury - 1928 to present
Excerpt from the RSF Protective Covenant:

"Whereas, the power to interpret and enforce certain of the conditions, restrictions, covenants, reservations, liens and charges set forth in this covenant is to reside in RSFA, a non-profit, cooperative association, organized and existing under and by virtue of the laws of the State of California, hereinafter referred to as 'The Association' and in Rancho Santa Fe Art Jury, hereinafter referred to as the 'Art Jury', created and established as provided herein."

Lilian Rice was on the first board of the Art Jury in 1928.

Excerpt from Rancho Santa Fe: A California Village, 1993:

The Rancho Santa Fe Protective Covenant has been the base document for the control of the Ranch since its adoption in July 1928. It is a declaration of General Basic Restrictions, Conditions, Reservations, Liens, and Charges affecting Rancho Santa Fe, California.

Having recognized the area of Rancho Santa Fe to be unusually attractive and valuable, and because of the rare quality of landscape, trees, and shrubs, owners were eager to preserve the natural beauty. They individually placed their private property, in perpetuity, under the protective regulations of the Covenant.

The written 'word' promises to preserve, continue and maintain the character of the community and rare landscape features and to uphold the quality of all future architecture and improvements.

The Covenant, as written, comprises some fifty-one pages of restrictions on property development. It clearly says no to the property owner. Its strength is being a duly written legal document and recorded contract between you, your neighbor, and the 'Association'.

Any development of Rancho Santa Fe Covenant property requires the approval of the Association through its Art Jury, an architectural committee. The Association, organized through the Covenant, manages Rancho Santa Fe with an elected Board of Directors who appoints a professional Association Manager.

O. Rea Mowery.

The Rancho Santa Fe Protective Covenant was formally adopted 3 February 1928.

The Rancho Santa Fe Country Club, Golf Course and Golf Course Estates

The upscale golf course estate development signaled a slight change in enticing potential residents and investors to build. No longer bound by the Santa Fe Railway's pursuit of 'tonnage' the Covenant shifted their marketing to a more residential lifestyle attitude, although the minimum investment was elevated. Both the golf course and the estate lots were laid out contemporaneously and vigorously marketed by the SFLIC. The brightly colored sales brochure read, "*The Golf Course Estates have been artificially laid out on gentle slopes surrounding the little valley through which the golf course runs. On all sides for a distance of two to three miles are found horticultural estates with smiling orchards of subtropical fruits, cheerful Spanish homes and colorful landscaping effects."*

The development included, an 18-hole golf course, country club, tennis courts, parks, bridle trails, and large estate lots that, for the first time, didn't carry a requirement of orchard planting, although it was heartily encouraged. Charles Cheney noted city planner, executed the design of the estates and the famous golf course designer, Max Behr, designed the golf course.

Behr came from a family of golf enthusiasts. Originally from New York City his relatives founded St. Andrews Golf Club in Yonkers, N.Y. in 1888. Behr graduated from Yale in 1905, performed well in amateur golf tournaments and as a young man became editor of one the first golf magazines, Golf Illustrated, in 1914. Behr made his way to California and by the 1920's began designing and remodeling some of the most notable courses in California; Montecito Country Club, Hacienda C.C., Lakeside C.C. of Hollywood, Oakmont C.C., San Francisco's Olympic Club and Rancho Santa Fe.

According to the book, The Architect of Golf, Behr didn't believe in 'rough' on his courses, preferring to 'defend' his greens from every conceivable approach shot. A description of Behr's design methodology and his light touch on the land comes from the sales brochure which states, *"One of the interesting sidelights is that Max Behr, working with a 'natural golf terrain', has been able to create fairways and hazards that conform to the natural erosions and undulations of the land instead of scarring the landscape with bunkers and ditches which would be obviously man-made."*

In his own words Behr reflected, *"Construction of the Rancho Santa Fe Golf Course appeals to me tremendously as a golf course architect from two important angles. First, the natural contours of the terrain lend themselves admirably to the creation of a course with maximum strategies value, second, the loveliness of the surrounding property whets the desire to build something really beautiful—something that will blend into its environment."*

In the late 1930's famous actor and crooner Bing Crosby informally staged tournaments at the end of each Del Mar horse racing season calling them 'Clambakes'. The Depression had taken its toll on the build-out of the Rancho, and the Country Club and Golf Course had barely taken off before the economy fell. Those informal gatherings evolved into the popular Bing Crosby Pro-Am Tournaments from 1937-1942. Author of 70 Years at the Rancho Santa Fe Golf Club, Randy White states, *"…by organizing the Bing Crosby Pro-Am Tournament at a critical time in our history, he, more than any other, probably saved the golf course from what was almost certain extinction."*

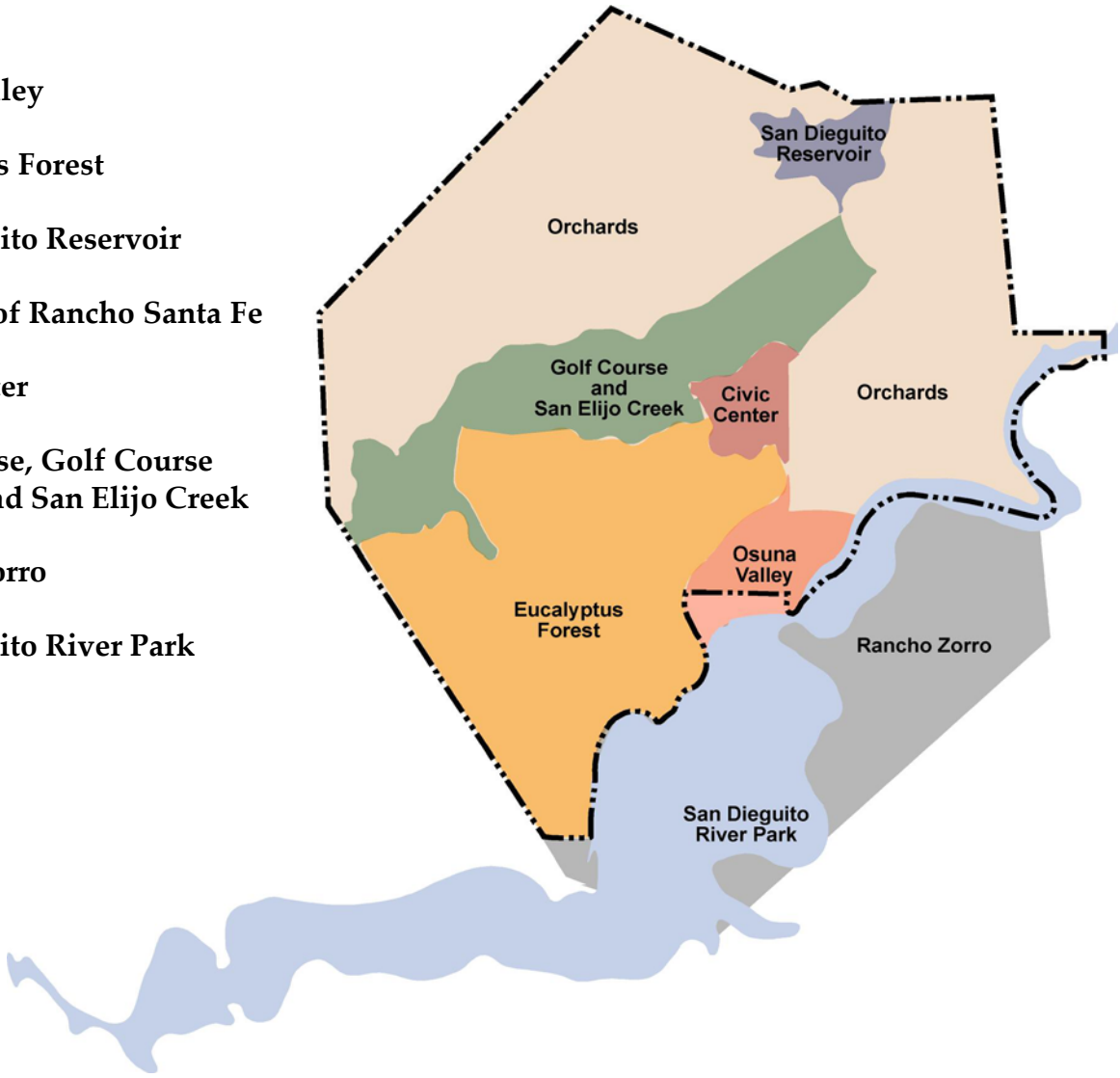
Golf Course Estates SFLIC sales brochure, ca 1929
Source: Rancho Santa Fe Historical Society

The fledgling Rancho Santa Fe Covenant continued to slowly build out as envisioned by SFLIC. Two significant events, however, effected the pace greatly; the Great Depression and the World War II. Modest activity was seen through the early 1950's.

Component Landscapes

Definition:
A component landscape is a discrete portion of the larger landscape. It may contain its own period of significance and level of integrity. As all component landscapes share a common thread, e.g. historic boundaries, horticultural elements, and natural phenomena, they have the potential to contribute to the significance of the whole.

- **Osuna Valley**
- **Eucalyptus Forest**
- **San Dieguito Reservoir**
- **Orchards of Rancho Santa Fe**
- **Civic Center**
- **Golf Course, Golf Course Estates and San Elijo Creek**
- **Rancho Zorro**
- **San Dieguito River Park**



Component Landscapes

Osuna Valley

Approximately 200 acres, the Osuna Valley component is the 'cradle' of the Rancho and defines its first Period of Significance: **1835 - 1906 Osuna and the Rancho San Dieguito Land Grant**. The span of time includes historical references to the Mexican Republic era and Osuna Family history. The site retains both Osuna adobes (both privately owned), mature period trees; *Schinus molle*, Mission pepper, *Eucalyptus* spp, remnant fruit trees, and generous open space with views of the San Dieguito River. The site was also a major regional stage stop for travelers going north to Los Angeles or south to San Diego, and east to Escondido.

Sentinal palm at the base of Osuna Hill, ca 1910
Source: Rancho Santa Fe Historical Society

At the foot of Osuna Hill a 'Sentinel' Palm once stood. It was brought to Rancho San Dieguito from the Mission San Juan Capistrano by Osuna. Two of the same species, *Phoenix dactylifera (*Date Palms) were first planted at the Royal Presidio at San Diego brought to Alta California by the Spanish padres (thought to be the first 'exotic' plant introductions in California). The origin of the species is northern Africa, Egypt, and the Levant area and is the Palm referred to in the Christian bible during the events of the crucifixion.

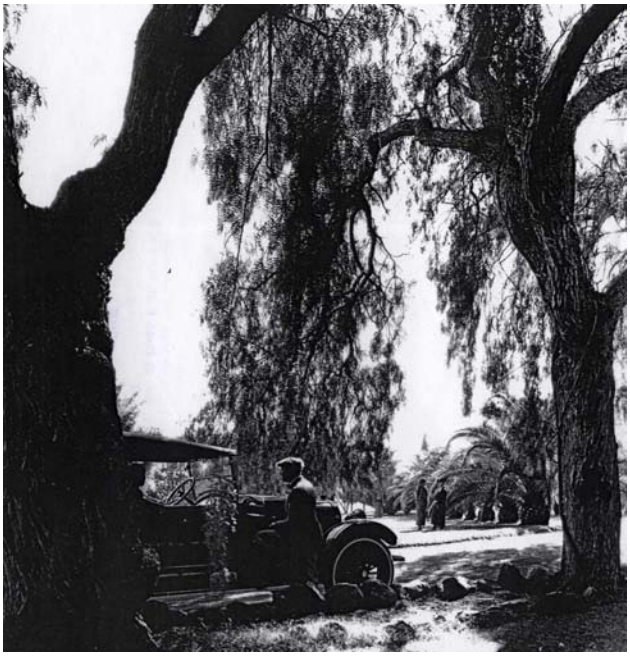
Osuna #1, ca 1930
Source: Rancho Santa Fe Historical Society

Both adobes were rehabilitated in the late 1920's by architect Lilian Rice. In the late 1920's Osuna #1 was purchased by Arthur L. Loomis who built a substantial equestrian facility and raised Kentucky stallions. The Loomis stables initiated the equestrian element into the Rancho which has continued to the present with several miles of dedicated horse trails. An equestrian facility still functions on site today.

Component Landscapes

Osuna #2 (son, Leandro's) was owned by actor, Bing Crosby in 1930's, who hired Lilian Rice to design a second house on the property. Bing Crosby became a noted personality in the area and played significant roles in the development of both the Rancho Santa Fe Country Club and Golf Course, and the Del Mar Thoroughbred Club.

The Osuna Valley landscape component interfaces with the San Dieguito River Park component along its north bank and is compatible with its open space and cultural goals.



Osuna #2, ca 1925
Source: Rancho Santa Fe Historical Society

Osuna #2, 2004

Component Landscapes

Eucalyptus Forest

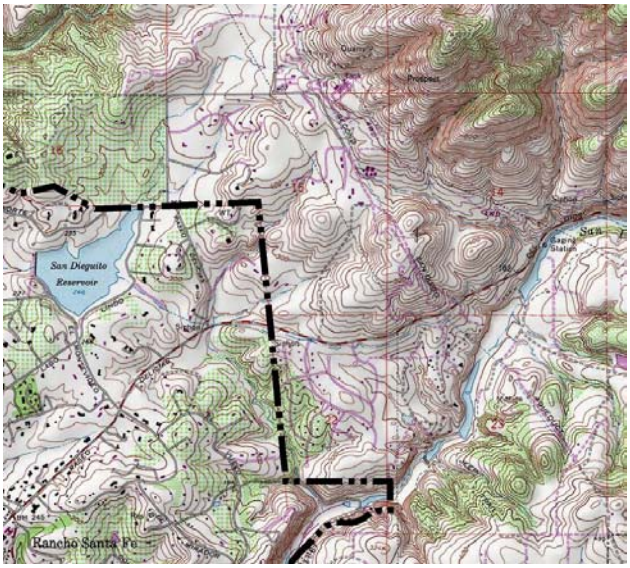
The Eucalyptus Forest history began Rancho Santa Fe's second Period of Significance: **1906 - 1928 Santa Fe Railway/Santa Fe Land Improvement Co.** The ambitious farming experiment by the Santa Fe Railway created a man-made forest that is still a significant part of the Rancho Santa Fe landscape. Although the tree count is much less than historical counts, ca 1915, the remnant forest continues to occupy the southwestern section of the Covenant area providing a distinct canopied ambiance.

Eucalyptus forest, ca 1910
Source: San Diego Historical Society

Component Landscapes

San Dieguito Reservoir

The San Dieguito Reservoir was constructed by the SFLIC in 1918 during the second Period of Significance: **1906 - 1928 Santa Fe Railway/ Santa Fe Land Improvement Co.** The on-site reservoir was built as part of the Hodges Dam, Lake Hodges water system and administered by the Santa Fe Irrigation District. The reservoir continues to serve the Rancho, Del Mar and Solana Beach in the distribution of water. It is surrounded by generous open space and wetland habitat.



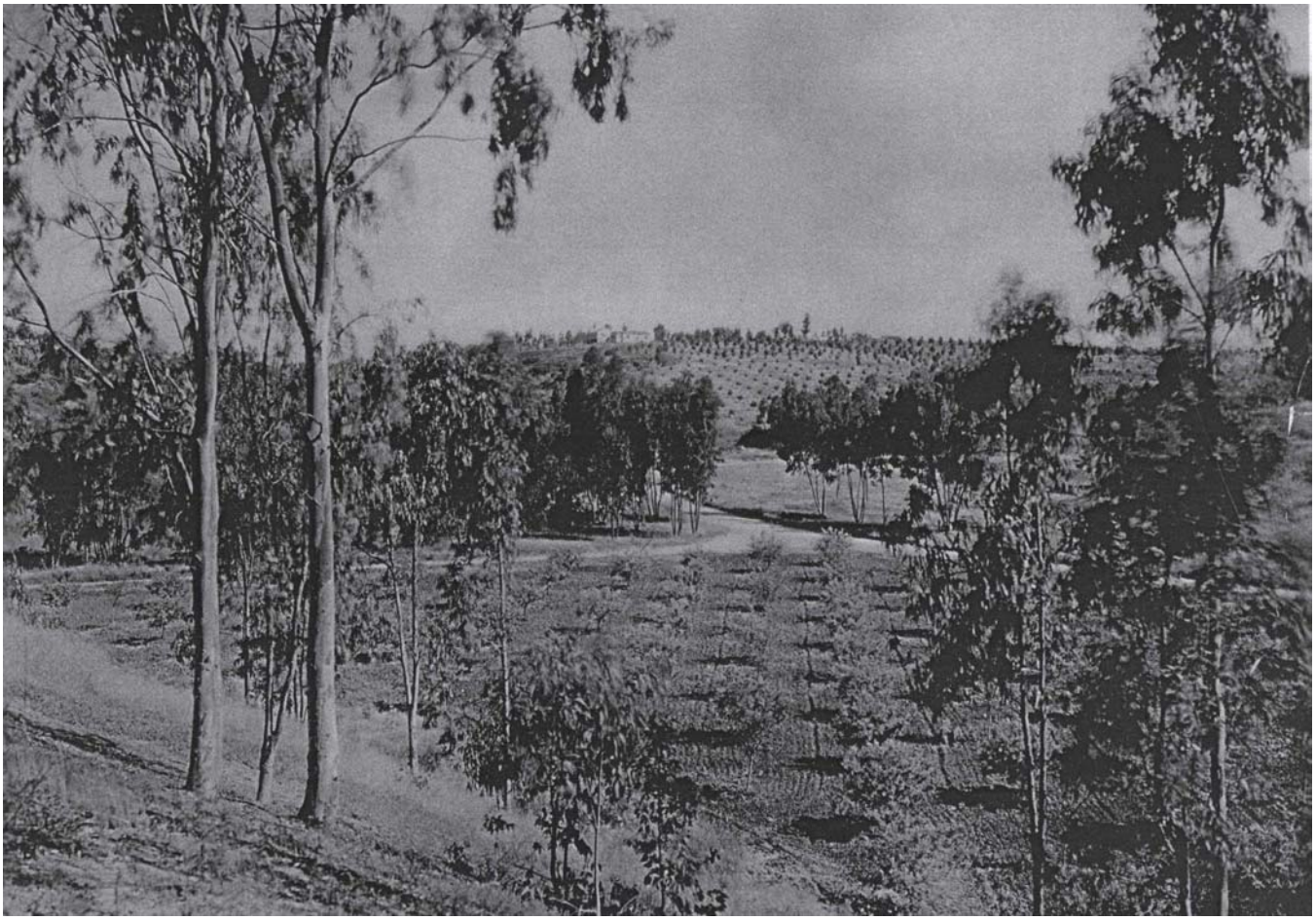
USGS Quad map (1983) current

Photo aerial San Dieguito Reservoir, 1928
Source: San Diego County Maps and Records

Component Landscapes

Orchards of Rancho Santa Fe
Orchard cultivation spans both **1906 - 1928 Santa Fe Railway/Santa Fe Land Improvement Co.,** and **1928 – World War II** Periods of Significance. The Rancho Santa Fe orchards were located throughout the Rancho in areas that held the best soils. Today they are concentrated predominantly in the northern section. The majority of the orchards on the Rancho are considered by the County of San Diego as active agricultural uses with a small percentage that serve as ornamental interpretive landscapes. Although the Rancho planted several cover crops the majority of the most profitable 'tonnage' was that of citrus and in particular Valencia oranges.

Surveying of orchards, ca 1925
Source: San Diego Historical Society



Orchards, ca 1928
Source: San Diego Historical Society

Component Landscapes

Civic Center

The village core was conceived and implemented during the second Period of Significance; **1906 - 1928 Santa Fe Railway/Santa Fe Land Improvement Co.** The design for the Civic Center was initially generated by 'land expert' L.G. Sinnard, and later refined by architects, Requa & Jackson and Lilian Rice. In an article written in the Progress in 1929 by W.A. Creakbaum, Publicity Director of the Los Angeles Chamber of Commerce entitled '*Impressions of Rancho Santa Fe*, the author writes, *"Rancho Santa Fe is the source of unending pleasure to lovers of Spanish tradition and architecture. I firmly believe that if I could take the most confirmed critic of California down those few short blocks from La Morada to the end of the business district, he would be forced to admit that California has something different."*

From Rancho Santa Fe: A California Village, it states, *"The Village of Rancho Santa Fe is more than the community's civic and commercial hub. Carefully following an architectural master plan…this town center, so reminiscent of a Spanish country village, set the tone, style, and standard for all future development within the boundaries of the 6600 acre Rancho Santa Fe community…Today, just as it did in the early 1920's, the Village continues to serve as the focal point of this special residential development. More importantly the Village established the architectural character and unity of Rancho Santa Fe which has prevailed to the present."*

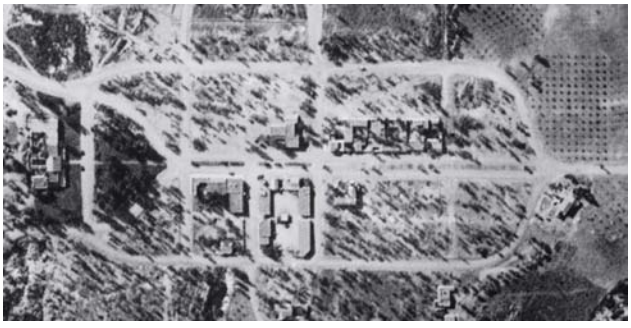
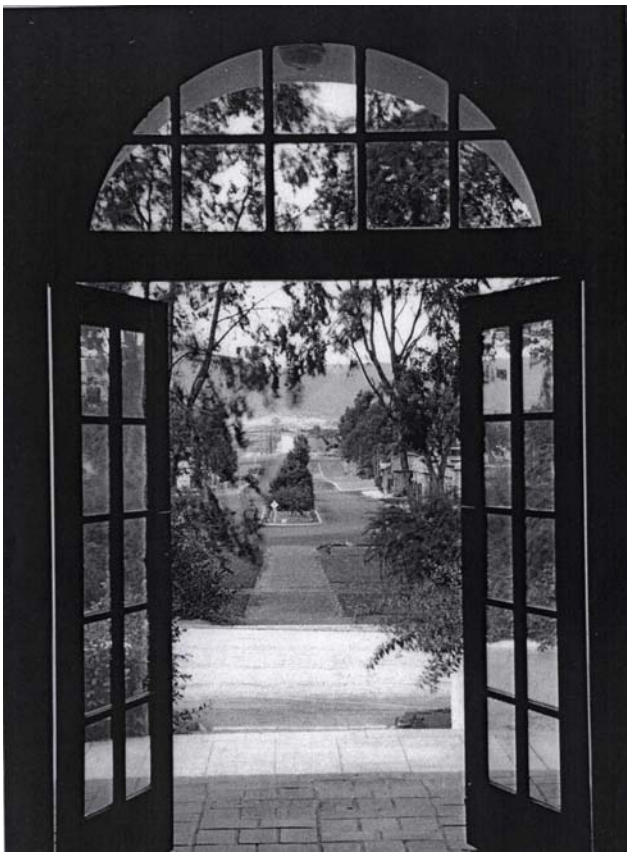


Photo aerial Civic Center, ca 1928
Source: Rancho Santa Fe: A California Village

SFLIC offices in the Civic Center, ca 1923
Source: San Diego Historical Society

Civic Center, ca 1925
Source: San Diego Historical Society



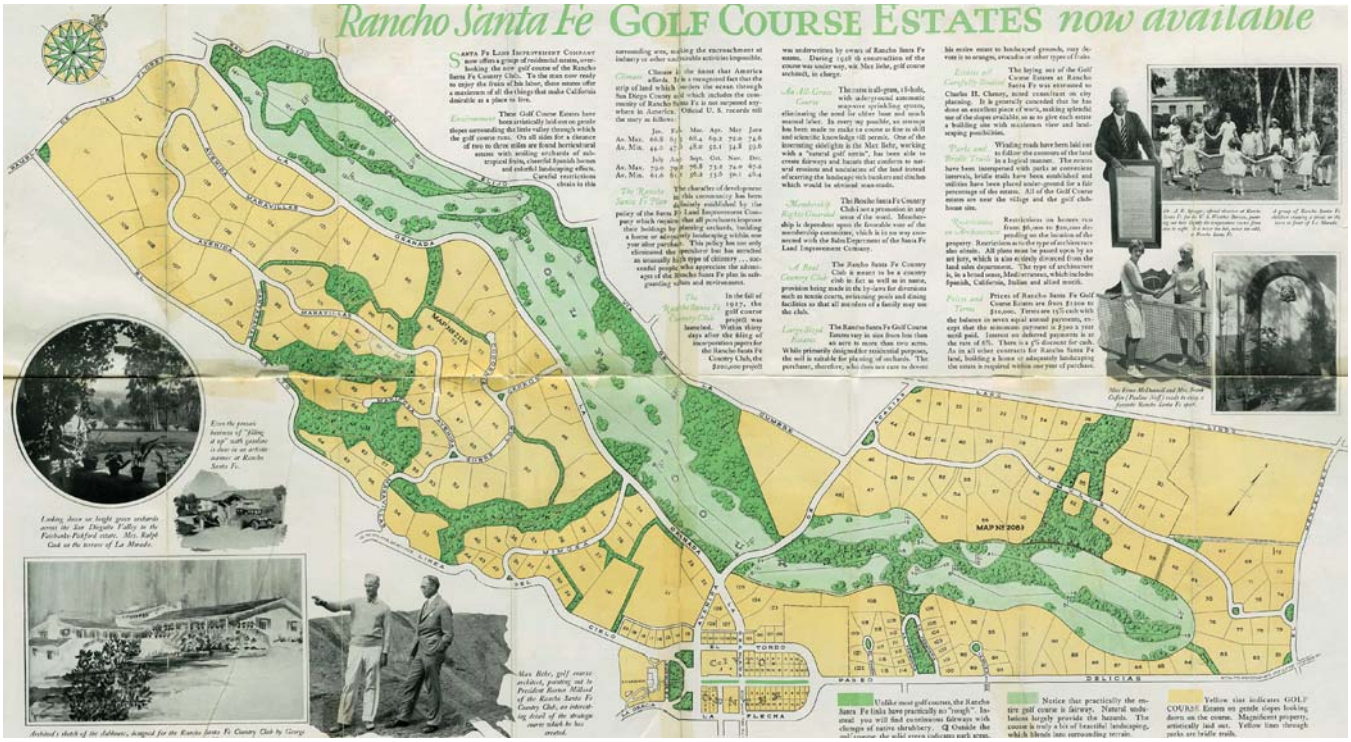
La Morada, view of the Civic Center, ca 1928
Source: San Diego Historical Society

Component Landscapes

Golf Course, Golf Course Estates and San Elijo Creek

This landscape component is within the third Period of Significance: **1928 – World War II. The Rancho Santa Fe Covenant** and consists of the Rancho Santa Fe Country Club and Golf Course, the Rancho Santa Fe Golf Course Estates and the western reach of the San Elijo Creek open space, a total of nearly 1,000 acres. The area is bounded by Ranch roads; El Secreto, Linea del Cielo, Paseo Delicias, El Montevideo, Lago Lindo, Via de la Cumbre, San Elijo and Rambla de las Flores.

Aerial view of the golf course, ca 1946
Source: San Diego Historical Society



Rancho Santa Fe Golf Course Estates, ca 1929
Source: Rancho Santa Fe Historical Society

Component Landscapes

Rancho Zorro

Actors Douglas Fairbanks and wife Mary Pickford purchased some 3,000 acres southeast of the San Dieguito River, named it Rancho Zorro, and by the 1930's developed the largest privately owned citrus grove in San Diego County. The land was within the original Osuna-Rancho San Dieguito land grant, but never within the Covenant (Santa Fe officials felt it was 'unbuildable', as it was mostly in San Dieguito River floodplain).

Early overhead irrigation at Rancho Zorro, ca 1930
Source: San Diego Historical Society

Orchards ca 1925
Source: San Diego Historical Society

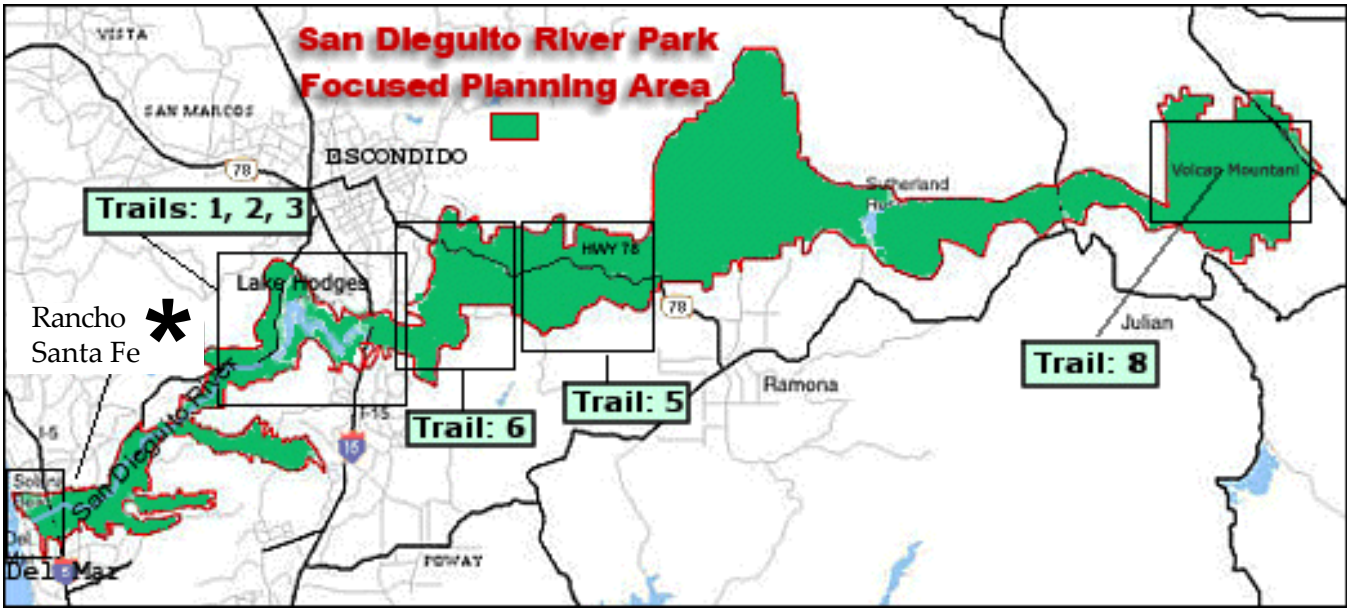
Component Landscapes

San Dieguito River Park

By a Joint Powers Authority that was formed in 1989, the County of San Diego and the Cities of Del Mar, Solana Beach, San Diego, Escondido and Poway, are empowered to acquire, plan, design, improve, operate, and maintain the San Dieguito River Park. The River Park's Mission Statement is:

"To preserve and restore land within the Focused Planning Area of the San Dieguito River Park as a regional open space greenway and park system that protects the natural waterways and the natural and cultural resources and sensitive lands and provides compatible recreational opportunities, including water related uses, that do not damage sensitive lands. To provide a continuous and coordinated system of preserved lands with a connecting corridor of walking, equestrian, and bicycle trails, encompassing the San Dieguito River Valley from the Ocean to the river's source."

San Dieguito River view from Osuna #2, ca 1928
Source: San Diego Historical Society



Source: San Dieguito River Park

Character Defining Features

Definition:
A character defining feature is a prominent or distinctive aspect, quality, or characteristic of a cultural landscape that contributes significantly to its physical character.

National Park Service

Organizational Elements of the Landscape:

- **Natural Systems/Open Space**
- **Spatial Organization and Land Use**
- **Circulation**
- **Vegetation**
- **Views and Vistas**
- **Objects, Furnishings**

Natural Systems/Open Space
Natural features, topography, water elements, horticulture, form of the landscape.

Excerpt from Progress (1928)
"Physiography
The terrain at Rancho Santa Fe consists of a series of undulating mesas, varying from 50 to 350 feet above sea level, frequently broken by numerous barrancas and arroyos which give perfect air and water drainage. Erosion of variegated soils, and the presence of abundant native shrubbery, provide picturesque landscapes. Within view are seventy five miles of mountains, extending into Mexico, and entrancing vistas of a semi-tropical sea."

Rancho Santa Fe is blessed with an abundance of open space and natural systems. Among those systems are:

- The San Dieguito River Park and floodplain.
- The San Dieguito Reservoir and surrounding wetland.
- The San Elijo Creek.
- The Rancho Santa Fe Country Club and Golf Course within the San Elijo Creek valley.
- RSF Association land, consisting of several small lots, rights of way, median, parks, fields, civic buildings totally approximately 300 acres, owned and maintained by the Rancho Santa Fe Association for the benefit of the Covenant community.


Barrancas, 2004

The topography of the Rancho undulates dramatically creating arroyos and notable earth formations known as 'barrancas' eventually rising to an elevation of 400 feet above sea level. The land consists of sandstone upland ridges that form a main spine of the property, extending along the length of the 'high' road, Linea del Cielo, (Line of the Sky), from the upper core to the western boundary. The sinuous road patterns were deliberately designed with great sensitivity to the irregular topography thereby providing distant scenic views of the Pacific Ocean to the west and the surrounding mountains to the north and east. Steep palisades were formed on the upstream northern banks of the San Dieguito River. The remainder of the land is a gently rolling landscape with riparian rich native habitats occurring in small ravines.

Character Defining Features

Spatial Organization and Land Use

Composition of built and natural elements creating spaces. Organization, form and shape of landscape in response to land uses.

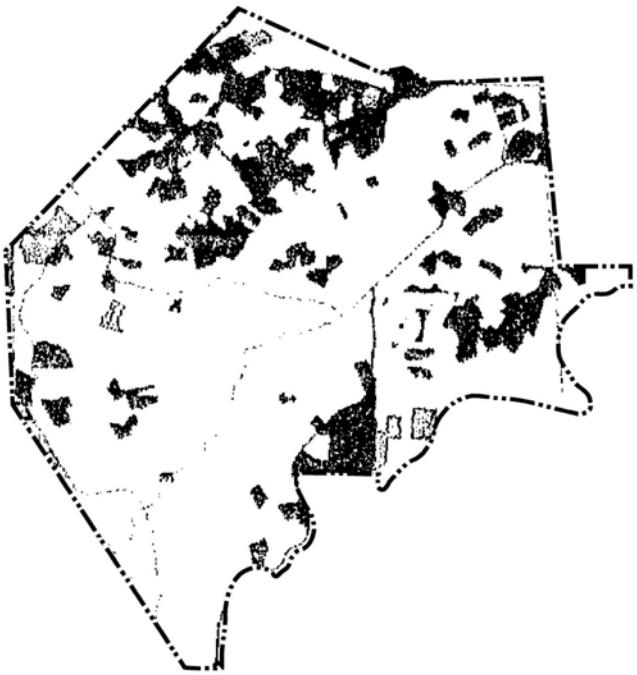
Excerpt from Progress (1928)
"Types of Property Available
Rancho Santa Fe is a well-rounded community with opportunity for the family with a moderate income as well as for those desiring a more pretentious dwelling. There are homes at Rancho Santa Fe which cost less than $7,000, and, on the other hand, some have investments exceeding $100,000. For a total investment of $8,000 or more one can buy land and build a home at Rancho Santa Fe and thus be in a position to enjoy life to its fullest extent.

There are three classes of properties. First, a limited number of large estates suitable for elaborate landscaping, tennis courts, swimming pools, stables, etc. Second, numerous estates of ten to thirty acres, adaptable to orange, lemon, avocado, and deciduous fruit culture. Third, numerous restricted residential estates, ranging from one-half acre to seven acres, over looking the golf course. These are served by paved roads and pressure water, while many have electric and telephone lines in underground conduit."

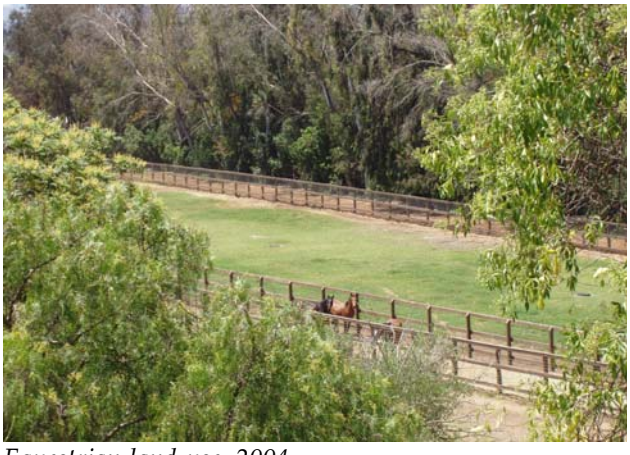
The Rancho from the initial concept of a 'gentleman farmer' has maintained a rural character.

- Density continues mainly as large semi-rural residential tracts.
- Controlled architectural placement within the landscape as upheld by the RSF Art Jury.
- The RSF Civic Center, the Village Core, continues follow the Spanish Village focus envisioned by Lilian Rice, architect
- Orchards and general agriculture is still a significant component of the landscape.
- Open Space preserves intermingle with residential tracts.

Orchard land use, 2004



Source: County of San Diego Agricultural Map, 2002



Equestrian land use, 2004

Character Defining Features

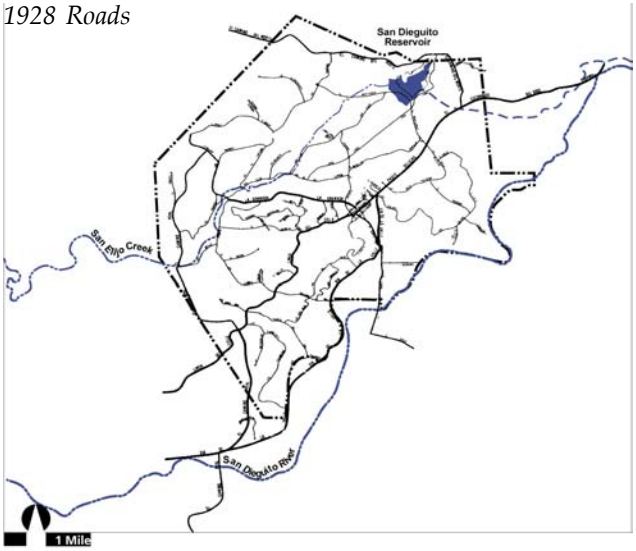
Circulation

Spaces and features that constitute systems of movement, i.e.: roads, pedestrian paths, horse trails.

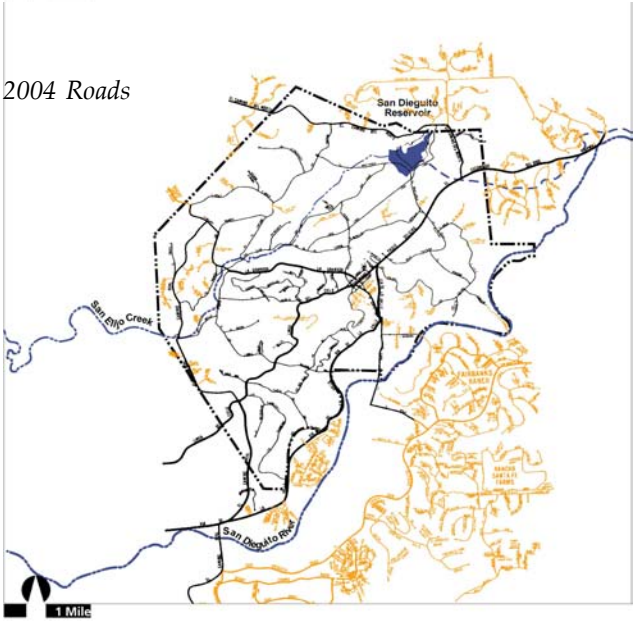
Excerpt from Progress (1928)
"Roads
There are fifty-two miles in the network which serves the various estates in Rancho Santa Fe, and all of the principal roads in this network are included in the present improvement program. This improvement calls for regarding, paving and landscaping on more the forty miles of roads throughout the community. Roads will be paved to a width of twenty feet in most cases—in some areas with oil macadam, in others with concrete. Grouted curbs and gutters will be installed in many cases, and Rancho Santa Fe's unique charm will be further enhanced by the planting of thousands of trees and shrubs along the rights of way."

- Sinnard's notable road patterns are the same as they were in the early 1920's, with only small cul-de-sac like roads added throughout the years accessing newer parcels. The width and alignments have not been changed. The bones of his road system are intact.
- Equestrian and hiking trails, blanket the Rancho and are a continuum of the 1920's.
- As in the beginning there are Rancho roads and County regional roads that continues today. The old historical trails of El Camino Real, Via de la Valle (Osuna Road), Camino del Norte (Olivenhain), and Paseo Delicias (road to Escondido) remain intact.
- A section of the original alignment of El Camino Real that once carried Father Junipero Serra's Alta California Mission campaign, and later the Mormon Battalion, is still extant.

1928 Roads



2004 Roads



Typical Rancho road, 2004

Character Defining Features

Vegetation

Indigenous or introduced plant material, in ornamental or cultural uses.

- Native vegetation and bio-habitat communities are a protected in preserves.
- Spanish romantic period plant palette is evidenced throughout the Rancho.
- Eucalyptus species continue to dominate the landscape with generous planting of mission peppers as well.
- Agriculture, orchards, groves and general edible landscapes are a significant element in the residential landscapes.

Mission Pepper trees and citrus orchard, 2004

Eucalyptus forest, 2004

Eucalptus allee, 2004

Golf Course planting, 2004

Character Defining Features

Views and Vistas

Features that create a range of vision which can be natural or controlled by design.

- Distant views to Pacific Ocean and surrounding mountains are a significant element in the landscape both in the public viewshed and private properties as envisioned in the 1920's.
- Views within the Rancho create visual composite scenes of post-card like scenery.
- Signposting became a popular reality in the California landscape, however, RSF resisted the trend. There is no signage or billboards permitted in the rights-of-way on the Rancho.
- RSF maintains a dark-sky policy of Rancho lighting in deference to the effectiveness of Palomar Observatory.

San Dieguito Reservoir, 2004

Pacific Ocean view from Rancho Santa Fe, 2004

Character Defining Features

Objects, Furnishings

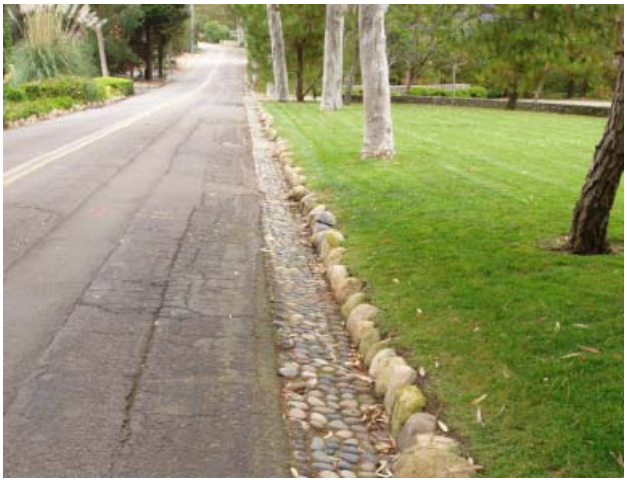
- Bridges and railroad era infrastructure, cobble swales, cobbles walls, equestrian corral fencing are protected and controlled by the RSF Art Jury.

Corral fence, 2004

Cobble curb and gutter, ca 1928

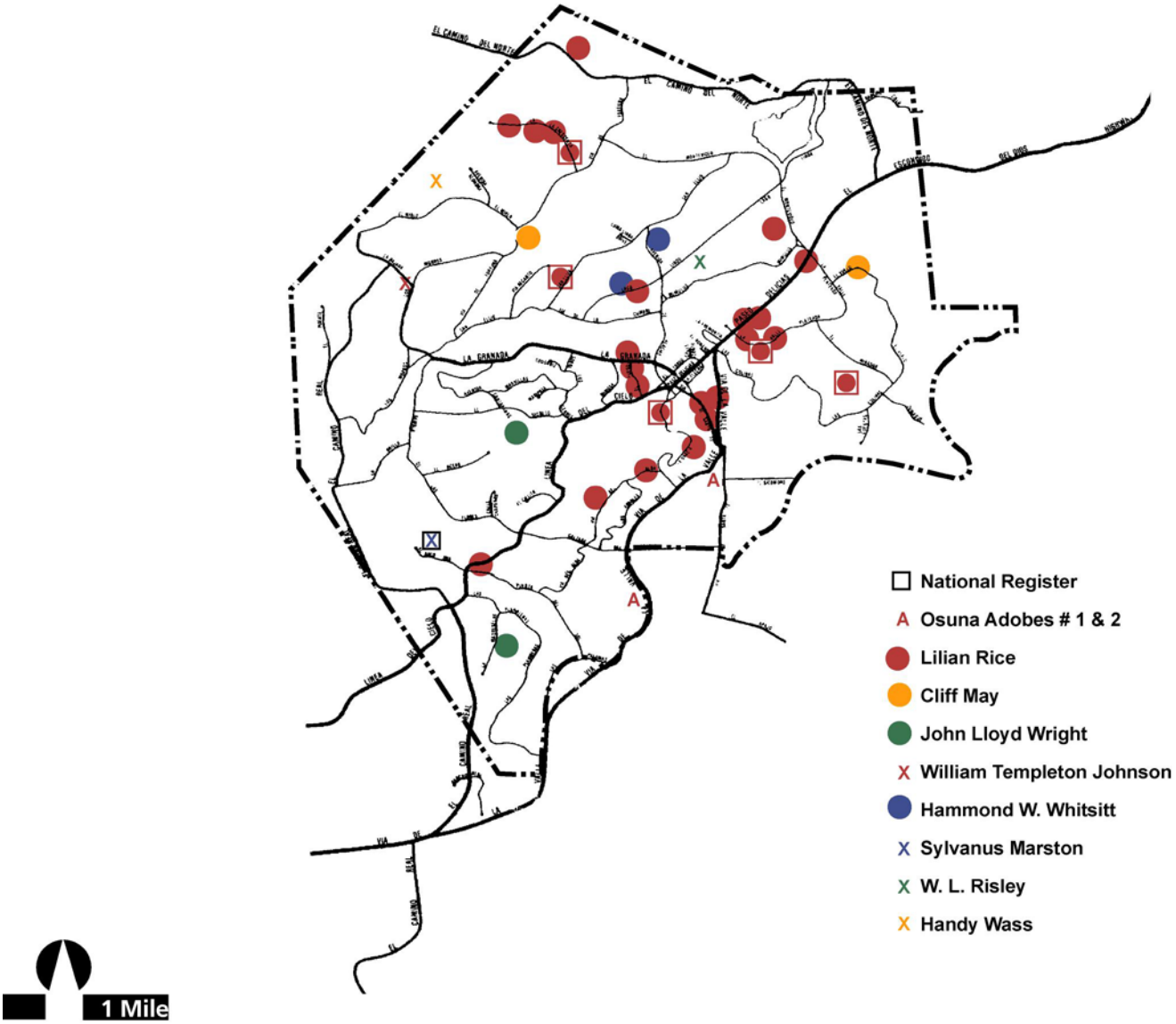
Cobble wall, 2004

Original road infrastructure, 2004



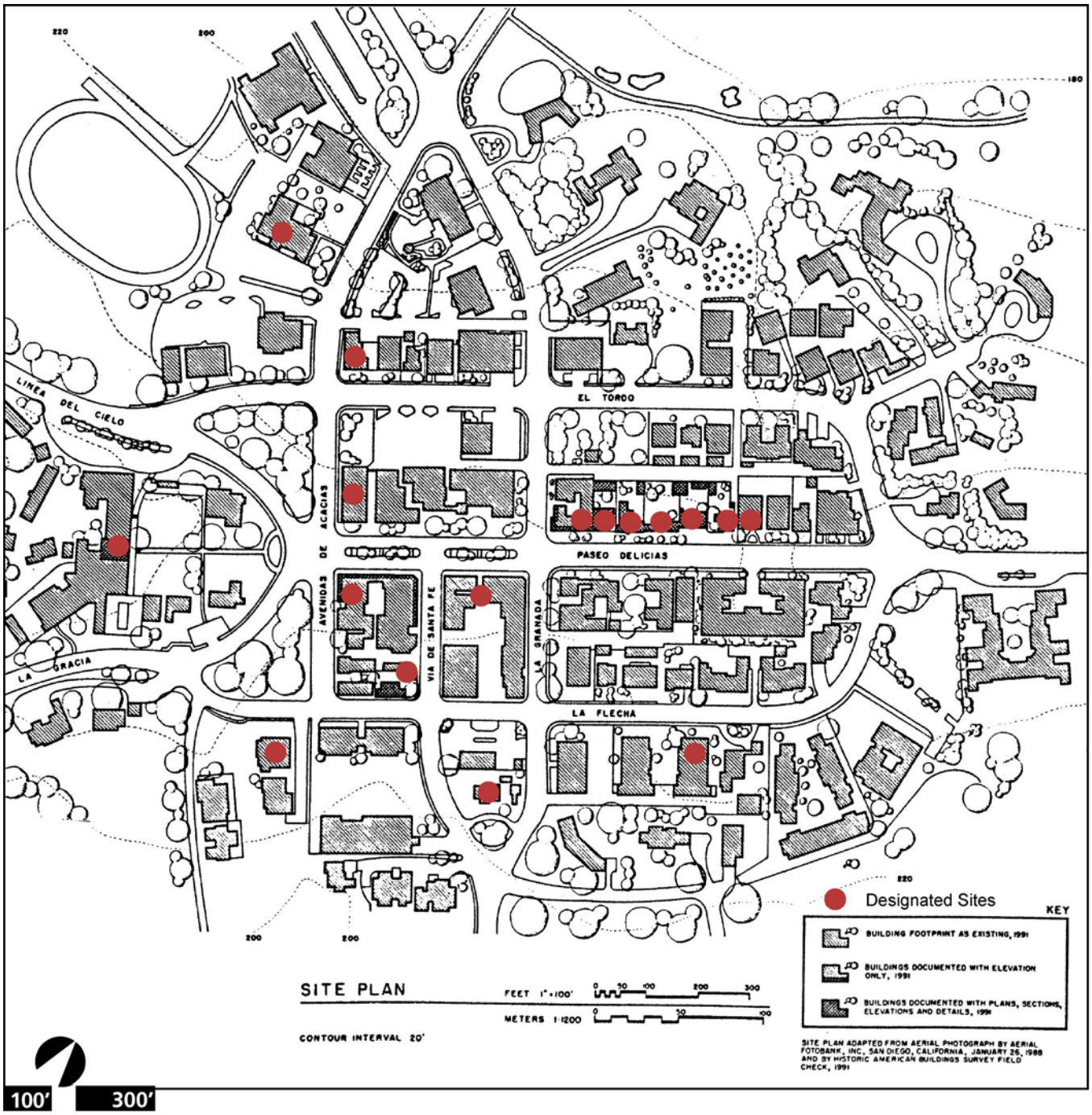
Cobble curb and gutter, 2004

Character Defining Features



Historically designated sites in the Covenant, 2004
Other potential historic sites not surveyed.
Source: Rancho Santa Fe Historical Society

Character Defining Features



Historically designated sites (Lilian Rice, architect).
Other potential historic sites not surveyed.
Source: Rancho Santa Fe Historical Society

Rancho Santa Fe California State Landmark #982 Cultural Landscape Amendment

Rancho Santa Fe is a California State Landmark #982 (1989). The RSFA seeks to amend the existing landmark status with the history of the cultural landscape that meets the following criteria:

The Cultural Landscape of Rancho Santa Fe is predominately an Historic Designed Landscape, and an Historic Vernacular Landscape as defined by the National Park Service:

Historic Designed Landscape
A landscape that was consciously designed or laid out by a landscape architect, master gardener, architect, or horticulturist according to design principles, …working in a recognized style or tradition. Aesthetic values play a significant role in designed landscapes. Examples include parks, campuses, and estates.

Historic Vernacular Landscape
A landscape that evolved through use by the people whose activities or occupancy shaped that landscape. Through social or cultural attitudes of an individual, family or a community, the landscape reflects the physical biological and cultural character of those everyday lives. Function plays a significant role in vernacular landscapes. Examples include rural villages,…and agricultural landscapes.

The basis for landmark criteria is found in § 5031(a) of the Public Resources Code. All resources must be of statewide historical importance to California. They must demonstrate statewide significance by meeting one of the following three criteria:

- *The property is the first, last, only, or most significance historical property of its type in the region;*

Rancho Santa Fe is a unique, one of a kind, first and only historical property of its type in California as expressed in the concept of a 'gentleman farmer' horticultural-based residential development promulgated by the Santa Fe Railway working through its corporate instrument, the Santa Fe Land Improvement Co., (SFLIC). After a failed Eucalyptus farming experiment, the SFLIC embraced the Osuna/Rancho San Dieguito legacy into their new development scheme, even building on it, furthering their Spanish Village theme. They sought out the best engineers, architects, landscape architects, agronomists and naturalists to effect a utopian community equal to the physical beauty and natural attributes of the site. The SFLIC imposed restrictions on resident investors to curb land speculation and to control the aesthetic and productive build out of the property. The creation of Rancho Santa Fe was a response to regional natural resources, to agricultural interests (in particular citrus), to the automobile, to a rising population in Southern California, and to the Spanish Revival movement of the 1920's. Rancho Santa Fe is truly 'the town the railroad built'.

- *The property is associated with an individual or group having a profound influence on the history of California;*

The Osuna family legacy spans three of the most significant historical periods in California history; the Spanish Colonial era, the Mexican Republic and the mid 19th Century American Period. Later, the Santa Fe Railway brought together a team of unchallenged experts in their respective fields, Walter E. Hodges, Vice President AT&SF; Charles H. Cheney, city planner; L.G. Sinnard, land expert; Richard S. Requa and Lilian J. Rice, architects; Glenn A. Moore, landscape architect; Max Behr, golf course architect; who, together, created a distinct and grounded development protected by a protective covenant that remains to this day.

Rancho Santa Fe
California State Landmark #982
Cultural Landscape Amendment

- *The property is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction, or…it is one of the more notable works, or the best surviving work in a region of a pioneer architect, designer, or master builder.*

RSF is an outstanding example of a regionally responsive horticulturally based planned community. The landscape bares testament to the SFLIC pursuit of agricultural 'tonnage', and exotic ornamental horticulture. Southern California's exotic (non-native) horticulture movement was at its peak following the 1915 Panama California Exposition. Also the surviving canon of work by architect Lilian J. Rice continues to brilliantly convey the early themes promoted by the SFLIC and was aligned with the Spanish Revival movement following the 1915 Panama California Exposition in San Diego.

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Brief interviews with Abel Silvas, descendant of Jose Manual Silvas, and Lundy Moore, son of Glenn A. Moore (July 2004)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Lake Hodges Flume was recorded as a historic structure by Mr. Jerry Schaefer and Mr. Ken Moslak of ASM and Affiliates (ASM) in 2000. The Lake Hodges Flume is a 4.6-mile long water conveyance system built from 1917 to 1919 to transport water from Lake Hodges to San Dieguito Reservoir via ditches, canals, and elevated trellises. It is significant for its association with agricultural and residential development of the north coastal area, its association with the activities of Colonel Ed Fletcher, and its method of construction. It was evaluated as eligible for the California Register of Historical Resources and National Register of Historic Places. ASM has completed a Historic American Engineering Record (HAER) for the flume, which is on file with the Library of Congress (HAER 2001).

This 2007 survey did not relocate this resource at the intersection of Del Dios Highway (County Route 6) and El Camino de Norte. EDAW contacted the Rancho Santa Fe Irrigation District, owner of the flume. It was confirmed that the portion of the flume in the vicinity of this intersection is deep underground.

The attached location map shows the section this update discusses in a solid line, while the rest of the flume is represented by a dashed line. The UTM points of the segment are as follows: north end, 3655077 mN / 482895 mE; south end, 3655064 mN / 482971 mE.

***P7. Owner and Address:**
Rancho Santa Fe Irrigation District
5920 Linea del Cielo
P.O. Box 409
Rancho Santa Fe, CA 92067-0409

***P8. Recorded by:** (Name, affiliation, and address)
C. Gregory and C. Bowden-Renna
EDAW, Inc.
1420 Kettner Boulevard, Suite 620
San Diego, California 92101

***P9. Date Recorded:** 05/21/2007

***P10. Survey Type:** (Describe)
Intensive Pedestrian

***B12. References:**
Historic American Engineering Record (HAER) 2001. Lake Hodges Flume, San Diego County, California. Electronic document, http://memory.loc.gov/ammem/collections/habs_haer/, accessed May 23, 2007.

Schaefer, Jerry, and Ken Moslak 2000. *A Cultural Resource Inventory and Evaluation for the San Dieguito Reservoir Rehabilitation and lake Hodges Flume Replacement Project*. Prepared for Project Design Consultants. Prepared by ASM Affiliates, Inc. On file at the South Coastal Information Center, San Diego, California.

***P11. Report Citation:** (Cite Survey report and other sources, or enter "none.") Gregory and Hirsch 2007. *Historical Resources Evaluation Report for the Rancho Santa Fe Roundabouts Project, San Diego County, California*. Prepared for the County of San Diego, Department of Public Works.

*Attachments: ☐ None ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List)

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

LOCATION MAP

Primary # P-37-023709 Update
HRI #
Trinomial

* Resource Name or # (Assigned by recorder)

* Map Name: Rancho Santa Fe, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1983

*Required Information

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

Primary #: 37-023709 HRI #:
Trinomial:
NRHP Status Code:
Other Listings:
Review Code: Reviewer: Date:

Page 1 of 12 *Resource Name or #: Lake Hodges Flume (ASM5560-4)

P1. Other Identifier: Lake Hodges Flume

*P2. Location: ■ Not for Publication ☐ Unrestricted *a. County: San Diego
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Rancho Santa Fe Date: 1968 Photo Revised: 1983 T 13 S ; R 2 W ; Sec 18 ; T 13 S ; R 3 W ; Sections 13, 14, 16, 22, 23 ; San Bernardino B.M.

c. Address: City: Zip:

d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; 488040 mE/ 3656155 mN (East end); 487610 mE/ 3655720 mN; 485320 mE/ 3655900 mN; 484190 mE/ 3654910 mN; 482350 mE/ 3655360 mN (West end)

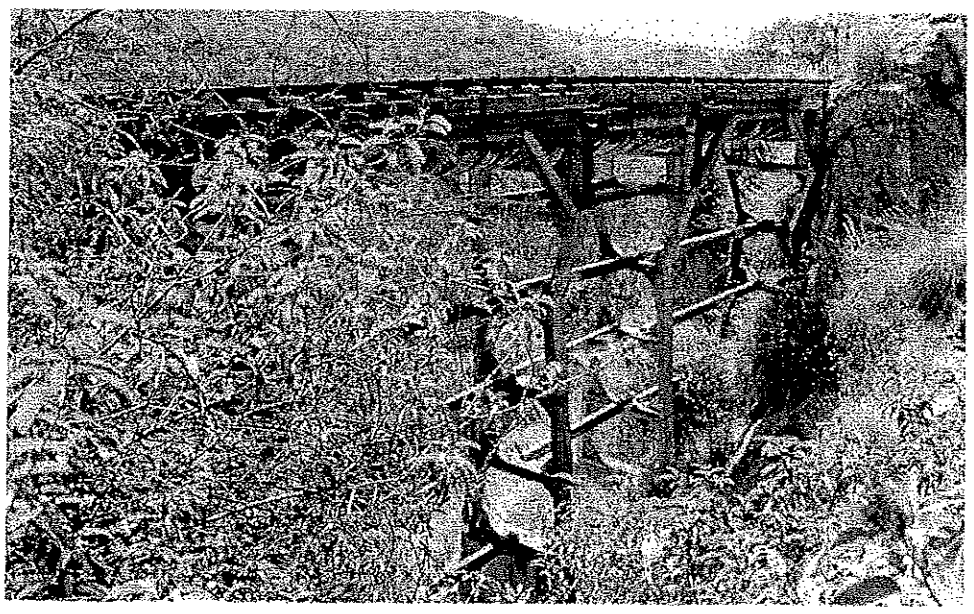
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
The flume flows west from Lake Hodges Dam to the San Dieguito Reservoir following natural contours north of the San Dieguito Reservoir at an elevation of around 255 ft AMSL.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The Hodges Flume is a 4.6 mile long water conveyance system built from 1917 to 1919 to transport water from Lake Hodges to San Dieguito Reservoir via a concrete lined ditch. The flume exits Lake Hodges at an elevation of ~275 feet and traverses steep canyon walls north of the San Dieguito River following natural contours. Three miles west of the dam, the flume enters the rolling hills and mesa lands northeast of Rancho Santa Fe. In addition to simple concrete-lined ditch, the flume system originally included 26 trestles to convey water across ravines or drainages and five siphons where such crossings are too high or long to be crossed by trestles. Currently the system includes 22 trestles and six siphons.

A substantial portion of the flume is covered by a series of 19 concrete slab coverings or debris shields whose purpose is to prevent sediment washing into the trench or to direct small surface drainages over the top of the trench. The western portion of the trench was originally covered by wood planks although sections still exist that may represent replacements.

*P3b. Resource Attributes: (List attributes and codes) HP20. Canal/Aqueduct

*P4. Resources Present: ☐Building ■Structure ■Object ■Site ☐District ■Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo (View, date, accession #) Trestle 15, view southwest, 9/20/00, Roll3, Frame 7

*P6. Date Constructed/Age and Sources:
■Historic ☐ Prehistoric ☐Both
July 5, 1917-January 29, 1919

*P7. Owner and Address:
Rancho Santa Fe Irrigation District,
5920 Linea Del Cielo, Rancho Santa Fe, CA, 92067

*P8. Recorded by: (Name, affiliation, and address)
Jerry Schaefer and Ken Moslak,
ASM Affiliates, Inc.
543 Encinitas Blvd., Ste 114
Encinitas, CA 92024

*P9. Date Recorded: Sept. 19, 2000

*P10. Survey Type: (Describe):
Intensive Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Schaefer, Jerry and Ken Moslak 2000 *A Cultural Resources Inventory and Evaluation for the San Dieguito Reservoir Rehabilitation and Lake Hodes Flume Replacement Project.* Prepared by ASM Affiliates for PDC/Lettieri-[illegible]re Assocaites and the Santa Fe Irrigation District, Rancho Santa Fe.

Attachments: NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure, and Object Record
■ Archaeological Record ■District Record ■Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record
■Photograph Record ☐Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHAEOLOGICAL SITE RECORD

Primary #: 0?3-709
Trinomial: _____

Resource Name or #: Lake Hodges Flume (ASM5560-4)

* **Dimensions:** a. Length: 4.6miles (E-W) x b. Width: 20ft (N-S)
Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ■ Other: Measured from USGS 7.5' quadrangle
Method of Determination: (check any that apply) ☐ Artifacts ☐ Features ☐ Soil ☐ Vegetation ☐ Topography
☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ■ Other (Explain): Extant surface flume and related structures
Reliability of Determination: ■ High ☐ Medium ☐ Low Explain: _____

Limitations (check any that apply): ☐ Restricted access ☐ Paved/built over ☐ Site limits incompletely defined
■ Disturbances ☐ Vegetation ☐ Other (Explain): _____

A2. **Depth:** ■ None ☐ Unknown Method of Determination: _____
*A3. **Human Remains:** ☐ Present ■ Absent ☐ Possible ☐ Unknown (Explain): _____

*A4. **Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):

*A5. **Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):
None

*A6. **Were Specimens Collected?** ■No ☐Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

*A7. **Site Condition:** ☐Good ■Fair ☐Poor (Describe disturbances.):

*A8. **Nearest Water** (Type, distance, and direction.): San Dieguito River to south.

*A9. **Elevation:** 195-275ft AMSL

A10. **Environmental Setting:** (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.) The eastern sections of the flume route crosscut steep canyon slopes of Jurassic or Triassic metavolcanic bedrock north of and paralleling the San Dieguito River. The western sections divert to the northwest over coastal mesa and tablelands of uplifted quaternary marine sandstones and enter San Dieguito Reservoir.

A11. **Historical Information:**

*A12. **Age:** ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☐ 1880-1914 ■ 1914-1945
☐ Post 1945 ☐ Undetermined (Describe position in regional prehistoric chronology or factual historic dates if known):
The flume was constructed between July 5, 1917 and January 29, 1919 by Bent Brothers Construction Company of Los Angeles, CA

A13. **Interpretations:** (Discuss data potential, function(s), ethnic affiliation, and other interpretations) Evaluated as significant for association with historic processes, life of Colonel Ed Feltcher, and method of construction.

A14. **Remarks:** The flume will be replaced by a proposed subsurface pipeline. The eastern portion on the slope north of Del Dios Highway will be abandoned in place. The western portion will be filled or removed. Documentation of the flume is being prepared for submission to the Historic American Engineering Record (HAER).

A15. **References:** (Documents, informants, maps, and other references) Fletcher, Ed. 1952. *Memoirs of Ed Fletcher.* Pioneer Printers, San Diego. Ed Fletcher Archives, San Diego Historical Society and UC San Diego.

A16. **Photographs:** (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives Kept at ASM Affiliates, Inc. 543 Encinitas Blvd., Ste 114, Encinitas CA 92024

*A17. **Form Prepared by:** Jerry Schaefer and Ken Moslak **Date:** November, 2000
Affiliation and Address: ASM Affiliates, Inc. 543 Encinitas Blvd., Ste 114, Encinitas CA 92024

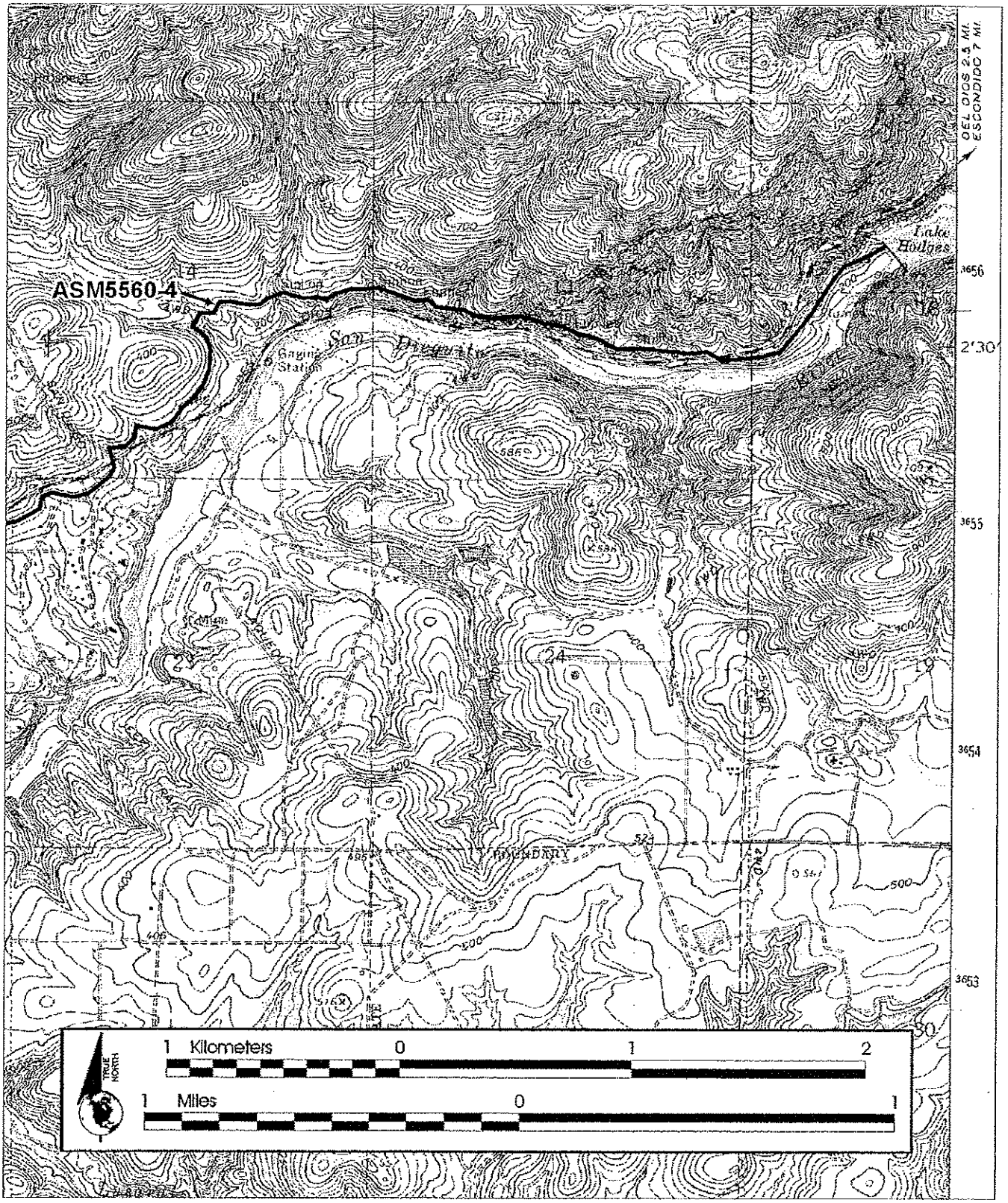
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #: 37023709
Trinomial:

Resource Name or #: ASM5560-4

M Name: Rancho Santa Fe, USGS 7.5' Quad **Scale:** 1:24,000 **Date of Map:** 1968 Photo-revised: 1983



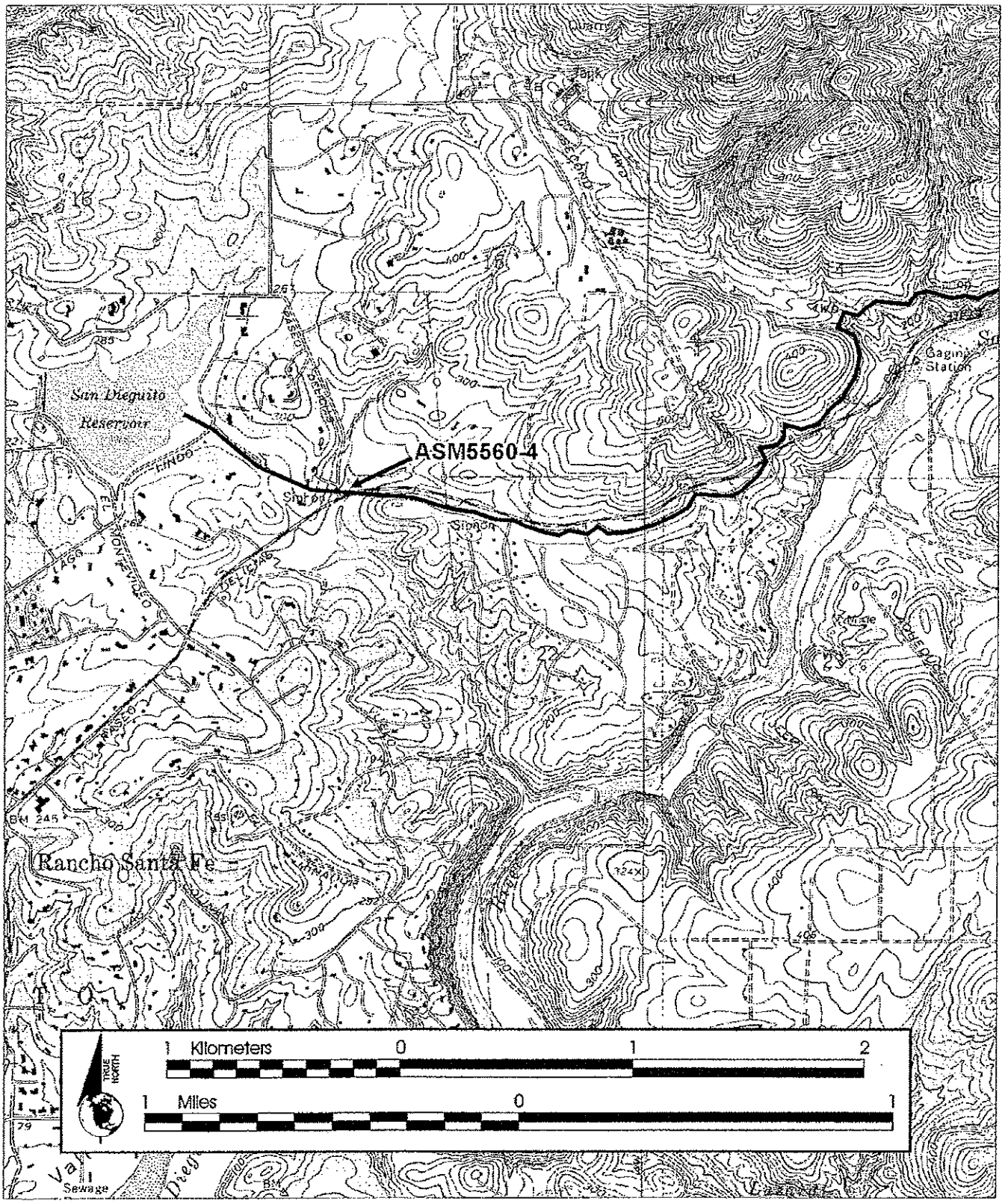
*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #: 37-023709
Trinomial:

Resource Name or #: ASM5560-4

N **Name:** Rancho Santa Fe, USGS 7.5' Quad **Scale:** 1:24,000 **Date of Map:** 1968 Photo-revised: 1983



*Required information

Table 1. Hodges Flume- Inventory of Elements

Element New No.	Photo No.	Easting	Length	Original No.	Comments
Trestle 1	1-17,18	487930		Trestle 1	Steel post and beam supporting closed pipe replaces original trestle.
Shield 1	1-19	487950			Shield type B, possibly a replacement.
Flow gate	1-19	487950			Modern.
Trestle 2	1-20	487812		Trestle 2	Replacement trestle of wood post and truss construction supporting open half-pipe. Replaces trestle seen in 1919 photo.
New siphon	1-21	487720		Trestle 3	Replaces an original trestle as seen in 1919 photo.
Flush valve 1	None	487700			Not photographed
Shield 2	2-1	487674			Shield type B.
Shield 3	2-3	487545			Shield type A.
Trestle 3	2-4	487520		Trestle 4	Replacement trestle. Steel post and beam supporting closed corrugated pipe.
Shield 4	2-6	487360			Shield type B.
Trestle 4	2-7	487340		Trestle 5	Type A construction, 2 tiers high. Steel I-beam added.
Shield 5	2-8	487271			Shield type A.
Flush valve 2 and Trestle?	2-9	487224	Probably trestle 6		Buried by leaves and sediment
Trestle 5	2-10	487143		Trestle 7	Type A construction, 2 tiers high.
Trestle 6	2-11	487110		Trestle 8	Type A construction, 4 tiers high.
Trestle 7	2-12,13	487065		Trestle 9	Type A construction, 1? tier high.
Trestle 8	2-14	487040		Trestle 10	Type A construction, 1 tier high on concrete piles.
Siphon1	2-15,16,17	487000-486925		Trestle11	Probably replaces large trestle seen in 1919 photo. Closed concrete pipe.
Flush valve 3	2-16	486965			
Trestle 9	2-16	486965		Trestle 11	At bottom of siphon 1. Probably replaces large trestle seen in 1919 photo. Concrete pipe supported directly on concrete piles.
Siphon 2	2-18, 19,20, 21, 22, 23	486860-486780		Trestle 12	
Flush valve 4	2-19	486845			
Trestle 10	2-19, 20, 21,	486845-486805		Trestle 12	Trestle is original but there may be more that one at the bottom of siphon 2. Type B construction, closed concrete pipe on 1 tier.
Shield 6	2-24	486745	230ft		Type A construction. Inscription at east end: "8-15-1918 EWC, JRM, B?D".
Trestle 11	3-1	486690			Type A construction, 1? tier high.
Shield 7	3-2	486650	170ft		Shield type A.
Trestle 12	3-3	486636			Obscured by vegetation.
Shield 8	3-3	486631	30ft		Shield type A.
Trestle 13	3-3	486626			Obscured by vegetation.
Shield 9	3-3, 4	486572	273ft		Shield type A.
Structure	3-4	486572			
Trestle 14	3-5	486537			Type A construction, 3 tiers high.

information

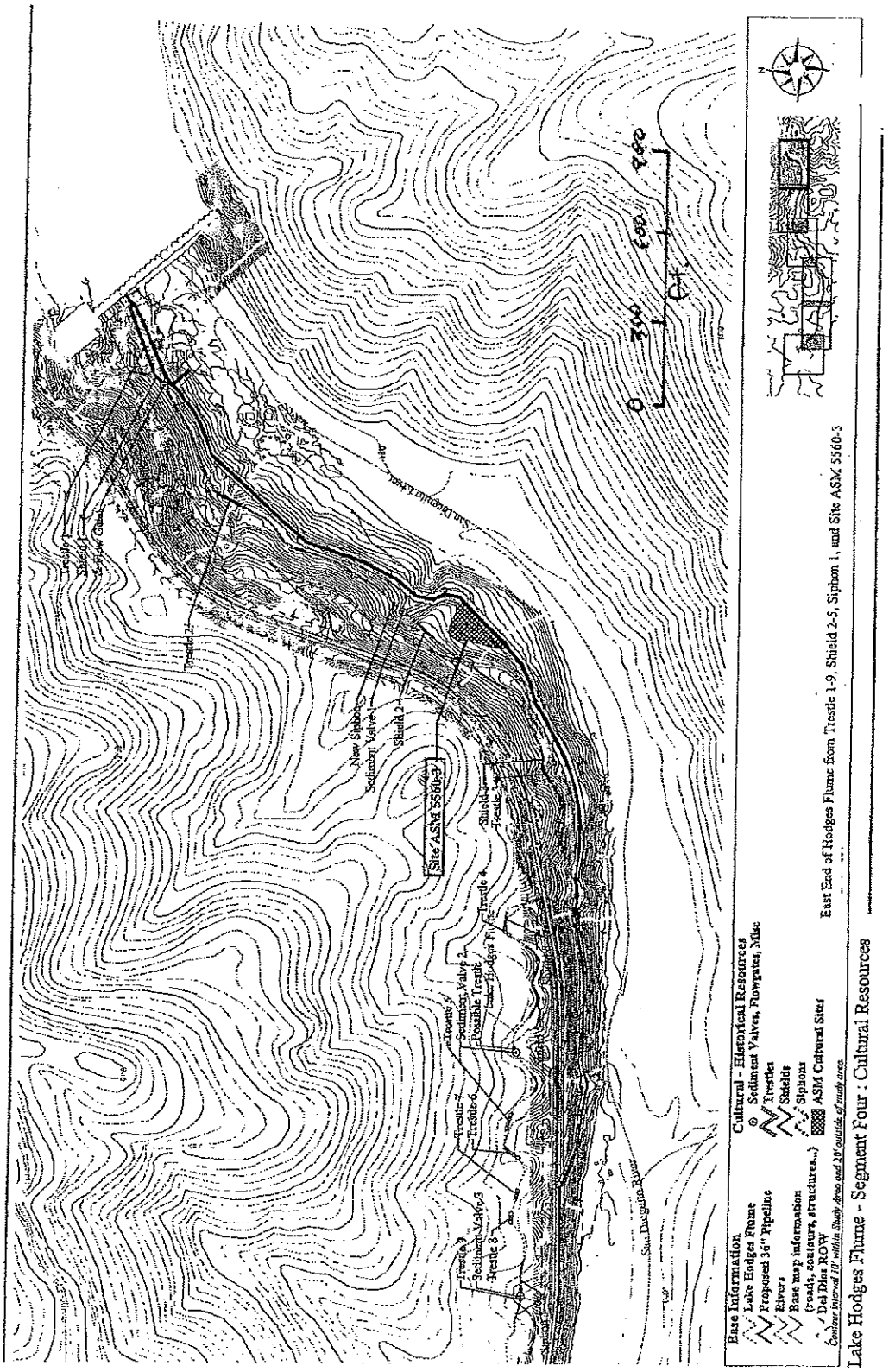
Shield 10	3-6	486500	200ft		Shield type A.
Trestle 15	3-7, 8 4-6	486450			Type A construction, 5 tiers high. Steel I-beams added at a later date to stabilize.
Flush valve 5	3-8, 9	486450			
Shield 11	3- 8,10,11	486440-486250		710ft	Shield type A. Very long section of covered ditch partially covered with rock fall. Unique retaining wall to construct ditch on a very steep slope.
Siphon 3	3-12, 13,	486190-486130			
	14; 4-5				
Flush valve 6	3-14	486183			
Trestle 16	3-13, 4-5	486183		Trestle 21	Type B construction, 5 tiers high.
Trestle 17	3-15	486075			Type A construction, 2 tiers high.
Shield 12	3-16	485885	10ft		Shield type B.
Trestle 18	3-17	485840			Type A construction, 3 tiers high.
Trestle 19	3-18	485740			Type A construction, 2 tiers high.
Shield 13	3-19	485682	10ft		Shield type B.
Siphon 4	3-20, 21	485400			
Flush valve 7	3-20	485400			
Trestle 20	3-21	485400		Trestle 27	Type B construction, 3 tiers high
Shield 14	3-22	485390	70ft		Shield type A.
Trestle 21	3-24	485180		Trestle 28	Type A construction, 1 tier high
Trestle 22	4-1	458140		Trestle 29, 30	Very recent replacement of original trestles 29&30
Shield 15	4-3	485025	12ft		Shield type B.
Shield 16	4-4	484703	10ft		Shield type B.
Shield 17	4-14	484430	40ft		Shield type B. Obscured by sediment.
Shield 18	4-16	484190	6ft		Shield type B.
Shield 19	4-17	484030	50ft		Unknown. Obscured by sediment.
End Siphon	4-18, 21, 22, 23	483120-482580	1890 ft		
Flush valve 8	None				Presence inferred but not found
Manhole	4-20	482770			At same elevation as siphon ends.
Flush valve 9	None				Presence inferred but not found
Flow gate	4-21,22	482580			Modern.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #: 37-023709
HRS#:
Trinomial:

Resource Name or #: (Assigned by recorder): Lake Hodges Flume (ASM5560-4)

Recorded by: Jerry Schaefer and Ken Moslak ***Date:** Sept. 19, 2000 ■ Continuation ☐Update



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

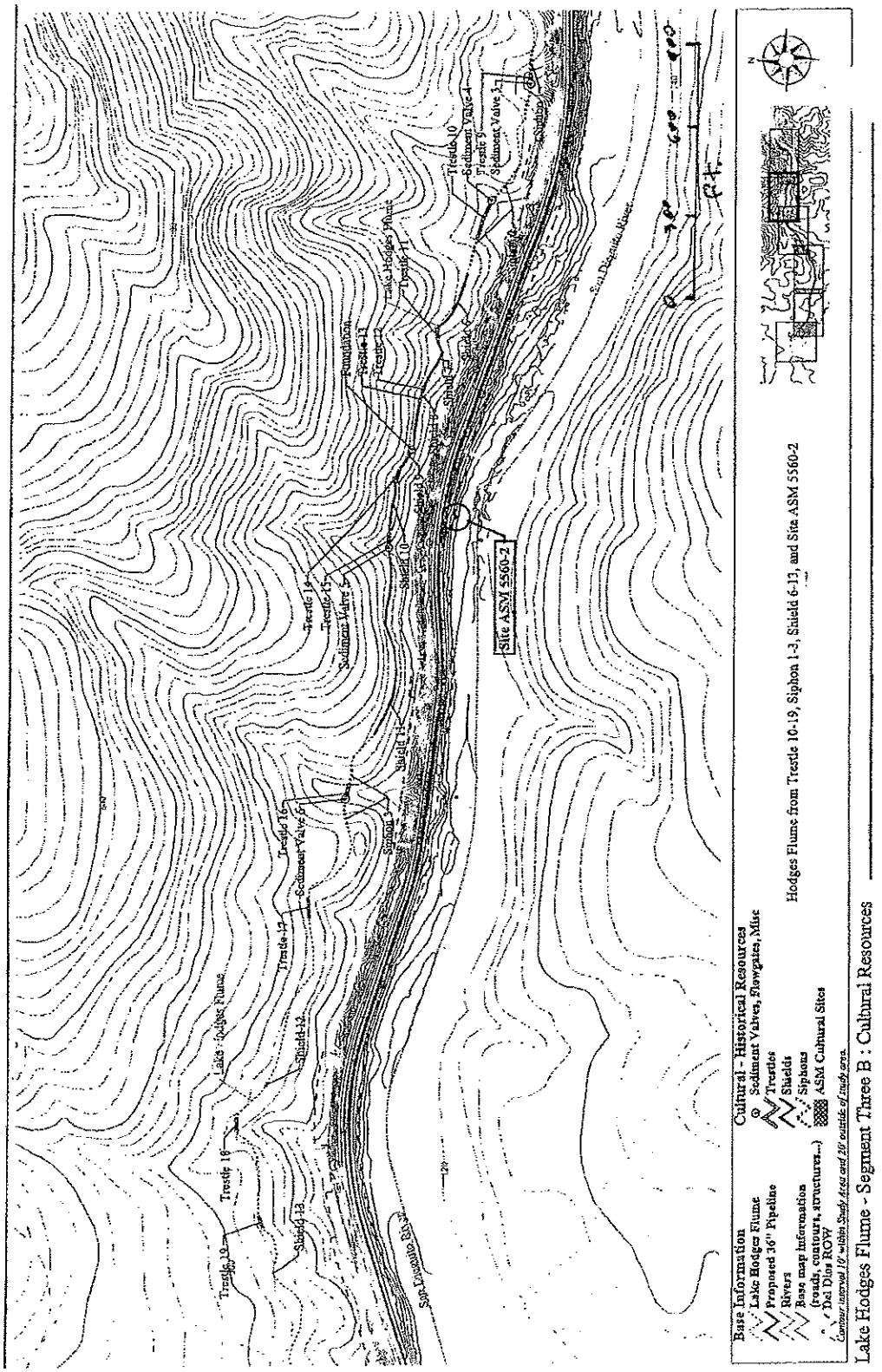
Primary #: 37-023709
HRS#:
Trinomial:

Resource Name or #: (Assigned by recorder): Lake Hodges Flume (ASM5560-4)

Recorded by: Jerry Schaefer and Ken Moslak

***Date:** Sept. 19, 2000

■ Continuation ☐ Update



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

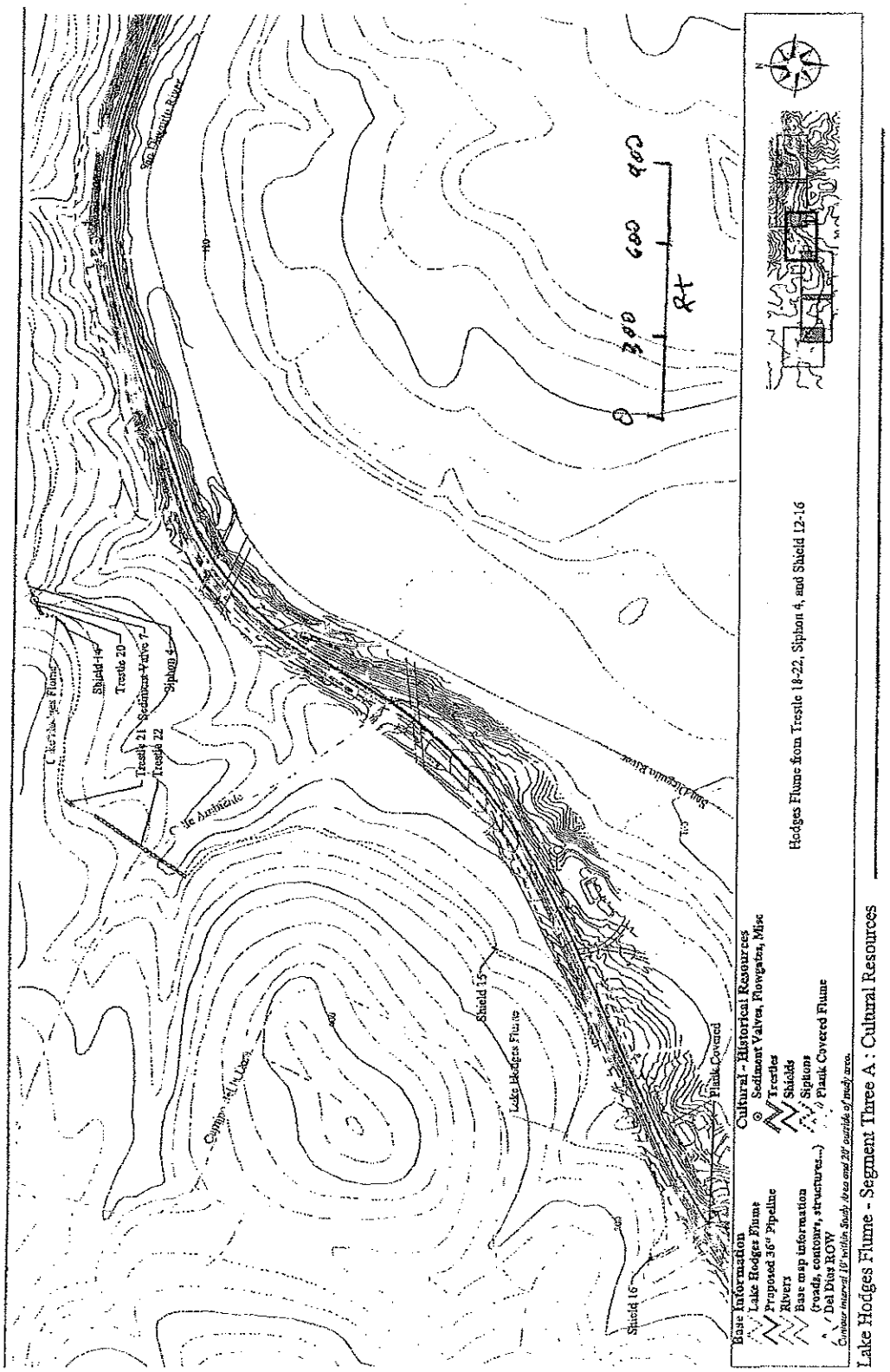
Primary #: 37-023709
HRS#:
Trinomial:

Resource Name or #: (Assigned by recorder): Lake Hodges Flume (ASM5560-4)

Recorded by: Jerry Schaefer and Ken Moslak

***Date:** Sept. 19, 2000

■ Continuation ☐Update



DPR 523L (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

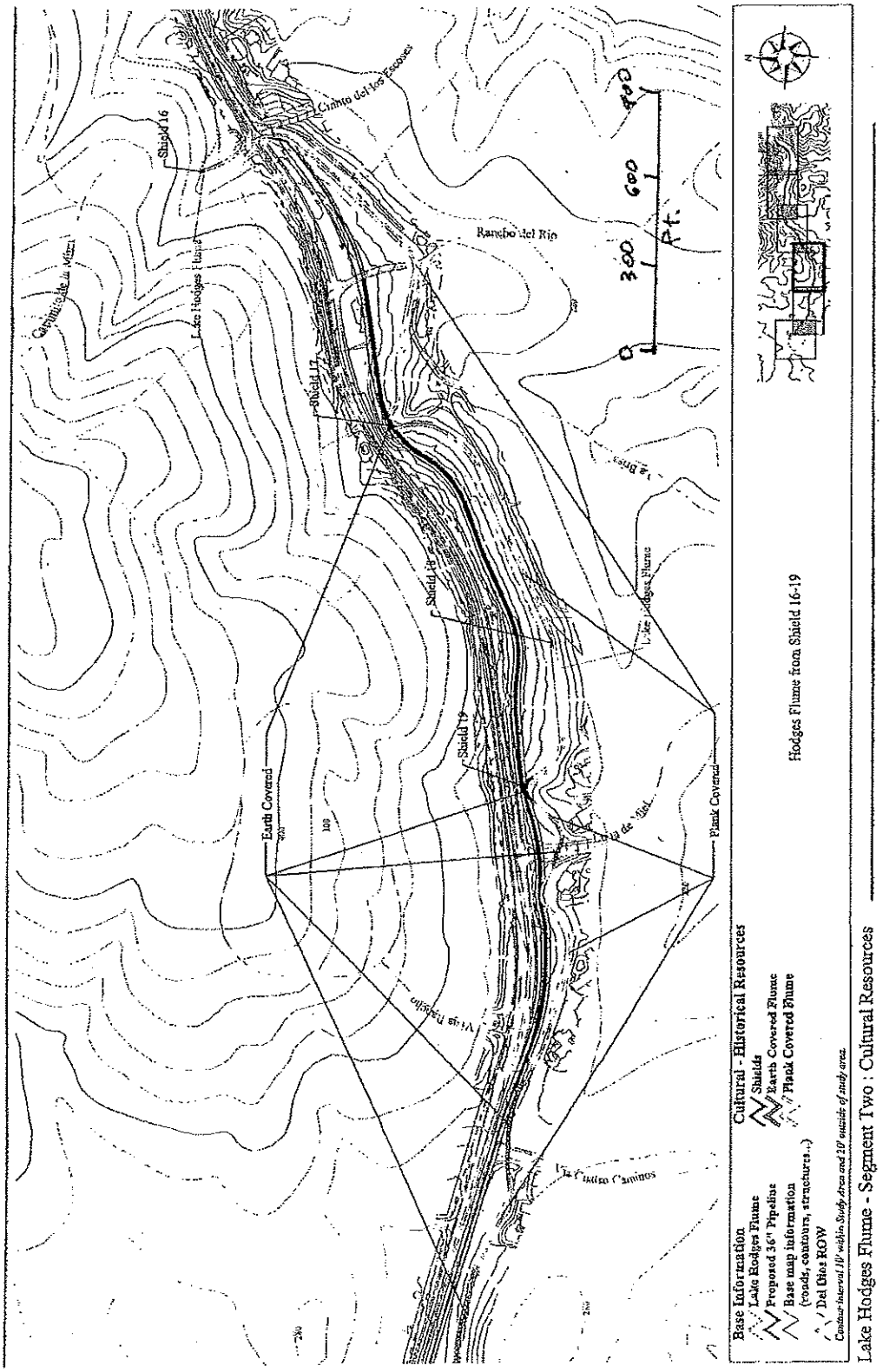
Primary #: 37-023709
HRS#:
Trinomial:

Resource Name or #: (Assigned by recorder): Lake Hodges Flume (ASM5560-4)

Recorded by: Jerry Schaefer and Ken Moslak

***Date:** Sept. 19, 2000

■ Continuation ☐ Update



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

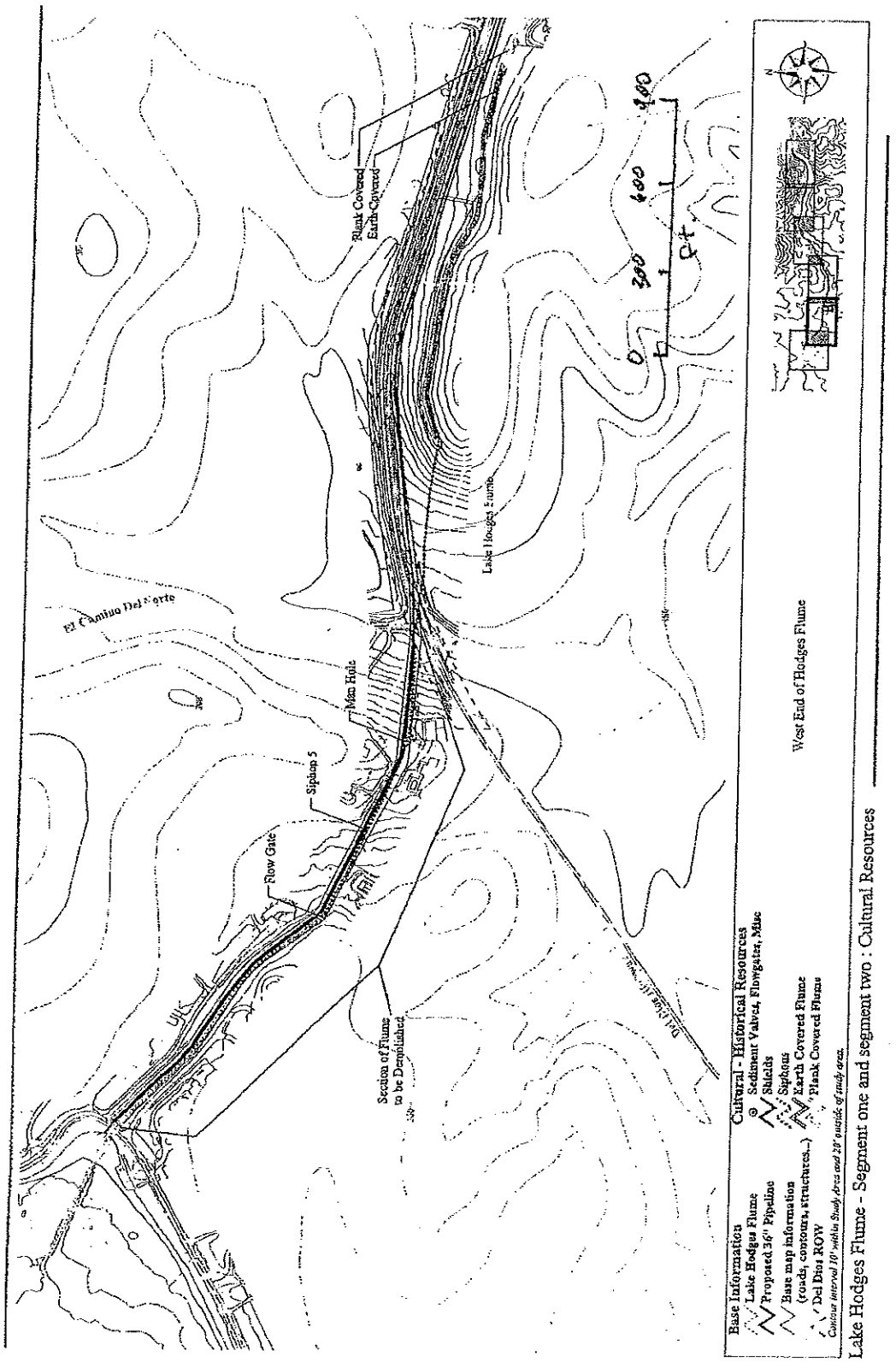
Primary #: 37-023709
HRS#:
Trinomial:

Resource Name or #: (Assigned by recorder): Lake Hodges Flume (ASM5560-4)

Recorded by: Jerry Schaefer and Ken Moslak

***Date:** Sept. 19, 2000

■ Continuation ☐ Update



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

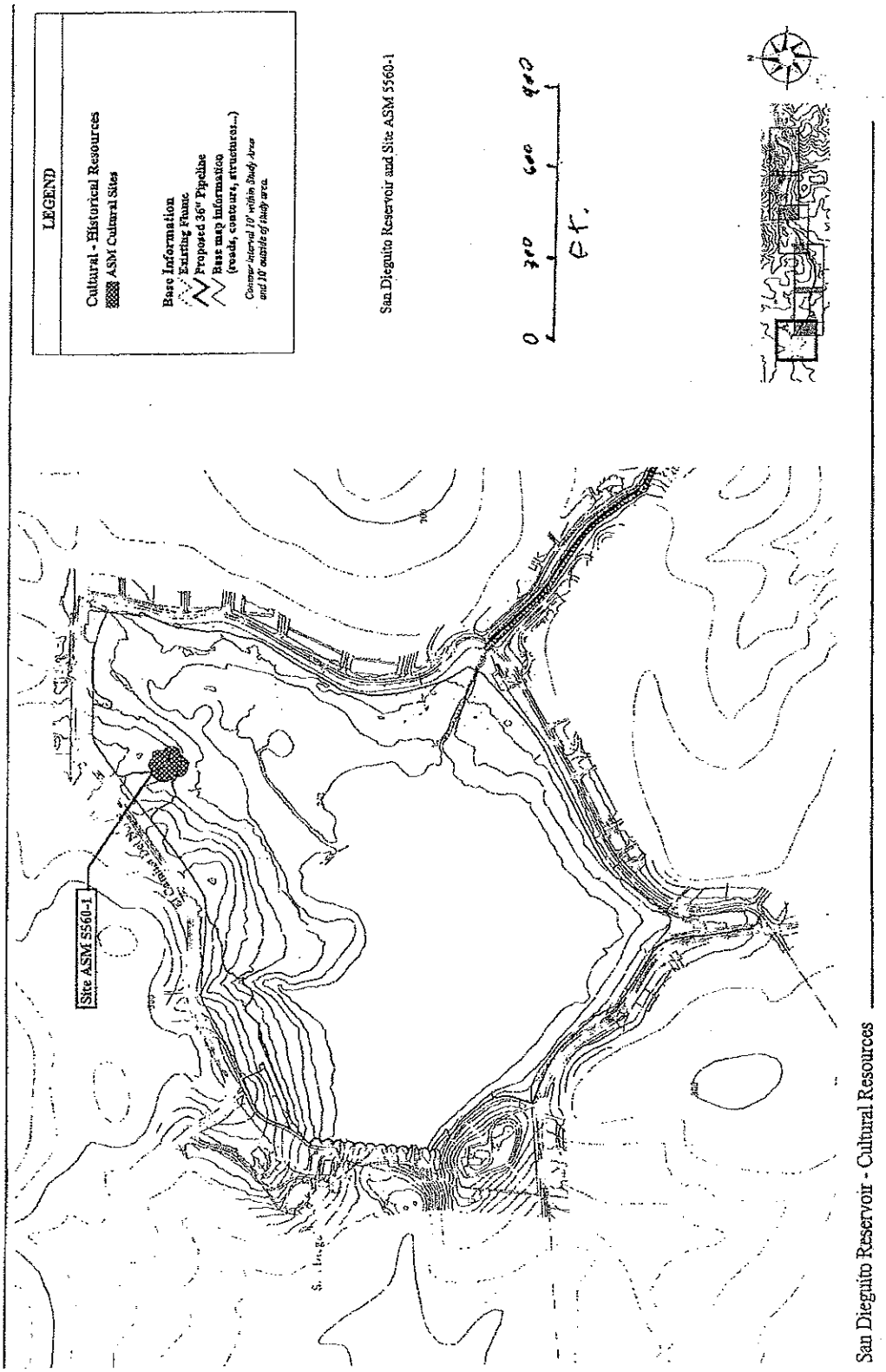
Primary #: 37-023709
HRS#:
Trinomial:

Resource Name or #: (Assigned by recorder): Lake Hodges Flume (ASM5560-4)

Recorded by: Jerry Schaefer and Ken Moslak

*Date: Sept. 19, 2000

■ Continuation ☐Update



*Required information

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) RSF-H-265-231-07

P1. Other Identifier: Parcel No. 265-231-07
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** San Diego
and
***b. USGS 7.5' Quad** Rancho Santa Fe **Date** 1975 **T** 13S **R** 3W; __ ¼ **of Sec**__; ___ **B.M**
c. Address 7095 El Camino Del Norte City Rancho Santa Fe Zip 92067
d. UTM: Zone _; _mE/ _mN
e. Other Locational Data:
APN: 265-231-07

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Although access was limited in order to view this parcel, its form and appearance were discernible. A single story, rectangular-plan, side-gable, Ranch-style residence is situated on this parcel along with two sheds and an equestrian gated field. The residence is clad in board and batten siding, with a brick chimney in the interior and an attached garage located on the north side. The residence is set back from El Camino del Norte on an uphill slope and the view is obstructed by vegetation and a gated fence. A paved asphalt driveway leads to a gated iron fence; past the gate, a circular driveway is situated on the south side of the home.

***P3b. Resource Attributes:** HP2. Single Family Property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Camera facing west, 01/18/2012, IMG 026

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1961/San Diego County Assessor's Office

***P7. Owner and Address:**
Harrison R Tyler
34 Major Ginter Court
Richmond, VA 23227

***P8. Recorded by:** (Name, affiliation, address)
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

***P9. Date Recorded:** 01/18/2012

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historical Resources Evaluation Report for the Rancho Santa Fe Roundabouts Project San Diego County, California* AECOM 2012

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) RSF-H-265-231-07

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Residence B4. Present Use: Residence
***B5. Architectural Style:** Ranch Style
***B6. Construction History:** (Construction date, alteration, and date of alterations) 1961; Roof replaced c. 2010; no major alterations.
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** Sheds, equestrian corral; driveway.
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Residential Development **Area** Rancho Santa Fe
Period of Significance 1961 **Property Type** Residence **Applicable Criteria** N/A

Beginning as the San Dieguito Land Grant, the land that made up what is now Rancho Santa Fe was deeded to Don Juan Osuna in 1840 and the descendants of the Osuna family continued to live on the rancho throughout the nineteenth century. In 1906, the entire land that encompassed the rancho was purchased by the Rancho Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad Company (May, 2004). In the 1920s, Santa Fe Railroad's vice-president, W. E. Hodges, decided to subdivide the ranch into several hundred parcels for orchards and country estates. Leone G. Sinnard, manager for the Santa Fe Land Improvement Company, plotted the subdivisions and winding roads. By 1922, El Camino Del Norte was in place. Parcel No. 265-231-07 was platted in 1960.

Built in 1961, the property does not have significant associations with the historic development of Rancho Santa Fe or any other important historical events. It does not meet NRHP Criterion A or CRHR Criterion 1. The property is associated with Donald and Marjory Wahl, who were the first owners, and subsequent owners Joseph Stauck (c. 1963), William R. and Vivian Broderick (c. 1966), Kenneth and Estel Vaughn (c. 1975), Bill and Barbara Bell (c. 1980), Morteza and Laleh Moraditabriz (c. 1988), and Harrison Tyler (1991-present), who are not historically significant persons. It does not meet NRHP Criterion B or CRHR Criterion 2. The building includes architectural characteristics of the Ranch style, but it is not a significant example of the style, nor does it have high artistic value or represent the work of a master architect. It is not architecturally significant and does not meet NRHR Criterion C or CRHR Criterion 3. The resource does not contain nor is likely to yield information about archaeology under NRHP Criterion D or CRHR Criterion 4. This resource does not convey historical or architectural significance and is not eligible for the NRHP or CRHR.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. Alfred A. Knopf, 2002.

May, Vonn Marie. *California State Landmark #982 Cultural Landscape Amendment.* 2004.

B13. Remarks:

***B14. Evaluator:** Jill Gibson and M.K. Meiser, AECOM

***Date of Evaluation:** 01/18/2012

(This space reserved for official comments.)

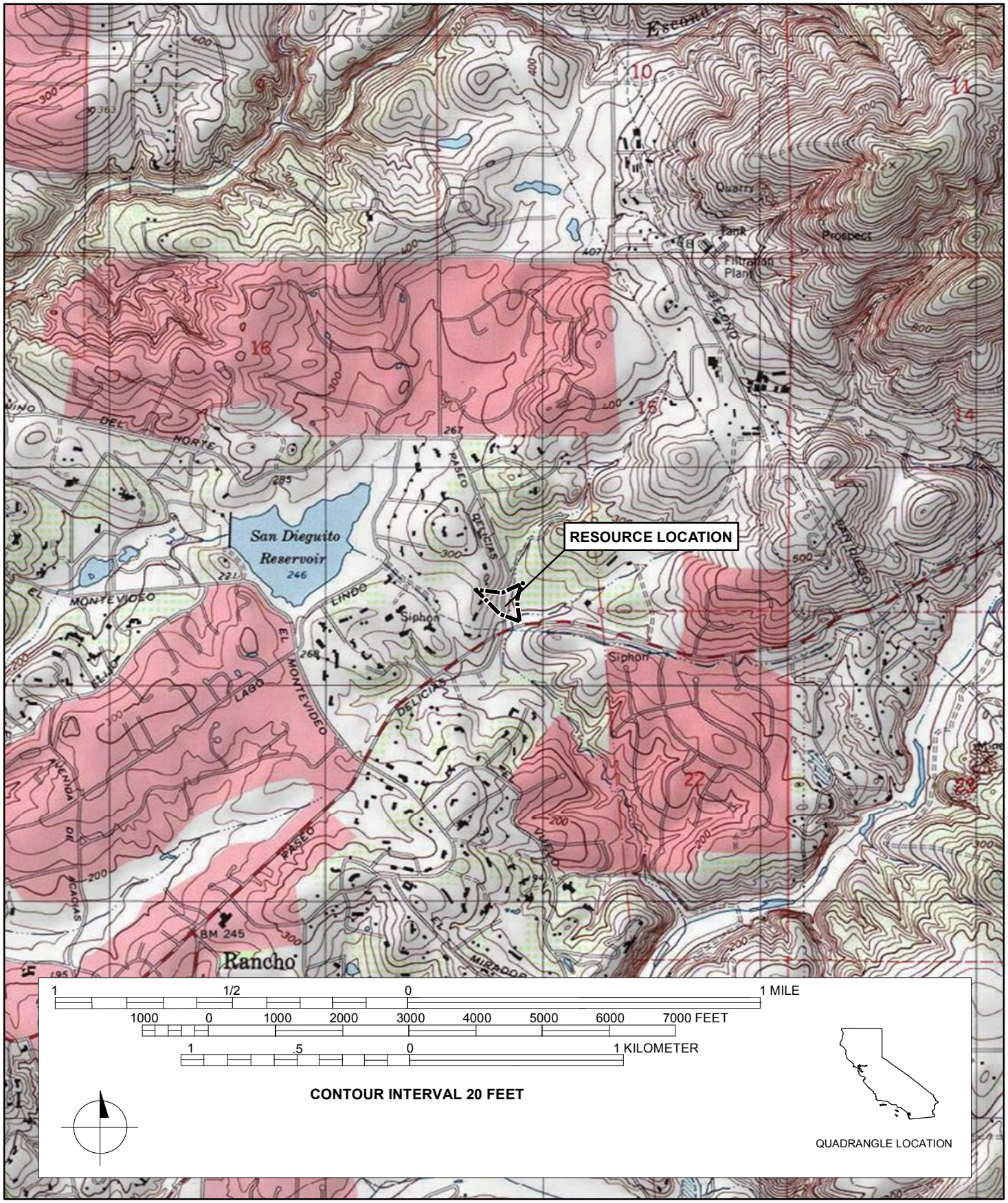
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

* Resource Name or # (Assigned by recorder) RSF-H-265-231-07

* Map Name: Rancho Santa Fe, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1996



*Required Information

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Paseo Delicias Intersections (3)

P1. Other Identifier: Paseo Delicias, Escondido Road, County Highway S6
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** San Diego **and**
***b. USGS 7.5' Quad** Rancho Santa Fe **Date** 1975 **T** 13S **R** 3W; __ ¼ **of Sec**__; __ **B.M.**
c. Address N/A City Rancho Santa Fe Zip 92067
d. UTM: Zone 11; 482836.26 mE/ 365524.06 mN (northern terminus of trail segment)
e. Other Locational Data:

***P3a. Description:**
The recorded segments include three intersections along Paseo Delicias in Rancho Santa Fe, San Diego County. Paseo Delicias is a major two-lane paved road in Rancho Santa Fe that runs from the Civic Center northeast to Escondido. The three recorded intersections are: RSF-PD-1 (El Camino del Norte/Del Dios Highway); RSF-PD-2 (El Montevideo/La Valle Plateada); and RSF-PD-3 (Via De La Valle/La Fremontia). The three intersections are located within a 1.3–mile segment of Paseo Delicias Road. Each intersection consists of two-lane paved roads, with modern striping and signage.

***P3b. Resource Attributes:** HP37. Highway
***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other

P5b. Description of Photo:
View facing south of Paseo Delicias at Via de la Valle; 01/11/2012, IMG 1855

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1880s-1920s/Historic Roads and Trails Map

***P7. Owner and Address:**
County of San Diego

***P8. Recorded by:**
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

***P9. Date Recorded:** 01/11/2012

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historical Resources Evaluation Report for the Rancho Santa Fe Roundabouts Project San Diego County, California* AECOM 2012

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

Resource Name or #: (Assigned by recorder) Paseo Delicias Intersections (3)

L1. Historic and/or Common Name: Paseo Delicias, Escondido Road, County Highway S6, El Camino Del Norte

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** Intersection RSF-PD-1

b. Location of point or segment: Zone 11; 482836.26 mE/ 365524.06 mN (at the intersection of Paseo Delicias and El Camino Del Norte)

The recorded segment can be reached from Interstate 5 by exiting Via De La Valle and traveling east for 5 miles, then turn right on Paseo Delicias for 1.3 miles. El Camino Del Norte intersects Paseo Delicias at 482836.26 m E / 365524.06m N (UTMs Zone 11).

L3. Description:

This resource consists of the intersection of Paseo Delicias/Del Dios Highway and El Camino Del Norte in Rancho Santa Fe, San Diego County. The segments crossing at the intersection include Paseo Delicias (357 feet) which turns into Del Dios Highway (522 feet), and is intersected by El Camino Del Norte (268 feet) on the north.

L4. Dimensions:

a. Top Width: 40 feet

b. Bottom Width: 40 feet

c. Height or Depth: N/A

d. Length of Segment: 1,147 feet

L4e. Sketch of Cross-Section (include scale) **Facing:**

L5. Associated Resources:

L6. Setting: This intersection is located on level ground. Orchards are located to the northeast and vacant parcels to the south. Three residences are situated adjacent to the northwest corner of the intersection.

L7. Integrity Considerations: The intersecting roads are paved. They have been recently resurfaced, widened, and restriped at an undetermined date.

L8b. Description of Photo, Map, or Drawing: Camera facing south; taken at the intersection of Paseo Delicias and El Camino Del Norte; 01/18/2012; IMG_024

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)

AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

L11. Date:

01/18/2012

LINEAR FEATURE RECORD

 Resource Name or #: (Assigned by recorder) Paseo Delicias Intersections (3)

L1. Historic and/or Common Name: Paseo Delicias, Escondido Road, County Highway S6, El Montevideo, La Valle Plateada

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** Intersection RSF-PD-2
b. Location of point or segment: Zone 11; 482175.00 mE/ 365464.16mN (at the intersection of Paseo Delicias and El Montevideo)
The recorded segment can be reached from Interstate 5 by exiting Via De La Valle and traveling east for 5 miles, then turn right on Paseo Delicias for 0.7 miles. El Montevideo/La Valle Plateada intersects Paseo Delicias at 482175.00 m E / 365464.16m N (UTMs Zone 11).

L3. Description:
This resource consists of the intersection at Paseo Delicias and El Montevideo/La Valle Plateada in Rancho Santa Fe, San Diego County. The segments crossing at the intersection include 1,000 feet of Paseo Delicias, 318 feet of El Montevideo and 282 feet of La Valle Plateada.

L4. Dimensions:
a. Top Width: 60 feet
b. Bottom Width: 60 feet
c. Height or Depth: N/A
d. Length of Segment: 1,600 feet

L5. Associated Resources:

L6. Setting: This is segment of Paseo Delicias is on level ground. It is surrounded by lush landscaping, a vacant parcel to the north, and residences to the south, east, and west. Two bus stops are located on the west and east corners.

L4e. Sketch of Cross-Section (include scale) **Facing:**

L7. Integrity Considerations: The intersecting roads are paved. They been recently resurfaced, widened, and restriped at an undetermined date.

L8b. Description of Photo, Map, or Drawing: Camera facing northeast; taken at the intersection of Paseo Delicias and El Montevideo; 01/18/2012; IMG_031

L9. Remarks:

L10. Form Prepared by:
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

L11. Date:
01/18/2012

LINEAR FEATURE RECORD

 Resource Name or #: (Assigned by recorder) Paseo Delicias Intersections (3)

L1. Historic and/or Common Name: Paseo Delicias, Escondido Road, County Highway S6, Via De La Valle, Las Colinas, and La Fremontia

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** Intersection RSF-PD-3
b. Location of point or segment: Zone 11; 482836.26 mE/ 365524.06 mN (at the intersection of Paseo Delicias and Via De La Valle)
The recorded segment can be reached from Interstate 5 by exiting Via De La Valle and traveling east for 5 miles. Paeso Delicias intersects Via De La Valle at 482836.26 mE/ 365524.06 mN (UTMs Zone 11).

L3. Description:
This resource consists of the intersection at Paseo Delicias, Via De La Valle, Las Colinas, and La Fremontia in Rancho Santa Fe, San Diego County. The segments crossing at the intersection include 707 feet of Paseo Delicias, 470 feet of Via De La Valle, 251 feet of La Fremontia and 519 feet of Las Colinas.

L4. Dimensions:
a. Top Width: 45 feet
b. Bottom Width: 45 feet
c. Height or Depth: N/A
d. Length of Segment: 1,947 feet

L4e. Sketch of Cross-Section (include scale) **Facing:**

L5. Associated Resources: Rancho Santa Fe Equestrian trails traverse the recorded segment from north to south.

L6. Setting: This is segment of Paseo Delicias is on level ground. It is surrounded by lush landscaping, a church to the east, and residential property to the west. Vacant parcels with equestrian trails are on situated to the north and south. Two bus stops are located northeast of Via De La Valle on the west and east side of Paseo Delicias.

L7. Integrity Considerations: The intersecting roads are paved. They have been recently resurfaced, widened, and restriped at an undetermined date.

L8b. Description of Photo, Map, or Drawing: Camera facing northeast; taken at the intersection of Paseo Delicias and Via De La Valle; 01/18/2012; IMG_046

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

L11. Date:
01/18/2012

BUILDING, STRUCTURE, AND OBJECT RECORD

 Resource Name or #: (Assigned by recorder) Paseo Delicias Intersections (3)

B1. Historic Name: Escondido Road, Osuna Valley River Road, Olivenhain Road
B2. Common Name: Paseo Delicias, County Highway S6
B3. Original Use: Road intersections B4. Present Use: Road intersections
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations) 19th century wagon road; paved, widened.
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** Water runoff drainage channels
B9. Architect: N/A b. Builder: Unknown
***B10. Significance: Theme** Transportation and Circulation **Area** Rancho Santa Fe
Period of Significance c. 1920s **Property Type** Road **Applicable Criteria** NRHP A, B, C; CRHR 1, 2, 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This resource, comprised of three intersections along Paseo Delicias in Rancho Santa Fe, San Diego County, has been identified as part of the character-defining circulation element of California Historical Landmark (CHL) No. 982. The CHL No. 982 Cultural Landscape Amendment describes a circulation element that includes 1920s residential road patterns that were juxtaposed over 19th century wagon trails (May 2004). As contributing features to a landmark listed in the CRHR and eligible for the NRHP, the resource intersections which date from the landmark period of significance are eligible for the CRHR and the NRHP.

Developed by the 1880s, the Escondido Road (Paseo Delicias) and Osuna Valley River Road (Via De La Valle) served as wagon routes through Rancho San Dieguito. The Escondido Road paralleled the San Dieguito River, located to the south. The Osuna Valley River Road connected to the Escondido Road from the south (the current location of the intersection of Via Del La Valle and Paseo Delicias). These trails were located in the San Dieguito Land Grant, which was deeded to Don Juan Osuna in 1840 by the regional Mexican Governor. After the annexation of California by the United States, the U.S. government did not recognize the previous land grant until 1871. Despite frequent title changes and the subdivision of the rancho into smaller parcels, the descendants of the Osuna family continued to live on the rancho throughout the 19th century. In 1906, the entire rancho and surrounding lands were purchased by the Rancho Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad Company (May 2004). Recognizing the potential of the area, the company began to plan for the successful development of the new agriculturally-based community of Rancho Santa Fe.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. Alfred A. Knopf, 2002;
May, Vonn Marie. *California State Landmark #982 Cultural Landscape Amendment.* 2004.

B13. Remarks:

***B14. Evaluator:** Jill Gibson and M.K. Meiser, AECOM

***Date of Evaluation:** 01/18/2012

(This space reserved for official comments.)

***B10. Significance: cont.**

In the 1920s, Santa Fe Railroad's vice-president W. E. Hodges decided to subdivide the ranch into several hundred parcels for orchards and country estates. Hodges put in place rigid design and planning regulations in order to preserve the area's character and rural landscape. Leone G. Sinnard, a developer, was charged with planning the roads. Sinnard incorporated the existing Escondido Road (Paseo Delicias) and Osuna River Valley Road (Via De La Valle) into his design, and added winding residential side streets to maintain the rural and organic feeling of the rancho. Sinnard gave them thematically descriptive Spanish names to create the appearance of a romantic association with the rancho's past. By 1922, every aspect of the community was planned, including the subdivision of parcels and road development.

As roads developed in the early 20th century throughout San Diego County and Southern California, old wagon trails and stages routes were frequently reused and updated to meet automobile transportation needs. However, often the landscapes of communities were drastically altered as new roadways were built to accommodate the influx of automobiles. Sinnard's sensitivity to topography and horticulture resulted in careful vehicular circulation planning in order to minimize the damage to the landscape. Sinnard purposefully engineered winding roads to enhance the views and discourage speeding (May 2004).

Dating from the mid-19th century, the Escondido Road and Osuna Valley River Road were associated with the development of Rancho San Dieguito. These roads were likely narrow, dirt wagon trails that connected the coastal zone and the interior, making them locally significant. However, further development into the 20th century required grading and paving the old trails, eradicating any surface evidence of these resources dating to the rancho era.

The incorporation of these existing organic transportation routes into the planned Rancho Santa Fe community helped to create the desired rural feeling in the design. Paseo Delicias and Via De La Valle, as well as the secondary streets Las Colinas, La Fremontia, El Montevideo, La Valle Plateada, and El Camino Del Norte (also a former wagon trail), segments of which comprise the resource intersections, are all associated with the development of Rancho Santa Fe. The planned community of Rancho Santa Fe was designated CHL No. 982 in 1989 and is listed in the CRHR. In addition, CHL No. 982 is eligible for listing in the NRHP under Criterion A and the CRHR under Criterion 1 as one of the California's first planned communities unified by a single architectural theme, the Spanish Colonial Revival. The banal roadway intersections do not exhibit historical or architectural significance for individual eligibility for listing in the NRHP or CRHR. However, they are associated with the design and development of CHL No. 982 and contribute to its character-defining circulation element. Thus are significant and meet NRHP Criterion A and CRHR Criterion 1 in association with the CRHR-listed and NRHP-eligible planned community.

Although CHL No. 982 is directly associated with Lilian Rice, one of California's first successful women architects, who supervised the development and designed many of the buildings in the community, the circulation element of the landmark does not have a specific association with Rice. The roadways are associated with the planners and developers of the community, most directly Leone G. Sinnard. Sinnard designed the character-defining network of rural residential streets, including the three intersections recorded. Sinnard was key in the design and development of Rancho Santa Fe and other community developments in California, and thus is a significant historic person and meets NRHP Criterion B and CRHR Criterion 2.

As part of the CHL No. 982 circulation element, these roadways consist of typical, two-lane paved roads. They do not exhibit distinctive methods of construction or high artistic value. However, it is a contributing feature of CHL No. 982's circulation element, a character-defining feature of its historic designed and vernacular landscape. CHL No. 982 is eligible for the NRHP under Criterion C for its exceptional design by a master architect, Lilian Rice. The roadways meet NRHP Criterion C and CRHR Criterion 3 as a contributing feature to a CRHR-listed and NRHP-eligible planned community.

It does not, nor is likely to, yield important information relating to history or prehistory under NRHP Criterion D or CRHR Criterion 4.

The boundary of these intersections contains the limits of the roadways within the project area. The road surfaces of the intersections have been widened, resurfaced, and restriped, but maintain the alignment and routes, thus keeping in the spirit of the design for the planned community. Attributes of the intersections that contribute to the historic property include their location, two-lane character, and setting. Non-contribution attributes include non-period surfaces, striping, and signage. In summary, these intersections contribute to a historic property that is eligible for listing in the NRHP or CRHR as a feature of CHL No. 982, and is considered a historical resource for the purposes of CEQA.

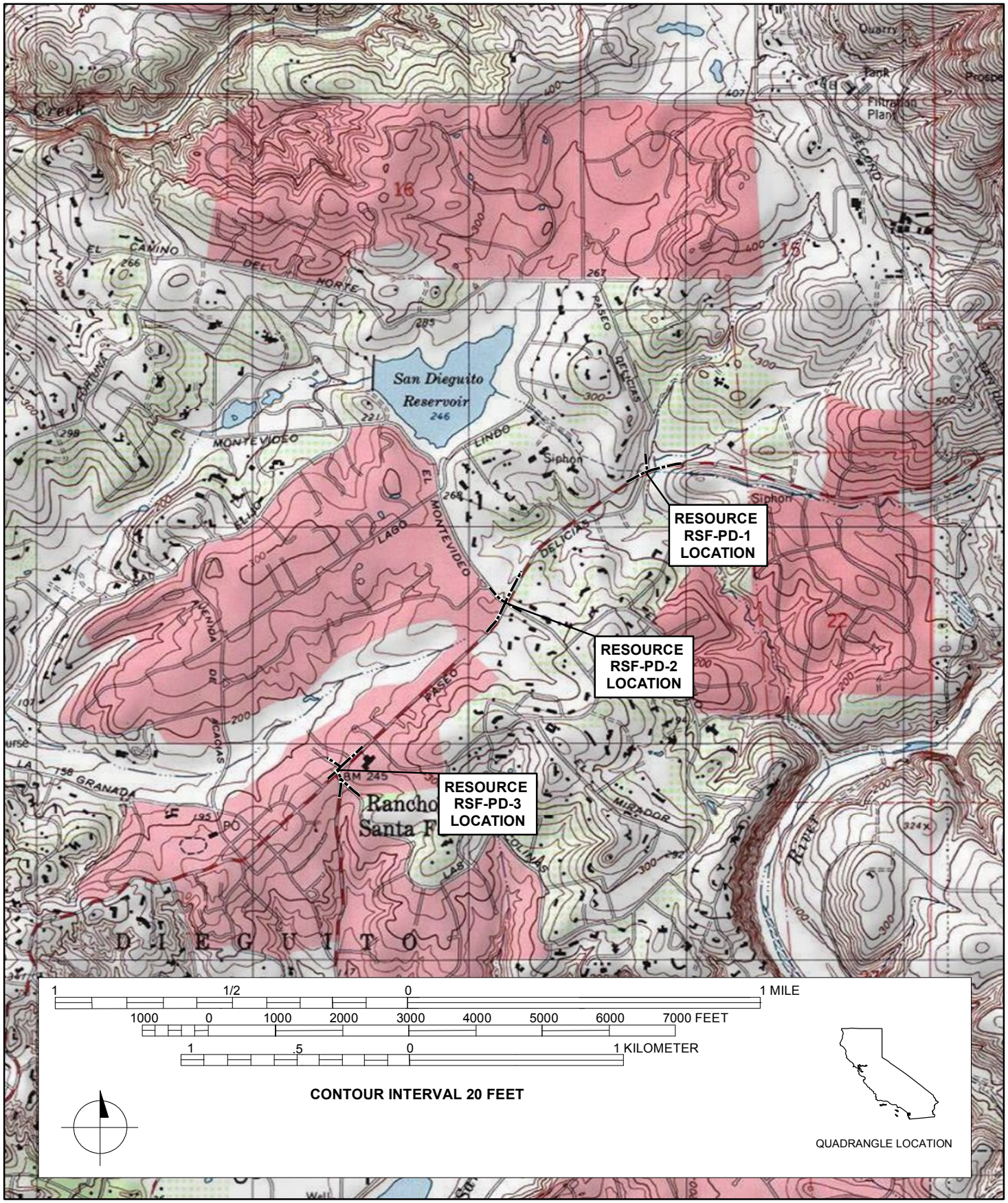
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

* Resource Name or # (Assigned by recorder) Paseo Delicias Intersections

* Map Name: Rancho Santa Fe, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1996



*Required Information

State **of California – The Resources Agency**
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # P-37-091944
HRI #
Trinomial

***Resource Name or #** (Assigned by recorder) H.P. and Florence Johnston Residence

***Recorded by** AECOM

***Date** January 11, 2012 ☐ Continuation ☒ Update

NRHP Status Code: 5S1

Other Identifier: 7052 La Valle Plateada; APN 266-340-24

This resource was previously surveyed by Ray Brandes for the Rancho Santa Fe Historic Building Survey in 1991. The 1991 survey determined that the residence, designed by Lilian Rice, was locally significant, but that it had been extensively altered and was not eligible for the NRHP or CRHR due to its lack of integrity.

As a part of the Historical Resources and Evaluation Report for the Rancho Santa Fe Roundabouts, the resource was revisited in January 2011. The building remains relatively unaltered and has not acquired additional significance since the 1991survey. The condition of its integrity is unchanged and therefore, it is not eligible for the NRHP or CRHR.

Description of Photo: (View, date, accession #) Camera facing southwest, January 11, 2012, IMG 1892

Recorded by: (Name, affiliation, address)
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

Date Recorded: January 12, 2011

Survey Type: (Describe) Intensive

Report Citation: (Cite survey report and other sources, or enter "none.") *Historical Resources Evaluation Report for the Rancho Santa Fe Roundabouts Project San Diego County, California* AECOM 2012

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☒ Other (list) P-37-091944, DPR 523 Form, August, 1991,

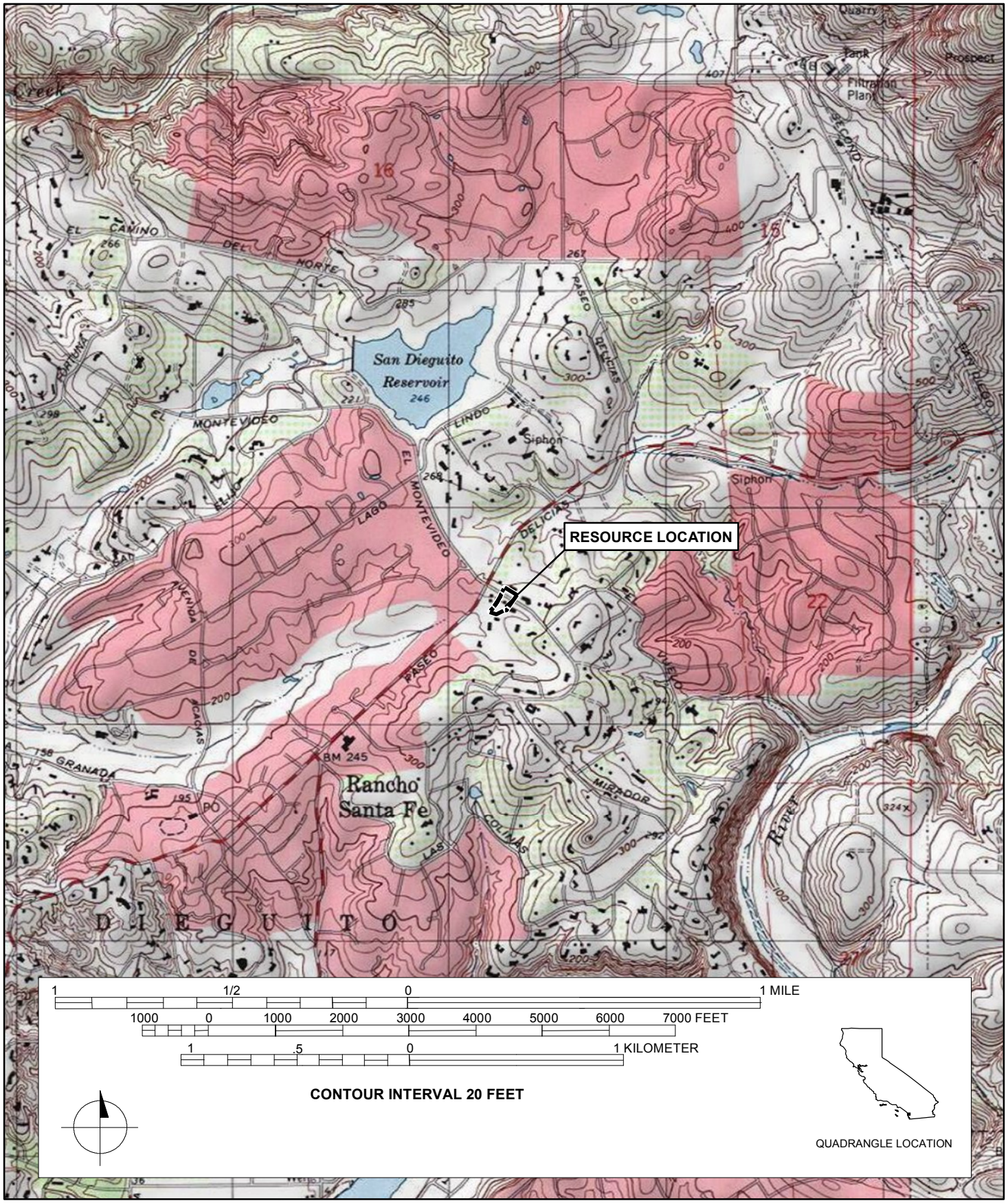
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

* Resource Name or # (Assigned by recorder) H.P. and Florence Johnston House

* Map Name: Rancho Santa Fe, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1996



DPR 523J (1/95)

*Required Information

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

19

HISTORIC RESOURCES INVENTORY

Ser. No. 2067-0030-000
National Register status 5S1
Local designation 2

IDENTIFICATION AND LOCATION

1. Historic name H.P. and Florence P. Johnston Residence
*2. Common or current name Russell and Susan K. Sande (Trs.)
*3. Number & street 7052 La Valle Plateada Cross-corridor Paseo Delicias
City Rancho Santa Fe Vicinity only --- Zip 92067 County SDI
4. UTM zone 11 A Easterly 4822450 B Northerly 3653870 C D
5. Quad map No. 353 Parcel No. APN 266-340-24 Other Rcho SFe B117 Lot 1

DESCRIPTION

6. Property category Structure If district, number of documented resources ---
*7. Briefly describe the present physical appearance of the property, including condition, boundaries, related features, surroundings, and (if appropriate) architectural style.

The Lilian Rice designed home, built in 1926, was considered for National Register nomination; however, the alterations made over the years have changed the structure considerably. The structure is essentially elongated, one-story, running on an east/west axis. It may have been two buildings with an elongated area built between the structure, as construction appears; however, original Rice renderings reflect it to be one building. A room on the east side of the home has been added and also windows enlarged to metal framing. It has a flat roof. There is a small enclosed backyard patio with a small wall surrounding. Rice defined the building as a plaster and framed Spanish Colonial Revival Cottage, a box-shaped home, with a hip dormer, red clay tile roofing. The chimney may have been done later. Windows are varied sashes and generally aluminum sliding style. The interior of the home was not entered, but appears in good shape. The original historic integrity has been lost, but the owners have contributed to the Spanish Colonial Revival form of architecture in their remodeling.

8. Planning agency Rcho SFe Association
9. Owner & address Russell and Susan Sande (Trs.)
7052 La Plateada
Rancho Santa Fe, CA 92067
10. Type of ownership Private
11. Present use Residence
12. Zoning (A) Single Family Residence
13. Threats None

Send a copy of this form to: State Office of Historic Preservation, P.O. Box 942896, Sacramento, CA 94296-0001

* Complete these items for historic preservation compliance projects under Section 106 (36 CFR 800). All items must be completed for historical resources survey information.

HISTORICAL INFORMATION

*14. Construction date(s) 1926 Original location Present Date moved ---

15. Alterations & date Alterations noted above were made in 1958, 1965, 1968 and 1974 according to residential building records and are ongoing in 1991 (additions: cabana and added rear wings).

16. Architect Lilian Jenette Rice Builder Unknown

17. Historic attributes (with number from list) 02 - Single Family Residence

SIGNIFICANCE AND EVALUATION

18. Context for evaluation: Theme Planned Community Area Rancho Santa Fe
Period 1920-1941 Property type Residence Context formally developed? Yes

*19. Briefly discuss the property's importance within the context. Use historical and architectural analysis as appropriate. Compare with similar properties.

The property is non-covenant. Plans and blueprints for the building permit are in the records vault, Rancho Santa Fe Association, dated January 11, 1926; changes made to those plans were made in January by Lilian Rice. Blueprints show all elevations as noted for the residence in the Rancho Santa Fe Progress in 1926. H.P. Johnston listed himself as a rancher in the early Rancho Santa Fe directories. The San Diego Union of June 27, 1926, carries a story about the home, and the San Diego Historical Society has a rendering by Lilian Rice of the home. A typical rectangular stucco and red tile roof cottage as originally designed, it has been externally remodeled and continues to complement the Spanish Colonial form of architecture in Rancho Santa Fe.

20. Sources Residential Building Record, Office, San Diego County Assessor. Deeds, Miscellaneous Records Office, San Diego County Recorder. Rendering of the Johnston residence by Lilian Rice, San Diego Historical Society; Rancho Santa Fe Progress, 1926.

21. Applicable National Register criteria Unknown

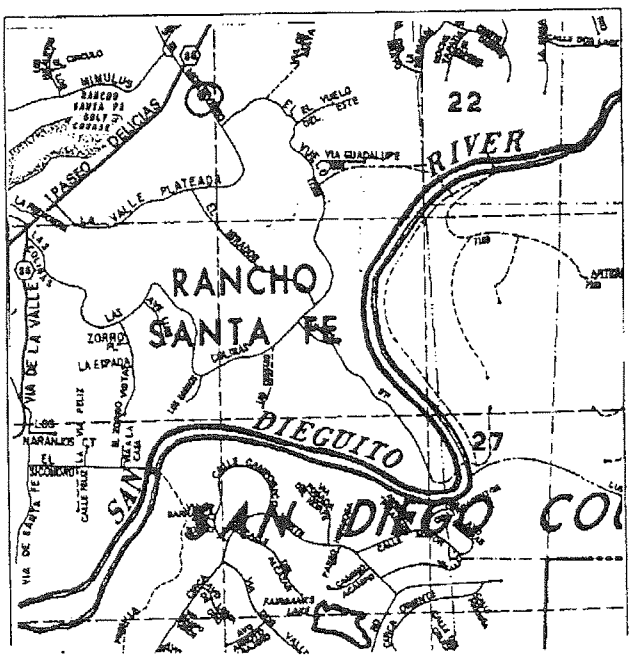
22. Other recognition Rcho SFe Historic Bldg. Reg.
State Landmark No. (if applicable) ---

23. Evaluator Rcho SFe Historical Resources Com.
Date of evaluation August 1990-August 1991

24. Survey type Comprehensive

25. Survey name Rcho SFe Historic Bldg. Survey

*26. Year form prepared 1991
By (name) Ray Brandes, Ph.D.
Organization Historian
Address 230 West Laurel Street #406
City & Zip San Diego, CA 92101
Phone (619) 232-1853



JLS

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) Rancho Santa Fe Equestrian Trail Segment

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** San Diego **and**
***b. USGS 7.5' Quad** Rancho Santa Fe **Date** 1975 **T** 13S **R** 3W; __ ¼ **of Sec**__; ___ **B.M.**
c. Address City Rancho Santa Fe Zip 92067
d. UTM: Zone 11; 481387.85 mE/ 3653959.46 mN (northern terminus of trail segment)
e. Other Locational Data:
From Interstate 5, take Via de La Valle east for 5 miles. The road ends at the intersection of Paseo Delicias, Via de La Valle, Las Colinas, and La Fremontia. The equestrian trail crosses the road at this intersection.

***P3a. Description:**
The recorded resource consists of a segment of an equestrian trail that has been designated for public use. The segment of the equestrian trail crosses Paseo Delicias at the intersections of Paseo Delicias, Via de la Valle, Las Colinas,and La Fremontia. From south to north, the trail segment begins in APN 266-310-53 and crosses east over Via de la Valle and Las Colinas to a paved easement along the east side of Via de la Valle. From there, the trail crosses north across Paseo Delicias into APN 266-241-41and then east across La Fremontia. The trail continues through a lightly wooded area and then north along La Fremontia to a connection with the golf course loop trail. This is one segment of a much larger 45 mile designated trail system for recreational equestrian use. The trails throughout the Rancho Santa Fe Covenant area follow a general pattern, with most running through private property (generally along parcel borders), public rights-of-way associated with community streets and roadways, and some small easements through locally owned public property. Trails are generally constructed with wood mulch or bare dirt, ranging in width from 1.5 to 5 yards

***P3b. Resource Attributes:** HP37. Trail
***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: Northeast view of equestrian trail; south side of Paseo Delicias. 01/11/2012, IMG 1889

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1920s/Archival research, aerial maps

***P7. Owner and Address:**
Rancho Santa Fe Association
PO Box A Rancho Santa Fe, CA 92067

***P8. Recorded by:** (Name, affiliation, address)
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

***P9. Date Recorded:** 01/11/2012

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historical Resources Evaluation Report for the Rancho Santa Fe Roundabouts Project San Diego County, California* AECOM 2012

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

 Resource Name or #: (Assigned by recorder) Rancho Santa Fe Equestrian Trail Segment

B1. Historic Name:
B2. Common Name: Rancho Santa Fe Equestrian Trail
B3. Original Use: Equestrian trail B4. Present Use: Equestrian trail
***B5. Architectural Style:** N/A
***B6. Construction History:** 1920s; grading and surface maintenance, no major alterations.
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** ____ **Original Location:** ____
***B8. Related Features:**
B9. Architect: N/A b. Builder: Unknown
***B10. Significance: Theme** Transportation and Circulation **Area** Rancho Santa Fe
Period of Significance 1920s **Property Type** Equestrian trail **Applicable Criteria** NRHP A, C; CRHR 1, 3

This resource, comprised of one segment of equestrian trails in Rancho Santa Fe, San Diego County, has been identified as part of the character-defining circulation element of California Historical Landmark (CHL) No. 982. The CHL No. 982 Cultural Landscape Amendment describes a circulation element that includes 1920s equestrian trails (May 2004). As a contributing feature to a landmark listed in the CRHR and eligible for the NRHP, the resource segment dates from the landmark period of significance and is eligible for the CRHR and the NRHP.

Equestrian activity has been prevalent throughout Rancho Santa Fe's history, beginning with Spanish ownership and continuing into the early days as a planned rural-residential community. Developed by the 1920s, this segment of the equestrian trail continues north at the northern terminus of the Osuna Valley River Road (Via De La Valle). The Osuna Valley River Road served as wagon routes through Rancho San Dieguito. These trails were located in the San Dieguito Land Grant, which was deeded to Don Juan Osuna in 1840 by the regional Mexican Governor. After the annexation of California by the United States, the U.S. government did not recognize the previous land grant until 1871. Despite frequent title changes and the subdivision of the rancho into smaller parcels, the descendants of the Osuna family continued to live on the rancho throughout the 19th century. In 1906, the entire rancho and surrounding lands were purchased by the Rancho Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad Company (May 2004). Recognizing the potential of the area, the company began to plan for the successful development of the new agriculturally-based community of Rancho Santa Fe.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. Alfred A. Knopf, 2002; May, Vonn Marie. *California State Landmark #982 Cultural Landscape Amendment.* 2004.

B13. Remarks:

***B14. Evaluator:** Jill Gibson and M.K. Meiser, AECOM

***Date of Evaluation:** 01/18/201

(This space reserved for official comments.)

LINEAR FEATURE RECORD

Resource Name or #: (Assigned by recorder) Rancho Santa Fe Equestrian Trail Segment

L1. Historic and/or Common Name: Rancho Santa Fe Equestrian Trail
L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**
b. Location of point or segment: Zone 11; 481387.85 mE/ 3653959.46 mN (northern terminus of trail segment)

L3. Description:
The resource consists of a segment of an equestrian trail that has been designated for public use. The segment of the equestrian trail is located at the intersection of Paseo Delicias, Via de la Valle, Las Colinas,and La Fremontia. From south to north, the trail segment begins in APN 266-310-53 and crosses east over Via de la Valle and Las Colinas to a paved easement along the east side of Via de la Valle. From there, the trail crosses north across Paseo Delicias into APN 266-241-41and then east across La Fremontia. The trail continues through a lightly wooded area and then north along La Fremontia to a connection with the golf course loop trail.

The trail is generally dirt or covered with wood mulch, ranging in width from 1.5 to 5 yards.

L4. Dimensions:
a. Top Width: 5 yards
b. Bottom Width: 5 yards
c. Height or Depth: N/A
d. Length of Segment: 957 feet

L5. Associated Resources:

L6. Setting: This segment of the equestrian trail is situated on northern sloping dirt and planted terrain that is intersected by Paseo Delicias.

L4e. Sketch of Cross-Section (include scale) **Facing:**

L7. Integrity Considerations: The trail is in excellent condition and is presently in use and actively maintained.

L8b. Description of Photo, Map, or Drawing Camera facing north on the south side of Paseo Delicias; 01/11/2012; IMG_1876

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

L11. Date:
01/11/2012

***B10. Significance: cont.**

In the 1920s, Santa Fe Railroad's vice-president W. E. Hodges decided to subdivide the ranch into several hundred parcels for orchards and country estates. Hodges put in place rigid design and planning regulations in order to preserve the area's character and rural landscape. Leone G. Sinnard, a developer, was charged with planning the roads. Sinnard incorporated the existing Escondido Road (Paseo Delicias) and Osuna River Valley Road (Via De La Valle) into his design, and added winding residential side streets to maintain the rural and organic feeling of the rancho. Sinnard gave them thematically descriptive Spanish names to create the appearance of a romantic association with the rancho's past. By 1922, every aspect of the community was planned, including the subdivision of parcels and road development (May 2004).

An element of the historic rural character of Rancho Santa Fe is its accommodation and promotion of equestrian activities. Since the development of the town in the 1920s, narrow roads and the lack of sidewalks required separate trails for equestrian uses. In the late 1920s, Arthur Lommis built a large equestrian facility nearby Osuna Adobe #1 and raised Kentucky stallions. The Lommis stables initiated the recreational equestrian presence in the Rancho with several miles of dedicated horse trails. While it is not known with certainty when this segment of the equestrian trails was developed, it was likely in use by the 1920s. Rancho Santa Fe's equestrian trails were associated with the development of Rancho San Santa Fe. These trails were likely narrow, dirt trails that connected with the old wagon roads, making them locally significant.

The incorporation of these equestrian trails into the planned Rancho Santa Fe community helped to create the desired rural feeling in the design. While the segment does not appear individually eligible for the NRHP or CRHR, it is associated with the design and development of CHL No. 982 and its character-defining circulation element. The planned community of Rancho Santa Fe was designated CHL No. 982 in 1989 and is listed in the CRHR. In addition, CHL No. 982 is eligible for listing in the NRHP under Criterion A and the CRHR under Criterion 1 as one of the California's first planned communities unified by a single architectural theme, the Spanish Colonial Revival. As part of the circulation element that is a character-defining feature of CHL No. 982, the RSF Equestrian Trail Segment is significant and meets NRHP Criterion A and CRHR Criterion 1 in association with the CRHR-listed and NRHP-eligible planned community.

Although CHL No. 982 is directly associated with Lilian Rice, one of California's first successful women architects, who supervised the development and designed many of the buildings in the community, the circulation element of the landmark does not have a specific association with Rice. The trails are associated with the planners and developers of the community, most directly Leone G. Sinnard. Sinnard designed the character-defining network of rural residential streets, including the incorporating existing trails. Sinnard was key in the design and development of Rancho Santa Fe and other community developments in California, and thus is a significant historic person and meets NRHP Criterion B and CRHR Criterion 2.

As part of the CHL No. 982 circulation element, the designated 45 mile equestrian trails are made of dirt and mulch and are 1.5 to 5 yards wide. They do not exhibit distinctive methods of construction or high artistic value. However, it is a contributing feature of CHL No. 982's circulation element, a character-defining feature of its historic designed and vernacular landscape. CHL No. 982 is eligible for the NRHP under Criterion C for its exceptional design by a master architect, Lilian Rice. The trails meet NRHP Criterion C and CRHR Criterion 3 as a contributing feature to a CRHR-listed and NRHP-eligible planned community.

It does not, nor is likely to, yield important information relating to history or prehistory under NRHP Criterion D or CRHR Criterion 4.

The boundary of these trails segments contains the limits of the trails within the project area. The trail's original alignment is unknown, but maintains the spirit of the design for the planned community. Attributes of the trail segment that contribute to the historic property include its location, function, naturalistic appearance, and setting. Non-contributing attributes include non-period surfaces, signage, and adjacent vegetation. In summary, these trails contribute to a historic property that is eligible for listing in the NRHP or CRHR as a feature of CHL No. 982, and is considered a historical resource for the purposes of CEQA.

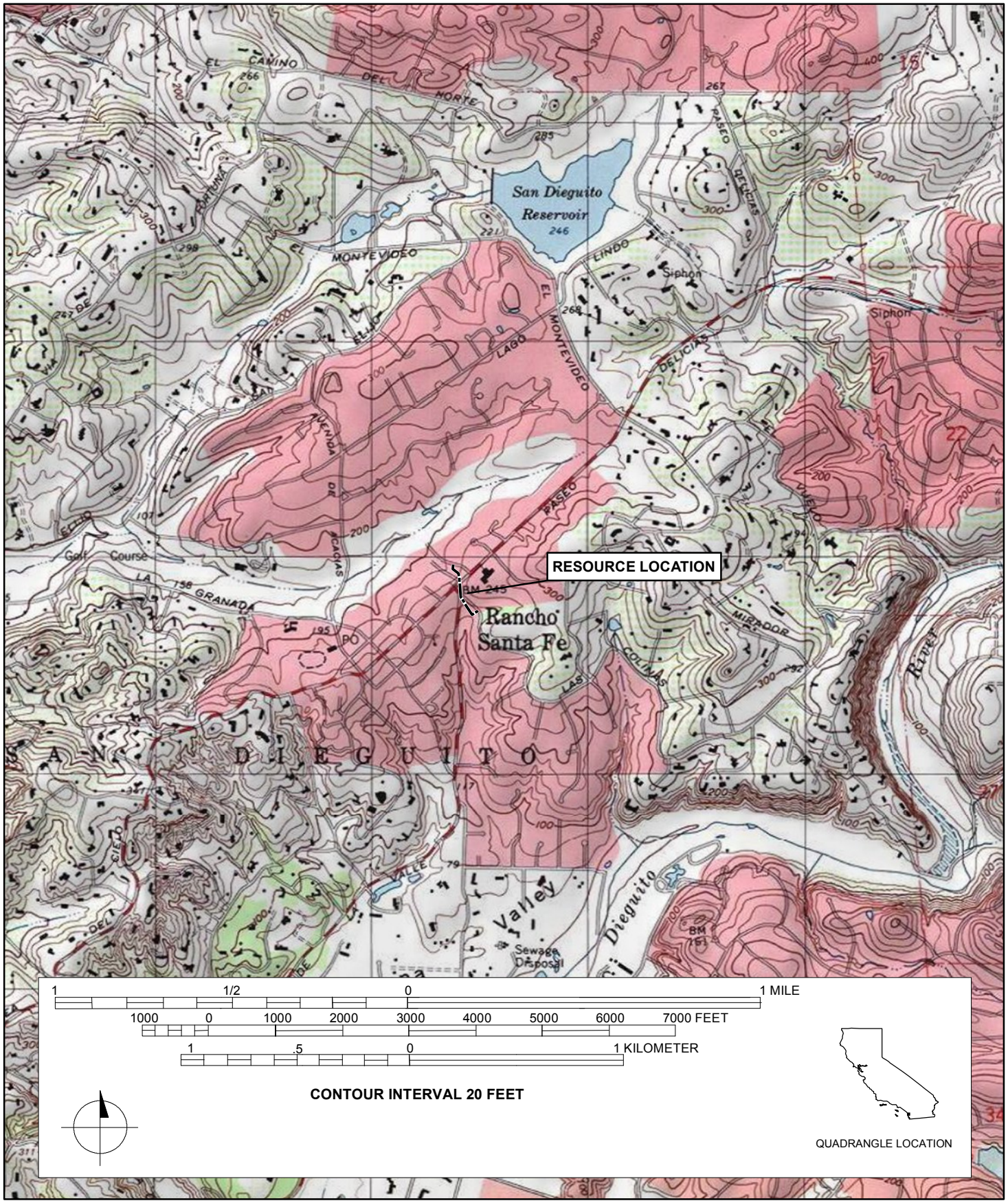
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

* Resource Name or # (Assigned by recorder) RSF Equestrian Trail Segment

* Map Name: Rancho Santa Fe, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1996



*Required Information

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) RSF-H-266-321-13

P1. Other Identifier: Parcel No. 266-321-13
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** San Diego
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Rancho Santa Fe **Date** 1975 **T** 13S **R** 3W; __ ¼ **of Sec**__; __ **B.M.**
c. Address 6214 Las Colinas Avenue **City** Rancho Santa Fe **Zip** 92067
d. UTM: (give more than one for large and/or linear resources) Zone _; _mE/ _mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN: 266-321-13
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
A single story, rectangular-plan, Ranch-style residence is situated on this parcel. The residence is clad in board and batten siding with a brick chimney in the interior. A screened in porch spans the length of the south façade and aluminum sliding windows are protected by awnings. An attached garage is located on the west side and pool to the east. The residence is set back from Las Colinas Avenue on an uphill slope and accessed by a paved asphalt driveway.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) View facing northeast; 01/18/2012, IMG 048

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1957/San Diego County Assessor's Office

***P7. Owner and Address:**
Village Community Presbyterian Church
PO Box 704
Rancho Santa Fe, CA 92067

***P8. Recorded by:** (Name, affiliation, address)
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

***P9. Date Recorded:** 01/18/2012

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historical Resources Evaluation Report for the Rancho Santa Fe Roundabouts Project San Diego County, California* AECOM 2012

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) RSF-H-266-321-13

B1. Historic Name: Unknown
B2. Common Name: Unknown
B3. Original Use: Residence B4. Present Use: Residence
***B5. Architectural Style:** Ranch Style
***B6. Construction History:** (Construction date, alteration, and date of alterations) 1957; no major alterations.
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** ____ **Original Location:** ____
***B8. Related Features:** ____
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Residential Development **Area** Rancho Santa Fe
Period of Significance 1957 **Property Type** Residence **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Beginning as the San Dieguito Land Grant, the land that made up what is now Rancho Santa Fe was deeded to Don Juan Osuna in 1840 and the descendants of the Osuna family continued to live on the rancho throughout the nineteenth century. In 1906, the entire land that encompassed the rancho was purchased by the Rancho Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad Company (May 2004). In the 1920s, Santa Fe Railroad's vice-president, W. E. Hodges, decided to subdivide the ranch into several hundred parcels for orchards and country estates. Leone G. Sinnard, manager for the Santa Fe Land Improvement Company, plotted the subdivisions and winding roads. By 1922, Las Colinas and the surrounding roads were developed. Parcel No. 266-321-13 was platted in 1950. Standford and Grace Tompkins built the Ranch-style home in 1957, and the deed was eventually transferred to a bank trust. In 1995, the Village Church bought the property and remains the current owners.

Built in 1957, the property does not have significant associations with the historic development of Rancho Santa Fe or any other important historical events. It does not meet NRHP Criterion A or CRHR Criterion 1. The property is associated with Standford and Grace Tompkins, who are not historically significant persons. It does not meet NRHP Criterion B or CRHR Criterion 2. The building includes architectural characteristics of the Ranch style, but it is not a significant example of the style, nor does it have high artistic value or represent the work of a master architect. It is not architecturally significant and does not meet NRHR Criterion C or CRHR Criterion 3. The resource does not contain nor is likely to yield information about archaeology under NRHP Criterion D or CRHR Criterion 4. This resource does not convey historical or architectural significance and is not eligible for the NRHP or CRHR.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. Alfred A. Knopf, 2002.

May, Vonn Marie. *California State Landmark #982 Cultural Landscape Amendment.* 2004.

B13. Remarks:

***B14. Evaluator:** Jill Gibson and M.K. Meiser, AECOM

***Date of Evaluation:** 01/18/2012

(This space reserved for official comments.)

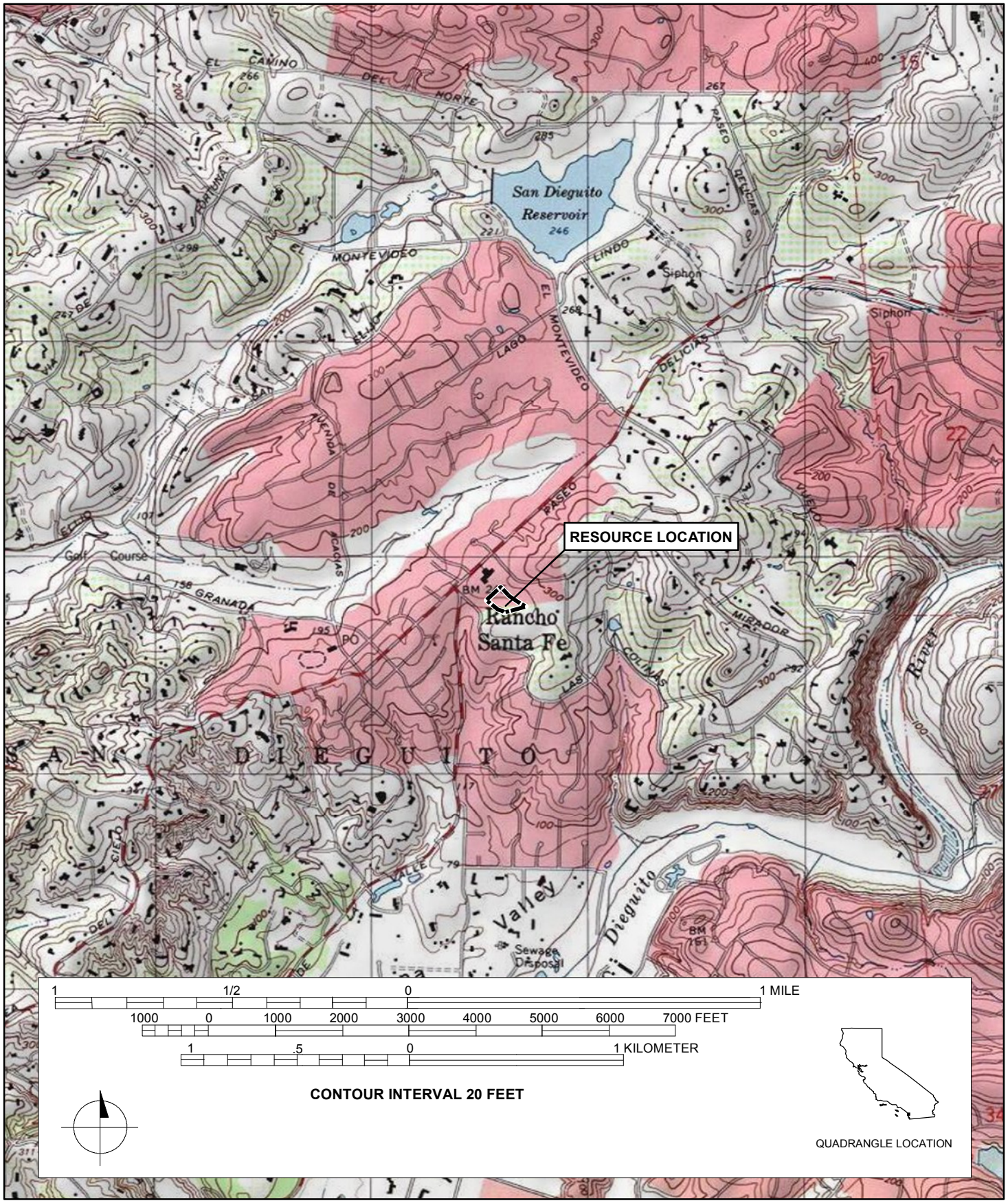
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

Page 3 of 3 * Resource Name or # (Assigned by recorder) RSF-H-266-321-13

* Map Name: Rancho Santa Fe, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1996



DPR 523J (1/95)

*Required Information

Appendix G2
Finding of No Adverse Effect

FINDING OF NO ADVERSE EFFECT WITHOUT STANDARD CONDITIONS FOR THE RANCHO SANTA FE ROUNDABOUTS PROJECT, RANCHO SANTA FE, SAN DIEGO COUNTY, CALIFORNIA

Prepared for:

County of San Diego Department of Public Works
Environmental Services Unit
5469 Kearny Villa Road, Suite 305
San Diego, California 92123-1295

California Department of Transportation, District 11
P.O. Box 85406
San Diego, California 92186-5406

Reviewed and Approved by:

Janice Calpo, Associate Environmental Planner – Architectural History
California Department of Transportation, District HQ
Sacramento, California

Kevin Hovey, Senior Environmental Planner
California Department of Transportation, District 11
San Diego, California

Prepared by:

M. K. Meiser, M.A., Architectural Historian AECOM
1420 Kettner Boulevard, Suite 500
San Diego, California 92101
(619) 233-1454

June 2012

USGS Quadrangle: San Diego 7.5'

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INTRODUCTION

The County of San Diego Department of Public Works (County DPW), in conjunction with the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), prepared this Finding of No Adverse Effect for the proposed Rancho Santa Fe Roundabouts Project (undertaking or project) to construct traffic roundabouts at three intersections along Paseo Delicias in the unincorporated community of San Dieguito in northwest San Diego County (Appendix A, Figures 1 and 2). Roundabouts would be constructed to replace existing stop signs to ease traffic congestion. Potential effects of this undertaking on historic properties must be considered in accordance with the standards and guidance provided by Section 106 of the National Historic Preservation Act (NHPA).

A Historic Properties Survey Report (HPSR) was prepared for this undertaking to identify and evaluate historic properties within the Area of Potential Effects (APE). The APE for the undertaking was determined in consultation with Caltrans and approved on 28 March 2012. The HPSR identified and recorded three significant resources that are eligible for the National Register of Historic Places (NRHP) within the APE: California Historic Landmark (CHL) No. 982 (the Historic Planned Community of Rancho Santa Fe), and two contributing features of CHL No. 982, the Paseo Delicias Intersections and the Rancho Santa Fe (RSF) Equestrian Trail Segment (see Appendix B). CHL No. 982 is considered a historic property and a historical resource under the California Environmental Quality Act (CEQA); the Paseo Delicias Intersections and the RSF Equestrian Trail Segment are considered contributing features to the historic property and contributing features to a historical resource under CEQA.

On 28 March 2012, Caltrans approved the HPSR and submitted it to the State Historic Preservation Officer (SHPO) for concurrence. In a letter dated 4 May 2012 (see Appendix C), SHPO concurred with the findings of the HPSR, and stated that for the purposes of this project, CHL No. 982 should be considered eligible for the National Register of Historic Places (NRHP), and that the Paseo Delicias Intersections and the RSF Equestrian Trail Segment should be considered contributing features of CHL No. 982. SHPO also concurred that three residences within the APE were not eligible for the NRHP: the H.P. and Florence Johnston House (P-37-023709), 7095 Camino del Norte, and 6214 Colinas Avenue. These resources are not considered historic properties under NHPA or historical resources under CEQA.

This Finding of No Adverse Effect found that the proposed undertaking, which includes road widening, realignment, and reconfiguration, and the introduction of new features, would impact the historic property CHL No. 982. Specifically, two contributing features to the historic property, the Paseo Delicias Intersections and the RSF Equestrian Trail Segment, would be impacted. However, Caltrans has determined that the undertaking's impact would not constitute an adverse effect due to its inconsequential magnitude in affecting the ability of the historic property as a whole to convey its historical significance. Caltrans, in applying the Criteria of Adverse Effect, proposes that a finding of No Adverse Effect is appropriate, and is seeking the SHPO's concurrence in the finding, pursuant to 36 Code of Federal Regulations (CFR) 800.5(c) and Section 106 Programmatic Agreement (PA) Stipulation X.B(1).

DESCRIPTION OF THE UNDERTAKING

The County DPW, in conjunction with FHWA and Caltrans, proposes the Rancho Santa Fe Roundabouts Project to construct traffic roundabouts at three intersections along Paseo Delicias in the unincorporated community of San Dieguito in northwest San Diego County (see Appendix A, Figures 1 and 2). These roundabouts would ease traffic congestion along Paseo Delicias without alterations to the width of the road segments or number of lanes. No changes to the posted speed limits or segment characteristics of any of the affected roadways are planned as part of the undertaking.

Paseo Delicias is a two-lane road between Via de la Valle and El Camino del Norte that provides a link between Interstate 15 (I-15) along Via Rancho Parkway and Del Dios Highway and connects to other westbound local roads for access to Interstate 5 (I-5). Paseo Delicias is classified as a 2.2.A Light Collector in the County of San Diego General Plan Mobility Element. Vehicles traveling along or accessing this roadway corridor must wait in long queues during peak commute periods at the three project intersections. To avoid long waits, some motorists divert onto surrounding residential roadways, which results in potential traffic conflicts and delays to residents accessing their driveways.

The roundabouts would be built based on FHWA guidelines for design of rural roundabouts. Roundabout construction would include adequate signage and illumination to provide for pedestrian, bicyclist, equestrian, and motorist safety. The roundabouts' diameters would be 110 feet and, from the center to the edge, would include a 12- to 15-foot-wide truck apron, a 16-foot-wide travel lane and a 48- to 54-foot-diameter central island. The center of each roundabout would be landscaped, and curbs would be installed around the perimeter of each roundabout to direct the circular flow of traffic. Curbs would also be installed for the raised medians at the approach to each roundabout. The roundabouts are individually described below.

Via de la Valle/La Fremontia Intersection

The Via de la Valle/La Fremontia roundabout would have three intersecting street segments: Paseo Delicias from the west and east, and Via de la Valle from the south. The design for this roundabout includes the closure of the western La Fremontia intersection. The western leg of La Fremontia would be made into a cul-de-sac, and access to this road would be east of the roundabout at its eastern intersection with Paseo Delicias. A landscaped berm would be constructed between the new cul-de-sac and the roundabout. The southwest and southeast corners of the intersection of Paseo Delicias/Via de la Valle would be widened to accommodate the roundabout and for the realigned equestrian trail that would follow along the southeast side of the intersection. Existing bus stops on Paseo Delicias would be relocated to match the alignment of the roundabout. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout and cul-de-sac.

South of the proposed roundabout, the intersection of Las Colinas with Via de la Valle would be realigned to the south to intersect Via de la Valle at a right angle. This realignment would allow continuous traffic flow through the three street segments in the roundabout, and allow full access

to Las Colinas from Via de la Valle. A left turn pocket into Las Colinas would also be constructed. Two private driveways on Las Colinas would be lengthened to connect with the realigned roadway.

West of the roundabout, the eastern access to a circular driveway at a private residence on the south side of Paseo Delicias would be closed. Ingress and egress to the private residence would be maintained via the western side of the circular driveway. Left-out access from a residential driveway located on the northwest corner of the intersection of Via de la Valle and Paseo Delicias would be prohibited due to the presence of the proposed splitter island on the eastbound approach of Paseo Delicias to the intersection with Via de la Valle.

El Montevideo/La Valle Plateada Intersection

The El Montevideo/La Valle Plateada roundabout would have four intersecting street segments: Paseo Delicias from the west and east, El Montevideo from the north, and La Valle Plateada from the south. To accommodate the roundabout, the intersection would be widened and shifted slightly in a northeasterly direction, and would undergo a minor elevation increase to meet safety requirements for roundabouts design. No widening would be required at the southwest side of the intersection. Existing bus stops on Paseo Delicias would be relocated farther to the east and west of the roundabout.

El Camino del Norte Intersection

The El Camino del Norte roundabout would have three intersecting street segments: Paseo Delicias approaching from the west, Del Dios Highway from the east, and El Camino del Norte from the north. The intersection would be widened on the northwest and northeast corners to accommodate the roundabout. Retaining walls would be constructed on the south side of Paseo Delicias/Del Dios Highway and the east side of El Camino del Norte. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout. The equestrians approaching the roadway from the existing trail would be rerouted along the shoulders of Paseo Delicias to access the proposed crosswalk to be located just west of the roundabout. Two driveways on the west side of El Camino del Norte would be combined and provide access to El Camino del Norte north of the proposed splitter island. Combining these driveways would allow full driveway access for the residences located at the northwest corner of the El Camino del Norte intersection.

AREA OF POTENTIAL EFFECTS

The APE (see Appendix A, Figures 3a through 3d) was established as the project footprints and the first tier of adjacent parcels that have the potential to be directly or indirectly affected due to their proximity to the project footprints. Certain adjacent parcels in areas generally separated from the project footprints by distance, viewshed, or grade separation that would not be indirectly affected by project activities were excluded. For archaeological resources, the APE was limited to the Area of Direct Impacts (ADI), or the limits of temporary and permanent construction disturbance.

PUBLIC PARTICIPATION

Interested parties were contacted to request information and comments about cultural resources that may be affected by this undertaking. Native American representatives, local historical societies, and community organizations were contacted to request information and comments on cultural resources within the cultural resources study area that included the project footprints and a one-mile buffer. The County DPW, as the proponent of this project, led the planning effort. Community involvement has been a critical aspect in planning, including the involvement of the Rancho Santa Fe Association.

Native American Contact Program

- The California Native American Heritage Commission (NAHC) was contacted on 28 December 2006 to conduct a sacred lands search. The result of the sacred lands search was negative; no sacred lands exist within 100 feet of the APE. The NAHC provided a list of interested parties or individuals to contact to solicit their input for the proposed project on 2 January 2007; formal letters that included notice of the undertaking, the project vicinity and study area map, and a comments/response form were sent to interested parties on 3 January and on 25 May 2007. The purpose of the letters was to solicit information about the cultural and/or religious significance of the study area.

- A Native American/Interested Parties contact program was conducted for this project by the County. One response was received: David L. Toler, Councilman, San Pasqual Band of Diegueno Mission Indians of California, wrote a response letter on 19 June 2007 stating that the area is Kumeyaay ancestral territory, and the Kumeyaay do not know of any sacred or sensitive sites at the project site.

Local Agencies and Historical Societies

- Rancho Santa Fe Association: The Rancho Santa Fe Association, a homeowners association, has been involved with the planning of this project since its inception, mainly due to its responsibilities under the Rancho Santa Fe Protective Covenant (Covenant) to protect the aesthetics of the community. Communication with this group has been frequent and ongoing as part of the environmental review process (see below). On 15 December 2011, Ivan Holler, manager of the Rancho Santa Fe Association, was sent a letter requesting specific information regarding cultural resources that included notice of the undertaking, the project vicinity and study area map, and a comments/response form. A follow-up phone call was made on 9 January 2012 and a voicemail message was left regarding the project. On 16 January 2012, an email was sent regarding the project; a response was received from Mr. Holler stating that he had no new information about the history of the study area.

- Rancho Santa Fe Historical Society: On 15 December 2011, the Rancho Santa Fe Historical Society was sent a letter that included notice of the undertaking, the project

vicinity and study area map, and a comments/response form. On 9 January 2012, a follow-up phone call was made and a voicemail message was left. On 16 January 2012, an email requesting information about historic resources within the project area was sent. To date, there has been no response.

- San Diego History Center: On 15 December 2011, the San Diego History Center was sent a letter that included notice of the undertaking, the project vicinity and study area map, and a comments/response form. A follow-up phone call was made on 9 January 2012, and a voicemail was left regarding the project. To date, there has been no response.

Environmental Compliance

As part of the CEQA process, the County released a Notice of Preparation (NOP) for the state-level Draft Environment Impact Report (DEIR) for the project in 2007. The County held a public meeting in Rancho Santa Fe on 9 January 2007 in advance of preparation of the DEIR. Between 16 October and 8 December 2008, the County circulated the project DEIR for public review. The County received comments both in response to the NOP and the DEIR, several of which contained concerns regarding impacts to cultural resources, particularly potential impacts to the character of the landmark and the proximity of the project to a residence designed by Lillian Rice (P-37-091944; H.P. and Florence Johnston House, 7052 La Valle Plateada).

- The San Diego County Archaeological Society, represented by Mr. James W. Royle, Jr., chair of the Environmental Review Committee, in a letter dated 14 October 2007, related that the society was pleased to note the inclusion of cultural resources studies, and requested to be included in the distribution of the DEIR and to receive copies of the cultural resources technical reports. On 29 November 2008, Mr. Royle sent another letter in response to the DEIR, agreeing with the evaluation of cultural resources within the APE, and posing a question concerning the existence of the NRHP-significant Lake Hodges Flume within the APE.

- Ms. Anna M. Hoover, cultural analyst for the Pechanga Cultural Resources Department, in an email dated 29 October 2007, requested additional information about the project, including maps and archaeological studies, to inform comments.

- Mr. Russell E. Sande, owner and resident at 7052 La Valle Plateada, in a fax dated 14 November 2007, raised objections to the project, and concerns about impacts to his property, including encroachment on and disturbance to his historic residence designed by Lillian Rice. In an email dated 1 December 2008, Mr. Sande reiterated concerns that the project would detract from the rural character of Rancho Santa Fe, and would negatively impact the value or historical significance of his Lillian Rice-designed residence. In an email dated 2 December 2008, Mr. Sande requested an opportunity to coordinate with County representatives.

- Ms. Rankine Van Anda, resident of Rancho Santa Fe, in a letter dated 9 December 2007, raised concerns about impacts to the historic Lillian Rice-designed residence at the El

Montevideo intersection by encroachment of the roundabouts on the property. In a separate letter dated 6 December 2008, Ms. Van Anda acknowledged the satisfactory resolution of her concerns after reviewing the DEIR.

- The Rancho Santa Fe Association, in correspondence dated 9 January 2007, requested that certain design issues be considered in the environmental impact report (EIR) process. On 10 December 2007, the Rancho Santa Fe Association sent a letter to the County with additional concerns, including the impacts to the Lillian Rice-designed residence at the southwest corner of the El Montevideo intersection, and a memorandum that included a compilation of further concerns provided by several residents about impacts to community character, particularly the effects on the Covenant's historic landmark/ landscape designation; community identity, and aesthetics; impacts on historical resources; and the preservation of scenic roadways and rural ambiance. On 4 December 2008, the Rancho Santa Fe Association provided further comments on the DEIR, mostly concerning traffic needs and the geometry of the roundabouts.

- Ms. Shasta C. Gaughen, Tribal Historic Preservation Officer for the Pala Band of Mission Indians, in a letter date 29 October 2008, responded on behalf of Robert Smith, Tribal Chairman, confirming that the project is not located within the recognized Pala Indian Reservation or in the tribe's Traditional Use Area. The tribe had no objections to project activities.

- The San Dieguito Planning Group, in a letter dated 4 December 2008, provided comments on the DEIR, including one comment concerning the impact on the rural community character and encouraging a design that is more rural aesthetically.

- Mr. Richard E. Carlson, Rancho Santa Fe resident, in a letter dated 22 October 2008, stated concerns about the project's impacts on the rural character of the community due to the size of the roundabouts.

- Ms. Patricia Simmons, owner and resident of 7057 La Valle Plateada, in an email dated 2 December 2008, voiced her concerns about encroachment onto her property, with specific concern for trees on her property that she estimated to be 50 years or older. In an email dated 8 December 2008, Ms. Simmons reiterated her objection to the project, including her concerns for mature trees on her property, which she viewed as part of the historic landmark of Rancho Santa Fe.

Changes have been made to the DEIR since the 2008 circulation to address these comments by incorporating discussions on the project's safety features, minor design changes, and revisions to technical studies per the National Environmental Policy Act (NEPA) process to ensure consistency between the CEQA and NEPA analyses. For cultural resources, the HPSR documents were updated to reflect changes to the APE as a result of design changes, and a lighting study was conducted to determine the amount of light necessary for adequate safety while minimizing potential light effluence and changes to the existing aesthetic condition and community character. The revised DEIR will be circulated for a 45-day public review.

DESCRIPTION OF HISTORIC PROPERTIES

An HPSR was prepared for this undertaking to identify and evaluate historic properties within the APE. The HPSR included an Archaeological Survey Report (ASR) and a Historical Resources Evaluation Report (HRER). The ASR, completed in March 2008, did not identify any prehistoric archaeological resources within the current 2012 APE. The HRER identified seven historic resources within the APE through research and survey. Three previously recorded resources were identified in the APE: CHL No. 982; Lake Hodges Flume (P-37-023709); and the H.P. and Florence Johnston House (P-37-091944). No existing segment of the Lake Hodges Flume (P-37-023709) could be identified or evaluated within the APE by intensive survey because it has been removed (Gregory and Hirsch 2008). Four additional resources were identified within the APE: two residences, 6214 Colinas Avenue (RSF-H-266-321-13) and 7095 Camino del Norte (RSF-H-265-231-07); the RSF Equestrian Trail Segment; and the Paseo Delicias Intersections. Of the seven identified resources, three existing resources within the APE were significant. CHL No. 982 is considered a historic property and a historical resource under CEQA; the Paseo Delicias Intersections and the RSF Equestrian Trail Segment are considered contributing features to the historic property and contributing features to a historical resource under CEQA.

On 28 March 2012, Caltrans approved the HPSR and submitted it to the State Historic Preservation Officer (SHPO) for concurrence. In a letter dated 4 May 2012, SHPO concurred with the findings of the HPSR, and stated that for the purposes of this project, CHL No. 982 should be considered NRHP-eligible, and that the Paseo Delicias Intersections and the RSF Equestrian Trail Segment should be considered contributing features of a potentially NRHP-eligible property (see Appendix C). SHPO also concurred that three residences within the APE were not eligible for the NRHP: the H.P. and Florence Johnston House (P-37-091944), 7095 Camino del Norte, and 6214 Colinas Avenue. These resources are not historic properties under NHPA nor historical resources under CEQA.

California Historical Landmark No. 982, the Historic Planned Community of Rancho Santa Fe (see Appendix A, Figure 3a, Map Reference #1), is listed in the California Register of Historical Resources (CRHR) and is considered eligible for inclusion in the NRHP at the state and local level under Criteria A, B, and C. It is significant under NRHP Criterion A as one of California's first planned communities unified by a single architectural theme, the Spanish Colonial Revival style. As such, Rancho Santa Fe influenced development patterns across the state. It is significant under NRHP Criterion B for its direct association with Lilian Rice, one of California's first successful female architects, who supervised the development and designed many of the buildings in the community. It is also significant for its association with historical figures including Don Juan Maria Osuna, L.G. Sinnard, W.E. Hodges, Charles H. Cheney, Richard Requa, and Herbert L. Jackson. CHL No. 982 is eligible for the NRHP under Criterion C for its exceptional planned design in the Spanish Colonial Revival style by a master architect, Lilian Rice. Its main period of significance is 1906 to 1928. Although the boundary of the landmark designation is not specifically detailed in the 1989 nomination, it follows the community outline contained in the Rancho Santa Fe Protective Covenant map, created in 1927.

The boundary includes approximately 6,200 acres. Contributing elements include eight component landscapes: Osuna Valley; Eucalyptus Forest; San Dieguito Reservoir; Orchards of Rancho Santa Fe; Civic Center; Golf Course, Golf Course Estates, and San Elijo Creek; Rancho Zorro; and San Dieguito River Park. In addition, six organizational elements of the landscape are contributing: natural systems/open space, spatial organization and land use, circulation, vegetation, views and vistas, and objects and furnishings (May and Burnett 2004). Under these elements, character-defining features include open spaces, the low density and placement of buildings, orchards, road patterns, equestrian and hiking trails, native vegetation, agricultural lands, the view to the Pacific Ocean, lack of signage and billboards, the dark-sky policy, bridges, cobble swales, cobble walls, and wooden corral fencing. These characteristics, in combination with its unified architectural style of Spanish Colonial Revival, give Rancho Santa Fe a high artistic value, and distinguish it from other communities in the state. Non-contributing elements include non-period buildings and structures. CHL No. 982 was designated a landmark in 1989, was automatically listed in the CRHR, and is considered eligible for the NRHP for the purposes of this project (see Appendix C).

Paseo Delicias Intersections include three intersections along Paseo Delicias in Rancho Santa Fe: RSF-PD-1 (El Camino del Norte/Del Dios Highway) (see Appendix A, Figures 3b through 3d, Map Reference #4), RSF-PD-2 (El Montevideo/La Valle Plateada) (Map Reference #5), and RSF-PD-3 (Via de la Valle/La Fremontia) (Map Reference #6). Each intersection consists of intersecting two-lane asphalt-surfaced roads with all-way stop signs and a few striped turning lanes, with the exception of the El Camino del Norte intersection, which is only stop-controlled on El Camino del Norte approaching Paseo Delicias/Del Dios Highway. The unexceptional roadway intersections do not exhibit historical or architectural significance for individual eligibility for listing in the NRHP or CRHR. However, they are associated with the design and development of CHL No. 982, which is considered a historic property for the purposes of this project, and contribute to its character-defining circulation element. The boundary of these intersections is defined as the limits of the roadways within the project area. RSF-PD-1 includes intersecting segments of Paseo Delicias (357 feet), which turns into Del Dios Highway (522 feet), and El Camino Del Norte (268 feet) to the north. RSF-PD-2 includes intersecting segments of Paseo Delicias (1,000 feet), El Montevideo (318 feet), and La Valle Plateada (282 feet). RSF-PD-3 includes intersecting segments of Paseo Delicias (707 feet), Via De La Valle (470 feet), La Fremontia (251 feet), and Las Colinas (519 feet). Attributes of the intersections that contribute to the historic property include their location, two-lane character, and setting. Non-contributing attributes include non-period surfaces, striping, and signage.

The ***RSF Equestrian Trail Segment*** (see Appendix A, Figure 3d, Map Reference #8) includes equestrian trail portions that are lined with bare dirt, mulch, and paving, ranging in width from 1.5 to 5 yards. The segment does not exhibit historically or architecturally significant associations for individual eligibility for the NRHP or CRHR. It is associated with the design and development of CHL No. 982, which is considered a historic property for the purposes of this project, and contributes to its character-defining circulation element. The linear boundary of the 957-ft. segment extends from west to east through Parcel No. 266-310-53 to Via de la Valle, crosses Via de la Valle and Las Colinas to a paved easement along the east side of Via de la Valle, crosses Paseo Delicias north into Parcel No. 266-241-41, and then heads east to the

intersection of La Fremontia. Attributes of the trail segment that contribute to the historic property include its location, function, naturalistic appearance, and setting. Non-contributing attributes include non-period surfaces, signage, and adjacent vegetation.

APPLICATION OF THE CRITERIA OF ADVERSE EFFECTS

The Criteria of Adverse Effect pursuant to Section 106 PA Stipulation X.A and 36 CFR 800.5(a)(1) are applied to assess effects of the undertaking on historic properties within the APE:

> (1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

CHL No. 982 is considered a historic property for the purposes of this study: the Paseo Delicias Intersections and the RSF Equestrian Trail Segment are located within the APE and contribute to CHL No. 982. The proposed undertaking includes the introduction of roundabouts at the Paseo Delicias Intersections that are identified as RSF-PD-1, RSF-PD-2, and RSF-PD-3.

Each intersection will require modifications to accommodate circular islands constructed at the center of each intersection. Modifications will include widening the intersections and slightly shifting the alignments to re-center the intersections. At the RSF-PD-1 intersection, the road will be shifted toward the northwest and northeast corners, retaining walls will be constructed on the north and south sides of Paseo Delicias and Del Dios Highway, and the drainage system will be extended. The RSF-PD-2 intersection will require widening and shifting the intersection on the northeast side, and relocating bus stops. The RSF-PD-3 intersection will include the conversion of the western La Fremontia intersection with Paseo Delicias into a cul-de-sac separated by a landscaped earthen berm, realignment of an equestrian trail, relocation of bus stops, slight intersection realignment and widening, and the introduction of a left turn pocket. In addition, three private driveways will be modified, with one accessible driveway entrance closed.

At each intersection, a low-profile circular island will be introduced at the center of each modified intersection. In addition, new crosswalk markings in the pavement, push-button-activated crossings with in-pavement lighting and flashing warning signs, and splitter islands will be installed at the perimeter of each roundabout island. The design for lighting fixtures requires simple, discreet profiles, and shaded bulbs. The design for pedestrian and equestrian pathways surrounding the roundabouts requires a decomposed granite surface to avoid the introduction of new paving. The design for drainage system requires low-profile, combined curb-gutters. The landscaping design includes plants and natural features that are compatible with the existing landscape.

CHL No. 982

CHL No. 982 has several component landscapes and elements that are considered character-defining features. The landmark encompasses a vast area that includes the entire footprint of the undertaking, but the APE only includes areas that might be directly or indirectly impacted by the project (see Appendix A, Figure 3a). The APE was surveyed for the presence of any significant characteristics of the historic property. Two segments of CHL No. 982's character-defining circulation element were identified in the APE: the Paseo Delicias Intersections and the RSF Equestrian Trail Segment (see below for further discussion of these resources).

The circulation element was described in the Cultural Landscape Report as the "spaces and features that constitute systems of movement" (May and Burnett 2004:33). Notable features of the circulation element include the road network, as related to Sinnard's 1921 "Proposed Subdivision of Rancho San Dieguito," and equestrian and hiking trails (May and Burnett 2004:33). May and Burnett state that the "bones" of Sinnard's 52-mile road network were intact, and that the widths and alignments had not changed (May and Burnett 2004:33). The road patterns of Sinnard's subdivision plan have remained relatively unaltered to the present, although the roads have been resurfaced and restriped several times, and widened in areas for turning lanes. Because of alterations to their surfaces, the current roads do not materially convey the appearance of the original historic roads, although their alignments are intact.

Rancho Santa Fe has 45 miles of designated trails for recreational equestrian use. The trails throughout the Rancho Santa Fe Protective Covenant area are privately-owned and follow a general pattern, with the trails running through private property (generally along parcel borders), crossing public rights-of-way associated with community streets and roadways, and small easements through locally-owned public property.

The Paseo Delicias Intersections and the RSF Equestrian Trail Segment contribute to the historic property because they are representative of its character-defining circulation element. The circulation element includes 52 miles of roads and 45 miles of equestrian trails that relate to CHL No. 982's development in the 1920s. The Paseo Delicias Intersections and the RSF Equestrian Trail Segment are representative, but minor, segments of these circulation element components, and are contributing, but not exceptional, features of the circulation element. Although these two segments would be permanently altered, the scale and method of alteration would not diminish the overall integrity of the circulation element to the extent that would disqualify it as a characteristic of the historic property. There would be no adverse effect on the historic property based on the proposed alterations to minor segments of these minor contributing features.

A full evaluation of CHL No. 982 is outside the scope of the current project. However, for future consideration of this potential historic property, including future management considerations, maintenance practices, and priorities, a full evaluation of CHL No. 982 to formally determine its NRHP-eligibility and character-defining features should be undertaken. Such an evaluation would provide information that could assist in avoiding future adverse effects and significant impacts.

Paseo Delicias Intersections
The project would alter the Paseo Delicias Intersections by expanding their footprints, slightly shifting their alignments, realigning one street (Las Colinas at Via de la Valle), and converting the western La Fremontia intersection with Paseo Delicias into a cul-de-sac separated by an earthen berm. The project would reorient the method of navigating the intersections and change the appearance of the intersections by introducing roundabout and cul-de-sac features.

The contributing attributes of the Paseo Delicias Intersections are location, rural character, and setting. Minor shifts in the alignments would not significantly alter the intersections' locations. However, closing the southwestern intersection of Paseo Delicias/La Fremontia and the realignment of Las Colinas would partially alter the location of the Via de la Valle/La Fremontia intersection (RSF-PD-3). The reorientation of traffic and introduction of new features to the intersections would alter the character of the intersections, thus diminishing their representation of the circulation element. However, project design has taken into consideration the preservation of the intersections' character. By maintaining the roadway's geometry between the intersections, limiting urban-type improvements, maintaining the width and number of travel lanes, incorporating sympathetic features, and maintaining the general pattern of the roads, the project's impacts to the intersections' character would be lessened. Removal of vegetation would alter the current setting of the intersections. However, this would be a temporary impact since the project design includes the restoration of landscape and vegetation. The proposed alterations are not sufficiently incompatible with or of a scale to alter the circulation element in a manner that constitutes an adverse effect on CHL No. 982 as a historic property, overall.

RSF Equestrian Trail Segment
The project would alter the RSF Equestrian Trail Segment at the Via de la Valle/La Fremontia intersection. At the Via de la Valle/La Fremontia intersection, a portion of the trail would be realigned along the east side of Las Colinas and Via de la Valle and introducing new combined equestrian/pedestrian crosswalk features at Las Colinas and Paseo Delicias. At the El Camino del Norte intersection, a new equestrian crossing will be installed along the shoulders of Paseo Delicias to the west of the intersection to connect other existing trail segments that do not currently have an established equestrian crossing to traverse Paseo Delicias.

The contributing attributes of the RSF Equestrian Trail Segment are location, function, naturalistic appearance, and setting. The project would minimally alter the location of the trail segment by shifting it alongside the new Las Colinas alignment, and rerouting it to provide access to the proposed crosswalks at the Via de la Valle/La Fremontia intersection. Its function as an equestrian trail would remain the same, if not improved with more efficient accessibility. The project would alter the trail segment in a section that is currently paved, does not exhibit a naturalistic appearance, and is transitional between the trail extensions into Parcel No. 266-310-53 and Parcel No. 266-241-41. Portions of the trail segment with the naturalistic appearance of dirt or mulch-covered pathways would remain. Removal of vegetation would alter the current setting of the intersections, but this would be a temporary impact because the project design includes restoration of landscape and vegetation. These alterations would not significantly alter the RSF Equestrian Trail Segment's contributing attributes, nor diminish its contribution to the circulation element, nor constitute an adverse effect to the historic property, CHL No. 982.

CEQA IMPACT ANALYSIS

As a result of this evaluation, three existing resources were identified in the APE as historical resources for the purposes of CEQA because they meet CEQA Guidelines §15064.5(a)(3)(C). For the purposes of the County of San Diego's environmental review under CEQA, this section assesses potential impacts to historical resources under the County's CEQA Guidelines.

COUNTY CEQA GUIDELINES

Per County guidelines for determining impact significance, any of the following would be considered a potentially significant environmental impact to historical resources:

A. The project causes a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines. This shall include the destruction, disturbance, or any alteration of characteristics or elements of a resource that cause it to be significant in a manner not consistent with the Secretary of Interior Standards.

B. The project causes a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines. This shall include the destruction or disturbance of an important archaeological site or any portion of an important archaeological site that contains or has the potential to contain information important to history or prehistory.

C. The project disturbs any human remains, including those interred outside of formal cemeteries.

D. The project proposes activities or uses damaging to significant cultural resources as defined by the Resource Protection Ordinance (RPO), and fails to preserve those resources.

For the purposes of this assessment, the historical resources identified within the APE that may be impacted by project activities are potentially subject to substantial adverse changes as identified in criterion A of the County Guidelines. There are no known archaeological resources or human remains within the project footprints, nor are there any cultural resources subject to the RPO.

IMPACTS ASSESSMENT

Impacts to cultural resources may be direct, indirect, or cumulative. Direct impacts are caused by and are immediately related to a project. Indirect impacts and cumulative impacts are to be considered only if they are a reasonably foreseeable impact that may be caused by the project.

Does the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA guidelines? This shall include the destruction, disturbance, or any alteration of characteristics or elements of a resource that cause it to be significant in a manner not consistent with the Secretary of Interior's Standards.

One historical resource is present within the APE: CHL No. 982, a historical resource that is listed in the CRHR. The landmark contains approximately 6,200 acres; the project area occupies approximately 14 of those acres. CHL No. 982 has several component landscapes and elements that are character defining. The project footprint encompasses the Paseo Delicias Intersections and the RSF Equestrian Trail Segment. The Paseo Delicias Intersections and the RSF Equestrian Trail Segment are contributing features to CHL No. 982 because they are representative of its character-defining circulation element. The circulation element includes 52 miles of roads and 45 miles of equestrian trails that relate to CHL No. 982's development in the 1920s. Located within the APE, the Paseo Delicias Intersections and the RSF Equestrian Trail Segment are representative and contributing, but unexceptional, features of the circulation element.

The project would permanently alter portions of the Paseo Delicias Intersections and the RSF Equestrian Trail Segment. However, the proposed alterations to these two minor features would not diminish the contribution of the circulation element to the historical resource, nor constitute a substantial adverse change to the historical resource.

In summary, project impacts would diminish the contributing attributes of the Paseo Delicias Intersections and RSF Equestrian Trail Segment to the character-defining circulation element of the historical resource, CHL No. 982. These resources are representative, but minor, segments of CHL No. 982's circulation element, and are contributing, but not exceptional, features. The proposed alterations to the Paseo Delicias Intersections are not sufficiently incompatible with or of a scale to constitute an alteration to the character-defining circulation element in a manner not in keeping with the Secretary of Interior's Standards, or, consequently, to constitute a substantial adverse change to CHL No. 982 as a historical resource overall. The project would not impact CHL No. 982's ability to convey its significant historical and architectural associations. Project impacts to the historical resource would be *less than significant*.

Based on a review of past, present, and reasonably anticipated future projects in the project area, no current or reasonably foreseeable future projects propose changes to features of the circulation element or any contributing elements of CHL No. 982; therefore, there are no potentially cumulative impacts on the historical resource.

CONCLUSIONS

A historic property and two of its minor contributing features were identified within the undertaking's APE and will be impacted by the undertaking. CHL No. 982 includes a vast area in which the APE occupies relatively small footprints. Within the APE, two representative features of the property's character-defining circulation element are present. These contributing features are the Paseo Delicias Intersections and the RSF Equestrian Trail Segment. This assessment of effects found that the proposed undertaking, which includes realignment and reconfiguration of intersections and the introduction of new features, would impact the two contributing features of the historic property. Caltrans has determined that the undertaking's impact would not constitute an adverse effect due to its inconsequential magnitude in affecting the ability of the historic property to convey its historical significance. The proposed alterations to the Paseo Delicias Intersections and the RSF Equestrian Trail Segment are not sufficiently incompatible with or of a scale to constitute an alteration to the character-defining circulation element of CHL No. 982; therefore, the project would not impair the historic property's ability to convey its significant historical and architectural associations that make it eligible for the NRHP.

Caltrans, in applying the Criteria of Adverse Effect, proposes that a finding of No Adverse Effect is appropriate, and is seeking the SHPO's concurrence in the finding, pursuant to 36 CFR 800.5(c) and Section 106 PA Stipulation X.B(1). Caltrans proposes that this undertaking would result in No Adverse Effect, and requests concurrence from SHPO.

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APPENDIX A

FIGURES

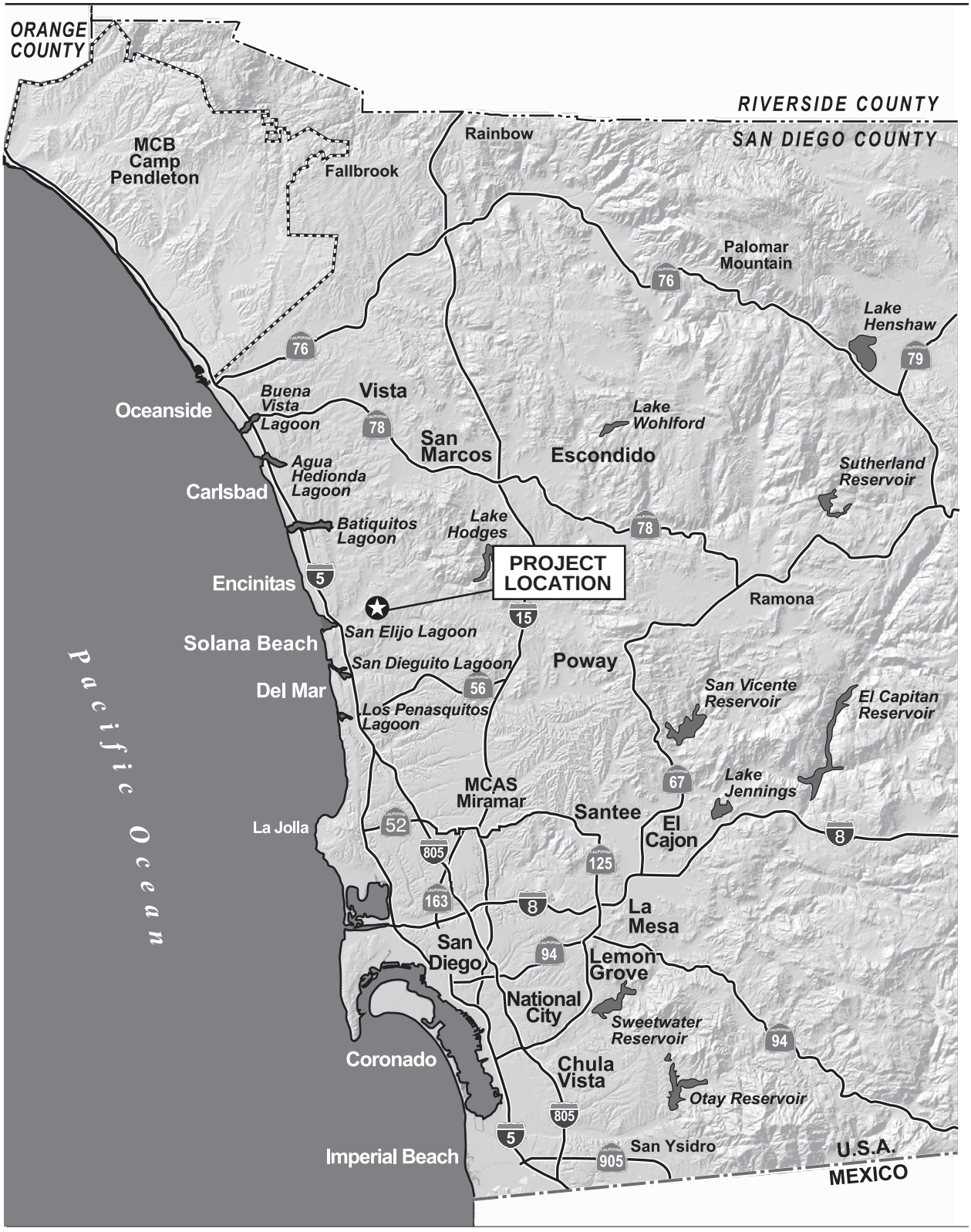
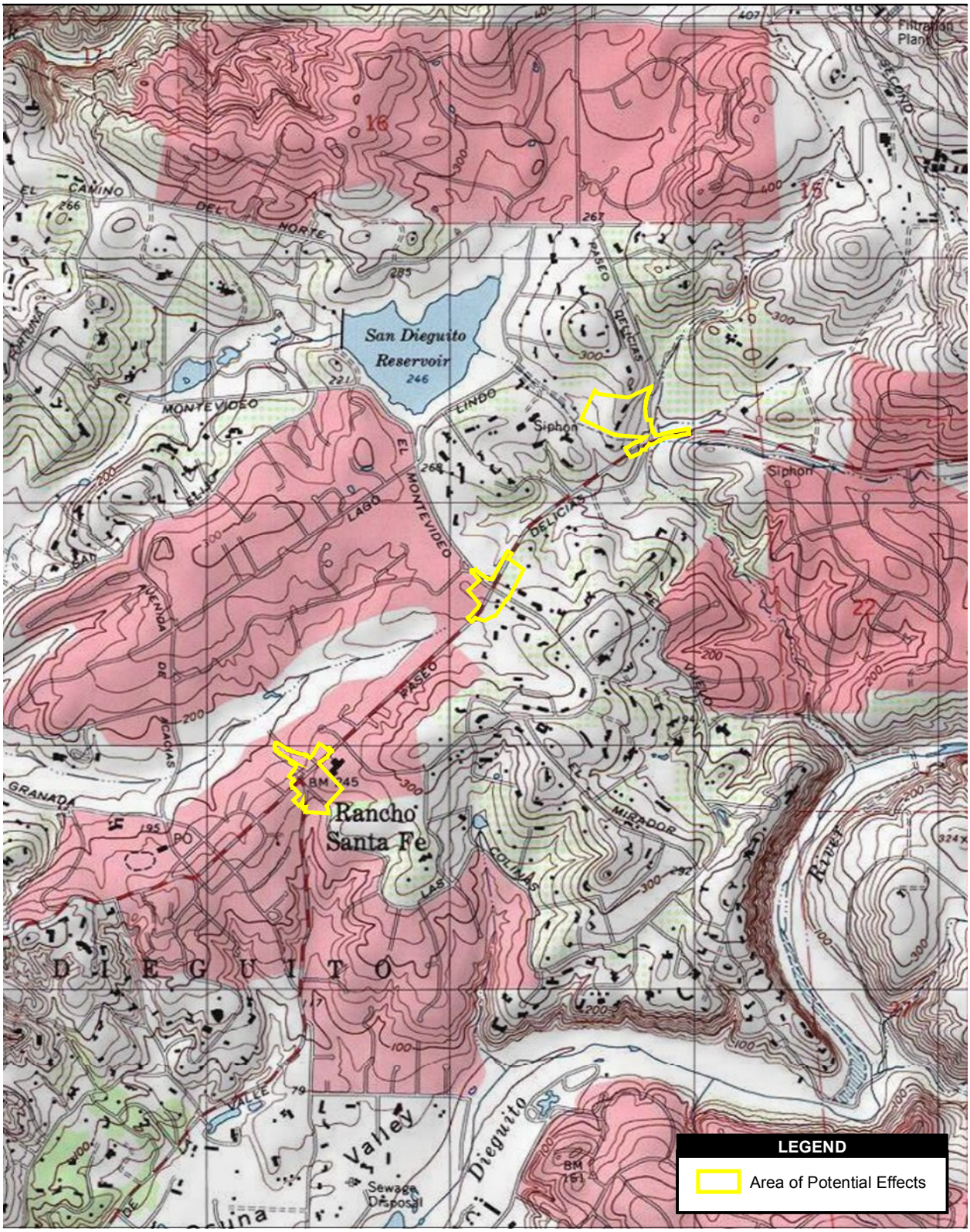


Figure 1
Vicinity Map

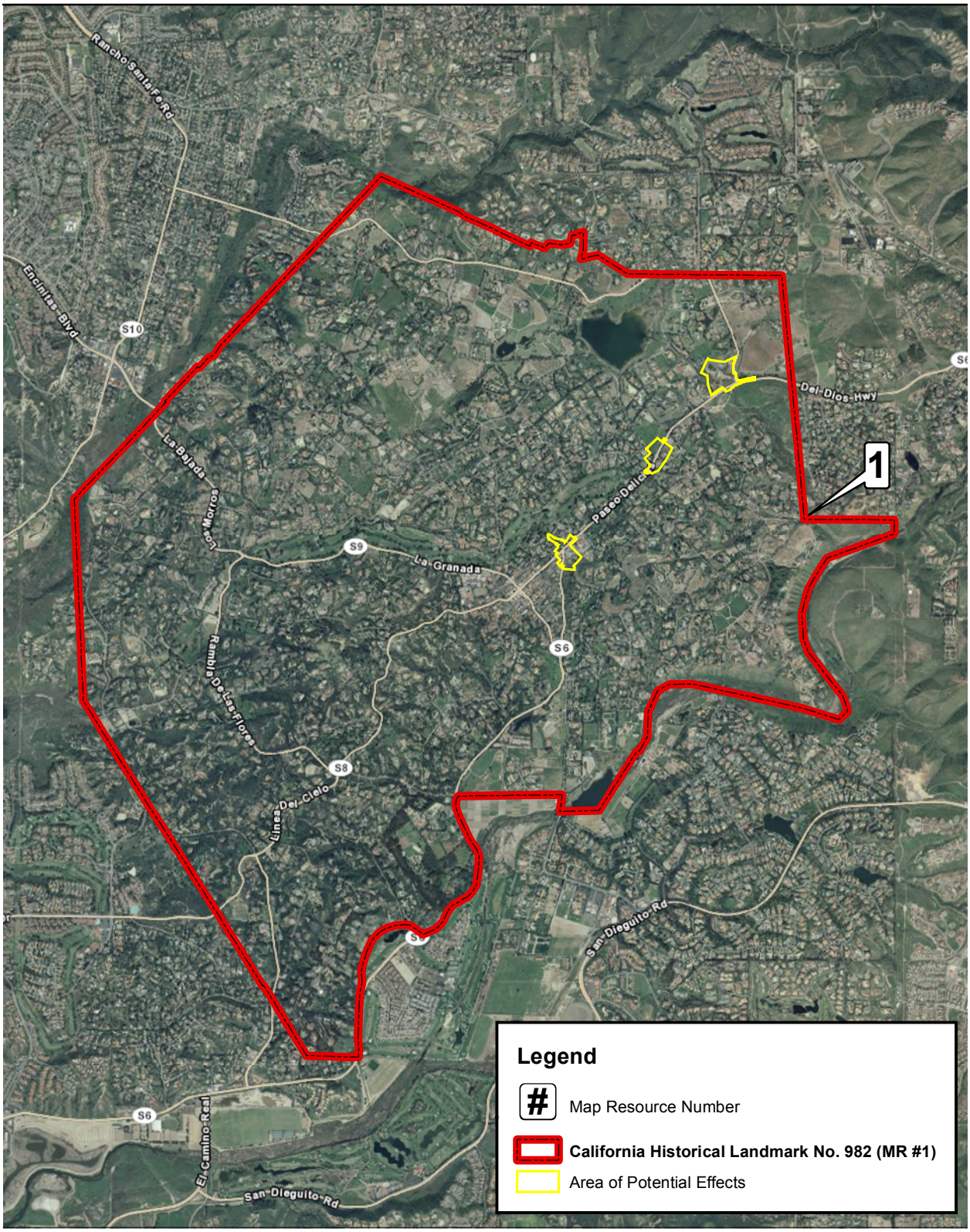


Source: USGS 7.5' Series Quadrangle, Rancho Santa Fe, Calif., 1996; Del Mar, Calif., 1994; SanGIS 2007; TAIC 2007

2,000 1,000 0 2,000 Feet

Scale: 1:24,000; 1 inch = 2,000 feet

Figure 2
Project Location Map

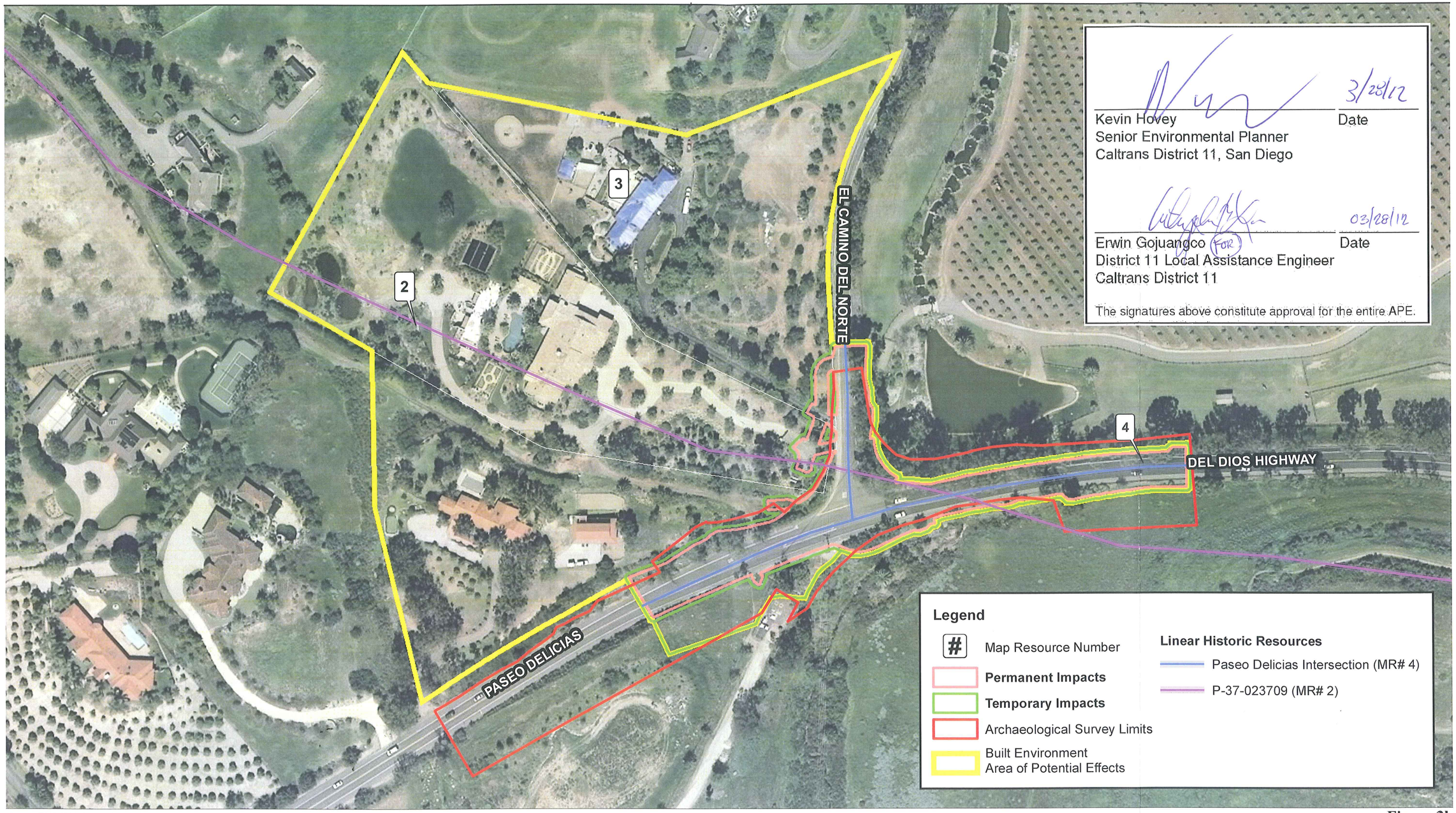


Source: TAIC 2011; Aerials Express 2010

4,000 2,000 0 4,000 Feet

Scale: 1:48,000; 1 inch = 4,000 feet

Figure 3a
Area of Potential Effects



3/22/12
Kevin Hovey
Senior Environmental Planner
Caltrans District 11, San Diego
Date

03/28/12
Erwin Gojuangco (FOR)
District 11 Local Assistance Engineer
Caltrans District 11
Date

The signatures above constitute approval for the entire APE.

Source: TAIC 2011; Aerials Express 2010

150 75 0 150 Feet

Scale: 1:1,800; 1 inch = 150 feet

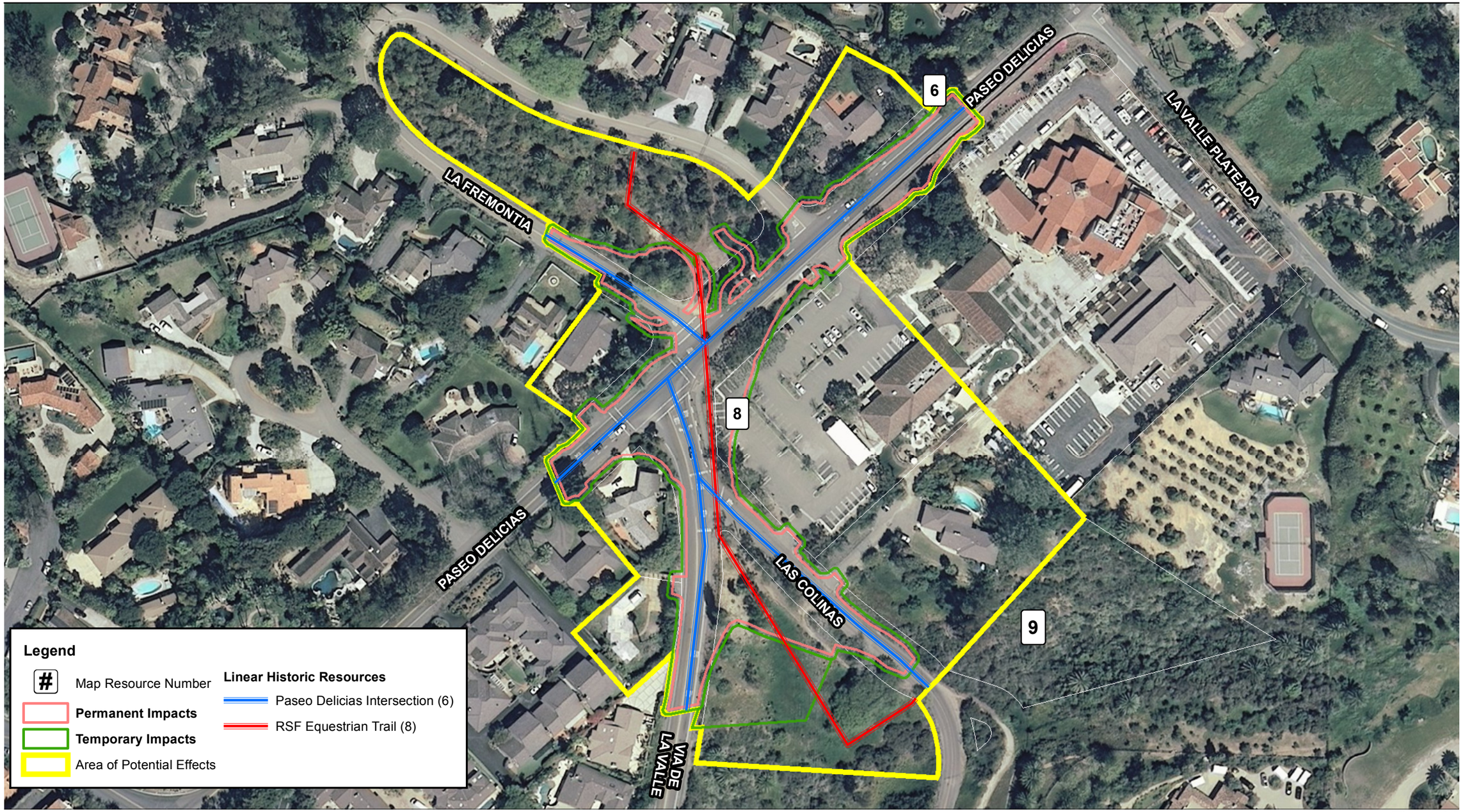
Figure 3b
Area of Potential Effects
Paseo Delicias/El Camino del Norte/Del Dios Highway

Source: TAIC 2011; Aerials Express 2010

125 62.5 0 125 Feet

Scale: 1:1,500; 1 inch = 125 feet

Figure 3c
Area of Potential Effects
Paseo Delicias/El Montevideo/La Valle Plateada



Source: TAIC 2011; Aerials Express 2010

125 62.5 0 125 Feet

Scale: 1:1,500; 1 inch = 125 feet

Figure 3d
Area of Potential Effects
Paseo Delicias/Via de la Valle/La Fremontia

APPENDIX B

DPR 523 FORMS

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Paseo Delicias Intersections (3)

P1. Other Identifier: Paseo Delicias, Escondido Road, County Highway S6
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** San Diego **and**
***b. USGS 7.5' Quad** Rancho Santa Fe **Date** 1975 **T** 13S **R** 3W; __ ¼ **of Sec**__; __ **B.M.**
c. Address N/A City Rancho Santa Fe Zip 92067
d. UTM: Zone 11; 482836.26 mE/ 365524.06 mN (northern terminus of trail segment)
e. Other Locational Data:

***P3a. Description:**
The recorded segments include three intersections along Paseo Delicias in Rancho Santa Fe, San Diego County. Paseo Delicias is a major two-lane paved road in Rancho Santa Fe that runs from the Civic Center northeast to Escondido. The three recorded intersections are: RSF-PD-1 (El Camino del Norte/Del Dios Highway); RSF-PD-2 (El Montevideo/La Valle Plateada); and RSF-PD-3 (Via De La Valle/La Fremontia). The three intersections are located within a 1.3–mile segment of Paseo Delicias Road. Each intersection consists of two-lane paved roads, with modern striping and signage.

***P3b. Resource Attributes:** HP37. Highway
***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other

P5b. Description of Photo:
View facing south of Paseo Delicias at Via de la Valle; 01/11/2012, IMG 1855

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1880s-1920s/Historic Roads and Trails Map

***P7. Owner and Address:**
County of San Diego

***P8. Recorded by:**
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

***P9. Date Recorded:** 01/11/2012

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historical Resources Evaluation Report for the Rancho Santa Fe Roundabouts Project San Diego County, California* AECOM 2012

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

Resource Name or #: (Assigned by recorder) Paseo Delicias Intersections (3)

L1. Historic and/or Common Name: Paseo Delicias, Escondido Road, County Highway S6, El Camino Del Norte

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** Intersection RSF-PD-1

b. Location of point or segment: Zone 11; 482836.26 mE/ 365524.06 mN (at the intersection of Paseo Delicias and El Camino Del Norte)

The recorded segment can be reached from Interstate 5 by exiting Via De La Valle and traveling east for 5 miles, then turn right on Paseo Delicias for 1.3 miles. El Camino Del Norte intersects Paseo Delicias at 482836.26 m E / 365524.06m N (UTMs Zone 11).

L3. Description:

This resource consists of the intersection of Paseo Delicias/Del Dios Highway and El Camino Del Norte in Rancho Santa Fe, San Diego County. The segments crossing at the intersection include Paseo Delicias (357 feet) which turns into Del Dios Highway (522 feet), and is intersected by El Camino Del Norte (268 feet) on the north.

L4. Dimensions:

a. Top Width: 40 feet

b. Bottom Width: 40 feet

c. Height or Depth: N/A

d. Length of Segment: 1,147 feet

L4e. Sketch of Cross-Section (include scale) **Facing:**

L5. Associated Resources:

L6. Setting: This intersection is located on level ground. Orchards are located to the northeast and vacant parcels to the south. Three residences are situated adjacent to the northwest corner of the intersection.

L7. Integrity Considerations: The intersecting roads are paved. They have been recently resurfaced, widened, and restriped at an undetermined date.

L8b. Description of Photo, Map, or Drawing: Camera facing south; taken at the intersection of Paseo Delicias and El Camino Del Norte; 01/18/2012; IMG_024

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)

AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

L11. Date:

01/18/2012

LINEAR FEATURE RECORD

 Resource Name or #: (Assigned by recorder) Paseo Delicias Intersections (3)

L1. Historic and/or Common Name: Paseo Delicias, Escondido Road, County Highway S6, El Montevideo, La Valle Plateada

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** Intersection RSF-PD-2
b. Location of point or segment: Zone 11; 482175.00 mE/ 365464.16mN (at the intersection of Paseo Delicias and El Montevideo)
The recorded segment can be reached from Interstate 5 by exiting Via De La Valle and traveling east for 5 miles, then turn right on Paseo Delicias for 0.7 miles. El Montevideo/La Valle Plateada intersects Paseo Delicias at 482175.00 m E / 365464.16m N (UTMs Zone 11).

L3. Description:
This resource consists of the intersection at Paseo Delicias and El Montevideo/La Valle Plateada in Rancho Santa Fe, San Diego County. The segments crossing at the intersection include 1,000 feet of Paseo Delicias, 318 feet of El Montevideo and 282 feet of La Valle Plateada.

L4. Dimensions:
a. Top Width: 60 feet
b. Bottom Width: 60 feet
c. Height or Depth: N/A
d. Length of Segment: 1,600 feet

L5. Associated Resources:

L6. Setting: This is segment of Paseo Delicias is on level ground. It is surrounded by lush landscaping, a vacant parcel to the north, and residences to the south, east, and west. Two bus stops are located on the west and east corners.

L4e. Sketch of Cross-Section (include scale) **Facing:**

L7. Integrity Considerations: The intersecting roads are paved. They been recently resurfaced, widened, and restriped at an undetermined date.

L8b. Description of Photo, Map, or Drawing: Camera facing northeast; taken at the intersection of Paseo Delicias and El Montevideo; 01/18/2012; IMG_031

L9. Remarks:

L10. Form Prepared by:
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

L11. Date:
01/18/2012

LINEAR FEATURE RECORD

 Resource Name or #: (Assigned by recorder) Paseo Delicias Intersections (3)

L1. Historic and/or Common Name: Paseo Delicias, Escondido Road, County Highway S6, Via De La Valle, Las Colinas, and La Fremontia

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** Intersection RSF-PD-3
b. Location of point or segment: Zone 11; 482836.26 mE/ 365524.06 mN (at the intersection of Paseo Delicias and Via De La Valle)
The recorded segment can be reached from Interstate 5 by exiting Via De La Valle and traveling east for 5 miles. Paeso Delicias intersects Via De La Valle at 482836.26 mE/ 365524.06 mN (UTMs Zone 11).

L3. Description:
This resource consists of the intersection at Paseo Delicias, Via De La Valle, Las Colinas, and La Fremontia in Rancho Santa Fe, San Diego County. The segments crossing at the intersection include 707 feet of Paseo Delicias, 470 feet of Via De La Valle, 251 feet of La Fremontia and 519 feet of Las Colinas.

L4. Dimensions:
a. Top Width: 45 feet
b. Bottom Width: 45 feet
c. Height or Depth: N/A
d. Length of Segment: 1,947 feet

L4e. Sketch of Cross-Section (include scale) **Facing:**

L5. Associated Resources: Rancho Santa Fe Equestrian trails traverse the recorded segment from north to south.

L6. Setting: This is segment of Paseo Delicias is on level ground. It is surrounded by lush landscaping, a church to the east, and residential property to the west. Vacant parcels with equestrian trails are on situated to the north and south. Two bus stops are located northeast of Via De La Valle on the west and east side of Paseo Delicias.

L7. Integrity Considerations: The intersecting roads are paved. They have been recently resurfaced, widened, and restriped at an undetermined date.

L8b. Description of Photo, Map, or Drawing: Camera facing northeast; taken at the intersection of Paseo Delicias and Via De La Valle; 01/18/2012; IMG_046

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

L11. Date:
01/18/2012

BUILDING, STRUCTURE, AND OBJECT RECORD

 Resource Name or #: (Assigned by recorder) Paseo Delicias Intersections (3)

B1. Historic Name: Escondido Road, Osuna Valley River Road, Olivenhain Road
B2. Common Name: Paseo Delicias, County Highway S6
B3. Original Use: Road intersections B4. Present Use: Road intersections
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations) 19th century wagon road; paved, widened.
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** Water runoff drainage channels
B9. Architect: N/A b. Builder: Unknown
***B10. Significance: Theme** Transportation and Circulation **Area** Rancho Santa Fe
Period of Significance c. 1920s **Property Type** Road **Applicable Criteria** NRHP A, B, C; CRHR 1, 2, 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This resource, comprised of three intersections along Paseo Delicias in Rancho Santa Fe, San Diego County, has been identified as part of the character-defining circulation element of California Historical Landmark (CHL) No. 982. The CHL No. 982 Cultural Landscape Amendment describes a circulation element that includes 1920s residential road patterns that were juxtaposed over 19th century wagon trails (May 2004). As contributing features to a landmark listed in the CRHR and eligible for the NRHP, the resource intersections which date from the landmark period of significance are eligible for the CRHR and the NRHP.

Developed by the 1880s, the Escondido Road (Paseo Delicias) and Osuna Valley River Road (Via De La Valle) served as wagon routes through Rancho San Dieguito. The Escondido Road paralleled the San Dieguito River, located to the south. The Osuna Valley River Road connected to the Escondido Road from the south (the current location of the intersection of Via Del La Valle and Paseo Delicias). These trails were located in the San Dieguito Land Grant, which was deeded to Don Juan Osuna in 1840 by the regional Mexican Governor. After the annexation of California by the United States, the U.S. government did not recognize the previous land grant until 1871. Despite frequent title changes and the subdivision of the rancho into smaller parcels, the descendants of the Osuna family continued to live on the rancho throughout the 19th century. In 1906, the entire rancho and surrounding lands were purchased by the Rancho Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad Company (May 2004). Recognizing the potential of the area, the company began to plan for the successful development of the new agriculturally-based community of Rancho Santa Fe.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. Alfred A. Knopf, 2002;
May, Vonn Marie. *California State Landmark #982 Cultural Landscape Amendment.* 2004.

B13. Remarks:

***B14. Evaluator:** Jill Gibson and M.K. Meiser, AECOM

***Date of Evaluation:** 01/18/2012

(This space reserved for official comments.)

***B10. Significance: cont.**

In the 1920s, Santa Fe Railroad's vice-president W. E. Hodges decided to subdivide the ranch into several hundred parcels for orchards and country estates. Hodges put in place rigid design and planning regulations in order to preserve the area's character and rural landscape. Leone G. Sinnard, a developer, was charged with planning the roads. Sinnard incorporated the existing Escondido Road (Paseo Delicias) and Osuna River Valley Road (Via De La Valle) into his design, and added winding residential side streets to maintain the rural and organic feeling of the rancho. Sinnard gave them thematically descriptive Spanish names to create the appearance of a romantic association with the rancho's past. By 1922, every aspect of the community was planned, including the subdivision of parcels and road development.

As roads developed in the early 20th century throughout San Diego County and Southern California, old wagon trails and stages routes were frequently reused and updated to meet automobile transportation needs. However, often the landscapes of communities were drastically altered as new roadways were built to accommodate the influx of automobiles. Sinnard's sensitivity to topography and horticulture resulted in careful vehicular circulation planning in order to minimize the damage to the landscape. Sinnard purposefully engineered winding roads to enhance the views and discourage speeding (May 2004).

Dating from the mid-19th century, the Escondido Road and Osuna Valley River Road were associated with the development of Rancho San Dieguito. These roads were likely narrow, dirt wagon trails that connected the coastal zone and the interior, making them locally significant. However, further development into the 20th century required grading and paving the old trails, eradicating any surface evidence of these resources dating to the rancho era.

The incorporation of these existing organic transportation routes into the planned Rancho Santa Fe community helped to create the desired rural feeling in the design. Paseo Delicias and Via De La Valle, as well as the secondary streets Las Colinas, La Fremontia, El Montevideo, La Valle Plateada, and El Camino Del Norte (also a former wagon trail), segments of which comprise the resource intersections, are all associated with the development of Rancho Santa Fe. The planned community of Rancho Santa Fe was designated CHL No. 982 in 1989 and is listed in the CRHR. In addition, CHL No. 982 is eligible for listing in the NRHP under Criterion A and the CRHR under Criterion 1 as one of the California's first planned communities unified by a single architectural theme, the Spanish Colonial Revival. The banal roadway intersections do not exhibit historical or architectural significance for individual eligibility for listing in the NRHP or CRHR. However, they are associated with the design and development of CHL No. 982 and contribute to its character-defining circulation element. Thus are significant and meet NRHP Criterion A and CRHR Criterion 1 in association with the CRHR-listed and NRHP-eligible planned community.

Although CHL No. 982 is directly associated with Lilian Rice, one of California's first successful women architects, who supervised the development and designed many of the buildings in the community, the circulation element of the landmark does not have a specific association with Rice. The roadways are associated with the planners and developers of the community, most directly Leone G. Sinnard. Sinnard designed the character-defining network of rural residential streets, including the three intersections recorded. Sinnard was key in the design and development of Rancho Santa Fe and other community developments in California, and thus is a significant historic person and meets NRHP Criterion B and CRHR Criterion 2.

As part of the CHL No. 982 circulation element, these roadways consist of typical, two-lane paved roads. They do not exhibit distinctive methods of construction or high artistic value. However, it is a contributing feature of CHL No. 982's circulation element, a character-defining feature of its historic designed and vernacular landscape. CHL No. 982 is eligible for the NRHP under Criterion C for its exceptional design by a master architect, Lilian Rice. The roadways meet NRHP Criterion C and CRHR Criterion 3 as a contributing feature to a CRHR-listed and NRHP-eligible planned community.

It does not, nor is likely to, yield important information relating to history or prehistory under NRHP Criterion D or CRHR Criterion 4.

The boundary of these intersections contains the limits of the roadways within the project area. The road surfaces of the intersections have been widened, resurfaced, and restriped, but maintain the alignment and routes, thus keeping in the spirit of the design for the planned community. Attributes of the intersections that contribute to the historic property include their location, two-lane character, and setting. Non-contribution attributes include non-period surfaces, striping, and signage. In summary, these intersections contribute to a historic property that is eligible for listing in the NRHP or CRHR as a feature of CHL No. 982, and is considered a historical resource for the purposes of CEQA.

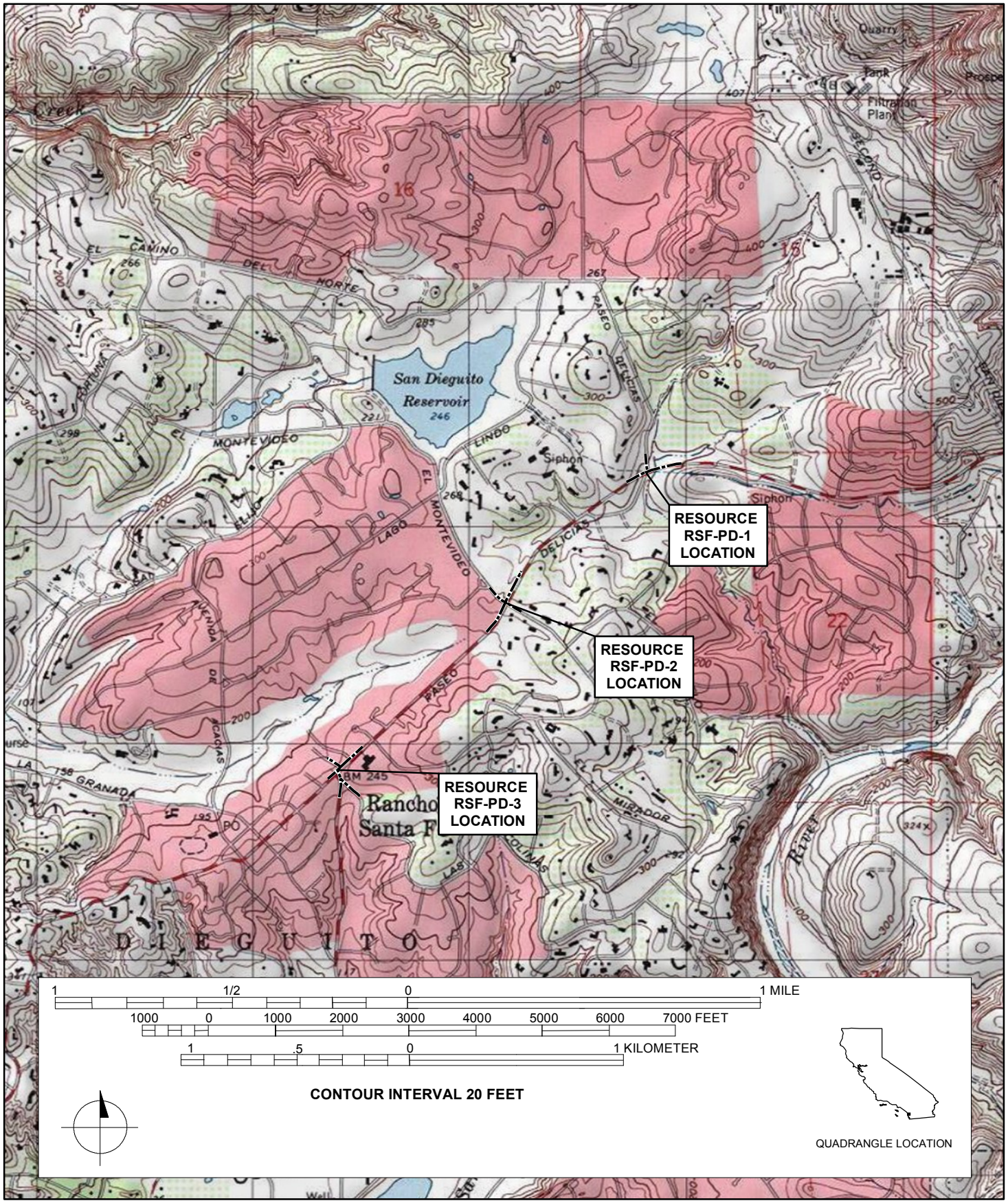
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

* Resource Name or # (Assigned by recorder) Paseo Delicias Intersections

* Map Name: Rancho Santa Fe, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1996



*Required Information

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) Rancho Santa Fe Equestrian Trail Segment

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** San Diego **and**
***b. USGS 7.5' Quad** Rancho Santa Fe **Date** 1975 **T** 13S **R** 3W; __ ¼ **of Sec**__; ___ **B.M.**
c. Address City Rancho Santa Fe Zip 92067
d. UTM: Zone 11; 481387.85 mE/ 3653959.46 mN (northern terminus of trail segment)
e. Other Locational Data:
From Interstate 5, take Via de La Valle east for 5 miles. The road ends at the intersection of Paseo Delicias, Via de La Valle, Las Colinas, and La Fremontia. The equestrian trail crosses the road at this intersection.

***P3a. Description:**
The recorded resource consists of a segment of an equestrian trail that has been designated for public use. The segment of the equestrian trail crosses Paseo Delicias at the intersections of Paseo Delicias, Via de la Valle, Las Colinas,and La Fremontia. From south to north, the trail segment begins in APN 266-310-53 and crosses east over Via de la Valle and Las Colinas to a paved easement along the east side of Via de la Valle. From there, the trail crosses north across Paseo Delicias into APN 266-241-41and then east across La Fremontia. The trail continues through a lightly wooded area and then north along La Fremontia to a connection with the golf course loop trail. This is one segment of a much larger 45 mile designated trail system for recreational equestrian use. The trails throughout the Rancho Santa Fe Covenant area follow a general pattern, with most running through private property (generally along parcel borders), public rights-of-way associated with community streets and roadways, and some small easements through locally owned public property. Trails are generally constructed with wood mulch or bare dirt, ranging in width from 1.5 to 5 yards

***P3b. Resource Attributes:** HP37. Trail
***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: Northeast view of equestrian trail; south side of Paseo Delicias. 01/11/2012, IMG 1889

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1920s/Archival research, aerial maps

***P7. Owner and Address:**
Rancho Santa Fe Association
PO Box A Rancho Santa Fe, CA 92067

***P8. Recorded by:** (Name, affiliation, address)
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

***P9. Date Recorded:** 01/11/2012

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historical Resources Evaluation Report for the Rancho Santa Fe Roundabouts Project San Diego County, California* AECOM 2012

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

 Resource Name or #: (Assigned by recorder) Rancho Santa Fe Equestrian Trail Segment

B1. Historic Name:
B2. Common Name: Rancho Santa Fe Equestrian Trail
B3. Original Use: Equestrian trail B4. Present Use: Equestrian trail
***B5. Architectural Style:** N/A
***B6. Construction History:** 1920s; grading and surface maintenance, no major alterations.
***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** ____ **Original Location:** ____
***B8. Related Features:**
B9. Architect: N/A b. Builder: Unknown
***B10. Significance: Theme** Transportation and Circulation **Area** Rancho Santa Fe
Period of Significance 1920s **Property Type** Equestrian trail **Applicable Criteria** NRHP A, C; CRHR 1, 3

This resource, comprised of one segment of equestrian trails in Rancho Santa Fe, San Diego County, has been identified as part of the character-defining circulation element of California Historical Landmark (CHL) No. 982. The CHL No. 982 Cultural Landscape Amendment describes a circulation element that includes 1920s equestrian trails (May 2004). As a contributing feature to a landmark listed in the CRHR and eligible for the NRHP, the resource segment dates from the landmark period of significance and is eligible for the CRHR and the NRHP.

Equestrian activity has been prevalent throughout Rancho Santa Fe's history, beginning with Spanish ownership and continuing into the early days as a planned rural-residential community. Developed by the 1920s, this segment of the equestrian trail continues north at the northern terminus of the Osuna Valley River Road (Via De La Valle). The Osuna Valley River Road served as wagon routes through Rancho San Dieguito. These trails were located in the San Dieguito Land Grant, which was deeded to Don Juan Osuna in 1840 by the regional Mexican Governor. After the annexation of California by the United States, the U.S. government did not recognize the previous land grant until 1871. Despite frequent title changes and the subdivision of the rancho into smaller parcels, the descendants of the Osuna family continued to live on the rancho throughout the 19th century. In 1906, the entire rancho and surrounding lands were purchased by the Rancho Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad Company (May 2004). Recognizing the potential of the area, the company began to plan for the successful development of the new agriculturally-based community of Rancho Santa Fe.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. Alfred A. Knopf, 2002; May, Vonn Marie. *California State Landmark #982 Cultural Landscape Amendment.* 2004.

B13. Remarks:

***B14. Evaluator:** Jill Gibson and M.K. Meiser, AECOM

***Date of Evaluation:** 01/18/201

(This space reserved for official comments.)

LINEAR FEATURE RECORD

Resource Name or #: (Assigned by recorder) Rancho Santa Fe Equestrian Trail Segment

L1. Historic and/or Common Name: Rancho Santa Fe Equestrian Trail
L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**
b. Location of point or segment: Zone 11; 481387.85 mE/ 3653959.46 mN (northern terminus of trail segment)

L3. Description:
The resource consists of a segment of an equestrian trail that has been designated for public use. The segment of the equestrian trail is located at the intersection of Paseo Delicias, Via de la Valle, Las Colinas,and La Fremontia. From south to north, the trail segment begins in APN 266-310-53 and crosses east over Via de la Valle and Las Colinas to a paved easement along the east side of Via de la Valle. From there, the trail crosses north across Paseo Delicias into APN 266-241-41and then east across La Fremontia. The trail continues through a lightly wooded area and then north along La Fremontia to a connection with the golf course loop trail.

The trail is generally dirt or covered with wood mulch, ranging in width from 1.5 to 5 yards.

L4. Dimensions:
a. Top Width: 5 yards
b. Bottom Width: 5 yards
c. Height or Depth: N/A
d. Length of Segment: 957 feet

L5. Associated Resources:

L6. Setting: This segment of the equestrian trail is situated on northern sloping dirt and planted terrain that is intersected by Paseo Delicias.

L4e. Sketch of Cross-Section (include scale) **Facing:**

L7. Integrity Considerations: The trail is in excellent condition and is presently in use and actively maintained.

L8b. Description of Photo, Map, or Drawing Camera facing north on the south side of Paseo Delicias; 01/11/2012; IMG_1876

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
AECOM
1420 Kettner Blvd., Suite 500
San Diego, CA 92101

L11. Date:
01/11/2012

***B10. Significance: cont.**

In the 1920s, Santa Fe Railroad's vice-president W. E. Hodges decided to subdivide the ranch into several hundred parcels for orchards and country estates. Hodges put in place rigid design and planning regulations in order to preserve the area's character and rural landscape. Leone G. Sinnard, a developer, was charged with planning the roads. Sinnard incorporated the existing Escondido Road (Paseo Delicias) and Osuna River Valley Road (Via De La Valle) into his design, and added winding residential side streets to maintain the rural and organic feeling of the rancho. Sinnard gave them thematically descriptive Spanish names to create the appearance of a romantic association with the rancho's past. By 1922, every aspect of the community was planned, including the subdivision of parcels and road development (May 2004).

An element of the historic rural character of Rancho Santa Fe is its accommodation and promotion of equestrian activities. Since the development of the town in the 1920s, narrow roads and the lack of sidewalks required separate trails for equestrian uses. In the late 1920s, Arthur Lommis built a large equestrian facility nearby Osuna Adobe #1 and raised Kentucky stallions. The Lommis stables initiated the recreational equestrian presence in the Rancho with several miles of dedicated horse trails. While it is not known with certainty when this segment of the equestrian trails was developed, it was likely in use by the 1920s. Rancho Santa Fe's equestrian trails were associated with the development of Rancho San Santa Fe. These trails were likely narrow, dirt trails that connected with the old wagon roads, making them locally significant.

The incorporation of these equestrian trails into the planned Rancho Santa Fe community helped to create the desired rural feeling in the design. While the segment does not appear individually eligible for the NRHP or CRHR, it is associated with the design and development of CHL No. 982 and its character-defining circulation element. The planned community of Rancho Santa Fe was designated CHL No. 982 in 1989 and is listed in the CRHR. In addition, CHL No. 982 is eligible for listing in the NRHP under Criterion A and the CRHR under Criterion 1 as one of the California's first planned communities unified by a single architectural theme, the Spanish Colonial Revival. As part of the circulation element that is a character-defining feature of CHL No. 982, the RSF Equestrian Trail Segment is significant and meets NRHP Criterion A and CRHR Criterion 1 in association with the CRHR-listed and NRHP-eligible planned community.

Although CHL No. 982 is directly associated with Lilian Rice, one of California's first successful women architects, who supervised the development and designed many of the buildings in the community, the circulation element of the landmark does not have a specific association with Rice. The trails are associated with the planners and developers of the community, most directly Leone G. Sinnard. Sinnard designed the character-defining network of rural residential streets, including the incorporating existing trails. Sinnard was key in the design and development of Rancho Santa Fe and other community developments in California, and thus is a significant historic person and meets NRHP Criterion B and CRHR Criterion 2.

As part of the CHL No. 982 circulation element, the designated 45 mile equestrian trails are made of dirt and mulch and are 1.5 to 5 yards wide. They do not exhibit distinctive methods of construction or high artistic value. However, it is a contributing feature of CHL No. 982's circulation element, a character-defining feature of its historic designed and vernacular landscape. CHL No. 982 is eligible for the NRHP under Criterion C for its exceptional design by a master architect, Lilian Rice. The trails meet NRHP Criterion C and CRHR Criterion 3 as a contributing feature to a CRHR-listed and NRHP-eligible planned community.

It does not, nor is likely to, yield important information relating to history or prehistory under NRHP Criterion D or CRHR Criterion 4.

The boundary of these trails segments contains the limits of the trails within the project area. The trail's original alignment is unknown, but maintains the spirit of the design for the planned community. Attributes of the trail segment that contribute to the historic property include its location, function, naturalistic appearance, and setting. Non-contributing attributes include non-period surfaces, signage, and adjacent vegetation. In summary, these trails contribute to a historic property that is eligible for listing in the NRHP or CRHR as a feature of CHL No. 982, and is considered a historical resource for the purposes of CEQA.

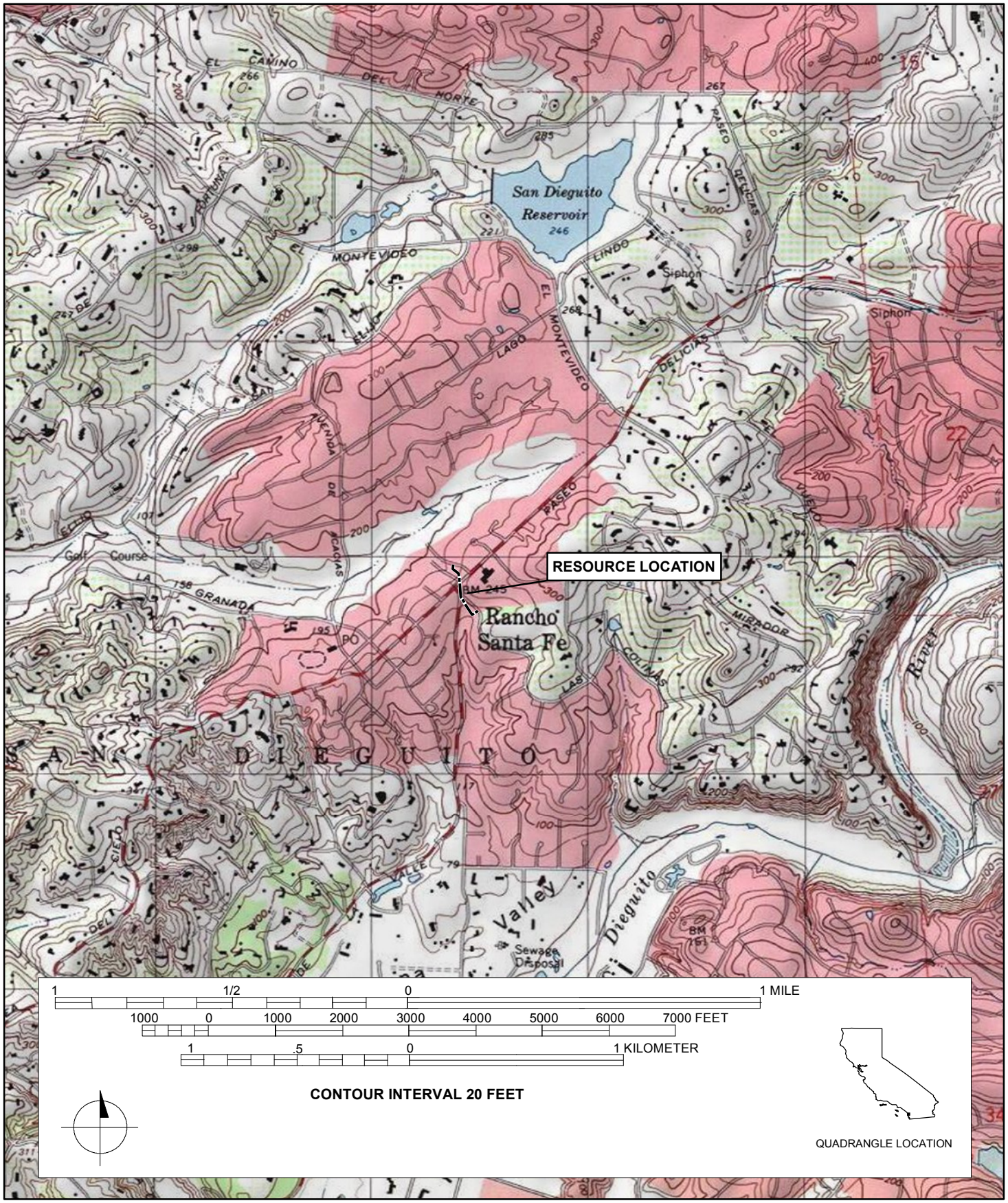
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

* Resource Name or # (Assigned by recorder) RSF Equestrian Trail Segment

* Map Name: Rancho Santa Fe, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1996



*Required Information

APPENDIX C

SHPO CORRESPONDENCE

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

May 04, 2012 Reply To: FHWA120403A

Kevin Hovey, Chief
Environmental Analysis Branch D
Department of Transportation, District 11
405 Taylor Street, M.S. 242
San Diego, CA 92110

Re: Determinations of Eligibility for the Proposed Rancho Santa Fe Roundabout Project, San Diego County, CA

Dear Mr. Hovey:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- H.P. and Florence Johnston House (P-37-023709)
- 7095 Camino Del Norte (please note this property is identified in the letter as RSF-H-265-235-07 in the letter and RSF-H-265-231-07 in the DPR 523)
- 6214 Colinas Avenue (RSF-H-266-321-13)

Based on review of the submitted documentation, I concur.

Caltrans has also found the following properties are eligible for the NRHP. My comments regarding these properties follow below:

- The Historic Planned Community of Rancho Santa Fe (HPCRSF) – Unfortunately I am unable to comment on the NRHP eligibility of this property due to the lack of documentation evaluating the resource for the NRHP. In the interest of moving the project forward I recommend that we consider the HPCRSF eligible for the NRHP for the purposes of this project.
- 3 Paseo Delicias Intersections: RSF-PD-1; RSF-PD-2; and RSF-PD-3 – I agree that the three Paseo Delicias Intersections contribute to the HPCRSF, a property that may be eligible for the NRHP.
- Rancho Santa Fe Equestrian Trail – I agree that the Rancho Santa Fe Equestrian Trail contributes to the HPCRSF, a property that may be eligible for the NRHP.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

AECOM
1420 Kettner Boulevard
Suite 500
San Diego, CA 92101
www.aecom.com

619.233.1454 tel
619.233.0952 fax

Memorandum

To	Gail Jurgella, County of San Diego DPW ESU	Page	1
Subject	RSF Roundabouts FOE SHPO Review – Paseo Delicias/Via de la Valle/La Fremontia Intersection		
From	M.K. Meiser, Architectural Historian		
Date	September 26, 2012		

Introduction

This memorandum includes additional discussion of effects in support of the Finding of No Adverse Effect on historic properties within the Area of Potential Effects (APE) of the Rancho Santa Fe (RSF) Roundabouts Project. This discussion is in response to comments received from the State Historic Preservation Officer (SHPO) as part of consultation under Section 106 of the National Historic Preservation Act (NHPA) between Caltrans and SHPO. A historic property, California Historical Landmark (CHL) No. 982, the Historic Planned Community of Rancho Santa Fe, and two representative features of the property's character-defining circulation element were identified within the APE. These contributing features are the Paseo Delicias Intersections and the RSF Equestrian Trail Segment. The proposed undertaking, which includes realignment and reconfiguration of intersections and the introduction of new features, would impact the two contributing features of the historic property.

Caltrans submitted a Finding of No Adverse Effect to the SHPO for concurrence and consultation under Section 106. Caltrans found that the proposed alterations were not sufficiently incompatible with or of a scale to constitute an alteration to the character-defining circulation element of CHL No. 982. In consultation with SHPO, Natalie Lindquist of the California Office of Historic Preservation raised concerns that the proposed changes to the Paseo Delicias/Via de la Valle/La Fremontia intersection could constitute a substantial change to the character-defining circulation element of CHL No. 982. The concern is that the proposed blocking off the western terminus of the U-shaped La Fremontia street and relocating the feed of Las Colinas into the Paseo Delicias/Via de la Valle/La Fremontia intersection could result in a substantial change to the intersection's integrity and contribution to the circulation element. This memorandum addresses this concern, and further illustrates and supports Caltrans' original Finding of no Adverse Effect.

The Paseo Delicias/Via de la Valle/La Fremontia intersection, one of the three Paseo Delicias Intersections within the APE, consists of unexceptional intersecting two-lane asphalt-surfaced roads with striped turning lanes. The intersection is not individually eligible, but is associated with the design and development of CHL No. 982, and contributes to its character-defining circulation element. Attributes of the intersection that contribute to the historic property include its general rural character as the meeting point of two-lane roads, its location at the intersection of two major thoroughfares and secondary side streets, and its rural setting defined by the landscape and viewsheds. Non-contributing attributes include non-period surfaces, striping, and signage.

Existing Character

Views of the intersection that are currently experienced are represented in Key View 3A (Attachment, Visual Impact Assessment [VIA] Figure 16) facing northeast along Via De La Valle toward the intersection of Paseo Delicias, and Key View 3B (Attachment, VIA Figure 18) facing west along Paseo Delicias toward the intersection of La Fremontia and Via de la Valle. The northeasterly viewshed from Via de la Valle (see Attachment, VIA Figure 16) is composed exclusively of foreground views that include existing residences, the asphalt-paved roadway, passing vehicles and dense vegetation. As the viewer approaches the intersection, the view corridor becomes more open as the existing intersection is arranged in a triangular configuration. At the intersection, views to the west become available toward Rancho Santa Fe Village, but no scenic vistas or background views are possible from this location. A modern bus shelter along Paseo Delicias is also visible from this view. The westerly viewshed of Paseo Delicias (see Attachment, VIA Figure 18) is defined by an immediate foreground view of the Rancho Santa Fe Inn, a linear middleground view toward the Rancho Santa Fe Village, and an open view to the southwest along Via De La Valle. The intersection is surrounded by mature Eucalyptus, pine trees, and ornamental shrubs. Private residences are visible to the northeast and southeast, and a religious facility is located to the southeast. Presently, vacant land occupies the northwest corner of the intersection. There are limited foreground and middleground views from the east along Paseo Delicias from the Rancho Santa Fe Inn and the small businesses in the Rancho Santa Fe Village due to a change in grade.

Proposed Project Features

The proposed project includes construction of a roundabout at the intersection, built to appropriate standards for the existing roadway conditions with regard to lane width, speed limit, and to allow their use by large trucks. This would necessitate the removal of the western La Fremontia street terminus at Paseo Delicias and the adjustment of the Las Colinas terminus and the equestrian trail on the southern edge of the intersection. Additionally, combination pedestrian/equestrian crossings would be delineated by crosswalk markings in the pavement, push-button-activated crossings with in-pavement lighting and flashing warning signs that would be activated by the equestrian-height push button and would be located approximately 400 to 500 feet in advance of the crossing, and pedestrian-scale lighting would be provided by pole-mounted fixtures located adjacent to the curb ramps.

As part of the environmental process, the County developed a conceptual landscape plan for the site to restore areas disturbed by construction activities, including temporary construction staging areas, to pre-project conditions, and to restore visual continuity throughout the project area. The following factors were considered during design of the conceptual landscaping plan: (1) the architectural, historic, and community character of Rancho Santa Fe; (2) vehicular and pedestrian safety through appropriate location of different vegetation sizes and textures; (3) native, drought-tolerant species are proposed to facilitate meeting County of San Diego's Department of Public Works xeriscape goals; and (4) specific nonnatives that are prominent in the project area, such as eucalyptus trees, are proposed to preserve the unique visual experience of the community. Additionally, existing landscaping would be preserved to the extent feasible. Incorporation of these elements during revegetation of the temporary impact areas would facilitate creation of a cohesive visual experience throughout the improvement area and along the roadway corridor. The attached VIA Figure 15 illustrates the conceptual landscape design for this intersection.

Once completed, the proposed roundabout would introduce new roadway elements and alignment geometry to the intersection. New roadway elements would include raised medians, crosswalks, and a circular raised planter with hardscape "recovery zone" in center of the roundabout. Pedestrian-scale lighting, provided by pole-mounted fixtures, would also be introduced at the curb ramps. The project design features would have no anticipated significant visual impact following 5 years of plant establishment. The new roadway geometry would modify the approach to the intersection slightly; however, the roadway profile would remain largely consistent with existing conditions, preserving the existing linear views along the corridor. Possible views may occur from the Rancho Santa Fe Village area, located west of the project site; however, views from these locations would encompass an expansive area, of which the project site would constitute only a small part, and the sensitivity to this change in the visual environment would likely be low. Distant views would be preserved.

Historic Properties Impacts

The general character of the intersection is primarily defined by its visual character. Because the intersection is located along a topographically flat area, the project would be screened from view, in most cases, by intervening topography, dense vegetation and the general development pattern of the semi-rural landscape. Partial views may occur from the distant foothills and mountains, located west of the project site; however, the relative difference scale of the project area as it relates to the entirety of the viewshed should be considered synonymous with viewing the intersection from a background distance. Although a new design for the intersection would be introduced, the roundabout would not significantly alter the horizontal line of the road. The vertical profile for the center of the roundabout would include landscape and pedestrian safety lighting fixtures that would not stand out as independent or memorable features of the landscape, but rather maintain a continuous feature of the community's landscape. The design of the roundabout would ensure that it does not become a dominant feature of the landscape.

To assess the effects of the undertaking on the intersection, it is important to identify the significant aspects of the intersection that constitute its integrity and contribute to the circulation element. These include its general character and function within the aspects of location, feeling, and setting. The most significant aspects of the intersection's integrity relate to its setting and feeling:

Location. The core of the intersection will remain intact in its historic location, with the edges and accesses to La Fremontia and Las Colinas removed and slightly shifted, respectively.

Design. As part of the roundabout design and pertinent to the SHPO comments, the blocking off of the western terminus of La Fremontia and the realignment of Las Colinas are the most substantial changes to the intersection. However, the changes are designed to blend into a continuous landscape. The contributing nature of these sidestreets is secondary to the intersection of the two major thoroughfares, Via de la Valle and Paseo Delicious. These side streets are not prominent features, but representative of side streets that are present throughout CHL No. 982. The alignment of La Fremontia will remain the same, with the exception of the loss of one point of access. The current double access to La Fremontia is not an exceptional feature of the intersection, as it is a side street that was apparently designed around the topography and a grove of trees. La Fremontia would not lose a significant amount of integrity due to the closure of the western access, as its primary design and setting as a side street will remain. As a whole, the same roads will continue to feed the intersection, with minor realignments to allow the new roundabout to function. The historic road layout

of the circulation element was based on few design principles, incorporating existing wagon trails and roads, accommodating the existing natural landscape, and maintaining the rural setting that allowed for an undisrupted driving experience. Winding roads were purposely designed to reflect the sinuous topography and to discourage speeding drivers. The circulation element design itself was focused more on a rural setting with two-lane thoroughfare roads and organically located side streets rather than on exact alignment or uniform angles in its intersection design. The exact design of where side streets feed into the major thoroughfares is less significant than the overall design within the setting and its feeling. The incorporation of a roundabout would not adversely detract from the design intention of the circulation element.

Setting. Although the introduction of new roadway elements and modified geometries would constitute a noticeable change to the intersection, the proposed incorporation of contextually-sensitive project design features would reduce the visual effect and the rural setting of the two-lane roads will remain relatively unchanged. As mentioned above, the visual character of the intersection will not change significantly.

Material. The roads have been repaved with asphalt and restriped. The original “macadam” paving of the road may exist under several layers of newer paving, but it is unlikely to retain any original integrity. The material aspect is a comparatively minor indicator of the integrity of the intersection which is significant primarily for its setting and feeling.

Workmanship. The workmanship and aesthetic principles invoked in the design of the intersection relate to the placement of the intersection along existing historic roads and the incorporation of side streets that relied on organic alignments. Original materials are no longer visible, and workmanship is a minor indicator of the intersection’s integrity.

Feeling. The intersection will maintain its quality of evoking the historic rural aesthetic and sense of cohesiveness within the circulation element and with the overall historic property, CHL No. 982. The physical setting will continue to convey the rural nature of the community as historically envisioned, and the flow of traffic through the intersections will retain the historical feeling of the rural open roads. Overall, the intersection will include the same roads, provide the same function and driving experience, have the same vegetation at its borders after plantings have matured, and retain the feeling of a rural two-lane road.

Association. The intersection is associated with the historic roads, Paseo Delicias and Via de la Valle, as well as the circulation element design for the historic planned community, CHL No. 982. The association will remain unchanged.

Conclusion

The Paseo Delicias/Via de la Valle/La Fremontia intersection will retain sufficient integrity of setting and feeling, the two most important aspects of its integrity, after the construction of the roundabout. Therefore, the undertaking will not have an adverse effect on the circulation element of CHL No. 982.

Note: Conceptual Plant Legend is provided in Figure 5

80 0 80 Feet
Scale: 1" = 80'

Figure 15
Rancho Santa fe Conceptual Landscape Design - Paseo Delicias / Via De La Valle / La Fremontia

Key View 3A is taken from Via De La Valle looking northeast toward the intersection of Paseo Delicias, La Fremontia, and Via De La Valle.

Figure 16
Key View 3A

P:\2007\07080002 RSF Traffic Circles\6Graphics\Figures\RSF Visual Simulationsy\figure 16 kv3A_VIA.ai dbrady 6/8/07

Key View 3B is taken from Paseo Delicias looking west toward the intersection of Paseo Delicias, La Fremontia, and Via de la Valle.

Figure 18
Key View 3B

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

November 16, 2012 Reply To: FHWA120403A

Anmarie Medin, Chief
Cultural Studies Office
Division of Environmental Analysis
PO Box 942874
Sacramento, CA 94274-0001

Re: Finding of Effect for the Proposed Rancho Santa Fe Roundabout Project, San Diego County, CA

Dear Ms. Medin:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has determined that the proposed project will have no adverse effect to the Historic Planned Community of Rancho Santa Fe and its contributors, a property considered eligible for the National Register of Historic Places (NRHP). Based on review of the submitted documentation, I concur that the project as proposed will have no adverse effect on historic properties.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

Appendix H
Archaeological Survey Report

NEGATIVE
ARCHAEOLOGICAL SURVEY REPORT FOR THE RANCHO SANTA FE ROUNDABOUTS PROJECT SAN DIEGO COUNTY, CALIFORNIA

Prepared for:

County of San Diego
Department of Public Works
5469 Kearny Villa Road, Suite 305
San Diego, California 92123

Prepared by:

Rebecca Apple, M.A., R.P.A.
and
Carrie Gregory, M.A., RPA
AECOM (Formerly EDAW, Inc.)
1420 Kettner Boulevard, Suite 500
San Diego, California 92101

Reviewed and Approved by:

Kevin Hovey
Senior Environmental Planner
Caltrans District 11, 4050 Taylor St.
San Diego, CA 92110

Area Surveyed: 13.8 acres

USGS Quadrangle: 7.5' Rancho Santa Fe

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SUMMARY OF FINDINGS

This investigation was conducted by EDAW, Inc., for the County of San Diego, Department of Public Works (County DPW) in support of the proposed Rancho Santa Fe Roundabouts project. The County DPW proposes the construction of three roundabouts in the community of Rancho Santa Fe, California. These intersections are part of the Paseo Delicias Corridor, located in the unincorporated community of Rancho Santa Fe in San Diego County. The proposed project would involve the conversion of the following intersections:

- Paseo Delicias/El Camino del Norte/Del Dios Highway
- Paseo Delicias/El Montevideo/La Valle Plateada
- Paseo Delicias/Via de la Valle/La Fremontia

This investigation was undertaken to identify archaeological resources within the Area of Direct Impact, or ADI, for the proposed project. An ADI was used in this investigation, as an Area of Potential Effects has not been formally defined.

The proposed project is partially funded by Federal Highway Administration (FHWA) and FHWA serves as the federal lead agency for National Environmental Policy Act compliance. The California Department of Transportation (Caltrans) is delegated by FHWA to provide oversight on the completion of the NEPA environmental review process. This investigation complies with the requirement of Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and the implementing regulations cited in 36 CFR §800, as they pertain to federally funded undertakings and their impacts on historic properties. The County DPW serves as the local lead agency for California Environmental Quality Act (CEQA) compliance.

This document follows the Caltrans report format as detailed in the Caltrans Standard Environmental Reference, Cultural Resources, Vol. 2 (2007). As the federal project proponent is FHWA, the Programmatic Agreement (PA) that Caltrans signed with FHWA, the Advisory Council on Historic Preservation, and the California State Historic Preservation Officer regarding compliance with Section 106 of the NHPA does not apply. However, the PA will be referenced in this document, should this project require a Caltrans review at a later date. Nevertheless, this document will meet Section 106 of the NHPA requirements outside of the PA. This document will also meet the reporting requirements set forth by the County of San Diego (2006), and comply with CEQA statutes and guidelines.

A records search of the ADI and a 1-mile radius was conducted at the South Coastal Information Center and the San Diego Museum of Man in November 2006 and February 2007, respectively. Results of the records searches revealed that two previously recorded archaeological resources had been recorded within 0.25 mile, and no resources had been recorded within a 100-foot buffer around the ADI.

An intensive pedestrian archaeological field survey of the ADI and adjacent areas was conducted by Carrie Gregory, M.A., R.P.A., and Cheryl Bowden-Renna, B.A., on May 21, 2007, under the

oversight of Ms. Rebecca Apple. A Native American monitor was not present. The survey was performed in 10-m transects. A total of 13.8 acres was surveyed that included 5.6 acres of the 5.8-acre ADI. A total of 0.2 acre of the ADI was not surveyed due to inaccessibility or a slope greater than 30 percent. The intensive pedestrian archeological field survey did not identify any archaeological resources.

1.0 INTRODUCTION

The County of San Diego Department of Public Works (County DPW) proposes to construct traffic roundabouts at the following three intersections along Paseo Delicias in the unincorporated community of Rancho Santa Fe in northwest San Diego County (Figure 1):

- Paseo Delicias/El Camino del Norte/Del Dios Highway (El Camino del Norte)
- Paseo Delicias/El Montevideo/La Valle Plateada (El Montevideo/La Valle Plateada)
- Paseo Delicias/Via de la Valle/La Fremontia (Via de la Valle/La Fremontia)

Paseo Delicias is a two-lane road between Via de la Valle and El Camino del Norte that provides a link between Interstate 15 (I-15) along Via Rancho Parkway and Del Dios Highway to Interstate 5 (I-5). Vehicles tend to travel rapidly on this stretch of road, as it is one of the few roads in this area that connects I-15 to I-5. Two of the three intersections along Paseo Delicias (El Montevideo/La Valle Plateada and Via de la Valle/La Fremontia) are stop sign controlled on all legs of the intersections and drivers must wait in significantly long queues at each of these controlled intersections. The third intersection (El Camino del Norte) is stop controlled only on El Camino del Norte. To avoid long waits, some motorists divert onto other narrow residential roadways, creating potential traffic conflicts and delays to residents accessing their driveways.

The objective of the proposed project is to construct roundabouts along Paseo Delicias to ease existing traffic congestion at three intersections primarily caused by through traffic traveling east and west during the morning and evening peak commuter periods. At the request of the community, a roundabout feasibility study was completed in 2004, which determined that roundabouts at the three subject intersections would improve Level of Service (LOS) for these intersections during peak hours.

The San Dieguito Community Plan, which includes Rancho Santa Fe, contains a goal that "urban-type street improvements such as gutters, curbs, sidewalks and extensive street lighting should not be installed." This goal is consistent with the Rancho Santa Fe community's protective covenant (the Covenant) to preserve the community's rural character and to limit streets to two lanes.

The proposed project is located at three intersections and their approaching street segments along approximately 2.6 miles of Paseo Delicias between Via de la Valle and El Camino del Norte in the unincorporated community of Rancho Santa Fe. As shown in Figure 2, the proposed project lies within an unsectioned area of Township 13 South, Range 3 West of the San Bernardino base meridian on the USGS 7.5-minute Rancho Santa Fe topographic quadrangle map (1975), at an average elevation of 245 feet. The proposed project area can also be found in The Thomas Guide map book for San Diego County on page 1168.

This investigation was conducted by EDAW, Inc. (EDAW), for the County DPW in support of the proposed Rancho Santa Fe Roundabouts project. This investigation was undertaken to identify archaeological resources within the Area of Direct Impact, or ADI, for the proposed

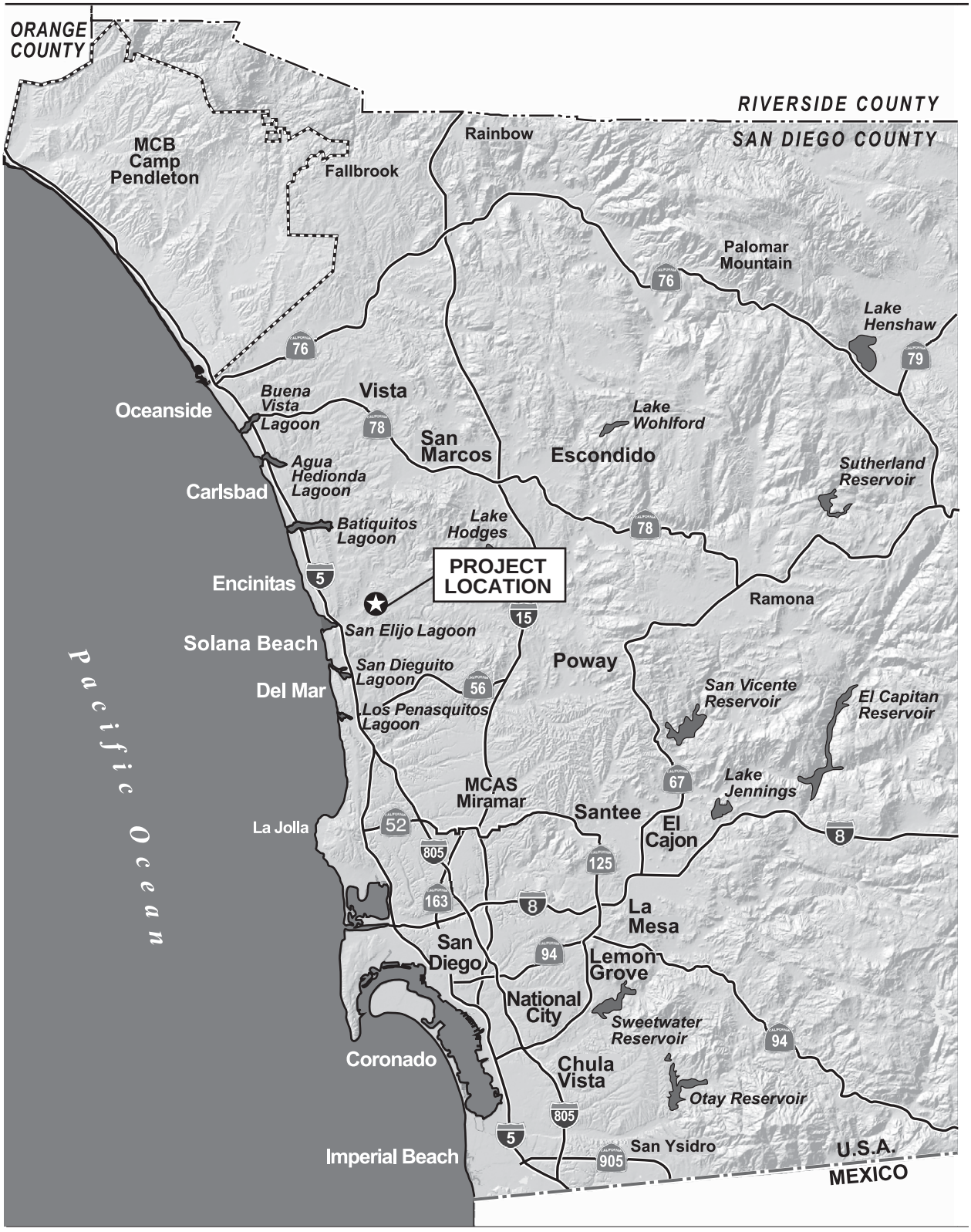

Figure 1
Vicinity Map

Source: USGS 7.5' Series Quadrangle, Rancho Sant Fe Calif., 1975; SanGIS 2007; TAIC 2007; EDAW 2007

2,000 1,000 0 2,000 Feet

Scale: 1:24,000; 1 inch = 2,000 feet

Figure 2
Project Location Map

Path: P:\2007\07080002 RSF Traffic Circles\5GIS\MXD\ARCHY\ASR\Figure 2 Project Location Map.mxd, 06/07/07, kocherte

project. An ADI was used in this investigation, as an Area of Potential Effects has not been formally defined.

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An intensive pedestrian archaeological field survey of the ADI and adjacent area was conducted by Carrie Gregory, M.A., R.P.A., and Cheryl Bowden-Renna, B.A., on May 21, 2007, under the oversight of Ms. Rebecca Apple (Appendix A). Ms. Gregory has worked as a professional archaeologist for nine years. Her expertise has developed through work on numerous projects in southern California. Ms. Bowden-Renna has 15 years experience throughout the southwestern United States. Ms. Apple has over 20 years of experience in cultural resource management, serves as senior archaeologist for EDAW, and qualifies as a Principal Investigator under Caltrans Guidelines (Caltrans 2007:Exhibit 1.5). A Native American monitor was not present.

2.0 PROJECT DESCRIPTION

The proposed project would involve the construction of roundabouts to replace existing stop sign controls at the following intersections:

- Paseo Delicias/El Camino del Norte/Del Dios Highway (El Camino del Norte)
- Paseo Delicias/El Montevideo/La Valle Plateada (El Montevideo/La Valle Plateada)
- Paseo Delicias/Via de la Valle/La Fremontia (Via de la Valle/La Fremontia)

Currently, the Via de la Valle/La Fremontia and El Montevideo/La Valle Plateada intersections are all-way stop controlled. The El Camino del Norte intersection is stop controlled on El Camino del Norte approaching Paseo Delicias/Del Dios Highway. Vehicles traveling along or accessing this roadway corridor must wait in significantly long queues during peak commute periods at each of the three controlled intersections.

Traffic operations at each of the three intersections would be similar with installation of the proposed roundabouts. The roundabouts would be built to appropriate standards for the existing roadway conditions in terms of lane width, speed limit, and to allow their use by large trucks. Traffic entering each roundabout would not be stop controlled at any of the intersecting street segments. Vehicles approaching each roundabout would yield the right-of-way to vehicles already within the roundabout and would merge into the counter-clockwise flow of a single lane of traffic. Through traffic on Paseo Delicias would complete a one-half circle on the roundabout and continue in a westbound or eastbound direction. Vehicles turning onto intersecting streets would complete a one-quarter or three-quarter circle on the roundabout and exit onto any of the intersecting street segments.

Combination pedestrian/equestrian crossings would be delineated by crosswalk markings in the pavement. Push-button-activated crossings with in-pavement lighting and flashing warning signs would be located approximately 200 feet from the crossing and would simultaneously illuminate at each segment of the intersection. A safety island would also be installed to enable crossers to pause between the lanes of traffic.

- **El Camino del Norte Intersection**

  The El Camino del Norte roundabout would have three intersecting street segments. The intersection would need to be widened on the northwest and northeast corners to accommodate the roundabout. Retaining walls would be constructed on the north and south sides of Paseo Delicias and Del Dios Highway. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout. The existing equestrian trail would be re-routed along the shoulders of Paseo Delicias to access the proposed crosswalk to be located just west of the roundabout.

- **El Montevideo/La Valle Plateada Intersection**

  The El Montevideo/La Valle Plateada roundabout would have four intersecting street segments. To accommodate the roundabout, the intersection would need to be widened

and shifted slightly in an easterly direction. No widening would be required at the southwest side of the intersection. Existing bus stops on Paseo Delicias would be relocated farther to the east and west of the roundabout.

- **Via de la Valle/La Fremontia Intersection**

  The Via de la Valle/La Fremontia roundabout would have three intersecting street segments and would include the closure of the western La Fremontia intersection. La Fremontia would become a cul-de-sac and an earthen berm would be constructed between the cul-de-sac and the roundabout. The southwest and southeast corners at the intersection of Paseo Delicias/Via de la Valle would need to be widened to accommodate the roundabout and for the realigned equestrian trail that would follow along the southeast side of the intersection. Existing bus stops on Paseo Delicias would be relocated farther to the east and west of the roundabout.

  South of the proposed roundabout, the intersection of Las Colinas with Via de la Valle would be realigned to the south to intersect Via de la Valle at a right angle. This realignment is to allow continuous traffic flow through the three street segments in the roundabout and to allow full access to Las Colinas from Via de la Valle. Transition lanes to facilitate right turns into and out of Las Colinas and a left turn pocket into Las Colinas would also be constructed. Two private driveways on Las Colinas would be lengthened to connect with the realigned roadway. West of the roundabout, the eastern access to a circular driveway at a private residence on the southerly side of Paseo Delicias would be closed. Ingress and egress to the private residence would be maintained via the western side of the circular driveway. The roundabout would require a retaining wall on the southeast side of the intersection. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout. The Village Community Presbyterian Church at the southeast corner of the intersection is proposing a redevelopment of the church property that would include a reconfigured parking lot. The proposed church improvements would not conflict with the planned roundabouts and additional parking would be provided in the church's improvements. New landscaping would also be installed.

Technical and environmental considerations affecting the design of the project are the following:

- To maintain the existing equestrian trail crossings at all intersections along Paseo Delicias
- To comply with goals of the San Dieguito Community Plan to avoid installation of "urban-type street improvements such as gutters, curbs, sidewalks, and extensive street lighting"
- To comply with the community plan and County Circulation Element designation of the Paseo Delicias corridor as a two-lane road
- To avoid impacting structures, landscaping, and other features associated with known historic properties in the project area
- To provide safe pedestrian crossings at each of the project intersections

3.0 RESEARCH METHODS

RECORDS SEARCH

Initial investigations for this project began with records searches conducted by the South Coastal Information Center (SCIC) and the San Diego Museum of Man (MoM) in November 2006 and February 2007, respectively (Appendix B). The SCIC manages the State of California's regional records of cultural resources for the California Office of Historic Preservation (OHP). The MoM houses additional records on prehistoric resources within San Diego County. The records searches were conducted using a 1-mile radius surrounding the ADI for archaeological resources, including districts, sites, and isolates and a 0.25-mile radius for built resources, including historic districts, buildings, structures, and objects. The records searches included a review of properties listed in the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, California Points of Historic Interest, OHP's Directory of Properties, and historic maps.

The records search revealed that 36 cultural resource investigations had been conducted within a 1-mile radius of the ADI. Four of these investigations included portions of the ADI (Table 1). Of the four investigations, three were literature reviews and did not involve pedestrian surveys of the ADI. The intensive pedestrian survey reported by Mr. Schaefer and Mr. Moslak addressed approximately 0.2 acre of the current ADI. Although they were following the route of the Lake Hodges Flume, a historic structure, they found no archaeological resources within the current ADI.

Table 1. Previous Investigations Conducted within the ADI

Author(s)	Date	Title	Description	Roundabout
American Pacific Environmental Consultants, Inc.	1981	Environmental Impact Report for San Dieguito River Study Draft Conceptual Master Plan	Literature Review	El Monte Video; Villa de la Valle
Gallegos, Dennis, Roxana Phillips, and Andrew Pigniolo	1988	A Cultural Resource Overview for the San Dieguito River Valley San Diego, California	Literature Review	El Camino del Norte; El Montevideo; Via de la Valle
Schaefer, Jerry, and Ken Moslak	2000	A Cultural Resource Inventory and Evaluation for the San Dieguito Reservoir Rehabilitation and Lake Hodges Flume Replacement Project	Intensive Pedestrian Survey	El Camino del Norte
Whitney-Desautels, Nancy	1981	Archaeological/Historical/Paleontological Literature Search and Records Check on Rancho Santa Fe Community Services District Reorganization Plan	Literature Review	El Camino del Norte; El Montevideo; Via de la Valle

The records search revealed that 15 prehistoric archaeological resources have been recorded within 1 mile of the ADI. Two of these are within 0.25 mile of the ADI: CA-SDI-11,704 and CA-SDI-16,511 (Table 2). Sites CA-SDI-11,704 and CA-SDI-16,511 were recorded crew from Brian Smith and Associates in 1990 and 2003, respectively. Site CA-SDI-11,704 consisted of a sparse artifact scatter of ceramics, scrapers, flakes, and mano fragments. Depth of the site was recorded to be 20 cm, determined by test unit excavation and shovel tests. Site CA-SDI-16,511 consisted of a sparse artifact scatter of flakes and groundstone fragments. Test unit excavations and shovel tests revealed flakes, cores, choppers, debitage, a projectile point tip, manos, and metate fragments. Depth of the site was recorded to be 50 cm.

Table 2. Previously Identified Archaeological Resources within a 0.25-mile Radius of the ADI

Site	Description	Recorder	Year	Roundabout
CA-SDI-11,704	Sparse artifact scatter	Crew from Brian F. Smith and Associates	1990	El Camino del Norte
CA-SDI-16,511	Artifact deposit	Crew from Brian F. Smith and Associates	2003	El Camino del Norte

The records search also revealed that nine historic-period, nonarchaeological resources were recorded within 0.25 mile of the ADI. Two of these are within the ADI: 7052 La Valle Plateada and a portion of the Lake Hodges Flume. In addition, the historic planned community of Rancho Santa Fe is California Historical Landmark No. 982. The two historic nonarchaeological resources and the California Historical Landmark will be addressed in the Historic Resources Evaluation Report.

SACRED LANDS SEARCH

In addition to the records searches, the California Native American Heritage Commission was contacted in December 2006 to conduct a sacred lands search. The result of the sacred lands search was negative; no sacred lands exist with 100 feet of the ADI (Appendix C).

NATIVE AMERICAN CONTACT PROGRAM

The County DPW will be conducting the Native American contact program, per a discussion with Ms. Gay Hilliard at the County DPW in May 2007.

4.0 BACKGROUND

ENVIRONMENT

The proposed project is located in Rancho Santa Fe, an inland community of northern San Diego County, approximately 25 miles north of the city of San Diego and 3 miles inland from the Pacific Ocean (see Figures 1 and 2). Rancho Santa Fe includes about 6,700 acres and is bordered by Encinitas to the west and Escondido to the east. The community consists of residential and commercial activities in a rural setting. The development density is low, allowing residences to exist on large lots. Most of the lots are planted, and many include orchards. San Elijo Creek traverses the northern portion of Rancho Santa Fe and drains into San Elijo Lagoon along the Pacific Ocean. The San Dieguito River and its extensive floodplain are along the south edge of Rancho Santa Fe, and the river runs west to the Pacific Ocean, draining into San Dieguito Lagoon. The average elevation is 245 feet above mean sea level. The region is characterized by warm, dry summers and mild winters. Soils are composed of silty loam with underlying terrace deposits. Prior to its development, the area would have likely been vegetated by coastal sage scrub, typified by vegetation species not exceeding 3 to 4 feet in height. Dominant species include California buckwheat, California sagebrush, black sage, white sage, and laurel sumac (Pryde 2004). Along the natural drainages and river floodplains are stands of coastal sage scrub vegetation.

Change in local coastal environments has been influenced largely by sea level rise over the course of the Holocene period. Beginning around 18,000 years ago, rising sea levels flooded the drainage of Escondido Creek, eventually creating a deep embayment. As sea level rise slowed between about 6,000 and 3,000 years ago, sandbar formation at the bay's mouth and accumulating sediment at the landward end created a more complex estuarine environment. Continuing siltation eventually filled most of the lagoon, a process that greatly accelerated during the historic period. Although the individual histories of the coastal lagoons of San Diego County are still under study, it is likely that the most productive environments for humans were present during the early and middle Holocene.

ETHNOGRAPHY

By the time Spanish colonists began to settle California, Rancho Santa Fe was probably within the territory of a loosely integrated cultural group historically known as the Kumeyaay or Northern Diegueño. The Kumeyaay spoke a Yuman language, differentiating them from the Takic-speaking groups, like the Luiseño of northern San Diego County. The Kumeyaay followed a sophisticated seasonal gathering cycle, with bands occupying a series of campsites within their territory (Luomala 1978:599). Several sources indicate that large Kumeyaay villages or *rancherias* were located in the river valley areas, as well as along the shoreline of coastal estuaries (Bean and Shipek 1978; Brackett 1951; Hoover et al. 1966; Kroeber 1925; Shannon 1981). One large ethnographic site, *San Elijo (Jeyal)*, is located east of Rancho Santa Fe, north of the San Dieguito River (Carrico 1993).

PREHISTORY

Paleoindian Period

The earliest well-documented prehistoric sites in southern California are identified as belonging to the Paleoindian period, which has locally been termed the San Dieguito complex/tradition, originally identified by Rogers (1939, 1945). The Paleoindian period is thought to have occurred between 9,000 years ago (or earlier) and 8,000 years ago in this region and correlates with Willey and Phillips' (1958) Lithic Stage of development. Although varying from the well-defined fluted point, Paleoindian complexes of the Plains' states and the Southwest, the San Dieguito complex is nonetheless seen as a hunting economy with limited use of seed-grinding technology. The economy is generally acknowledged to be focused on highly ranked resources, such as large mammals, including marine mammals. It was supported by relatively high residential mobility, which may be related to following large game and the absence of territorial circumscription. Archaeological evidence associated with this period has been found around dry inland lakes, on old terrace deposits of the California desert, and near the coast, where it was first documented at the Harris Site (CA-SDI-149), located in north-central San Diego County.

The early occupants made use of coastal and inland resources such as plants, animals, shellfish, and fish (Erlandson and Colten 1991; Kaldenberg 1982). Most of these older assemblages are surface finds that do not allow good chronological placement of materials from this period. The San Dieguito Plateau was the area in which these materials were first recognized. The stable mesa landforms in the region and the abundance of appropriate lithic material along the San Dieguito River have made the foothills an important area for Paleoindian research. At the Harris Site, west of Lake Hodges, these materials were first identified in stratigraphic context.

Archaic Period

The Archaic period is differentiated from the earlier Paleoindian period by a shift to a more generalized economy and in increased focus on the use of grinding and seed processing technology. At sites dated between approximately 8,000 and 1,500 years before present (B.P.), the increased use of groundstone artifacts, along with a mixed core-based tool assemblage, identifies a range of adaptations to a more diversified set of plant and animal resources. Variations of the Pinto and Elko series projectile points, large bifaces, manos and portable metates, core tools, and heavy use of marine invertebrates in coastal areas are characteristic of this period. Within this relatively long chronological unit of time, major changes in technology appear limited.

Late Prehistoric Period

The onset of the Late Prehistoric period is evidenced by the appearance of small projectile points and ceramics. Projectile points commonly found in Late Prehistoric assemblages include Cottonwood Triangular and Desert Side-notched forms, both thought to mark the introduction of bow-and-arrow technology into the region. Several scientists have considered changes in

projectile point styles and artifact frequencies within the Late Prehistoric period to be indicative of population movements or of different cultural groups (Moratto 1984). Ceramics, typically consisting of Tizon Brownware, may have been introduced slightly later than arrow points. These traits, together with the appearance of cremation burials, are thought to derive from desert areas to the east, by either population movement, diffusion, or a combination of both. The reason for the influx of cultural traits from the east is unclear; however, movement of some of these traits across the Takic/Yuman linguistic boundary suggests that diffusion may also have played an important role in these shifts. In any case, most settlement and subsistence data from San Diego County indicate that Late Prehistoric economy was oriented primarily toward terrestrial habitats, as opposed to the more maritime focus of the Archaic (Christenson 1990).

The increasing diversification and intensification were likely a result of environmental change, siltation of lagoons, or population increases. In general, it is thought that there was increasing emphasis on plant collection and processing in the Late Prehistoric period, as evidenced by abundant bedrock milling stations in the foothill and interior mountains. The period extends from approximately 1500 B.P. to European contact in 1769.

HISTORY

Spanish Period

Taking advantage of a navigable bay, the first area settled by the Spanish in Alta California was San Diego, beginning in 1769 (Pourade 1960; Weber 1992). Aboriginal lifeways were increasingly modified, as more and more local natives came under the influence of the missions as christianized and civilized laborers. Spanish settlement in San Diego County consisted of a presidio, two missions, and three asistencias, in addition to grazing areas for mission cattle and agricultural lands for mission crops (Pourade 1960).

Mexican Period

Mexico won its independence from Spain in 1821. In 1823, Emperor Iturbide was forced out, allowing Mexico to become a republic. Secularization of the missions in 1834 brought notable changes to the land ownership and use in the region. The lands surrounding the missions were made available to the public through land grants conceded by the Mexican government. In 1845, Pío Pico was named governor of California. In an effort to dispense the land to Mexicans, or the people of Alta California, Pico authorized numerous land grants. Large tracts of land were granted to families and individuals, with cattle ranching as the major economic focus (Pourade 1963).

Rancho Santa Fe grew out of the San Dieguito Rancho, or Rancho San Dieguito (Moyer 1976:16). Originally granted to Don Juan Maria Osuna in 1840 under provisional grants, San Dieguito Rancho consisted of 8,824 acres (Moyer 1976:16). Osuna used the land for raising cattle and horses and some farming. After secularization of the missions in 1834, Osuna became mayordomo and administrator of the San Diego Mission (Moyer 1976:16). Osuna died in March

1851, and one of his sons, Leandro Osuna, inherited the rancho. Eight years later, Leandro killed himself and one of his sons, Julio, took control of the rancho. Members of the Osuna family lived on the rancho until 1906 (Moyer 1976:17).

Early History of Rancho Santa Fe

In 1906, the Santa Fe Land Improvement Company, a subsidiary of the Santa Fe Railroad, bought all but 374 acres of San Dieguito Rancho for $100,000 (HABS 1991:2). The Santa Fe Land Improvement Company intended to use the land to plant eucalyptus trees and use the wood for railroad ties. Eucalyptus seedlings were imported from Australia and planted on more than 3,000 acres of Rancho San Dieguito (HABS 1991:3). However, the project failed for several reasons and, in 1915, the project was abandoned and the eucalyptus trees were left to grow unhampered on the land (HABS 1991:3).

Following the failure of the eucalyptus planting, the Santa Fe Railroad reconsidered its plans for the Rancho San Dieguito under the direction of W. E. Hodges, vice president of the railroad and Colonel Ed Fletcher, a San Diego land and water developer (HABS 1991:3; Moyer 1976:17). Roads were laid through the rancho lands; a pumping plant was built; and with the additional water, tenants could raise cattle, grain, beets, and other vegetables (HABS 1991:3). Fletcher proposed that Santa Fe Railroad sponsor a dam to be built several miles east at Carroll Reservoir. The construction of this dam would provide a water supply and allow the railroad to develop Rancho San Dieguito.

Construction began in July 1917, and when it was complete, the multiple-arch dam was 700 feet long, 157 feet high, and capable of impounding 37,700 acre-feet of water (HABS 1991:3). Instead of the 36-inch concrete pipe that was planned for the distance between the dam and San Dieguito Reservoir, a flume was constructed (Schaefer and Moslak 2000:14). The dam and reservoir were named in honor of Hodges. With a water supply in place, the foundation for the development of Rancho Santa Fe was established.

Establishment of Rancho Santa Fe

In 1920, the Santa Fe Land Improvement Company hired noted landscape engineer Leone G. Sinnard to plan and implement an agriculturally based rural community. Sinnard's subdivision map for Rancho San Dieguito showed 58 blocks incorporating four to 18 lots, all connected by a system of curved, winding roads that followed the natural terrain (HABS 1991:8). Each lot was to have good road frontage, a desirable building site, and an area for efficient and practical tillage and irrigation. Sinnard's design highlighted the project's key characteristics: view, rural charm, orchard acreage, irrigation, and prominent building sites. Sinnard's proposal was accepted and in 1921 the Santa Fe Land Improvement Company retired the name Rancho San Dieguito and renamed the area Rancho Santa Fe.

The Santa Fe Land Improvement Company selected the San Diego architectural firm of Requa & Jackson, who had apprenticed with master architect Irving Gill, to design the Civic Center area (HABS 1991:8; May 2004:14). Requa used his travels to Spain, the western Mediterranean, and

former Spanish colonies in Latin America as inspiration to create a "Southern California" style. The firm of Requa & Jackson was in a dramatic ascendancy as they were on their way to becoming the architects of choice in San Diego. Therefore, they dispatched an architect in their office, Lilian Rice, to manage the Rancho Santa Fe project (HABS 1991:10; May 2004:15).

Lilian Jenette Rice was born in National City in 1889. In 1910, she was one of the first women to graduate from the University of California, Berkeley with a degree in architecture (HABS 1991:11; May 2004:15). Like Requa, Rice was interested in an expressive architecture that reflected its natural environment. The opportunity that Rice was given in 1922 to manage the development of Rancho Santa Fe had a profound impact on her career as an architect. From 1922 to 1927, the development of Rancho Santa Fe occupied most of Rice's time and energy. Rice "…remained true to Requa's original concept of a regional style based on the natural beauty and historic associations of the area" (Eddy 1983).

Rancho Santa Fe Protective Covenant

The Santa Fe Land Improvement Company continued to monitor the development of Rancho Santa Fe throughout the 1920s. The company was committed to controlling the aesthetic of Rancho Santa Fe. They hired Charles H. Cheney, a well-known city planner from Palos Verdes, to work on a permanent set of protective restrictions (May 2004:18; Eddy 1983). Cheney had extensive experience with development of several communities in northern and southern California, including the Palos Verdes Estates where he lived (May 2004:18). Cheney developed a set of protective restrictions for Rancho Santa Fe based upon his Palos Verdes model. These restrictions included the establishment of the Rancho Santa Fe Association, a nonprofit organization (HABS 1991:29). This association was responsible for maintaining the architectural, horticultural, and land-use restrictions established by the Santa Fe Land Improvement Company (HABS 1991:29-30). Each member of the association was charged an annual tax, rather than a property tax, and these funds were to pay for the association's expenses (HABS 1991:30). The covenant would be in effect for a period of 45 years, until 1973.

Depression and Post-World War II Era in Rancho Santa Fe

Along with the problems related to land sales during the Depression, three other problems plagued the Santa Fe Land Improvement Company. The Santa Fe Irrigation District was insolvent and unable to honor its contract with the City of San Diego to supply water to the city (HABS 1991:31). The Rancho Santa Fe Country Club's golf course, completed in July 1929, was dependent on annual membership fees, but when members could not afford the fees, it too became insolvent (HABS 1991:31). In addition, Rancho Santa Fe defaulted on its Mattoon Act bonds, which had been used to pay for more than 40 miles of roads (HABS 1991:31). Due to all of these conditions, Rancho Santa Fe became unattractive to buyers. Over the course of the next 10 years, each of the above problems was resolved.

By the end of World War II, the entire community began to prosper. New roads and improved driving conditions made it easier to commute from Rancho Santa Fe to San Diego and other neighboring cities. In 1945 the Santa Fe Land Improvement Company had divested itself of its

holdings in Rancho Santa Fe by selling its remaining properties to John F. Sinclair of Los Angeles (HABS 1991:33). In 1947, Jones-Howard Company of Los Angeles acquired Sinclair's interest. By 1948, all of the original Santa Fe Land Improvement Company buildings were privately owned. By the 1950s, a bank and clothing store had also been established as structures in the Civic Center were adapted to commercial uses. The trends of the mid-20th century continued for the next 50 years as the majority of property owners resided within the boundaries of Rancho Santa Fe (HABS 1991:34). The Rancho Santa Fe Protective Covenant was renewed in 1973 and its founding principles continue to restrict development within the community today.

5.0 FIELD METHODS

This investigation was undertaken to identify archaeological resources within the ADI for the proposed project. An ADI was used in this investigation, as an Area of Potential Effects has not been formally defined. An intensive pedestrian archaeological field survey of the ADI and adjacent area was conducted by Carrie Gregory, M.A., R.P.A., and Cheryl Bowden-Renna, B.A., on May 21, 2007, under the oversight of Ms. Rebecca Apple (see Appendix A). The ADI, which consists of areas that will have both temporary and permanent impacts, is 5.8 acres. Figures 3a, 3b, and 3c provide maps of the survey coverage with respect to the ADI. A total of 13.8 acres was surveyed that included 5.6 acres of the 5.8-acre ADI. A total of 0.2 acre of the ADI was not surveyed due to inaccessibility or a slope greater than 30 percent.

The field survey, performed in 10-m transects, revealed that most of the soils had been disturbed by plowing, road construction, residential construction, and ornamental planting. The surveyed areas, centered on road intersections, consisted of light to medium brown loamy, coarse sands. Only one area, the northern portion of the Villa de la Valle ADI, appeared to have relatively undisturbed soils. Ground visibility was poor to fair, depending on the vegetation, but averaged 75 percent. Visibility was extremely poor in planted areas around residential properties. Cut banks, rodent disturbances, and areas with higher surface visibility and indigenous plants, such as oak trees, were examined thoroughly for resources. No archaeological resources were identified by this survey.

Source: SanGIS 2007; AirPhotoUSA 2006; EDAW 2007; TAIC 2007

100 50 0 100 Feet

Scale: 1:1,200; 1 inch = 100 feet

Figure 3a
Survey Coverage Map for
Paseo Delicias/El Camino del Norte/Del Dios Highway

Path: P:\2007\07080002 RSF Traffic Circles\SGIS\MXD\ARCHIVASR\Figure 3a Survey Coverage Map.mxd, 06/07/07, kocherte

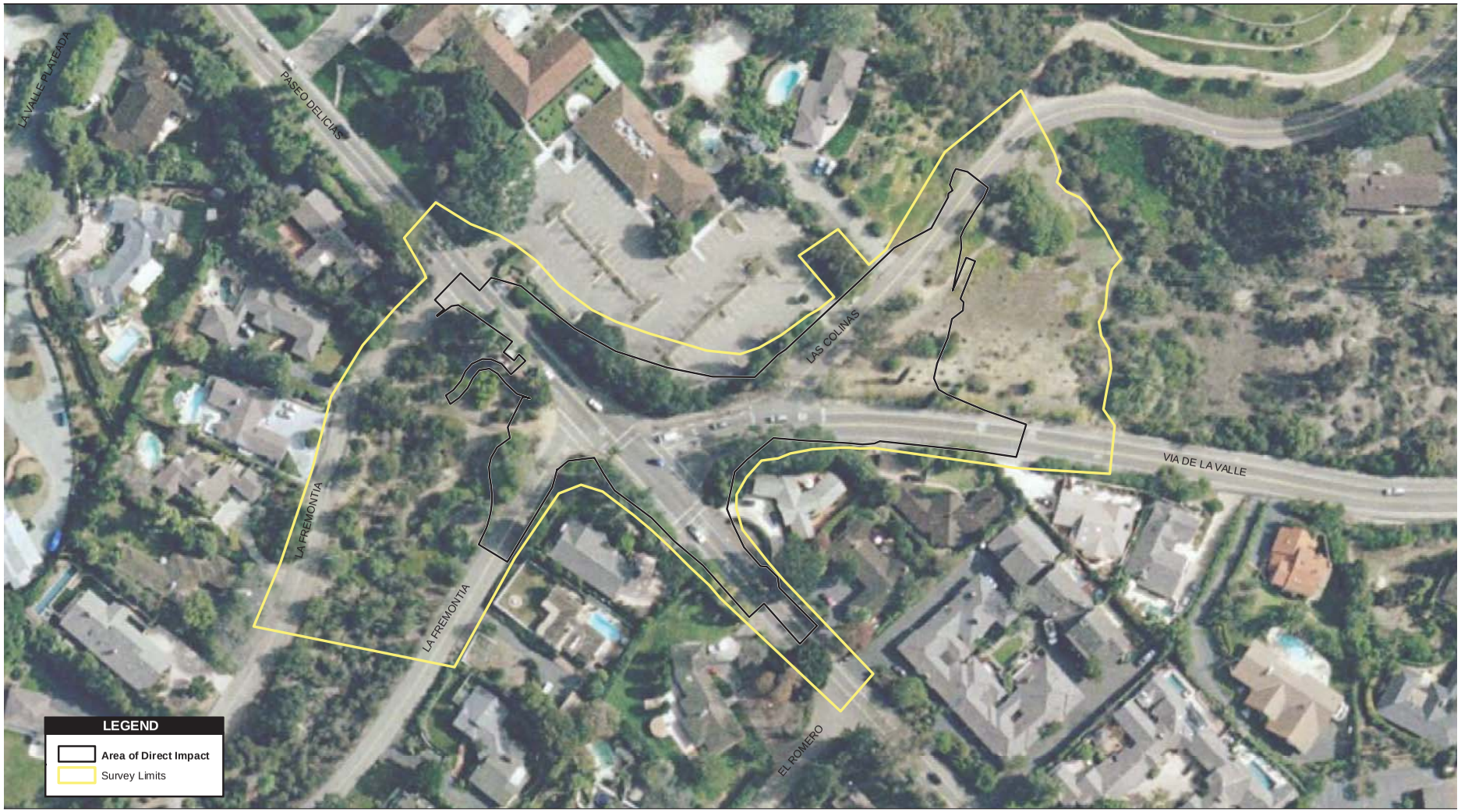
Source: SanGIS 2007; AirPhotoUSA 2006; EDAW 2007; TAIC 2007

100 50 0 100 Feet

Scale: 1:1,200; 1 inch = 100 feet

Figure 3b
Survey Coverage Map for
Paseo Delicias/El Montevideo/La Valle Plateada

Path: P:\2007\07080002 RSF Traffic Circles\GIS\MXD\ARCHIVE\ASR\Figure 3b Survey Coverage Map.mxd, 06/07/07, kocherte



Source: SanGIS 2007; AirPhotoUSA 2006; EDAW 2007; TAIC 2007

100 50 0 100 Feet

Scale: 1:1,200; 1 inch = 100 feet

Figure 3c
Survey Coverage Map for
Paseo Delicias/Via de la Valle/La Fremontia

Path: P:\2007\07080002 RSF Traffic Circles\SGIS\MXD\ARCHIVASR\Figure 3c Survey Coverage Map.mxd, 06/07/07, kocherte

6.0 FINDINGS AND CONCLUSIONS

No archaeological resources were identified as a result of this investigation.

The records search did reveal that Rancho Santa Fe is a California Historical Landmark and two other historic nonarchaeological resources exist within the ADI. These resources will be addressed in the Historic Resources Evaluation Report.

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1945 An Outline of Yuman Prehistory. *Southwest Journal of Anthropology* 1(2):167-198.

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APPENDIX A

RESUMES FOR KEY PERSONNEL

CARRIE GREGORY

Cultural Resources Specialist

Carrie Gregory is a cultural resources specialist with more than 8 years experience in cultural resource recordation and management, archaeology, and historic preservation. Her experience in documentation of cultural resources began with her role as Assistant Coordinator at the South Coastal Information Center (SCIC). SCIC manages the State of California's regional records of cultural resources, including those of an archaeological, historic, and architectural nature.

Ms. Gregory has conducted cultural resources surveys, historic architectural surveys, HABS/HAER documentation, archaeological excavation, records searches, and historical research, and has written various historical reports. EDAW has also used her advanced researching capabilities to prepare historic contexts for structures, neighborhoods, and regions. The historic contexts are used to evaluate several types of cultural resources.

Ms. Gregory's area of interest is cultural landscapes, encompassing rural and urban places of an ethnographic or historic nature. She is a two-time scholarship winner and an active member of the Alliance for Historic Landscape Preservation.

SUMMARY

Experience with cultural resource recordation and evaluation

8 yrs. experience with historic preservation

Expertise in historic research methods

Experience with GPS mapping and GIS software

EDUCATION

MA, Historic Preservation, Goucher College, Baltimore, Maryland, 2006

BA, Anthropology, San Diego State University, 2000

CERTIFICATION

Register of Professional Archaeologists (RPA)

TRAININGS

Implementing Management Plans for Cultural Landscapes Workshop. Association for Preservation Technology International, 2006

Principles of Tribal Consultation. The SRI Foundation, 2006

CEQA Instructional. EDAW, 2005

Cultural Landscape Workshop. California Preservation Foundation, 2005

Managing Multiple Projects, Priorities, and Deadlines. SkillPath Seminars, 2004

Communication for Professionals: The Winning Edge. Dynamic Consulting Services, 2004

Cultural Landscapes: Identification, Evaluation and Treatment Workshop. California Preservation Foundation, 2004

Identification and Evaluation of Mid-20th-Century Buildings. National Preservation Institute, 2004

Section 106: An Introduction. National Preservation Institute, 2002

AFFILIATIONS

National Trust for Historic Preservation

Alliance for Historic Landscape Preservation

Recent Past Preservation Network

George Wright Society

California Preservation Foundation

Society for California Archaeology

San Diego Historical Society

San Diego County Archaeological Society

PUBLICATIONS

Introduction: A View Across The Cultural Landscape Of The Lower Colorado Desert. *Proceedings of the Society for California Archaeology* 18:79-82. Chico, California.

HONORS

2006 Student Scholarship recipient from the Alliance for Historic Landscape Preservation

2005 Student Scholarship recipient from the Alliance for Historic Landscape Preservation

LAND DEVELOPMENT PROJECTS

San Diego Airport Site Selection, San Diego County, CA
Task Manager
CLIENT: Ricondo & Associates
Conducted records searches for 16 proposed airport locations and compiled brief land use histories for the regions of Borrego and Campo, California. Conducted intensive analyses on six additional civilian and military sites that included records searches, site visits, historic research, and mitigation measures. Attended public meetings, provided cultural resources support for project team, and authored technical studies.

Hall Property, Encinitas, CA
Project Manager
CLIENT: City of Encinitas
Conducted a cultural resources survey of 43 acres. Performed records searches and extensive historic research. Evaluated identified historic resources for their significance to the California Register of Historical Resources and authored the technical report in support of an Environmental Impact Report.

Public Safety Facilities Master Plan, Historical Assessment, Los Angeles, CA
Historian
CLIENT: City of Los Angeles, Bureau of Engineering
Conducted historic architectural survey. Performed historic research and prepared historic context by which to evaluate the significance of historical resources. Prepared the technical report, which evaluated the resources and assesses impacts.

CARRIE GREGORY

California Cordage Company, Historic American Building Survey (HABS), Orange, CA
Historian
CLIENT: Chapman University
Conducted HABS documentation for a 1920s brick industrial building, including the architectural survey, historic research, and oral histories.

Russell Lands Master Plan, Tallapoosa County, AL
Project Manager/Historian
CLIENT: Russell Lands
Conducted oral histories, archival research, and site visits. Collected information was used to prepare sustainable and compatible master planning documents and inform design.

St. Jude Medical Center Replacement Plan, Fullerton, CA
Research Assistant
CLIENT: City of Fullerton and the St. Joseph Health System
Conducted historic research and an architectural survey of the medical center complex. Compiled information for the historic background and the assessment of the historic structures for the evaluation report.

Oceanside Transit Center Parking Structure, Oceanside, CA
Research Assistant/Archaeologist
CLIENT: City of Oceanside
Conducted intensive archaeological survey and architectural survey of a parcel in Oceanside. Conducted historic research, compiled the information for the historic overview, and prepared the land use history for the project area. Results were used to assess archaeological sensitivity.

Harrah's Poarch Creek Band Entertainment Center, Wetumpka, AL
Research Assistant/Archaeologist
CLIENT: Poarch Band of Creek Indians
Conducted historic research on the National Register of Historic Places site Ocheopofau, or "Hickory Ground." Attended telephone and on-site project meetings with interested parties, including other Native American tribes. Assisted the band with GIS mapping of the existing conditions, proposed project, and Ocheopofau boundaries.

Los Angeles Unified School District High School Number 9, Los Angeles, CA
Research Assistant/Archaeologist
CLIENT: Los Angeles Unified School District
Conducted archaeological excavations in historic burial grounds. Performed extensive historic research on burial practices and grave goods of the late 19th century.

Chula Vista Auto Mall, Chula Vista, CA
Research Assistant/Archaeologist
CLIENT: City of Chula Vista
Conducted historical research and a reconnaissance-level archaeological survey, and prepared the technical report for a parcel in Chula Vista.

Oceanside 5-Block Study, Oceanside, CA
Historian
CLIENT: Catellus Development
Conducted historic research and compiled land use history of five city blocks in Oceanside. Results were used to assess archaeological significance of the blocks and make recommendations for future treatment of resources.

CARRIE GREGORY

San Diego State University Sorority Row, San Diego, CA
Project Manager/Archaeologist
CLIENT: San Diego State University Foundation
Conducted an archaeological survey and prepared the findings report.

Caltrans Headquarters Cultural and Historical Research Report, San Diego, CA
Research Assistant
CLIENT: Department of General Services
Conducted historic research to compile a history of several blocks in San Diego's historic Old Town neighborhood. Results were used to assess archaeological significance of the blocks and make recommendations for future treatment of resources.

Chapman University Cultural Resource Survey, Orange, CA
Research Assistant
CLIENT: Chapman University
Compiled land use history of 25 properties within the historic urban core of Orange using Sanborn Fire Insurance maps. Results were used to identify changes to the structures on the properties and to assess archaeological significance of the properties.

Los Angeles County Courthouse EIR, Los Angeles, CA
Research Assistant/Archaeologist
CLIENT: Burns & McDonnel
Conducted archaeological survey of five city blocks, assisted in the recordation and photo documentation of historic buildings, and conducted historic research at several Los Angeles repositories.

San Diego City Schools EIR, San Diego, CA
Research Assistant/Archaeologist
CLIENT: Cotton/Bridges/Associates
Conducted historic research, archaeological survey, and architectural survey, and compiled information for the historic background for the report, as well as assisted in the documentation and evaluation of buildings.

Historical Resource Evaluation for Ada Street Development, Chula Vista, CA
Historian
CLIENT: Alfa Group
Conducted survey and evaluation of a historic property. Conducted research at regional repositories and authored sections of the report.

Riverside OHV Project, Riverside County, CA
Historian
CLIENT: Riverside County Economic Development Authority
Performed historic research and created the historic context by which Cold War era sites located within the project area were evaluated.

Agua Caliente Casino Expansion, Palm Springs, CA
Research Assistant
CLIENT: Agua Caliente Band of Cahuilla Indians
Conducted historic research for an abandoned road segment and coauthored the report.

CARRIE GREGORY

Pacific Design Center Cultural Resource Survey, West Hollywood, CA
Research Assistant
CLIENT: City of West Hollywood
Conducted historic research and compiled the information for the historic overview of the project area. Results were used to assess the significance of the structures within the complex.

Ballpark Monitoring, San Diego, CA
Research Assistant/Archaeologist
CLIENT: Sverdrup/CCDC
Conducted extensive historic research to support the archaeological monitoring for 12-block area in downtown San Diego.

River Islands Development, San Joaquin County, CA
Research Assistant
CLIENT: City of Lathrop
Conducted historic research at several repositories and compiled information for the historic background of the project area and the nearby town of Mossdale.

Whittier Due Diligence, Whittier, CA
Research Assistant
CLIENT: Brookfield Homes Southland, Inc.
Conducted records search and additional historic research on the Fred C. Nelles School Property, a California Historic Landmark.

WATER DISTRIBUTION PROJECTS

San Vicente Dam, San Diego, CA
Task Manager/Archaeologist/Historian
CLIENT: San Diego County Water Authority
Conducted historic research and helped prepare a history of the town of Foster (1890s-1930s), as well as archaeological testing and data recovery. Moved sacred boulders from an archaeological site, which was in the path of construction, to a Barona Indian Reservation preserve.

Cultural Resources Survey of the Riverside Canal, Riverside, CA
Research Assistant/Archaeologist
CLIENT: City of Riverside
Conducted architectural survey of the Riverside Canal and historic research, and assisted in the identification, recordation, and photo documentation of the canal's historic features.

Riverside Canal, Historic American Engineering Record (HAER), Riverside, CA
Historian
CLIENT: City of Riverside
Conducted historic research and compiled the information for the historic background for HAER report for the Riverside Canal, Grand Terrace Tunnel, which is part of the Riverside Upper Canal, constructed in the 1870s and 1880s in order to bring water to the citrus fields in what was to become Riverside.

CARRIE GREGORY

Leucadia Drainage Project, Leucadia, CA
Task Manager
CLIENT: Rick Engineering/City of Encinitas
Conducted a records search and additional historic research, attended team meetings, and authored the cultural resources section of the report.

Recycled Water Quality Enhancement SEIR, Escondido, CA
Archaeologist
CLIENT: City of Escondido
Conducted historical research at several repositories and identified potentially affected resources.

Tijuana River Valley Wetland Mitigation, San Diego, CA
Research Assistant/Archaeologist
CLIENT: San Diego County Water Authority
Conducted archaeological survey of 98 acres. Conducted historical research and prepared the historic overview of the project area.

HISTORIC PRESERVATION PROJECTS

Plaza del Pasado, Old Town, San Diego, CA
Historian/Archaeologist
CLIENT: Heritage Architecture
Conducted historic research for three blocks in Old Town San Diego State Park, the birthplace of California. Prepared archaeological treatment plans for proposed construction.

El Cuervo Adobe Conditions Assessment, San Diego, CA
Research Assistant/Archaeologist
CLIENT: City of San Diego
Compiled land use history, historic background, and building history of the El Cuervo Adobe site. Results were used to provide recommendations for immediate and long-term protection of the physical remains at the site.

Cultural Landscape Study for the Algodones Sand Dunes, Imperial County, CA
Historian
CLIENT: Bureau of Land Management
Prepared the historic overview of the Algodones Sand Dunes for the report, using information compiled from research conducted at several repositories.

Rancho Jamul Ecological Reserve Land Management Plan, San Diego County, CA
Task Manager
CLIENT: California Department of Fish and Game
Conducted historic research, attended team meetings, and authored the cultural resources section of the report. The plan included recommendations for cultural resources protection, as well as potential opportunities and constraints.

CARRIE GREGORY

Mission San Juan Capistrano National Historic Landmark Nomination, San Juan Capistrano, CA
Research Assistant
CLIENT: Mission San Juan Capistrano
Conducted historic research and compiled information about missions built across the United States. Results were used to prepare a significance statement for the mission.

Hollenbeck Canyon Wildlife Area Land Management Plan, San Diego County, CA
Task Manager
CLIENT: California Department of Fish and Game
Conducted historic research, attended team meetings, and authored the cultural resources section of the report. The plan included recommendations for cultural resources protection, as well as potential opportunities and constraints.

TRANSPORTATION PROJECTS

Bayshore Bikeway, Western Salt Works Historic Resources Evaluation Report, San Diego, CA
Historian
CLIENT: Tierra Environmental
Conducted architectural survey and historic research, and assisted in the recordation and photo documentation of the salt works district's historic buildings and structures. Prepared a history of the salt works and its surrounding communities, which included Chula Vista, National City, San Diego, and Coronado.

State Route 76 Widening, San Diego County, CA
Landscape Historian
CLIENT: SANDAG
Conducted a landscape and architectural survey and historic research, and compiled information creating the historic context for the Historic Resources Evaluation Report under Caltrans guidelines.

Marina Drive Bike Path, Seal Beach, CA
Research Assistant/Archaeologist
CLIENT: City of Seal Beach
Conducted an archaeological and architectural survey and historic research, and compiled information creating the historic context for the Historic Resources Evaluation Report under Caltrans guidelines.

Arroyo Seco Bike Path Historic Property Survey, Los Angeles, CA
Research Assistant/Archaeologist
CLIENT: County of Los Angeles
Conducted an architectural survey of the stone-mortared and concrete-lined Arroyo Seco Flood Control Channel and associated bridges for the Historic Architectural Survey Report.

CARRIE GREGORY

Pacific Street Bridge Architectural and Cultural Resources Survey and Evaluation, San Diego, CA
Research Assistant/Archaeologist
CLIENT: City of Oceanside
Conducted historic research and archaeological survey, and compiled information for the historic background for the Historic Architectural Survey Report and the Archaeological Survey Report.

South Bay Expressway, San Diego County, CA
Research Assistant/Archaeologist
CLIENT: Caltrans District 11
Conducted historic research and records searches for project tasks. Acting as the cultural liaison for the project team.

Manchester Avenue/Interstate 5 Interchange Historic Properties Survey, Encinitas, CA
Research Assistant
CLIENT: City of Encinitas
Conducted historic research and compiled information for the historic background and the assessment of historic structures for the Historic Architectural Survey Report.

South Santa Fe Avenue Reconstruction Project, Vista, CA
Research Assistant
CLIENT: County of San Diego
Performed historic research and compiled information creating the historic context for the Historic Resources Evaluation Report under Caltrans guidelines.

Indian Canyon Drive and Bridge Widening, Palm Springs, CA
Research Assistant
CLIENT: City of Palm Springs
Conducted historic research at several repositories and compiled information for the historic background and the historic buildings for the Historic Resource Evaluation Report.

Plaza Boulevard Widening, National City, CA
Research Assistant
CLIENT: City of National City
Conducted historical research at several repositories and compiled information for the historic background in the Historic Resources Evaluation Report.

West Mission Bay Drive Bridge, San Diego, CA
Research Assistant
CLIENT: City of San Diego
Conducted historic research and compiled information for the historic background and the assessment of historic structures for the Historic Architectural Survey Report (HASR).

Interstate 8/Imperial Avenue Extension, Imperial County, CA
Task Manager
CLIENT: Caltrans District 11
Conducted a records search and additional historic research, attended team meetings, and authored the cultural resources section of the report.

CARRIE GREGORY

I-5 North Coast Project, San Diego County, CA
Research Assistant
CLIENT: Caltrans District 11
Conducted research and analysis using historic aerial photographs.

ENERGY TRANSMISSION PROJECTS

North Baja Natural Gas Pipeline, Riverside and Imperial Counties, CA
Research Assistant/Archaeologist
CLIENT: Foster Wheeler Environmental
Conducted historical research at several repositories and compiled information for the historic background for the report. Prepared site descriptions for a variety of historic resources in the proposed right-of-way of the North Baja natural gas pipeline from Ehrenberg, Arizona, to Mexicali, California.

Conversion of Line 1903, All American Pipeline Project, San Bernardino County, CA
Archaeologist
CLIENT: ENSR International
Conducted GIS mapping of historic resources for testing-level archaeological investigations, and performed historical research at several repositories.

Yuma to Phoenix Expansion, Literature Review, AZ
Archaeologist
CLIENT: North Baja, LLC
Conducted a linear records search for a 110-mile pipeline. Worked closely with Arizona State Museum using their interactive spatial search engine and digital database, AZSITE: Arizona's Cultural Resource Inventory. Worked with the GIS department to map and identify cultural resources along the pipeline route.

San Diego Harbor Utility Relocation EIR, San Diego, CA
Archaeologist
CLIENT: Army Corps of Engineers
Conducted historical research at several repositories and identified potentially affected resources.

MILITARY PROJECTS

Naval Base Point Loma Integrated Cultural Resources Management Plan, San Diego, CA
Task Manager/Archaeologist/Historian
CLIENT: U.S. Navy, Southwest Division
Developed a work plan, conducted research, met with Navy personnel, and developed a database on existing cultural resources within the installation.

NASA – Marshall Space Flight Center, Huntsville, AL
Research Assistant
CLIENT: Johnson – McAdams Firm
Conducted inventory of more than 250 buildings and structures from World War II and the Cold War era. Assisted in the identification, recordation, and photo documentation of the installation. Performed historic research in the NASA history office and photo archives. Researched the history of the facility and assessed the presence of historic cemeteries.

CARRIE GREGORY

Spring Hill Archaeological Survey, Riverside County, CA
Archaeologist
CLIENT: U.S. Navy, Southwest Division
Conducted intensive archaeological survey of the historic Augustine Pass Road and proposed hilltop communications tower site. Identified 13 prehistoric archaeological resources and one historic site.

Naval Air Weapons Station China Lake, CA
Historian
CLIENT: U.S. Navy, Southwest Division
Conducted historic research and prepared educational materials for the U.S. Navy on the 20-Mule Team Road, born of the late-1800s borax industry in southern California.

Naval Station San Diego Historic District Re-evaluation, San Diego, CA
Architectural Historian
CLIENT: U.S. Navy, Southwest Division
Conducted architectural survey of 90 buildings and structures. Reevaluated a previously identified historic district for its eligibility to the National Register of Historic Places.

La Posta Naval Mountain Warfare Training Center Environmental Assessment, San Diego County, CA
Research Assistant
CLIENT: U.S. Navy, Southwest Division
Performed historic research and created the historic context by which historic resources were evaluated. Conducted oral histories and assisted with the preparation of historic resource site records.

Integrated Cultural Resources Management Plan for Marine Corps Logistics Base Barstow, CA
Research Assistant
CLIENT: U.S. Navy, Southwest Division
Conducted research on existing cultural resources within the installation and authored sections of the report.

Eglin Air Force Base Architectural Inventory, Fort Walton Beach, FL
Research Assistant
CLIENT: Prewitt & Associates
Conducted inventory of 117 military buildings and structures from World War II and the Cold War era. Conducted research and located architectural drawings and building records for each structure. Created a site record for each building and/or structure and compiled the data to be included in a report.

Regional Archaeological Research Design for Chocolate Mountain Aerial Gunnery Range, Imperial and Riverside Counties, CA
Research Assistant/Archaeologist
CLIENT: Naval Facilities Engineering Command, Southwest
Created a cultural resources inventory database for the installation and defined resource types and management strategies.

Camp Pendleton India Archaeological Survey, San Diego, CA
Archaeologist
CLIENT: U.S. Navy, Southwest Division
Conducted intensive archaeological survey of the India Range at Marine Corps Air Station, Camp Pendleton.

CARRIE GREGORY

Two Crash Sites on the Barry Goldwater Range, Yuma County, AZ
Archaeologist
CLIENT: U.S. Navy, Southwest Division
Conducted intensive archaeological survey of two aircraft crash sites in the Gila Mountains of Arizona. Determined affected area for environmental mitigation and recorded cultural resources.

Ordnance Magazine Erosion Study, Southwestern U.S.
Research Assistant/Archaeologist
CLIENT: U.S. Navy, Southwest Division
Prepared the cultural resources sections of the Existing Conditions report on earthen ordnance magazines. Performed reconnaissance level archaeological surveys and conducted historic research at southwestern U.S. Naval Installations.

Air Force Materiel Command Cold War Context (1945-1991)
Research Assistant
CLIENT: Prewitt & Associates
Assisted the author, Architectural/Military Historian Karen J. Weitze, in the production of the document. Coordinated graphics and word processing efforts to create a bound three-volume set to be distributed throughout the Air Force.

PRESENTATIONS

"Because Change Happens" Alliance for Historic Landscape Preservation Annual Meeting, June 2006.

"Sustainability of the Western Salt Company Salt Works, San Diego, California" Alliance for Historic Landscape Preservation Annual Meeting, May 2005.

"Archaeological Monitoring at Petco Park" Panel Discussion: History of African-Americans in Downtown San Diego and the Impact of Downtown Redevelopment, put on by the Black Historical Society of San Diego, January 2005.

"Western Salt Company Salt Works: An Industrial Cultural Landscape" Workshop on Cultural Landscapes: Identification, Evaluation and Treatment, put on by the California Preservation Foundation, co-sponsored by the City of San Diego, March 2004.

"Introduction: A View Across The Cultural Landscape Of The Lower Colorado Desert" Symposium on the North Baja Pipeline Project, put on by the Society for California Archaeology, March 2004.

SELECTED REPORTS

Cultural Resources Overview and Survey Report for the North Baja Expansion Project (with R. Apple, J. Cleland, T. Wahoff, and A. York). Prepared for North Baja Pipeline, LLC. EDAW, Inc. (2006)

Archaeological Survey and Historical Resource Evaluation for Ada Street Development, City of Chula Vista, San Diego County, California (with C. Bowden-Renna and J. Hirsch). Prepared for Alfa Group. EDAW, Inc. (2006)

CARRIE GREGORY

Integrated Cultural Resources Management Plan for the Marine Corps Logistics Base, Barstow, California (with L. Willey and R. Apple). Prepared for the U.S. Department of the Navy. EDAW, Inc. (2006)

Archaeological Treatment Plan for the Jolly Boy Saloon and Cosmopolitan Hotel, Old Town San Diego State Historic Park, San Diego, California (with C. Dolan). Prepared for Heritage Architecture & Planning and Delaware North Companies Parks and Resorts. EDAW, Inc. (2005)

Cultural Resources Assessment for the Hall Property, Encinitas, California (with L. Dreibelbis and C. Dolan). Prepared for the City of Encinitas. EDAW, Inc. (2005)

Cultural Resource Survey and Assessment for the Agua Caliente Casino Expansion, Riverside County, California (with J. Underwood). Prepared for Agua Caliente Band of Cahuilla Indians. EDAW, Inc. (2005)

Cultural Resources Evaluation of the Cadiz Lateral, Line 1903 Project -- CA-SBR-11,582H (a 1964 Military Camp at Cadiz) and a Segment of CA-SBR-2910H, the National Old Trails Highway, San Bernardino County, California (with J. Underwood). Prepared for ENSR International. EDAW, Inc. (2004)

Historic American Buildings Survey for the California Cordage Company (Anaconda Wire and Cable Company, Bare Wire Drawing Mill). Prepared for Chapman University and the City of Orange. EDAW, Inc. (2004)

Historical Assessment and Technical Report for the Proposed Public Safety Facilities Master Plan, Los Angeles, California (with M. Wuellner). Prepared for the City of Los Angeles. EDAW, Inc. (2004)

Evaluation of Eligibility for Listing on the California Register of Historical Resources of the St. Jude Medical Center for the St. Jude Medical Center Replacement Plan, Fullerton, Orange County, California (with C. Dolan). Prepared for the City of Fullerton and the St. Joseph Health System. EDAW, Inc. (2004)

Archaeological Resource Report Form for the San Diego State University Sorority Row Project, San Diego, California (with R. McCorkle Apple). Prepared for San Diego State University Foundation. EDAW, Inc. (2003)

Cultural Resource Survey and Recordation for the Barona Water Pipeline Project, Along Padre Barona Creek, San Diego, California (with C. Bowden-Renna and C. Dolan). Prepared for the Barona Band of Mission Indians. EDAW, Inc. (2003)

Cultural Resources Survey of the Tijuana River Wetland Mitigation Project, San Diego County, California (with J. Underwood). Prepared for the San Diego County Water Authority. EDAW, Inc. (2003)

El Cuervo Adobe Conditions Assessment, San Diego County, California (with C. Dolan, A. Crosby, and K. Jain). Prepared for the City of San Diego. EDAW, Inc. (2003)

Cultural Resource Survey for the Pacific Design Center, City Of West Hollywood, Los Angeles County, California (with C. Dolan and A. Gustafson). Prepared for the City of West Hollywood. EDAW, Inc. (2002)

Inventory of Historic Properties 2001-2003, Part I, Eglin Air Force Base, Florida (with K. Weitze, L. Lilburn, and A. Gustafson). Prepared for the Air Force Materiel Command. EDAW, Inc. (2002)

CARRIE GREGORY

Inventory of Historic Properties 2001-2003, Part II, Eglin Air Force Base, Okaloosa and Walton Counties, Florida (with K. Weitze and L. Lilburn). Prepared for the Air Force Materiel Command. EDAW, Inc. (2002)

Historic American Engineering Record Documentation for Riverside Canal, Highgrove Drop, San Bernardino County, California (with D. Dolan and A. Gustafson). Prepared for the City of Riverside. EDAW, Inc. (2002)

Cultural Resources Survey for the Chapman University Specific Plan Amendment, City Of Orange, Orange County, California (with C. Dolan, A. Gustafson, and J. Underwood). Prepared for Chapman University. EDAW, Inc. (2001)

Cultural Resources Survey of the Riverside Canal, Riverside, California (with C. Dolan and A. Gustafson). Prepared for the City of Riverside. EDAW, Inc. (2001)

Historic Resource Evaluation Report for Western Salt Company Salt Works, San Diego County, Chula Vista, California (with A. Gustafson). Prepared for Tierra Environmental. EDAW, Inc. (2001)

Cultural and Historical Research and Technical Report for the Proposed Los Angeles Federal Courthouse, Los Angeles, California (with C. Dolan). Prepared for Burns and McDonnell. EDAW, Inc. (2000)

CHERYL BOWDEN-RENNA
Associate
Staff Archaeologist/Assistant Laboratory Director

SUMMARY
More than 12 years of experience in cultural resources management

Extensive survey, excavation, and monitoring experience

GPS mapping and post processing

Background in laboratory supervision and management

EDUCATION
BA, Anthropology, San Diego State University, 1987

Square supervisor and field school, Instructor, at Tel Dor, Israel, U.C. Berkeley

AFFILIATIONS
Society for California Archaeology

CERTIFICATIONS
40-Hour Hazardous Waste Operations and Emergency Response (HAZWOPER Course maintained since 1996)

PAPERS AND PRESENTATIONS
Sandstone Features Adjacent to Lake Cahuilla (with S. Rose). Proceedings of the Society of California Archaeology 1998 Annual Meeting, Volume 12, Fresno (1999).

The Cultural Resources of the Chocolate Mountains (with R. Apple). Presented to the 2004 Society of California Archaeological Annual Meeting.

Cheryl Bowden-Renna has served as archaeologist and assistant laboratory director for several cultural resource firms in San Diego. With 15 years of archaeological experience, Ms. Bowden-Renna has worked at sites throughout the southwestern United States. She also has a background in accounting, database management, and has developed solid management and supervisory skills.

Ms. Bowden-Renna has extensive archaeological monitoring experience of ordnance removal at the Salton Sea Test Base in Imperial County. She has also served as archaeological monitor of the test excavation for the Inmate Reception Center in downtown San Diego. In that role, she was responsible for monitoring excavations, including the use of backhoes, during the data recovery of features from an urban historic site.

PROJECT EXPERIENCE

CALTRANS District 11 New Headquarters
Monitor
CLIENT: DGS Federal Services
Monitoring for historic and prehistoric resources during preconstruction and construction for CALTRANS 11 New Headquarters.

Camp Lockett
Monitor
CLIENT: County of San Diego
Monitoring during construction of a sewage treatment facility in Campo, San Diego County.

East Miramar Housing Alternative
Project Archaeologist
CLIENT: U.S. Navy, Southwest Division and Marine Corps Air Station, Miramar
Conducted cultural resources survey, excavation, and evaluation of several sites located on MCB Miramar.

Miramar Jet Fuel
Crew Chief
CLIENT: U.S. Navy, Southwest Division and Marine Corps Air Station, Miramar
Conducted cultural resources survey for proposed fuel line for the Marine Corps, San Diego County.

Riverside OHV Project, Riverside County
Crew Chief
CLIENT: Riverside County Economic Development Authority
Conducted cultural resources survey of over 1,000 acres in Riverside County, California.

Coronado Monitoring Project
Crew Chief/Monitor
CLIENT: Sempra Energy and Utilities
Monitoring of powerline trenching on Coronado Island, California.

CHERYL BOWDEN-RENNA

Cross Valley Survey, Los Angeles County
Crew Chief
CLIENT: City of Santa Clarita and Caltrans District 7
Conducted cultural resources survey in Los Angeles County, California.

McAuliffe (Winterwood) Community Park, San Diego, CA
Crew Chief
CLIENT: City of San Diego
Crew chief for cultural resources survey of a proposed park.

Two Crash Sites on The Barry M. Goldwater Range,
Marine Corps Air Station, Yuma
Crew Chief
CLIENT: U.S. Navy, Southwest Division and Marine Corps Air Station, Yuma
Crew chief for cultural resources survey of two helicopter crash sites.

Cultural Resources Inventory For the Infantry Squad Battle Course
(P-633), Marine Corps Base Camp Pendleton, CA
Crew Chief
CLIENT: U.S. Navy, Southwest Division
Crew chief for cultural resources survey and site recordation.

Emergency Storage Project, San Diego County, CA
Project Archaeologist, Crew Chief, Field Technician and Laboratory
Analysis
CLIENT: San Diego County Water Authority
Conducted cultural resources survey, testing and evaluation of several large project sites within San Diego County.

Valley Rainbow Transmission Line Project, Riverside and
San Diego Counties
Crew Chief
CLIENT: San Diego Gas and Electric
Crew chief for cultural resources survey and site recordation for major portions of a large transmission line project.

LMXU Village Center
Crew Chief
CLIENT: Western Pacific Housing
Crew chief for cultural resources excavation and water screening.

Plum Canyon Park Project, Los Angeles County
Crew Chief
CLIENT: Los Angeles Department of Parks and Recreation
Conducted cultural resources survey for a community park in Saugus, Los Angeles County, California.

Escondido Tract 207A
Project Archaeologist
CLIENT: Elderly Development Company
Conducted cultural resources survey of 1.13 acres in the City of Escondido.

North Baja Gas Pipeline Project, Riverside and Imperial Counties
Crew Chief and Monitor
CLIENT: Foster Wheeler Environmental Corporation
Conducted cultural resources survey and monitoring for large pipeline project in Riverside and Imperial counties, California.

CHERYL BOWDEN-RENNA

Archaeological Testing and National Register Evaluation of Site CA-SDI-16,002 Near Range 210 Marine Corps Base Camp Pendleton, CA
Field Director
CLIENT: U.S. Navy, Southwest Division
Field Director for test excavation of CA-SDI-16,002.

Ballpark Infrastructure, San Diego, CA
Field Monitor
CLIENT: Sverdrup, Inc.
Historic monitoring and testing of downtown east village area for the proposed Ballpark.

Ballpark Remediation, San Diego, CA
Field Monitor
CLIENT: Sverdrup, Inc.
Historic monitoring and testing of downtown east village area for the proposed Ballpark. Required hazardous materials certification.

Nobel Drive, San Diego County, CA
Field Monitor
CLIENT: Boyle Engineering
Prehistoric monitoring of road extension to I-805 interchange.

SEMPRA On-call Cultural Services, San Diego, CA
Field Monitor
CLIENT: SEMPRA
Historic monitoring and testing of downtown east village area for the proposed Ballpark. Required hazardous materials certification.

Inmate Reception Center Project, San Diego County, CA
Laboratory Supervisor
CLIENT: County of San Diego
Conducted field monitoring of large machinery, including backhoes, during the data recovery of features from an urban historic site in downtown San Diego. Catalog and database management for project.

Levee Bridge, San Diego County, CA
Crew Chief/Laboratory Supervisor
CLIENT: U.S. Navy, Southwestern Division
Catalog, database management, table creation for CA-SDI-10,156 and discovery sites.

Salton Sea Test Base Project, Imperial County, CA
Crew Chief
CLIENT: U.S. Navy and OHM Remediation, Inc.
Site recordation, test excavation, and monitoring of 130 prehistoric sites in the County.

SR-56 EIR, Cultural Investigations, San Diego County, CA
Laboratory Technician
CLIENT: City of San Diego and Caltrans
Cataloged 12 prehistoric sites during preparation of EIR.

SR-56 Cultural Resources Testing, San Diego County, CA
Crew Chief
CLIENT: City of San Diego and Caltrans
Testing at 12 prehistoric sites.

CHERYL BOWDEN-RENNA

P-527 Santa Margarita/San Onofre Cultural Resources Testing and Monitoring, MCB Camp Pendleton, San Diego County, CA
Field Technician
CLIENT: U.S. Navy, Southwest Division
Monitoring water treatment pond and pipeline construction in the County.

San Clemente Island Existing Conditions Study for Pumped Hydrostorage/Wind Farm Project, Los Angeles County, CA
Field Technician
CLIENT: U.S. Navy, Southwest Division
Recording 80 sites on San Clemente Island.

Tactical Aircrew Combat Training System Range Upgrade, MCAS Yuma, Yuma County, AZ
Field Technician
CLIENT: U.S. Navy, Southwest Division
Phase I cultural resource survey of proposed transmission line and 17 threat emitter stations.

Boulder Valley Project, San Diego County, CA
Crew Chief
CLIENT: Private Developer
Cultural resource survey of proposed reservoir and pipeline tunnels in the County.

Pacific Rim Laboratory Analysis, San Diego County, CA
Field Technician
CLIENT: Private Developer
Analyzed CA-SDI-691, a prehistoric site on Batiquitos Lagoon.

Cal Terraces Laboratory Analysis, San Diego County, CA
Laboratory Technician
CLIENT: County of San Diego
Analyzed one prehistoric site, and reanalyzed two prehistoric sites, in Otay Mesa.

Elsmere Cultural Resource Survey, Los Angeles County, CA
Field Technician
CLIENT: Elsmere Corporation
Conducted cultural resource survey of 2,200 acres in the San Gabriel Mountains.

Kern River Project, San Bernardino County, CA, Beaver, Miller, and Utah Counties, UT, and Clark County, NV
Field Technician
CLIENT: Federal Energy Regulatory Commission
Excavated, surveyed, and monitored along pipeline right-of-way. Analyzed artifacts from all phases of project in Las Vegas, Nevada.

Coursegold Excavation, Madera County, CA
Field Technician
CLIENT: Caltrans
Excavated site for Caltrans road widening.

CHERYL BOWDEN-RENNA

Vandenberg Laboratory Analysis, Santa Barbara County, CA
Laboratory Technician
CLIENT: U.S. Navy
Sorted artifacts and wet-screened column samples.

Camelot Cultural Resource Survey, Kern County, CA
Crew Chief
CLIENT: Private Developer
Conducted a cultural resource survey of a 200-acre lot split in the Mojave Desert.

SR-86 Cultural Resource Survey, Imperial County, CA
Crew Chief
CLIENT: Caltrans
Conducted a cultural resource survey of SR-86 road widening in the County.

Black Mountain Ranch Excavation, San Diego County, CA
Laboratory Supervisor
CLIENT: Private Developer
Excavated and analyzed 15 prehistoric sites in the La Jolla Valley.

Cannon Ranch Reaches 3 and 4, San Diego County, CA
Crew Chief
CLIENT: City of Carlsbad
Excavated and analyzed two prehistoric sites in Carlsbad.

Rancho San Miguel Project, San Diego County, CA
Field Technician/laboratory Supervisor
CLIENT: San Diego Gas & Electric
Excavated and analyzed nine sites and conducted extensive surface collections in the County.

Cottonwood Canyon Laboratory Analysis, Riverside County, CA
Laboratory Supervisor
CLIENT: Private Developer
Analyzed two prehistoric sites in the County.

Rancho del Rey (Spa III) Excavation, San Diego County, CA
Field Technician/laboratory Supervisor
CLIENT: Private Developer
Excavated and analyzed a prehistoric site in Chula Vista.

Stallions Crossing Laboratory Analysis, San Diego County, CA
Laboratory Supervisor
CLIENT: Private Developer
Analyzed five prehistoric sites in Del Mar.

Valley Ranch Cultural Resource Survey, Los Angeles County, CA
Crew Chief
CLIENT: Private Developer
Conducted cultural resource survey of 350 acres in Palmdale.

Fairbanks Highland Cultural Resource Survey, San Diego County, CA
Field Technician/Laboratory Supervisor
CLIENT: Private Developer
Conducted cultural resource survey, excavation, and analysis.

CHERYL BOWDEN-RENNA

Eagle Mountain Cultural Resource Survey, Riverside County, CA
Crew Chief
CLIENT: Kaiser Mine Co.
Conducted cultural resource survey of the Eagle Mountain mine and railroad to Salton Sea.

Santa Margarita River Cultural Resource Survey, San Diego and Riverside Counties, CA
Crew Chief
CLIENT: Private Developer
Conducted cultural resource survey of Santa Margarita River from Temecula to the Pacific Ocean.

Scripps Ranch North Excavation, San Diego County, CA
Field Technician/Laboratory Supervisor
CLIENT: Pardee
Excavated and analyzed two prehistoric sites and one historic site in Poway.

Sycamore Canyon Excavation, San Diego County, CA
Field Technician/Laboratory Supervisor
CLIENT: County of San Diego
Excavated and analyzed two prehistoric sites east of Poway.

Los Campanos Excavation, San Diego County, CA
Field Technician/Laboratory Technician
CLIENT: Private Developer
Excavated and analyzed four prehistoric sites and one historic site in Valley Center.

American Girl Mine Cultural Resource Survey, Imperial County, CA
Field Technician/Laboratory Technician
CLIENT: American Girl Mine Co.
Conducted cultural resource survey, excavation, and analysis of historic artifacts from a historic gold mining town in the Cargo Muchacho Mountains.

Railroad Canyon Cultural Resource Survey, Riverside County, CA
Field Technician/Laboratory Technician
CLIENT: Caltrans
Conducted cultural resource survey, excavation, and analysis of a road realignment in Temecula.

Edwards Air Force Base Cultural Resource Survey, Excavation, and Analysis, Kern County, CA
Field Technician/Laboratory Technician
CLIENT: U.S. Air Force
Conducted cultural resource survey, excavation, and analysis of 1,000-acre area on Edwards Air Force Base.

Johnson-Taylor Adobe Excavation, San Diego County, CA
Field Technician/Laboratory Technician
CLIENT: County of San Diego Parks and Recreation Department
Excavated and analyzed the area around the Johnson-Taylor Adobe and C-wing.

CHERYL BOWDEN-RENNA

Pacific Rim Laboratory Analysis, San Diego County, CA
Field Technician/Laboratory Technician
CLIENT: Private Developer
Conducted extensive shell and lithic analysis of prehistoric sites on Batiquitos Lagoon.

REPORTS

Cultural Resources Survey for the Lockheed/Laborde Canyon Off-Highway Vehicle (OHV) Park, Riverside County, California. Prepared for the Riverside County Economic Development Authority (2004).

Supplemental Cultural Resources Survey Emergency Storage Project, Relocated Beeler Mitigation Shaft and Staging Area, San Diego County, California. Prepared for the San Diego County Water Authority (2004).

Supplemental Cultural Resources Survey Emergency Storage Project, San Vicente Pipeline Geotechnical Boring #102h at Slaughterhouse Canyon, San Diego County, California. Prepared for the San Diego County Water Authority (2004).

Archaeological Survey for Replacements of Jet Fuel USTs and Distribution System, MCAS Miramar San Diego County, California (with Jackson Underwood). Prepared for the U.S. Navy, Southwest Division (2004).

Evaluation of Three Cultural Resources Along the Shore of Lake Hodges, San Diego County Water Authority Emergency Storage Project (with Christy Dolan and Rebecca Apple). Prepared for the San Diego County Water Authority (2003).

Supplemental Cultural Resources Survey Emergency Storage Project, San Vicente Pipeline Geotechnical Boring Locations and San Vicente Pipeline Tunnel Facilities, San Diego County, California (with Lori Lilburn). Prepared for the San Diego County Water Authority (2003).

Supplemental Cultural Resources Survey, Emergency Storage Project, San Vicente Pump Station 69 kV Transmission Line Alternatives, San Diego County, California. Prepared for the San Diego County Water Authority (2003).

Phases I, II and III Literature Review and Cultural Resources Survey for the North City Water Reclamation System Project. Prepared for the City of San Diego. EDAW, Inc. (2002).

Archaeological Survey For Two Crash Sites On the Barry M. Goldwater Range Marine Corps Air Station, Yuma (with Rebecca Apple). Prepared for U.S. Department of the Navy Southwest Division and Marine Corps Air Station, Yuma. EDAW, Inc., San Diego (2002).

Supplemental Cultural Resources Survey Emergency Storage Project, Geotechnical Boring Locations, San Vicente Pipeline, San Diego County, California (with Tanya Wahoff and Rebecca Apple). Prepared for the San Diego County Water Authority. KEA Environmental, Inc. (2002).

Addendum 9 to Cultural Resources Overview and Survey for the North Baja Gas Pipeline Project: Archaeological Survey of the Ripley Contractor's Yard

CHERYL BOWDEN-RENNA

(with Rebecca Apple). Prepared for Foster Wheeler Environmental Company (2001).

Cultural Resources Technical Report for the Valley Rainbow Interconnect (with James H, Cleland and Tanya Wahoff). Prepared for San Diego Gas and Electric. KEA Environmental, Inc. (2001).

Cultural Resource Survey of the McAuliffe (Winterwood) Community Park San Diego, California (with Rebecca Apple). Prepared for the City of San Diego. EDAW, Inc., San Diego (2001).

Archaeological Survey for the City of Escondido Segment of the Multiple Habitat Conservation Program Acquisition Project (EIR 200-14) San Pasqual Valley, San Diego County California (with James Eighmey). Prepared for the City of Encinitas. KEA Environmental, San Diego (2000).

Archaeological Survey for the City of Encinitas Segment of the Multiple Habitat Conservation Program Acquisition Project (EIR 200-14) Encinitas, San Diego County, California (with James Eighmey). Prepared for the City of Encinitas. KEA Environmental, San Diego (2000).

Cultural Resource Survey of the Escondido Tract 207A City of Escondido, San Diego County, California (with Rebecca Apple). Prepared for the Elderly Development Company. KEA Environmental, San Diego (2000).

Cultural Resource Survey of the Plum Canyon Park Project, Saugus, Los Angeles County, California (with Rebecca Apple). Prepared for the Los Angeles County Department of Parks and Recreation. KEA Environmental, San Diego (2000).

Cultural Resource Survey for the San Diego Water Authority Moreno Lakeside Alternative Project, San Diego County, California (with R. McCorkle Apple and L. Lilburn). Prepared for the San Diego County Water Authority. KEA Environmental, San Diego (2000).

Archaeological Monitoring of the Nobel Drive Extension and I-805 Interchange (with R. McCorkle Apple). Prepared for Boyle Engineering. KEA Environmental, San Diego (2000).

Cultural Resource Survey for the San Diego Water Authority, Emergency Storage Project Potential Wetlands Creation Sites, C2, C3, C4, C5, and C6, San Pasqual Valley, San Diego County, California (with R. McCorkle Apple). Prepared for the San Diego County Water Authority. KEA Environmental, San Diego (2000).

Archeological Monitoring Program for Ordnance Removal at the Salton Sea Test Base, Imperial County, California (with R. McCorkle Apple and S. Rose). Prepared for the U.S. Navy. KEA Environmental, San Diego (1998).

Biological and Archaeological Monitoring of Remediation Work at the Salton Sea Test Base, Imperial County, California (with R. McCorkle Apple and D. Scoles). Prepared for OHM Remediation Services Corporation. KEA Environmental, San Diego (1997).

Archaeological Survey of a 129-Acre Parcel, the Devore Property, San Bernardino County, California. Prepared for Montecite Equities, Inc. Recon, San Diego (1990).

CHERYL BOWDEN-RENNA

Archaeological Testing of CA-RIV-1057, Loci A-F, Perris Valley, Riverside County, California (with S.A. Wade). Prepared for Hogle & Associates. Recon, San Diego (1990).

Significance Assessment of SDI-11,463 and SDI-11,464 for the Bresa del Mar Development, San Diego County, California (with D.M. Cheever). Prepared for Bonsall Land, Inc. Recon, San Diego (1990).

Archaeological Survey and Site Update for Carlsbad Promenade, Carlsbad, California (with S.A. Wade). Prepared for City of Carlsbad. Recon, San Diego (1990).

REBECCA MCCORKLE APPLE, MA

Principal

Manager, Cultural Resources Group/Senior Archaeologist

SUMMARY

Expertise with CEQA/NEPA requirements

Experience with Section 106 compliance and mitigation programs

Over 20 years experience in cultural resource management

EDUCATION

MA, Anthropology, San Diego State University, 1990

BA, Anthropology, San Diego State University, 1978

AFFILIATIONS

Society for American Archaeology

Society for California Archaeology

CERTIFICATION

Register of Professional Archaeologists (RPA)

Certified Archaeology Consultant, County of San Diego

ACADEMIC AWARD AND SCHOLARSHIPS

Phi Kappa Phi

Phi Beta Kappa

University Scholar, 1987 and 1988

PAPERS AND PUBLICATIONS

Mapping and Managing Pathway to the Past. Paper presented at the 22nd Annual ESRI International User Conference, San Diego, California (2002).

Introduction to Recent Archeological Investigations at the Salton Sea Test Base, Imperial County California. Proceedings of the Society for California Archaeology Volume 12. Fresno, California (1999).

Introduction to Recent Archaeological Investigations at Salton Sea Test Base, Imperial County, California. Paper presented at the 32nd Annual Meeting for Society for California Archaeology, San Diego (1998).

A Lake Mojave Period Site Near Silver Lake, California (with A. York). Presented at the 26th Annual Meeting of the Society for California Archaeology, Pasadena (1992).

Recent Archaeological Investigations in the North Las Vegas Valley (with J.H. Cleland and M.S. Kelly). In Crossing the Borders: Quaternary Studies in Eastern California and Southwestern Nevada. San Bernardino County Museum Association Special Publication (1991).

Preliminary Project Results of the San Diego County Studies for the Southwest Powerlink Transmission Project. Presented at the 17th Annual Meeting of the Society for California Archaeology, San Diego (1983).

Rebecca Apple has over 20 years of experience in cultural resource management and serves as senior archaeologist for EDAW. Her experience includes managing cultural resources compliance efforts for large complex projects. She is knowledgeable in the procedures and guidelines associated with implementation of NHPA and CEQA. Ms. Apple has managed numerous cultural resource projects, including prehistoric, historic, and ethnographic studies. She has directed inventories, evaluations, data recovery efforts, and monitoring programs. She has also prepared management plans and conducted feasibility studies. Her work frequently includes consultation with municipal, state, and federal agencies, as well as Native American representatives and the public. As part of interdisciplinary teams, Ms. Apple has managed cultural resources investigations and authored cultural resource sections for ISs, EAs, EIRs, and EISs. Her experience includes cultural resource investigations for pipelines, transmission lines, power plants, highways, landfills, water resource facilities, military installations, and commercial and residential development.

WATER PROJECTS

Balboa Park Wastewater Treatment, San Diego County, CA
Archaeologist
CLIENT: City of San Diego
Participated in cultural resource documentation for a facility siting study.

Emergency Storage Project, San Diego County, CA
Resource Manager
CLIENT: San Diego County Water Authority
Cultural Resources Evaluation Program and Treatment Program. EDAW assisted SDCWA with Native American consultation, implementation of a programmatic agreement, and coordination with ACOE. Project involved evaluation of over 20 cultural including San Vicente Dam. Under an Historic Properties Treatment Plan prepared by EDAW, research designs were prepared and carried out for prehistoric and historic period resources. Treatment measures included data recovery, site stabilization, and preparation of Historic American Engineering Record documentation for San Vicente Dam.

Mission Valley Water Reclamation Plant, San Diego County, CA
Resource Manager
CLIENT: City of San Diego
Archaeological testing and monitoring program in area of potential archaeological sensitivity.

North City Water Treatment Plant, San Diego, CA
Resource Manager
CLIENT: City of San Diego Water Department
Cultural resource component of the North City Water Treatment Plant EIR. Project included survey and limited testing.

REBECCA MCCORKLE APPLE, MA

North Metro Interceptor Sewer, San Diego County, CA
Resource Manager
CLIENT: City of San Diego
Cultural resource investigations for constraints analysis of proposed sewer alignments.

Freeman Junction, Kern County, CA
Resource Manager
CLIENT: Los Angeles Department of Water and Power
Survey of portions of 1st Los Angeles Aqueduct for cap strengthening project.

Eastern Sierra Hydroelectric Relicensing, Mono and Inyo Counties, CA
Field Director
CLIENT: Southern California Edison
Participated in assessment of 22 sites within 3 hydroelectric project areas.

Pit 3, 4, & 5 Hydroelectric Relicensing Project, Shasta County, CA
Project Archaeologist
CLIENT: Pacific Gas and Electric Company
Directed limited data recovery efforts at six archaeological sites threatened by shoreline erosion prior to stabilization.

Rose Canyon Trunk Sewer EIR, San Diego County, CA
Archaeologist
CLIENT: City of San Diego
Conducted windshield reconnaissance and records search and prepared overview for proposed sewer.

Pamo Dam and Reservoir, San Diego County, CA
Archaeologist
CLIENT: San Diego County Water Authority
Assisted in preparation of research design and conducted archaeological monitoring of geotechnical investigations.

Reservoir 657-2, San Diego County, CA
Archaeologist
CLIENT: Otay Water District
Supervised survey and report preparation of proposed covered reservoir site in Spring Valley.

Mokelumne River Hydroelectric Relicensing, Alpine, Amador, and Calaveras Counties, CA
Crew Chief
CLIENT: Pacific Gas and Electric Company
Participated in archaeological test excavations and NRHP evaluations.

LAND DEVELOPMENT PROJECTS

Laborde Canyon Off-Highway Vehicle Park, Riverside County, CA
Cultural Resources Project Manager
CLIENT: State of California Department of Parks and Recreation Off-Highway Motor Vehicle Recreation Division and Riverside County Economic Development Authority
The areas of the SVRA that would be open to some level of OHV use would cover approximately 1,480 acres within the 2,640-acre Laborde Canyon site. EDAW was contracted to conduct environmental studies for the Laborde

REBECCA MCCORKLE APPLE, MA

Canyon site, including a cultural resource records search and an intensive cultural resources pedestrian survey of the proposed OHV park. Two prehistoric sites and the Lockheed Facility (Beaumont Site No. 2) were recorded within the study area during the survey. EDAW made a preliminary assessment of the complex at Beaumont Site No. 2 for eligibility to the California Register of Historical Resources.

Data Recovery for Goat Canyon Retention Basin Border Field State Park, San Diego County, CA
Cultural Resources Project Manager
CLIENT: State of California Department of Parks and Recreation
EDAW conducted data recovery under stringent time constraints based on wild life issues and construction schedule. Excavation of 50 units at CA-SDI-16,047 Locus B indicated that the site was a buried temporary camp whose occupants exploited littoral, near-shore and terrestrial subsistence resources. EDAW's data recovery investigations successfully collected data important in local and regional prehistory. The identification of a single component locus dating to the Archaic-Late transition is an important contribution.

Fairbanks Country Villas, San Diego, CA
Project Manager
CLIENT: Del Mar Land Management Company
Prepared testing plan and implemented testing program for proposed residential development.

Inmate Reception Center, San Diego County, CA
Project Manager
CLIENT: County of San Diego
Testing and data recovery of half a city block in downtown San Diego.

343 Sansome Street, San Francisco County, CA
Project Archaeologist
CLIENT: Gerald D. Hines Interests
Participated in archaeological data recovery excavations at Gold Rush-period site in downtown San Francisco.

North Las Vegas Land Transfer, Clark County, NV
Project Archaeologist
CLIENT: City of North Las Vegas
Directed cultural resource survey of 4,000-acre land transfer from the BLM to the City of North Las Vegas.

Apex Industrial Park, Clark County, NV
Project Archaeologist
CLIENT: Kerr-McGee
Conducted archaeological survey and NRHP evaluations for BLM land transfer.

Walnut Hills Subdivision, San Diego County, CA
Archaeological Monitor
CLIENT: Fargo Industries
Conducted archaeological monitoring of site preparation and grading in San Marcos.

REBECCA MCCORKLE APPLE, MA

Alcoholism Service Center, San Diego County, CA
Project Archaeologist
CLIENT: Fellowship Center, Inc.
Conducted archaeological survey of proposed rehabilitation center adjacent to Mission San Luis Rey in Oceanside.

ENERGY AND TRANSMISSION PROJECTS

North Baja Pipeline Project, Ehrenberg, Arizona to Mexican Border
Project Manager
CLIENT: Foster Wheeler
Project manager for an international pipeline. Responsible for cultural services; conducting records searches, archival research, Native American consultation, survey of the preferred alignment and alternatives, site evaluation, and data recovery.

DeAnza Pipeline Constraints and Permitting Analysis, Ehrenberg, AZ to Calexico, CA
Resource Manager
CLIENT: AEP
Project manager for cultural services for pipeline providing the client information on distribution of natural and cultural resources along the proposed pipeline corridor in report format, with accompanying maps showing these resources and other constraints.

SEMPRA On-call Cultural Services, CA
Resource Manager
CLIENT: SEMPRA
Resource manager for cultural resource task orders. Most recent task order has dealt with artifact curation for a City project.

Imperial Irrigation District Cultural Survey, Imperial County, CA
Project Manager
CLIENT: Imperial Irrigation District
Cultural resources component of two transmission line studies. Survey and testing were conducted in conjunction with pole replacement along the R and L transmission lines.

Mead-Adelanto Transmission Line, Clark County, NV, and San Bernardino County, CA
Resource Manager
CLIENT: Los Angeles Department of Water and Power
Cultural resource survey.

Sycamore Canyon Substation to Rancho Carmel Substation 69kV Transmission Line Project, San Diego County, CA
Project Manager
CLIENT: San Diego Gas & Electric
Cultural resources component of a PEA document for submittal to the CPUC that evaluated the potential environmental impacts of a proposed 69 kV transmission line.

Coso Known Geothermal Resource Area, Inyo County, CA
Resource Manager
CLIENT: Los Angeles Department of Water and Power
Data recovery investigations at two geothermal well-pads located in the Sugarloaf Mountain Obsidian Source National Register District.

REBECCA MCCORKLE APPLE, MA

Santa Ynez Unit Development, Santa Barbara County, CA
Field Director
CLIENT: Exxon Corporation
Supervised data recovery excavations of a prehistoric coastal site.

Big Creek Expansion Project Transmission Line, South Central, CA
Data Manager
CLIENT: Southern California Edison
Cultural resource impact assessment of alternative routes for a proposed transmission line from the Big Creek Hydroelectric Project in the Sierras to the Los Angeles Basin.

Kern River Gas Transmission Project, WY, UT, NV, and CA
Task and Resource Manager
CLIENT: Kern River Gas Transmission Company
Inventory, evaluation, data recovery, and construction monitoring for California portion of this Class I overview.

Argus Cogeneration Expansion, San Bernardino and Inyo Counties, CA
Project Archaeologist
CLIENT: Kerr-McGee
Supervised cultural resource survey and documentation for a water pipeline.

Geothermal Public Power Line Project, North Central CA
Resource Manager
CLIENT: Sacramento Municipal Utility District
Cultural resource surveys for a proposed transmission line from the Geysers Geothermal Area to Sacramento.

Southwest Powerlink 500-kV Transmission Line EIR/EIS, Imperial and San Diego Counties, CA
Resource Manager
CLIENT: San Diego Gas & Electric
Participated in Section 106 compliance activities, including data recovery, analysis, and report preparation.

MILITARY PROJECTS

Archaeological Evaluation of Sites on San Clemente Island, Los Angeles County, CA
Principal Investigator
CLIENT: U.S. Navy Southwest Division and Navy Region Southwest
Responsible for National Register of Historic Places Evaluation of four sites on San Clemente Island.

Cultural Resources Survey of Six Areas on the Chocolate Mountains Aerial Gunnery Range, Imperial County, CA
Principal Investigator
CLIENT: U.S. Navy, Southwest Division and MCAS Yuma
Directed cultural resource survey of proposed Forward Air Reporting Position (FARP), range access and target areas.

REBECCA MCCORKLE APPLE, MA

Evaluation of 24 Sites at the Chocolate Mountains Aerial Gunnery Range, Imperial County, CA
Principal Investigator
CLIENT: U.S. Navy, Southwest Division and MCAS Yuma
Responsible for National Register of Historic Places Evaluation of 24 sites in the Chocolate Mountains.

Historic and Archaeological Resources Protection Plan, Chocolate Mountain Aerial Gunnery Range, Imperial and Riverside Counties, CA
Project Manager
CLIENT: U.S. Navy, Southwest Division and MCAS Yuma
Directed archival archaeological research and field visit for the Chocolate Mountain Aerial Gunnery Range. Prepared HARP Plan for the installation.

Evaluation of Two Sites, MCAS Yuma, AZ
Project Manager
CLIENT: U.S. Navy, Southwest Division and MCAS Yuma
Evaluation of two archaeological sites near the MCAS Yuma airfield.

San Clemente Island Operations Management Plan EIS, Naval Auxiliary Air Field, San Clemente Island, Los Angeles County, CA
Resource Manager
CLIENT: U.S. Navy, Southwest Division and SRS Technologies
Assessed current cultural resource inventory and supplemented in specific areas. Project involved preparation of technical report documenting inventory efforts, including shipwreck study. Impact analysis conducted for existing and proposed military operations on San Clemente Island.

Indefinite Quantity Contract for Cultural Resource Services, CA and AZ
Project Manager
CLIENT: U.S. Navy, Southwest Division
Contract manager for multiple task orders on a variety of projects involving archaeological surveys and archaeological evaluations throughout California and Arizona. Tasks include managing budget, overseeing staff, acting as point of contact, and preparation of final reports.

Archaeological Support for Environmental Assessment of Wind Farm Project, Naval Auxiliary Landing Field, San Clemente Island, Los Angeles County, CA
Resource Manager
CLIENT: U.S. Navy, Southwest Division
Prepared cultural resource portion of the EA and placed protective signs at nine archaeological sites near or adjacent to the Wind Farm construction area.

Special Warfare Training and Range Survey, Naval Auxiliary Landing Field, San Clemente Island, Los Angeles County, CA
Senior Archaeologist
CLIENT: U.S. Navy, Southwest Division
Performed cultural resource survey of proposed training ranges on San Clemente Island. Prepared technical report in support of an EA.

Evaluation of Six Sites near the Missile Impact Range, Naval Auxiliary Landing Field, San Clemente Island, Los Angeles County, CA
Project Manager
CLIENT: U.S. Navy, North Island, Natural Resources Office
Provided technical assistance for the NRHP evaluation of six archaeological sites on the Central Plateau of San Clemente Island.

REBECCA MCCORKLE APPLE, MA

Historic and Archaeological Resources Protection Plan,
MCAS Yuma, AZ
Project Manager
CLIENT: U.S. Navy, Southwest Division and MCAS Yuma
Directed archival archaeological research and building inventory for MCAS Yuma. Lead author on Historic and Archeological Resources Protection Plan for the installation.

Pumped-Hydro Storage Wind/Energy System, Naval Auxiliary Air Field,
San Clemente Island, Los Angeles County, CA
Resource Manager
CLIENT: U.S. Navy, Southwest Division
Relocated and recorded 76 archaeological sites in proposed water storage and wind/energy development area. Prepared existing conditions report.

Tactical Aircrew Combat Training System Range Upgrade,
MCAS Yuma, AZ
Project Manager
CLIENT: U.S. Navy, Southwest Division
Performed cultural resource survey of proposed transmission line and 17 threat emitter stations. Prepared testing plan.

Cultural Resource Inventory Survey at Salton Sea Test Base,
Imperial County, CA
Project Archaeologist
CLIENT: U.S. Navy, Southwest Division
Conducted intensive cultural resource survey for approximately 6,000 acres and evaluation program for 170 sites. Survey and test excavations were conducted in compliance with the NHPA, NAGPRA, and other federal regulations.

Historic and Archeological Resources Protection Plans,
Los Angeles, Imperial, and San Diego Counties, CA
Resource Manager
CLIENT: U.S. Navy, Southwest Division
Prepared HARP plans for the following six Naval installations: Morris Dam Test Facility, Azusa; Naval Air Facility El Centro; Naval Shipyard, Long Beach; Point Loma Complex, San Diego; Naval Station, San Diego; and the Naval Radio Receiving Facility, Imperial Beach.

Cultural Resources Technical Studies, MCAS Yuma,
Yuma Training Range Complex, AZ and CA
Project Archaeologist
CLIENT: U.S. Navy, Southwest Division
Directed cultural resource sample survey in the Chocolate Mountains Gunnery Range.

Mission Trails Regional Park Explosive Ordnance Demolition
Environmental Assessment, San Diego County, CA
Project Manager
CLIENT: U.S. Army Corps of Engineers
Directed cultural resource survey in support of an environmental assessment addressing the removal of ordnance from the former location of Camp Elliott.

REBECCA MCCORKLE APPLE, MA

Archeological Survey of Sierra I Impact Area,
MCB Camp Pendleton, San Diego County, CA
Resource Manager
CLIENT: U.S. Marine Corps
Performed cultural resource survey of approximately 2,500 acres on the northern portion of MCB Camp Pendleton.

TRANSPORTATION PROJECTS

SR-56, San Diego County, CA
Resource Manager
CLIENT: City of San Diego
Cultural resource evaluation program for the SR-56 EIR. Evaluated 16 sites along two alternative freeway alignments.

La Costa Avenue/I -5 Interchange, San Diego County, CA
Project Archaeologist
CLIENT: Caltrans
Directed an archaeological survey of proposed interchange improvements in the City of Carlsbad. The project requires close coordination with City and Caltrans staff.

SA 680/SF 728 Roadway Project Environmental Studies/EIR,
San Diego County, CA
Project Archaeologist
CLIENT: County of San Diego
Directed the test excavation and NRHP evaluation of four sites on the proposed project alignment. These investigations addressed the potential association of the sites with the Harris Site Complex.

SR-79, Riverside County, CA
Resource Manager
CLIENT: Riverside County Transportation Commission
Cultural resource investigations for widening and realigning two highway segments. Prepared cultural resource sections for ISs, and coordinated archaeological survey reports, historic architectural survey reports, and historic study report.

Victorville La Mesa/Nisqually Road Overpass,
San Bernardino County, CA
Project Archaeologist
CLIENT: City of Victorville
Supervised survey and prepared positive archaeological survey report and historic property survey report.

LANDFILL AND WASTE-RELATED PROJECTS

Elsmere Canyon Landfill, Los Angeles County, CA
Project Archaeologist
CLIENT: Elsmere Corporation
Directed cultural resource assessment for the EIR/EIS.

REBECCA MCCORKLE APPLE, MA

Southwest San Diego Landfill Siting Study, San Diego County, CA
Resource Manager
CLIENT: County of San Diego
Cultural resource assessments of potential landfill sites throughout the southwestern quadrant of San Diego County. Ranked the relative sensitivity of each potential site.

OTHER PROJECTS

Peñasquitos Park, San Diego County, CA
Archaeologist
CLIENT: County of San Diego
Participated in survey, including documentation of three adobes.

Old Town State Historic Park, San Diego County, CA
Archaeologist
CLIENT: California Department of Parks and Recreation/FIR
Participated in excavation before placement of underground utilities in San Diego.

Rancho Guajome Adobe, San Diego County, CA
Archaeologist
CLIENT: County of San Diego
Participated in excavation, cataloging, and analysis for work conducted before building stabilization efforts.

Anza Borrego Desert State Park, Riverside County, CA
Archaeologist
CLIENT: California Department of Parks and Recreation
Participated in resource inventory survey.

Glamis Imperial Project, Imperial County, CA
Archaeologist
CLIENT: Glamis Imperial Corporation
Conducted cultural resource survey for proposed gold mine.

Fort Cady Boric Acid Mining and Processing Facility, San Bernardino County, CA
Project Archaeologist
CLIENT: Fort Cady Minerals Corporation
Directed survey, testing, and evaluation of 24 sites in Newberry Springs.

Rialto-to-El Paso Fiber Optics Cable, San Bernardino and Riverside Counties, CA
Archaeologist
CLIENT: U.S. Sprint
Conducted cultural resource survey along western extent of project.

SELECTED REPORTS

Cultural Resources Evaluation for the North Baja Gas Pipeline (with C. Dolan, J. Underwood and J.H. Cleland). Prepared for Foster Wheeler Environmental, Inc. EDAW, INC. San Diego (2001).

REBECCA MCCORKLE APPLE, MA

Historical and Archeological Resources Protection Plan (HARP) for the Chocolate Mountain Aerial Gunnery Range, Imperial County, California (with J.H. Cleland) Prepared for U.S. Navy Southwest Division; Naval Facilities Engineering Command, EDAW, INC. San Diego (2001).

Archaeological Resources Evaluation Report State Route 56 Between Coast and Foothill, City of San Diego, California (with J.H. Cleland, A. York, T. Wahoff, and D. James). Prepared for the City of San Diego. KEA Environmental, Inc., San Diego (1997).

Archeological Survey and Evaluation Program for the Salton Sea Test Base, Imperial County, California (with A. York, A. Pignolo, J.H. Cleland, and S. Van Wormer). Prepared for U.S. Navy, Southwest Division, Naval Facilities Engineering Command. KEA Environmental, Inc., San Diego (1997).

Two Sides of the River: Cultural Resources Technical Studies Undertaken as Part of Environmental Documentation for Military Use of the MCAS Yuma Training Range Complex in Arizona and California (with G. Woodall, L. Peterson, and J.S. Bruder). Prepared for the Southwest Division Naval Facilities Engineering Command and MCAS Yuma. Dames & Moore Intermountain Cultural Resource Services Research Paper No. 5, San Diego (1993).

Bank Stabilization at Lake Britton: Limited Data Recovery (with A. MacDougall). Prepared for Pacific Gas and Electric. Dames & Moore, San Diego (1990).

Kern River Pipeline Cultural Resource Survey Report (with J.H. Cleland, A.L. York, and P. Friedman). Submitted to the Federal Energy Regulatory Commission. Dames & Moore, San Diego (1990).

Sugarloaf Mountain in Prehistory: Archaeological Testing and Data Recovery for the Exploratory Drilling Program II and the Unit No. 1 Project (with J.H. Cleland and E. Nilsson). Prepared for the Los Angeles Department of Water and Power. Dames & Moore, San Diego (1990).

An Archaeological Research Design for the Evaluation of Cultural Resources in Pamo Valley, San Diego, California (with J.H. Cleland, J.R. Cook, and J. Schaefer). Wirth Environmental Services, a Division of Dames and Moore, San Diego (1985).

APPENDIX B

RECORDS SEARCH

(Confidential)

APPENDIX C

CALIFORNIA NATIVE AMERICAN HERITAGE COMMISSION CORRESPONDENCE

EDAW | AECOM

EDAW Inc
1420 Kettner Boulevard, Suite 620, San Diego, California 92101
T 619.233.1454 F 619.233.0952 www.edaw.com

December 28, 2006

Larry Myers, Executive Secretary
Attn: Dave Singleton
California Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814
(916) 653-4082

Subject: Rancho Santa Fe Roundabouts (07080002.01)

Dear Mr. Singleton,

The San Diego County Department of Public Works is proposing the construction of three roundabouts within the unincorporated community of Rancho Santa Fe, California. The County of San Diego has retained EDAW, Inc., an environmental consulting firm, to provide technical support.

EDAW is currently gathering archival information for the cultural resources inventory. As part of this research effort, EDAW is requesting a Sacred Lands Search and a list of Native American communities and representatives with historical ties to the area that should be involved in this process.

Please refer to the following locational data:

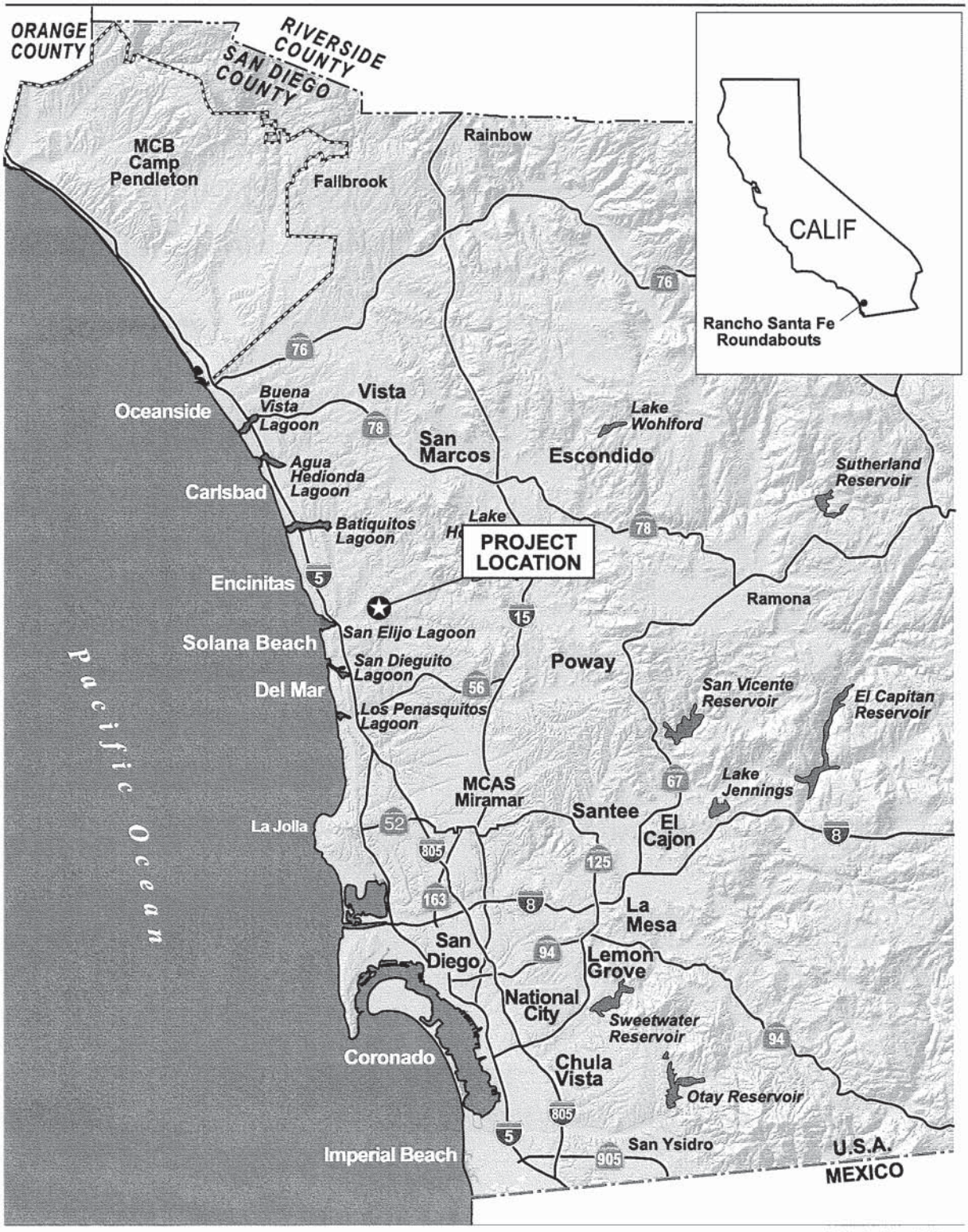
Rancho Santa Fe Quadrangle
T 13 S / R 3 W Unsectioned

Thank you for your time and consideration.

Yours sincerely,

Carrie J. Gregory
Cultural Resources Specialist
Carrie.Gregory@edaw.com

Enclosures: Vicinity map
Topographic location map



Vicinity Map

0 3.75 7.5 15 Miles

1" = 7.5 Miles

Source: TAIC 2006; USGS 7.5" Series Quadrangle, Rancho Santa Fe Calif. 1983

2,000 1,000 0 2,000 Feet

Scale: 1:24,000; 1 inch = 2,000 feet

Location Map

Rancho Santa Fe Roundabouts

Path: P:\2007\07080002 RSF Traffic Circles\5GIS\MXD\ARCHY\NACONTACT_LOCATION.mxd, 12/27/06, kocherte

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

January 2, 2007

Ms. Carrie J. Gregory, Cultural Resources Specialist
EDAW, INC.
For COUNTY OF SAN DIEGO
1420 Kettner Boulevard, Suite 620
San Diego, CA 92101

Sent by FAX to: 619-233-0952
Number of pages: 3

Re: Tribal Consultation Per SB 18/Sacred Lands File Search for Project- **Rancho Santa Fe Roundabouts (07080002.01)**; Rancho Santa Fe Community Area; San Diego County, California

Dear Ms. Gregory:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. Attached is a Native American Tribal Consultation list of tribes with traditional lands or cultural places located within the requested plan boundaries. Note the attached form for combining the Sacred Lands file search with SB 18 Tribal Consultation Lists.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action.

A NAHC Sacred Lands File search was conducted based on the township, range, and section information included in your request and no sites were found within the area of potential effect you identified. However, local governments should be aware that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place. I suggest you consult with all of those on the accompanying Native American Contacts list, which has been included separately. If they cannot supply information, they might recommend others with specific knowledge about cultural resources in your plan area. If a response has not been received within two weeks of notification, the Commission 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 Tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Dave Singleton, Program Analyst

Attachment: Native American Contacts

PS: We may have done this already for the County.

Enclosed: New Joint SB 18/SLF Request

LOCAL GOVERNMENT TRIBAL CONSULTATION LIST REQUEST

NATIVE AMERICAN HERITAGE COMMISSION
915 Capitol Mall, Room 364
Sacramento, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

Project Title: _____

Local Government/Lead Agency: _____

Contact Person: _____

Street Address: _____

City: _____ **Zip:** _____

Phone: _____ **Fax:** _____

Specific Area Subject to Proposed Action

County: _____

City/Community: _____

Local Action Type:

___ General Plan ___ General Plan Element ___ General Plan Amendment

___ Specific Plan ___ Specific Plan Amendment

___ Pre-planning Outreach Activity

Project Description:

____ SACRED LANDS FILE SEARCH AND NATIVE AMERICAN CONTACTS LIST REQUEST

Information Below is Required for a Sacred Lands File Search

USGS Quadrangle Name _____

Township ____ **Range** _____ **Section(s)** _____

Native American Tribal Consultation lists are only applicable for consulting with California Native American tribes per Government Code Section 65352.3.

DRAFT LETTER TO TRIBAL GOVERNMENT REPRESENTATIVES

DATE:

ADDRESS OF TRIBAL GOVERNMENT:

SUBJECT: Re: Tribal Consultation pursuant to California Government Code §65352.3 & §65562.5 (SB 18)

SALUTATION: DEAR TRIBAL GOVERNMENT REPRESENTATIVE

THIS IS AN INVITATION TO CONSULT ON LOCAL DEVELOPMENT PROJECTS WITHIN OUR JURISDICTION PURSUANT TO SENATE BILL 18, SIGNED INTO LAW BY GOVERNOR ARNOLD SCHWARZENEGGER IN SEPTEMBER OF 2004. THE PURPOSE OF THE CONSULTATIONS IS TO ENSURE THE PROTECTIONS OF CALIFORNIA NATIVE AMERICAN CULTURAL RESOURCES. THE PURPOSE IS ALSO TO INVOLVE TRIBAL GOVERNMENTS IN LAND USE PLANNING DECISIONS AND ISSUES AT THE LOCAL GOVERNMENT LEVEL.

IN THE TRIBAL CONSULTATION GUIDELINES ISSUED BY THE GOVERNOR'S OFFICE OF PLANNING & RESEARCH IN NOVEMBER 2005, EARLY CONSULTATION WITH TRIBES IS ENCOURAGED THROUGH A 'PRE-CONSULTATION' PROCESS IN ORDER TO PROVIDE FOR FULL PUBLIC INPUT ON POTENTIAL AND ACTUAL DEVELOPMENT PROJECTS AND AVOID COSTLY DELAYS.

THIS LOCAL GOVERNMENT IS COMMITED TO AN ON-GOING RELATIONSHIP WITH LOCAL TRIBAL GOVERNMENTS. THIS IS THE PURPOSE OF 'PRE-CONSULTATION;' WE PREFER NOT TO WAIT UNTIL A SINGLE PROJECT EMERGES, AT THE LAST MINUTE, BUT TO BEGIN THE CONSULTATION DIALOGUE WELL IN ADVANCE. FURTHER, WE UNDERSTAND THAT MUCH OF THE CONTENT OF THE CONSULTATION WILL BE CONFIDENTIAL AND WILL INCLUDE BUT NOT BE LIMITED TO THE RELATIONSHIP OF PROPOSED PROJECTS TO NATIVE AMERICAN CULTURAL VALUES, BURIAL SITES, KNOWN OR UNKNOWN, ART FEATURES AND ARTIFACTS, CEREMONIAL SITES AND SACRED SHRINES AND TRADITIONAL BELIEFS AND PRACTICES.

ENCLOSED IS A PACKET OF PROPOSED DEVELOPMENT PROJECTS INCLUDING PROPOSED AMENDMENTS TO OUR GENERAL PLAN, SPECIFIC PLANS AND ZONE CHANGES AND TENTATIVE MAPS FOR YOUR REVIEW. WE WOULD LIKE TO SCHEDULE A CONSULTATION MEETING WITH YOU INDIVIDUALLY, OR IN A GROUP SESSION, WHICHEVER YOU PREFER. WE WILL CALL YOU NEXT WEEK TO SEE WHICH DATES AND TIME ARE BEST.

SINCERELY,

LOCAL GOVERNMENT REKPRESENTATIVE

Native American Tribal Consultation List
San Diego County
January 2, 2007

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365
Valley Center , CA 92082
Diegueno
(760) 749-3200

(760) 749-3876 Fax

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775
Pine Valley , CA 91962
Diegueno - Kwaaymii
(619) 709-4207

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road
Lakeside , CA 92040
Diegueno/Kumeyaay
(619) 443-6612

(619) 443-0681 FAX

San Luis Rey Band of Mission Indians
Carmen Mojado, Co-Chair
1889 Sunset Dr.
Vista , CA 92081
Luiseno

Cupa Cultural Center (Pala Band)
Shasta Gaughen, Assistant Director
35008 Pala-Temecula Rd.PMB Box 445
Pala , CA 92059
cupa@palatribe.com Luiseno
(760) 742-1590

Pauma & Yuima Reservation
Charles Devers, Cultural Resources Chairman
P.O. Box 369
Pauma Valley , CA 92061
Luiseno
(760-742-1289

This list is current only as of the date of this document.

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

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3.