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# **Appendix E**

## Phase I Cultural Resource Survey



# PHASE I CULTURAL RESOURCE SURVEY FOR THE PW WOHL G STREET PROJECT

## CHULA VISTA, CALIFORNIA

**Submitted to:**

**City of Chula Vista  
Development Services Department  
276 Fourth Avenue  
Chula Vista, California 91910**

**Prepared for:**

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*August 16, 2024*



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**Report Date:** August 16, 2024

**Report Title:** Phase I Cultural Resource Survey for the PW Wohl G Street  
Project, Chula Vista, California

**Prepared for:** PW Wohl G Street, LLC  
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Development Services Department  
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**USGS Quadrangle:** *National City, California (7.5 minute)*

**Study Area:** 44.78 acres

**Key Words:** Phase I survey; City of Chula Vista; SDI-13,073H (historic  
railroad line adjacent to project); no cultural resources observed  
within the project; monitoring recommended.

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## **I. INTRODUCTION**

As part of the environmental review process for a pending development application, BFS A Environmental Services, a Perennial Company (BFS A), conducted an archaeological survey of 11 parcels located adjacent to the Chula Vista Bayfront area in the city of Chula Vista, San Diego County, California (Figure 1). The 44.78-acre project is located west of Interstate 5, north of H Street, south of G Street, and east of Marina Parkway (Assessor’s Parcel Numbers [APNs] 571-330-35 to -45). The project is situated within the unsectioned La Nación Land Grant (Township 18 South, Range 2 West, San Bernardino Base and Meridian [projected]) on the USGS *National City* Quadrangle (Figure 2). The subject property consists of land previously occupied by the former Rohr Aircraft Facility. As designed, the proposed project involves the preparation of a Specific Plan that would govern future development within the three planning areas (A, B-1, and B-2) at the project site (Figure 3). The planning areas will include a business flex park in Planning Area A, a regional technology park in Planning Area B-1, and commercial and retail development, including a hotel and restaurant, in Planning Area B-2.

The archaeological survey was undertaken on August 12, 2024, to determine if cultural resources exist within the property and to assess the possible effects of the development upon cultural resources. The survey resulted in the identification of a previously recorded railroad line outside of the project boundaries between Planning areas B-1 and B-2 to the west and Planning Area A to the east.

## **II. SETTING**

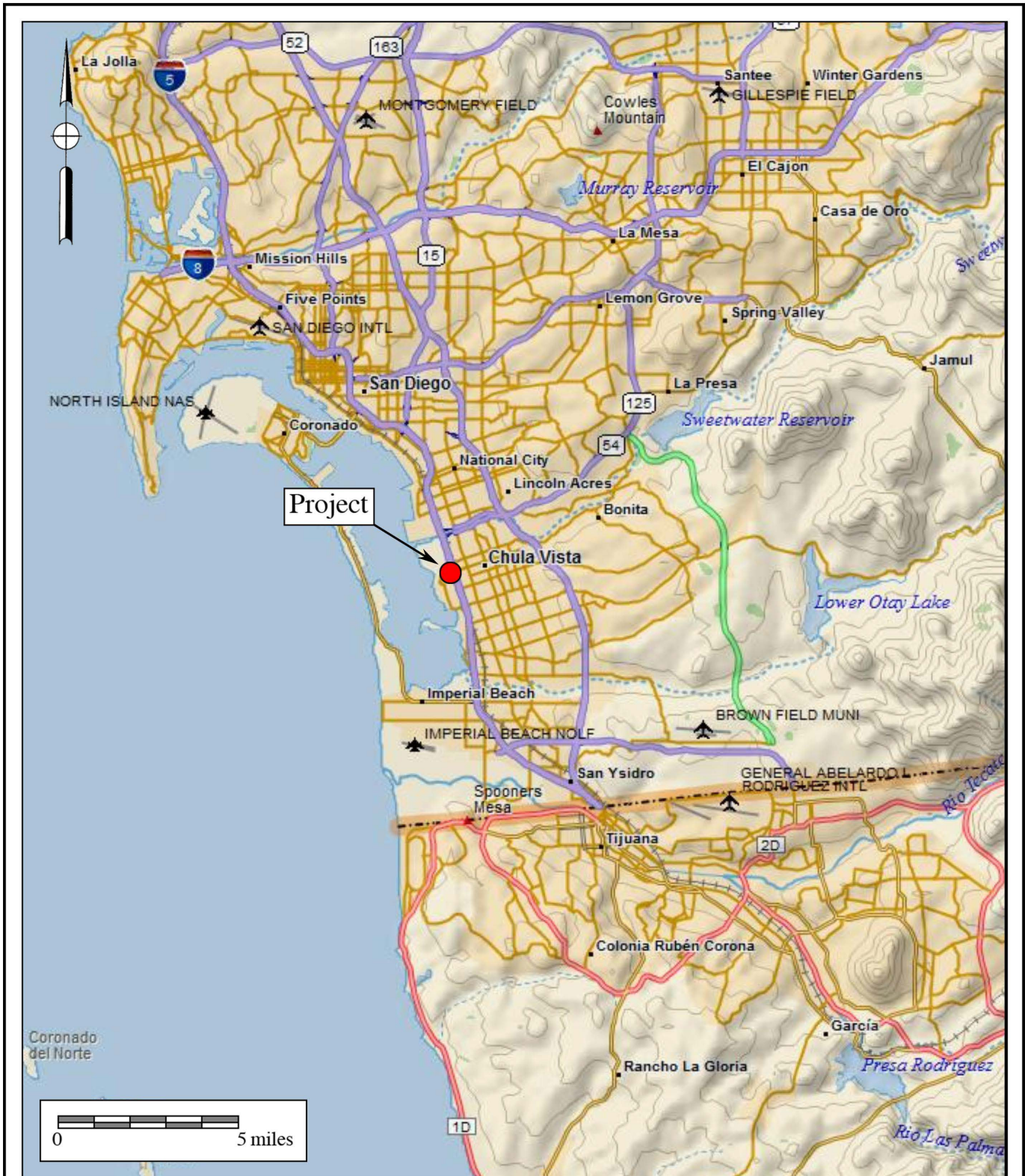
The property is located on the western edge of the city of Chula Vista, just east of the San Diego Bay. Further, the subject property is located just west of Interstate 5 and south of Sweetwater River. Historically, the subject property has been impacted by agricultural use and development. Development at the property began in 1941; however, these early structures were demolished or partially demolished and repurposed as part of the cleanup and abatement order in 2023. Aerial photographs indicate that other portions of the property were developed beginning in 1953, but these structures were removed in 2004.

The property is predominately developed, with only 10 percent of the property classified as not disturbed (Plate 1).



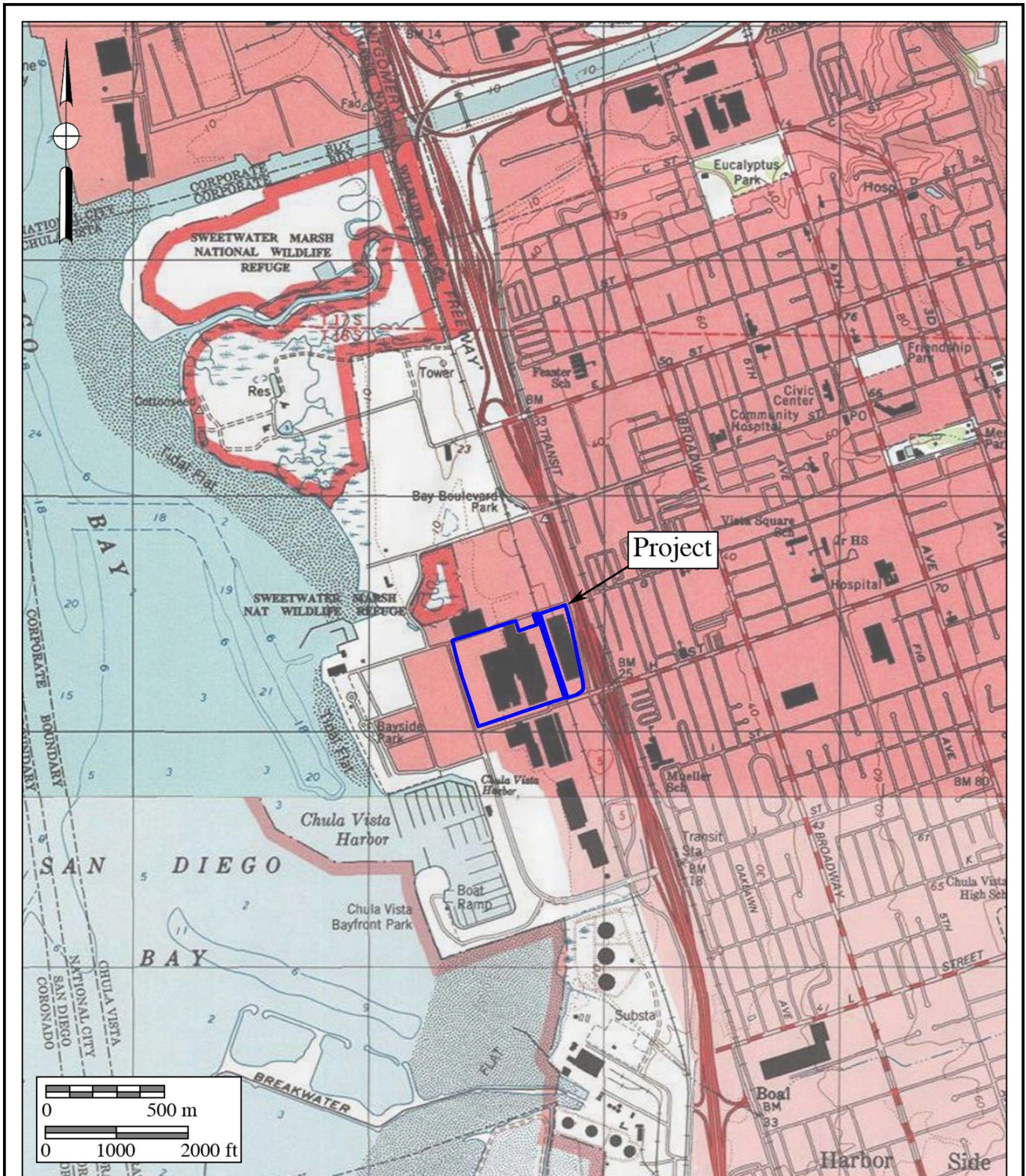
**Plate 1: Overview of the project, facing south.**





**Figure 1**  
**General Location Map**  
 The PW Wohl G Street Project  
 DeLorme (1:250,000)





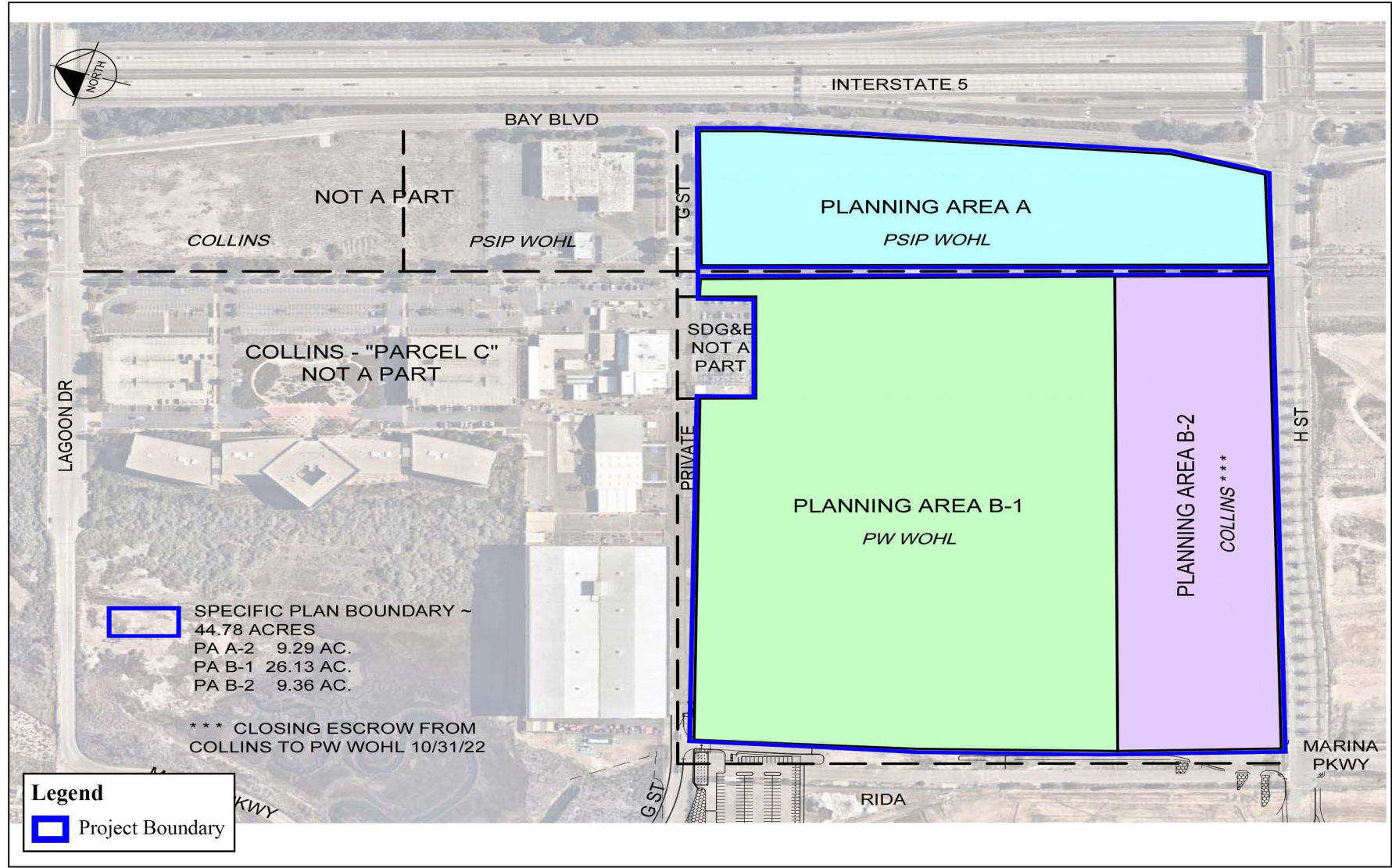
**Figure 2**

**Project Location Map**

The PW Wohl G Street Project

USGS *National City* and *Imperial Beach* Quadrangles (7.5-minute series)





**Figure 3**  
**Project Development Map**  
 The PW Wohl G Street Project

Geologically, the project is mapped as Quaternary old paralic deposits, undivided (late to middle Pleistocene) (Qop) (Kennedy and Tan 2008). The specific soils located on the project are classified as Huerhuero-Urban land complex, 2 to 9 percent slopes (HuC) (NRCS 2019).

The biological setting within and surrounding the project has been impacted by both agricultural use and the development of the Rohr Aircraft Corporation beginning in the 1940s. However, in prehistoric times, the surrounding environment included mixed chaparral and salt marsh habitat in an estuary protected by a bay mouth bar (Strahler 1973; Beauchamp 1986). The mixed chaparral and salt marsh plant communities comprised major food resources for prehistoric inhabitants (Bean and Saubel 1972).

### **Cultural Setting**

Archaeological investigations in San Diego County have documented a diverse and rich record of human occupation spanning the past 10,000 years. The first generally accepted culture chronology for San Diego County was developed by geographer Malcolm Rogers (1939, 1945). Rogers (1966) initiated the recordation of sites in the area during the 1920s and 1930s using his field notes to construct the first cultural sequences based upon artifact assemblages and stratigraphy. Subsequent scholars expanded the information gathered by Rogers and offered more academic interpretations of the prehistoric record. Moriarty (1966, 1967, 1969), Warren (1964, 1966), and True (1958, 1966) all produced seminal works that critically defined the various prehistoric cultural phenomena present in this region (Moratto 1984).

Additional studies have sought to refine these earlier works (Cardenas 1986; Moratto 1984; Moriarty 1966, 1967; True 1970, 1980, 1986; True and Beemer 1982; True and Pankey 1985; Waugh 1986). In sharp contrast, the current trend in San Diego prehistory has also resulted in a revisionist group that rejects the established cultural historical sequence for San Diego. This revisionist group (Warren et al. 1998) has replaced the concepts of La Jolla, San Dieguito, and all of their other manifestations with an extensive, all-encompassing, chronologically undifferentiated cultural unit that ranges from the initial occupation of southern California to circa A.D. 1000 (Bull 1983, 1987; Ezell 1983, 1987; Gallegos 1987; Kyle et al. 1990; Stropes 2007). For the present study, the prehistory of the region is divided into four major periods: Early Man, Paleo Indian, Early Archaic, and Late Prehistoric.

### **Early Man Period (Prior to 8500 B.C.)**

At the present time, there has been no concrete archaeological evidence to support the occupation of San Diego County prior to 10,500 years ago. Some archaeologists, such as Carter (1957, 1980) and Minshall (1976), have been proponents of Native American occupation of the region as early as 100,000 years ago. However, their evidence for such claims is sparse and they have lost much support over the years as more precise dating techniques have become available for skeletal remains thought to represent early man in San Diego. In addition, many of the “artifacts” initially identified as products of early man in the region have since been rejected as

natural products of geologic activity. Some of the local proposed Early Man Period sites include Texas Street, Mission Valley (San Diego River Valley), Del Mar, La Jolla, Buchanan Canyon, and Brown (Bada et al. 1974; Carter 1957, 1980; Minshall 1976, 1989; Moriarty and Minshall 1972; Reeves 1985; Reeves et al. 1986).

*Paleo Indian Period (8500 to 6000 B.C.)*

For the region, it is generally accepted that the earliest identifiable culture in the archaeological record is represented by the material remains of the Paleo Indian Period San Dieguito Complex. The San Dieguito Complex was thought to represent the remains of a group of people who occupied sites in this region between 10,500 and 8,000 years before the present (YBP), and who were related to or contemporaneous with groups in the Great Basin. As of yet, no absolute dates have been forthcoming to support the great age attributed to this cultural phenomenon. The artifacts recovered from San Dieguito Complex sites duplicate the typology attributed to the Western Pluvial Lakes Tradition (Moratto 1984; Davis et al. 1969). These artifacts generally include scrapers, choppers, large bifaces, and large projectile points, with few milling tools. Tools recovered from San Dieguito Complex sites, along with the general pattern of their site locations, led early researchers to believe that the people of the San Dieguito Complex were a wandering hunter/gatherer society (Moriarty 1969; Rogers 1966).

The San Dieguito Complex is the least understood of the cultures that have inhabited the San Diego County region. This is due to an overall lack of stratigraphic information and/or datable materials recovered from sites identified as belonging to the San Dieguito Complex. Currently, controversy exists among researchers regarding the relationship of the San Dieguito Complex and the subsequent cultural manifestation in the area, the La Jolla Complex. Although, firm evidence has not been recovered to indicate whether the San Dieguito Complex “evolved” into the La Jolla Complex, the people of the La Jolla Complex moved into the area and assimilated with the people of the San Dieguito Complex, or the people of the San Dieguito Complex retreated from the area due to environmental or cultural pressures.

*Early Archaic Period (6000 B.C. to A.D. 0)*

Based upon evidence suggesting climatic shifts and archaeologically observable changes in subsistence strategies, a new cultural pattern is believed to have emerged in the San Diego region circa 6000 B.C. Archaeologists believe that this Archaic Period pattern evolved from or replaced the San Dieguito Complex culture, resulting in a pattern referred to as the Encinitas Tradition. In San Diego, the Encinitas Tradition is thought to be represented by the coastal La Jolla Complex and its inland manifestation, the Pauma Complex. The La Jolla Complex is best recognized for its pattern of shell middens and grinding tools closely associated with marine resources and flexed burials (Shumway et al. 1961; Smith and Moriarty 1985). Increasing numbers of inland sites have been identified as dating to the Archaic Period, focusing upon terrestrial subsistence (Cardenas 1986; Smith 1996; Raven-Jennings and Smith 1999a, 1999b).

The tool typology of the La Jolla Complex displays a wide range of sophistication in lithic manufacturing techniques used to create the tools found at their sites. Scrapers, the dominant flaked tool type, were created by either splitting cobbles or by finely flaking quarried material. Evidence suggests that after about 8,200 YBP, milling tools began to appear in La Jolla Complex sites. Inland sites of the Encinitas Tradition (Pauma Complex) exhibit a reduced quantity of marine-related food refuse and contain large quantities of milling tools and food bone. The lithic tool assemblage shifts slightly to encompass the procurement and processing of terrestrial resources, suggesting seasonal migration from the coast to the inland valleys (Smith 1996). At the present time, the transition from the Archaic Period to the Late Prehistoric Period is not well understood. Many questions remain concerning cultural transformation between periods, possibilities of ethnic replacement, and/or a possible hiatus from the western portion of the county.

#### Late Prehistoric Period (A.D. 0 to 1769)

The transition into the Late Prehistoric Period in the project area is primarily represented by a marked change in archaeological patterning known as the Yuman Tradition. This tradition is primarily represented by the Cuyamaca Complex, which is believed to be derived from the mountains of southern San Diego County. The people of the Cuyamaca Complex are considered ancestral to the ethnohistoric Kumeyaay (Diegueño). Although several archaeologists consider the local Native American tribes to be latecomers, the traditional stories and histories passed down through oral tradition by the local Native American groups speak both presently and ethnographically to tribal presence in the region since the time of creation.

The Kumeyaay Native Americans were a seasonal hunting and gathering people with cultural elements that were very distinct from the people of the La Jolla Complex. Noted variations in material culture included cremation, the use of the bow and arrow, and adaptation to the use of the acorn as a main food staple (Moratto 1984). Along the coast, the Kumeyaay made use of marine resources by fishing and collecting shellfish for food. Seasonally available game and plant food resources (including acorns) were sources of nourishment for the Kumeyaay. By far the most important food resource for these people was the acorn. The acorn represented a storable surplus, which in turn allowed for seasonal sedentism and its attendant expansion of social phenomena.

Firm evidence has not been recovered to indicate whether the people of the La Jolla Complex were present when the Kumeyaay Native Americans migrated into the coastal zone. However, stratigraphic information recovered from Site SDI-4609 in Sorrento Valley suggests a possible hiatus of  $650 \pm 100$  years between the occupation of the coastal area by the La Jolla Complex ( $1,730 \pm 75$  YBP is the youngest date for the La Jolla Complex inhabitants at SDI-4609) and Late Prehistoric cultures (Smith and Moriarty 1983). More recently, a reevaluation of two prone burials at the Spindrift Site excavated by Moriarty (1965) and radiocarbon dates of a pre-ceramic phase of Yuman occupation near Santee suggest a commingling of the latest La Jolla Complex inhabitants and the earliest Yuman inhabitants about 2,000 years ago (Kyle and Gallegos 1993).

## **History**

### **Exploration Period (1530 to 1769)**

The historic period around San Diego Bay began with the landing of Juan Rodriguez Cabrillo and his men in 1542 (Chapman 1921). Sixty years after the Cabrillo expeditions (1602 to 1603), an expedition under Sebastian Vizcaíno made an extensive and thorough exploration of the Pacific coast. Although his voyage did not extend beyond the northern limits of the Cabrillo track, Vizcaíno had the most lasting effect upon the nomenclature of the coast. Many of Vizcaíno's assigned place names throughout the region have survived to the present time, whereas nearly all of Cabrillo's have faded from use. For example, Cabrillo gave the name "San Miguel" to the first port at which he stopped in what is now the United States; 60 years later, Vizcaíno changed the port name to "San Diego" (Rolle 1969).

### **Spanish Colonial Period (1769 to 1821)**

The Spanish occupation of the claimed territory of Alta California took place during the reign of King Carlos III of Spain (Engelhardt 1920). Jose de Gálvez, a powerful representative of the king in Mexico, conceived the plan to colonize Alta California and thereby secure the area for the Spanish (Rolle 1969). The effort involved both military and religious components, with the overall intent of establishing forts and missions being to gain control of the land and the native inhabitants through conversion. Actual colonization of the San Diego area began on July 16, 1769, when the first Spanish exploring party, commanded by Gaspar de Portolá (with Father Junípero Serra in charge of religious conversion of the native populations), arrived by the overland route to San Diego to secure California for the Spanish (Palou 1926). The natural attraction of the harbor at San Diego and the establishment of a military presence in the area solidified the importance of San Diego to the Spanish colonization of the region and the growth of the civilian population.

Missions were constructed from San Diego to the area as far north as San Francisco. The mission locations were based upon a number of important territorial, military, and religious considerations. Grants of land were made to those who applied, but many tracts reverted back to the government due to lack of use. As an extension of territorial control by the Spanish Empire, each mission was placed so as to command as much territory and as large a population as possible. While primary access to California during the Spanish Period was by sea, the route of El Camino Real served as the land route for transportation, commercial, and military activities within the colony. This route was considered to be the most direct path between the missions (Rolle 1969; Caughey 1970). As increasing numbers of Spanish and Mexican peoples settled in the area, as well as the later Americans during the Gold Rush, the Native American populations diminished as they were displaced or decimated by disease (Carrico and Taylor 1983).

### **Mexican Period (1821 to 1846)**

On September 16, 1810, the priest Father Miguel Hidalgo y Costilla started a revolt against Spanish rule. He and his untrained Native American followers fought against the Spanish, but

Father Hidalgo's revolt was unsuccessful and he was executed. After this setback, Father José Morales led the revolutionaries, but he too failed and was executed. These two men are still symbols of Mexican liberty and patriotism. After the Mexican-born Spanish and the Catholic Church joined the revolution, Spain was finally defeated in 1821. Mexican Independence Day is celebrated on September 16 of each year, signifying the anniversary of the start of Father Hidalgo's revolt. The revolution had repercussions in the northern territories, and by 1834, all of the mission lands had been removed from the control of the Franciscan Order under the Acts of Secularization. Without proper maintenance, the missions quickly began to disintegrate, and after 1836, missionaries ceased to make regular visits inland to minister to the Native Americans (Engelhardt 1920). Large tracts of land continued to be granted to those who applied or who had gained favor with the Mexican government. Grants of land were also made to settle government debts and the Mexican government was called upon to reaffirm some older Spanish land grants shortly before the Mexican-American War of 1846 (Moyer 1969).

#### Anglo-American Period (1846 to Present)

California was invaded by United States troops during the Mexican-American War from 1846 to 1848. The acquisition of strategic Pacific ports and California land was one of the principal objectives of the war (Price 1967). At the time, the inhabitants of California were practically defenseless, and they quickly surrendered to the United States Navy in July 1847 (Bancroft 1886).

The cattle ranchers of the "counties" of southern California prospered during the cattle boom of the early 1850s. They were able to "reap windfall profit ... pay taxes and lawyer's bills ... and generally live according to custom" (Pitt 1966). However, cattle ranching soon declined, contributing to the expansion of agriculture. With the passage of the "No Fence Act," San Diego's economy shifted from raising cattle to farming (Robinson 1948). The act allowed for the expansion of unfenced farms, which was crucial in an area where fencing material was practically unavailable. Five years after its passage, most of the arable lands in San Diego County had been patented as either ranchos or homesteads, and growing grain crops replaced raising cattle in many of the county's inland valleys (Blick 1976; Elliott 1883 [1965]).

By 1870, farmers had learned to dry farm and were coping with some of the peculiarities of San Diego County's climate (*San Diego Union* 1868; Van Dyke 1886). Between 1869 and 1871, the amount of cultivated acreage in the county rose from less than 5,000, to more than 20,000 acres (*San Diego Union* 1872). Of course, droughts continued to hinder the development of agriculture (Crouch 1915; *San Diego Union* 1870; Shipek 1977). Large-scale farming in San Diego County was limited by a lack of water and the small size of arable valleys. The small urban population and poor roads also restricted commercial crop growing. Meanwhile, cattle continued to be grazed in parts of inland San Diego County. In the Otay Mesa area, for example, the "No Fence Act" had little effect on cattle farmers because ranches were spaced far apart and natural ridges kept the cattle out of nearby growing crops (Gordinier 1966).



During the first two decades of the twentieth century, the population of San Diego County continued to grow. The population of the inland county declined during the 1890s, but between 1900 and 1910, it rose by about 70 percent. The pioneering efforts were over, the railroads had broken the relative isolation of southern California, and life in San Diego County had become similar to other communities throughout the west. After World War I, the history of San Diego County was primarily determined by the growth of San Diego Bay. In 1919, the United States Navy decided to make the bay the home base for the Pacific Fleet (Pourade 1967), as did the aircraft industry in the 1920s (Heiges 1976). The establishment of these industries led to the growth of the county as a whole; however, most of the civilian population growth occurred in the north county coastal areas, where the population almost tripled between 1920 and 1930. During this time period, the history of inland San Diego County was subsidiary to that of the city of San Diego, which had become a Navy center and an industrial city (Heiges 1976). In inland San Diego County, agriculture became specialized and recreational areas were established in the mountain and desert areas. Just before World War II, urbanization began to spread to the inland parts of the county.

### General History of the City of Chula Vista

The first historic occupation of the Chula Vista area occurred in 1769. The area, then called La Purisma (“the most pure”), served as grazing ground for the San Diego Mission herds. In 1795,



**Plate 2: Don Juan Forester, first owner of Rancho de la Nación.**  
*(Photograph courtesy of findagrave.com)*

the Spanish military took possession of the land, renaming it El Rancho del Rey and utilizing it as grazing area for horses and cattle. In 1845, Don Juan Forester (Plate 2) received the 26,631-acre tract of land as a grant, which he renamed Rancho de la Nación (National Ranch) (Pourade 1969).

California was invaded by United States troops during the Mexican-American War from 1846 to 1848 (Pourade 1969). The international border between the United States and Mexico was established in 1848 by the Treaty of Guadalupe Hidalgo, and the mission lands north of the border were platted and sold to United States citizens.

In 1856, after the mission lands had been dissolved, Francois Louis Pioche and J.B. Bayerque purchased Rancho de la Nación from Forester, holding title to the land for a little over 12 years. In 1868, Frank Kimball (Plate 3) and his brothers, Warren and Levi, purchased the rancho. The brothers surveyed and cleared the land, constructed roads, and built a wharf on the southeastern portion of San Diego Bay. Home sites and small

ranchos sold fast in the area, which residents referred to as “National City.” In the 1870s, Frank Kimball planted thousands of citrus and olive trees. The lemon orchards that Kimball planted became the center of a new community called Chula Vista (Pourade 1969).

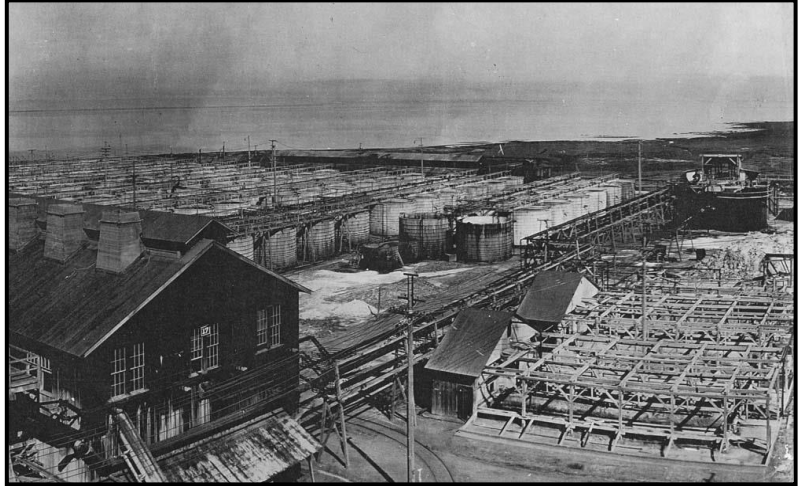


**Plate 3: Frank Kimball and W.G. Dickinson.**

*(Photograph courtesy of the City of Chula Vista Public Library and Heritage Museum)*

In 1888, the Land and Town Company Development, of which Kimball owned over 100 shares, began development in Chula Vista. W.G. Dickinson (see Plate 5), the Land and Town Company business manager, subdivided 5,000 acres of land into five-acre plots, which are currently located within the city of Chula Vista (Pourade 1969). In 1889, 10 houses within the newly plotted community were already under construction and the parcels were selling quickly. As people settled in the area, they continued planting lemon orchards, which eventually led to Chula Vista becoming known as the largest lemon-growing center in the world (City of Chula Vista 2011). As the community continued to grow, infrastructure followed. A streetcar system and a railroad were added, which allowed transport to Bonita and National City. In addition, a library, religious organizations, and women’s clubs were established.

The city of Chula Vista was incorporated in 1911. The portion of Chula Vista that includes the project, which is located outside of the downtown area, was not included in the 1911 incorporation. The new city thrived on agriculture and, in the 1910s, also focused upon salt production and export through the Western Salt Works. From 1916 to 1920, the Hercules Powder Company produced cordite by utilizing kelp to process potash and acetone. The cordite was used by the British to make bombs during World War I. Located on what would become known as Gunpowder Point, the Hercules Powder Company boasted the largest kelp harvesting fleet and tank farm in the world (Plate 4). The company now serves as “one of the largest diversified chemical producers in the world” (Schoenherr 2014).



**Plate 4: Hercules Powder Company located at present-day Gunpowder Point. (Photograph courtesy of the City of Chula Vista Public Library and Heritage Museum)**

Despite the prosperity of the Western Salt Works and Hercules Powder Company in the late 1910s, agriculture struggled due to a series of droughts and then a flood in 1916. Chula Vista



**Plate 5: Sweetwater Dam breach in January 1916. (Photograph courtesy of the South Bay Historical Society)**

was hit hard by the flood due to a break that occurred in Sweetwater Dam northeast of the city (Plate 5). The flooding caused the deaths of 20 Chula Vista residents and destroyed 23 homes. Buildings that were constructed in Chula Vista after the flood included Craftsman- and Mission Revival-style structures (City of Chula Vista 2011). Between the 1920s and 1930s, residences built in the area included Spanish Revival-style bungalows and larger houses. Many homes included traditional Spanish- and Moorish-style details combined with Mission Revival elements. This was also carried over into commercial and civil

buildings in the area, including Chula Vista City Hall (City of Chula Vista 2011).

While the Great Depression decimated most areas of the United States, the city of Chula Vista made it through relatively unscathed. The agricultural industry, consisting mostly of lemon and celery crops, produced \$1.6 million in revenue in 1931. Residents also participated in Public Works Administration and Works Progress Administration projects for employment. These programs resulted in the construction of various buildings in the area such as the Memorial Bowl in Memorial Park (Plate 6) (City of Chula Vista 2011).



**Plate 6: View of the Memorial Bowl built during the Great Depression.  
The stage visible today replaced a water fountain in 2005.  
(Photograph courtesy of SouthBayCompass.com)**

Agriculture continued to prosper in Chula Vista, and after the Great Depression, many Americans migrated to the Chula Vista area in search of work. Even after the economy rebounded, many families stayed in the area. With the establishment of the prior to World War II, even more people moved into the area looking for work and, “by the height of World War II the Rohr Company employed 9,000 people and was the largest producer of aircraft power packages in the world” (City of Chula Vista 2011). “By 1950 the influx of workers to the facility had doubled the population of Chula Vista to over 19,000, resulting in the construction of thousands of [new] single family and multiple-family dwellings” in the southern San Diego County area (City of Chula Vista 2011).

Following World War II, the agricultural sector waned, and the commercial services sector prospered. By the 1960s, no agricultural land existed within Chula Vista city limits. Residences built during this time primarily consisted of Modern Ranch-style homes. In the 1970s, master-

planned communities such as Rancho del Rey, Eastlake, and Otay Ranch were constructed on the east side of the city, eventually being annexed to the city (City of Chula Vista 2011).

### **III. PROJECT DESCRIPTION**

This archaeological review encompasses a 44.78-acre property, including APNs 571-330-35 to -45, located within the western extent of the city of Chula Vista. The property can be characterized as previously developed. As designed, the proposed project involves the preparation of a Specific Plan that would govern future development within the three planning areas (A, B-1, and B-2) at the project site (see Figure 3). The planning areas will include a business flex park in Planning Area A, a regional technology park in Planning Area B-1, and commercial and retail development, including a hotel and restaurant, in Planning Area B-2.

### **IV. STUDY METHODS**

The archaeological assessment included a reconnaissance of the property and an institutional records search review of previous studies in the area. An archaeological records search was requested from the South Coastal Information Center (SCIC) at San Diego State University (SDSU) on May 11, 2022, to determine the presence of any previously recorded cultural resources within or near the subject property (Appendix C). The results of the records search received on May 18, 2022, identified 15 recorded resources and four historic addresses within one mile of the property. The resources consist of five prehistoric lithic and shell scatters, one prehistoric habitation site, three multicomponent sites containing prehistoric artifact and shell scatters and historic refuse, two historic railroad alignments, the historic San Diego County Insectary, the historic location of the former Oyama property, the historic Hercules Powder Company Site, and a historic isolate (Table 1). One of the historic rail lines, the Coronado Railroad grade (SDI-13,073H), is located outside of the project boundaries between Planning areas B-1 and B-2 to the west and Planning Area A-2 to the east and one historic address comprising the former Rohr Aircraft Corporation facility was located within the subject property.

**Table 1**

Archaeological Sites Recorded Within One Mile of the Project

<b>Site(s)</b>	<b>Description</b>
SDI-3, SDI-4958, SDI-5512/6025, SDI-5512A, and SDI-5512B	Prehistoric lithic and shell scatter
SDI-6025A	Prehistoric habitation site
SDI-6025B, SDI-6025C, and SDI-6025D	Prehistoric shell and artifact scatter and historic refuse

Site(s)	Description
SDI-13,073H	Historic Coronado Railroad grade
P-37-015946	Historic San Diego County Insectary
P-37-017445	Historic location of the former Oyama property
P-37-25680	Historic San Diego Railway and Arizona Railroad grade
P-33-030176	Historic Hercules Powder Company site
P-33-034102	Historic isolate

The records search results also identified 20 previous investigations conducted within one mile of the project, nine of the which are mapped as including portions of the project (Smith 1990; Laylander 1993; Wade et al. 1990; Westec 1990; Crafts 1994a, 1994b; Kyle 2006; Davis 2012; Davis et al. 2012). Most of the previous studies are either large linear studies or overviews that do not directly address the subject property. The Smith (1990) study directly addressed the current project as part of an archaeological survey but did not identify any resources within the subject property.

The most relevant studies are those conducted by ASM (Davis 2012; Davis et al. 2012), as they consisted of large historic resources inventories of the city of Chula Vista. Based upon maps provided within the studies, the inventory identified over 90 potentially historic properties within one mile of the current project, including the former Rohr Aircraft Corporation facility buildings. However, the SCIC records and the Office of Historic Preservation's Built Environment Resources Directory (BERD) only officially list four historic addresses within the search radius, also including the former Rohr Aircraft Corporation facility buildings.

In addition to the resources and studies identified by the SCIC, during a previous survey of the project property conducted by BFSa, a historic trash scatter was identified immediately outside the current project boundaries, between Planning areas B-1 and B-2 to the west and Planning Area A-2 to the east (Stropes et al. 2023). At the time, the approximately 10-square-meter site was located on the western edge of the railroad line and likely developed due to trash dumping from the parking lot or pedestrian bridge that crossed the rail line in this location (Stropes et al. 2023). As the scatter was located outside of the project area, no subsurface testing was conducted, and the artifacts were not collected or analyzed. The site was, however, evaluated as not significant under any designation criteria (Stropes et al. 2023).

The Stropes et al. (2023) surveys of the property also identified several historic buildings and structures within the project area. The buildings and structures were evaluated using CRHR and City of Chula Vista criteria and two of the buildings (Rohr Aircraft Corporation Buildings 1 and 29) were recorded in Historic American Buildings Survey (HABS) reports. Building 29 was partially demolished and re-purposed and all other buildings and structures evaluated in the report, including Building 1, were demolished in 2023 as part of the 2021 San Diego Regional Water Quality Control Board cleanup and abatement order governing the property.

BFSA requested a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC) on May 10, 2022, to check for the presence of sacred sites or locations of religious or ceremonial importance within the vicinity of the project, which returned negative results on June 13, 2022. Original correspondence is provided in Appendix D.

Records relating to the ownership and developmental history of this property were sought with a view to not only fulfill the requirements of this report, but to identify any associated historical or architectural significance. Records located at the BFSA research library, those of the San Diego Assessor/Recorder/County Clerk, and those at the South Bay Historical Society and the San Diego History Center were consulted. Title records for the property were also obtained.

## **V. RESULTS OF THE STUDY**

### **Background Research**

Based upon the records search results and available research, the subject property is sensitive for both historic and prehistoric resources. The Sweetwater River and associated drainages have been sources of fresh water for humans for thousands of years. The brackish water marsh area and San Diego Bay, located near the project, provided hunting and foraging resources for both prehistoric and historic peoples. The coastal mesas and wetland areas were important hunting and gathering areas for local human inhabitants in prehistoric times. Because the San Diego area experienced an arid climate for at least the last 9,000 years, sources of fresh water attracted plants and animals, as well as humans who depended upon plants, animals, and fresh water for survival.

### **History of the Property: Ownership and Development** **Coronado Belt Line Right-of-Way, Segment D**

The original Coronado Belt Line was an independent short line railroad built in 1888. The line was one of 20 in the area by the turn of the 20<sup>th</sup> century, three of which, including this one, served areas south of San Diego. The line was built to transport materials and passengers to Coronado when the Hotel Del Coronado was being built and in early tourist days. The importance of the line to Coronado is well documented, although the line is no longer intact in Coronado. The line was used for passengers on the steam line until 1896. There is evidence that passenger service continued on the line from San Diego south, even to Tijuana through a connection to other rail lines. The line was later used primarily to transport freight and commodities, including produce, sand, gravel and salt, as well as potash and military material for the short lived Hercules Powder Plant in Chula Vista, North Island Naval Air Station in Coronado and Rohr Aircraft Corporation in Chula Vista, respectively.

In 1908, Spreckels had merged the Belt Line with its competitor, the National City and Otay Railway (NC&O). In 1917, the Belt Line was absorbed by the San Diego and Arizona Railway Company (SD&A), ostensibly owned by Spreckels. However, the Southern Pacific Railroad controlled the SD&A, and in 1933, the Spreckels family sold all its interest in the railway to Southern Pacific and the line became a subsidiary known as the San Diego and Arizona Eastern Railway Company (SD&AE). Therefore, after 1917, and arguably since Spreckels merged the Belt Line with its competitor the NC&O in 1908, the line was no longer an independent short line serving purely local needs. Thus, an argument can be made that there are two potential eras of significance: 1888 to 1917 when it was an independent short line, and 1917 to approximately 1950 when it was part of the larger railroad conglomerate. (Davis et al. 2012)

### ***Rohr Aircraft Corporation***

Defense contract work leading up to and during World War II greatly contributed to that growing population as California led all other states in national defense expenditures and contracts awarded during 1941 (Oceanside Daily Blade-Tribune 11 August 1941:6). By then, San Diego had already solidified its importance in aeronautic advancements having attracted Reuben H. Fleet's Consolidated Aircraft Corporation in 1935. Construction of the company's advanced B24 Liberator not only significantly aided the war effort but it created other opportunities for local manufacturers (Consolidated Aircraft 2004). Chula Vista's Rohr Aircraft Corporation was one of those beneficiaries, and became one of the Consolidated's primary manufacturers. (Davis et al. 2012)

In August 1940, Fred Rohr, J.E. Rheim, E.M. Lacey, F.H. Nottbusch, and F.H. Nottbusch, Jr. adopted the Articles of Incorporation for the Rohr Aircraft Corporation. The corporation was "created to do subcontract work for large airframe manufacturers" (Webster 1986). According to *Chula Vista Heritage 1911-1986*:

In 1940, the company organizers hoped to find space in Chula Vista, a place favored by Fred Rohr, where they could build their first factory. But in the meantime, they were eager to start production and leased a three-story brick building at 8<sup>th</sup> and "J" Streets in San Diego where several contracts were filled. At this factory, cowlings for Lockheed's Hudson bomber were produced, and by 1941, Rohr Aircraft employed 422 workers. (Webster 1986:73)

Citizens and city administrators of Chula Vista were enthusiastic about the prospect of a



large plane manufacturing plant moving into the city. In September 1940, the Chula Vista City Council held an adjourned meeting to adopt a resolution that would “clear the way for the Rohr firm to acquire a 10-acre site at once” (*Chula Vista Star* 1940a). City Attorney DeWitt A. Higgs stated that “the twofold desire of the city administration [was] to”:

- 1—Get the Rohr Aircraft Corp. to locate here as soon as possible and**
- 2—To acquire an airport-plane-factory site that could be made available to other corporations if, for any reason, the proposed Rohr deal should fall through.**

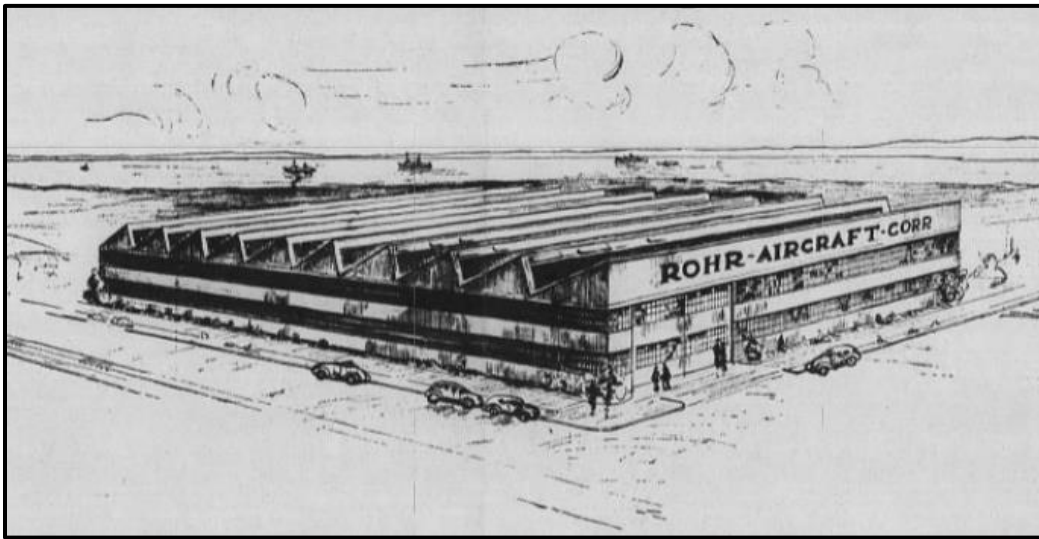
Chula Vista some time ago obtained an option from the Santa Fe Land Co. to buy 46 acres at \$300 an acre. Subsequently, the Rohr Aircraft Corp. asked the city to release 10 of the 46 acres it [had] under option to make possible for the place concern to buy the site. (*Chula Vista Star* 1940a)

After receiving approval through a bond measure, Rohr purchased 10 acres of land along the Chula Vista bayfront owned by the Santa Fe Land Company in October 1940. The city council, at the request of the aircraft firm, released the 10 acres for outright purchased by the corporation provided that:

- 1—Agreement by the Santa Fe Land Co. to sell the 10 acres to the Rohr firm within 30 days and at \$300 an acre.**
- 2—Agreement by the Rohr Aircraft Co. to purchase the 10 acres within 30 days and at \$300 an acre.**
- 3—A stipulation by the Santa Fe Land Co. in the grant deed that the land was to be used for industrial purposes only.**
- 4—An understanding that if the Rohr Aircraft Corp., after obtaining title to the 10 acres, did not begin construction within six months of a \$30,000 plant, that the land would revert back to the Santa Fe Land Co. and again be subject to option by the city, and**
- 5—That if any or all of the conditions were not met, the 10 acres would be subject to the city’s option.** (*Chula Vista Star* 1940a)

Only a few weeks later, ground was broken “and work on the foundation begun for the new Rohr aircraft building on the bay front” (*Chula Vista Star* 1940b). The building was described as a “150 feet by 250 feet ... steel and corrugated iron structure” (*Chula Vista Star* 1940b). The general contractor for the building was Walter Trepte (*Chula Vista Star* 1940c). In the beginning of December 1940, “an additional 10 acres of bayfront [property] at the foot of G st.” was purchased by the Rohr Aircraft Corporation from the Santa Fe railroad (*San Diego Union* 1940a).

The building on the first section of property (Plate 7) was supposed to be completed by December 15, 1940 (*Chula Vista Star* 1940c). However, as that day came and went, a newspaper article published in the *San Diego Union* on December 27, 1940, stated that due to an increase of 100 additional men working on the new plant, it was expected that the building would be completed within 10 days (*San Diego Union* 1940b). On January 15, 1941, the company began “moving its Chula Vista shops from its temporary headquarters in a warehouse at Eighth ave. and J st., San Diego” (*San Diego Union* 1941a). By that time, new machinery had already “been installed at the plant on the Chula Vista tidelands area, and 400 employees” were on the payroll (*San Diego Union* 1941a).



**Plate 7: Architect’s rendering of Building 1.**  
(*Photograph courtesy of the Chula Vista Star 1940c*)

On January 22, 1941, “with the backlog of \$4,500,000 in orders, and with machinery and tools installed and a crew of several hundred men employed, the Rohr Aircraft Corp” announced “a vast plant-expansion program” (*Chula Vista Star* 1941a). At that time, the proposed new building was described as a 250x500-foot structure to be accompanied by separate “administration quarters” (*Chula Vista Star* 1941a) in a “two-story office building 60 by 100 feet” (*San Diego Union* 1941b). In March 1941, the proposed expansion was described as having “floor space of 125,000 square feet, plus 12,000 square feet for office and engineering departments” (*Times-Advocate* 1941). The two buildings were to “be built on the south side of the existing plant” (*Times-Advocate* 1941). At that time, Rohr Aircraft Corporation employed 661 men and the “former temporary headquarters of the company at Eighth avenue and J. street, San Diego” was being used by a parachute firm (*Times-Advocate* 1941).

Construction of the new plant building had begun by April 1941 with Walter Trepte as the general contractor (*Chula Vista Star* 1941b). The building permit for the office building was issued on May 8, 1941 (*San Diego Union* 1941c). According to *Chula Vista Heritage 1911-1986*:

By June 15, the company had completed a second factory building as well as a two-story office facility [Plate 8]. On July 1, Rohr had 752 employees. From that time on, production increased and more and more workers were hired. The company became the major employer in Chula Vista ... (Webster 1986:75).



**Plate 8: Rohr Aircraft Corporation in 1941 showing from left to right: the office building, Building 2, and Building 1. (Photograph courtesy of the South Bay Historical Society)**

In December 1941, “Santa Fe railroad” filed an “application to extend its lines from National City to H st. in Chula Vista, a distance of 1.95 miles” (*San Diego Union* 1941d). “The extension, the company said, would enable it to serve the Rohr Aircraft Co. and other industries in the bay region of Chula Vista and National City” (*San Diego Union* 1941d). This line, however, does not appear to have been completed. According to *Chula Vista Heritage 1911-1986*:

By the end of 1941, Rohr Aircraft Corporation had developed the “power package” concept and had begun to manufacture ready-to-install power units for military and commercial aircraft. A power unit consisted of a bare engine, furnished by the customer or the government, around which Rohr assembled various parts such as motor mounts, air ducts, cowl flaps and controls, plumbing, electrical harness and other engine accessories. The power units contained from 1,300 to 2,400 parts made by Rohr.

These power units were urgently needed during the war, and at the height of production, the corporation employed 9,000 [9,500 {*Chula Vista Star* 1944}] workers at the Chula Vista plant.

In the early days of World War II, while aircraft workers sought housing in the city, events of national importance began to touch the lives of Chula Vista citizens. On Friday, April 10, 1942, the headline “Japanese Here were Evacuated Tuesday” appeared in the *Chula Vista Star*. Under a government order, all persons of Japanese ancestry, citizen and alien alike, had been required to leave the coastal area. More than 1,000 internees including many Chula Vista families, left San Diego County on two trains bound for Santa Anita. (Webster 1986:75–76)

In May 1942, Rohr Aircraft Corporation hired their first female employee (Schoenherr 2016) and also “applied for a war department permit to dredge an area in San Diego Bay 1000 feet from the shore between H and J streets and deposit the soil on adjacent tidelands of Chula Vista” (*San Diego Union* 1942a). According to *Chula Vista Heritage 1911-1986*:

By June 1942, the housing shortage for defense workers and service families had become acute throughout the county. Besides the Rohr Aircraft factory, Chula Vista also had two military bases in the vicinity: Ream Field and Brown Field. Many people lived in trailer parks and tents. Homeowners rented out extra rooms and converted back porches into bedrooms for the workers. (Webster 1986:76)

In July 1942, the San Diego war housing commission requested “that the federal government immediately make available 2000 new housing units in Chula Vista for use of employees of the Rohr Manufacturing Co.” (*San Diego Union* 1942b). “Officials of the company, engaged in filling wartime contracts on aircraft parts, told the commission that the “housing situation for employees” was “acute and that expansion of payrolls and production” was “being hampered by lack of suitable living accommodations for workers” (*San Diego Union* 1942b). “The commission also requested ... that the federal government immediately provide emergency hospital facilities for the housing projects” (*San Diego Union* 1942b). In September 1942, the war commission was also informed that workers at the Rohr facility had “no access to mass transportation” and either used “private automobiles or bicycles to reach their jobs” (*San Diego Union* 1942c).

In an effort to solve both the housing and transportation problems, “plans intended to provide 1000 apartments for San Diego, to be within walking distance of existing war industries” began in September 1942 (*San Diego Union* 1942d). In October 1942, the Olivewood housing project, consisting of 300 demountable dwelling units on Chula Vista’s Bayshore, was awarded in San Francisco by the Federal Housing Authority to contractor Glen A. Doughty of Los Angeles (*San Diego Union* 1942e). According to *Chula Vista Heritage 1911-1986*:

One project, built by the U.S. government, was under construction at the corner of

“J” Street and Hilltop Drive. This project, known as Hilltop Village, would include 300 “demountable” houses. Another 40 acres of land between “H” and “I” Streets and National and Fifth became the site for a second project with 150 demountable duplexes. (Webster 1986:76)

Further:

Despite objections from the Chula Vista Chamber of Commerce, African Americans were allowed to rent in those subdivisions where previous covenants may have kept them from doing so. At Rohr, Caucasian men and women worked alongside African American men and federal housing tracts were no different. Other wartime workers established their homes in trailer parks along Bay Boulevard (Schoenherr 2011:80). (Davis et al. 2012:43)

Due to the need for a more robust transportation system, in October 1942, the San Diego Electric Railway Co. received 40 new buses. As regulated by the office of defense transportation, however, they could only be operated 2,000 miles a month and there were not enough “operators for the new equipment, some of which” Sam Mason, vice president and general manager of the railway company, wanted “to assign to service to the Rohr Aircraft Corp. plant in Chula Vista” (*San Diego Union* 1942f). A month later, bus service from San Diego was “promised to workers at the Rohr aircraft plant in Chula Vista” (*San Diego Union* 1942g). Another month went by, however, before “a contract was signed between the San Diego Electric Railway Co., the Rohr Aircraft Corp. and representatives of organized labor” (*San Diego Union* 1942i). As a solution to the operator shortage, Rohr employees would drive the buses and only Rohr employees would be carried (*San Diego Union* 1942i). “Even the cashiers at the fare station at the plant” were “Rohr workers” paid by the San Diego Electric Railway Company (*San Diego Union* 1942j).

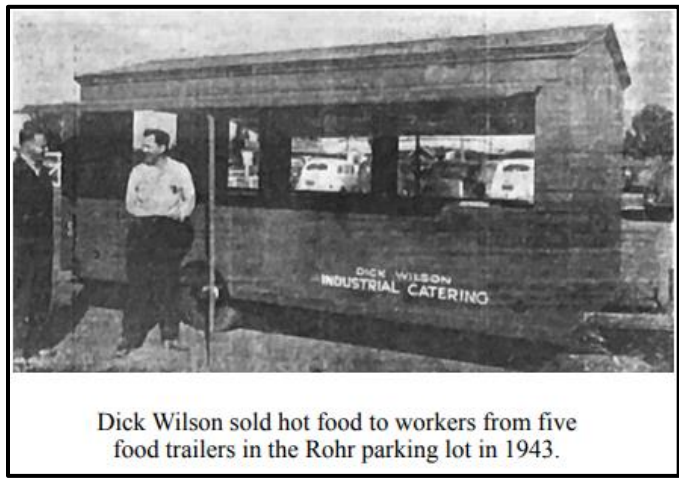
In November 1942, new homes in the Bay Manor subdivision in Chula Vista, located between I and J streets, west of National Avenue, were advertised. They were described as “Easy Walking Distance of Rohr Aircraft ... Close to Main highway Leading to All War Plant Industries” (*San Diego Union* 1942h). The advertisement also indicated that defense workers could “buy these homes for small down payment and carrying charges less than rent value” (*San Diego Union* 1942h). On January 20, 1943, the Hilltop Village housing project and a 300-unit project called Vista Square opened. That same day, 97 families, many of whom had members employed at Rohr Aircraft Corporation, moved in. A third 300-unit project was still under construction (*San Diego Union* 1943a).

In addition to the housing and transportation changes seen in the city in 1942, the federal government built a structure south of H Street referred to as Building 3. Building 3 was a 175,000-square-foot structure built at a cost of \$441,022, which Rohr Aircraft Corporation used during the war. Rohr Aircraft Corporation vacated the building in July 1945 and consolidated “their

equipment to their own buildings” (*Chula Vista Star* 1945). In 1945, Rohr Aircraft Corporation personnel “numbered approximately 3,900, which compares with a peak of about 9,500 in 1944” (*Chula Vista Star* 1945). “The Fresno plant, in which Rohr employed some 900 men at the peak” was closed in June 1945 (*Chula Vista Star* 1945).

Rohr Aircraft Corporation needing to employ thousands of individuals in order to meet wartime contracts had a huge impact upon the Chula Vista economy. Due to the large quantity of new homes, “Chula Vista’s assessed valuation for the fiscal year 1943-44” totaled “\$8,627,780, an increase of \$3,429,900 over last year, Crowell D. Eddy, county assessor and Robert W. Getty, auditor controller, reported” (*San Diego Union* 1943b). “Eddy attributed the large increase in property values in Chula Vista to the expansion of the Rohr Aircraft Corp.” (*San Diego Union* 1943b).

In October 1943, Rohr announced a \$650,000 planned development consisting of “a cafeteria seating 1000 people, a seaplane repair base, an engineering and laboratory building, and firefighting equipment” (*San Diego Union* 1943c). Prior to the construction of the cafeteria building, “Dick Wilson sold hot food to workers from five food trailers in the Rohr parking lot in 1943 [Plate 9]” (Schoenherr and Orgovan 2017). A month later, Rohr sought “permission for dredging and construction work in lower San Diego bay, near the Rohr Aircraft Corp., between H and I sts” (*San Diego Union* 1943d). The work was to consist of “removal of approximately 130,000 cubic yards of material from the bay and construction of a 25-foot ramp and timber pier with brow and float 12 feet wide extending toward the bay” (*San Diego Union* 1943d).



**Plate 9: Food truck at Rohr Aircraft Corporation in 1943. (Photograph courtesy of the South Bay Historical Society)**

The engineering and laboratory building and cafeteria were completed in May 1944. The engineering and laboratory building was two stories tall, while the cafeteria was a single story “with a seating capacity of 950” and “an outdoor dining pavilion adjoining the cafeteria” (*San Diego Union* 1944a). The cafeteria was built by the Defense Plant Corporation. Located “across the railroad tracks from the Rohr plant,” the cafeteria “was reached by a specially built viaduct” (*San Diego Union* 1945a). Three approximately 10,000-square-foot warehouse buildings were built north of Building 1 between 1941 and 1945 (*San Diego Union* 1946a). An addition to an unknown building was also constructed in 1944 to house Rohr’s “expanding telephone switchboard” (*San Diego Union* 1944b). An aerial image of the expanded facility in 1945 is provided in Plate 10.

While the Rohr Aircraft Corporation facility itself was expanding, other areas of Chula Vista were also developed due to the increase in population and new and different needs of the families who worked for the company. In December 1943, a Japanese school in Chula Vista was seized by the government with intent to “turn it into a nursery school for children of war workers at the Rohr aircraft plant” (*San Diego Union* 1943e). Another facility at H Street and Bay Boulevard opened in 1944 “to assist mothers employed at Rohr Aircraft Corp.” (*San Diego Union* 1944c). The new childcare center operated on a “24-hour basis for a fee of \$3.50 a week, including sleeping facilities and meals” (*San Diego Union* 1944c).



**Plate 10: Expansion of the Rohr Aircraft Corporation facility in 1945. The engineering and laboratory building can be seen between Buildings 1 and 2, the cafeteria in the foreground, and warehouses to the top right of the frame. (Photograph courtesy of the Chula Vista Public Library John Rojas Collection #2382)**

In addition to the childcare centers, “two experimental infant care centers, the first in America” opened in San Diego County in 1944 (*San Diego Union* 1944d). “According to Mrs. W.E. Leroy, junior past president and chairman of the P.T.A. infant care program” infant care centers had become “an imperative need ... because of the drafting of young fathers. Many young mothers” were required to “go to work to supplement their allotments” (*San Diego Union* 1944d). The infant care centers were equipped to take in babies from six months to two years of age,

nursery schools cared for children ages two to five, and extended daycare centers were responsible for children ages five to 16. “At the request of Robert Fling, coordinator of the joint committee on child care, Rohr Aircraft Corp.” took on the “initial expense for [an infant care] center at Vista square, Chula Vista, and Consolidated Vultee Aircraft Corp.” did “the same for a center at [the] Frontier housing project on Dutch flats” (*San Diego Union* 1944d).

Four additional rooms were added to Otay Elementary School in 1944 “to accommodate children of families employed at Rohr Aircraft Corp. plant” (*San Diego Union* 1944e) and Harbor Drive was extended four miles south from Eighth Street in National City “along the railroad to the south end of Rohr aircraft plant” (*San Diego Union* 1944f).

In May 1945, “with its payroll reduced by 1000 workers in ... 30 days, the Rohr Aircraft Corp.” was “preparing an application to the war production board for release of materials and machinery that” would “permit it to turn to civilian production” (*San Diego Union* 1945a). “The Chula Vista plant employed a peak of 9500 workers” in 1944 and in May 1945 had “about 5500” (*San Diego Union* 1945a). As part of the shift to civilian production, which included “radios, electrical devices and automotive and aircraft sub-assemblies,” Rohr Aircraft Corporation also merged the International Detrola Corporation of Detroit (*San Diego Union* 1945a, 1945b). “Rohr was reportedly the first west coast aviation company to embark on a diversified post-war production plan, and Detrola, [after the merger with Rohr, was] the first major eastern radio manufacturer to establish west coast factory facilities” (*San Diego Union* 1945c).

In July 1945, the cafeteria closed. The *San Diego Union* reported that patronage of the cafeteria had declined with the Rohr payroll, which dropped from 9,500 to 3,000 in only a few months (*San Diego Union* 1945d). By October 1945, due to shortages in materials needed to produce household goods, the plant had been reduced to only 1,000 employees. However, at that time, Rohr received “orders from the Douglas and Lockheed factories to supply power plant installations for the C-54 which” was “being converted from military to commercial use, and the new Constellation, fastest transport in production” (*San Diego Union* 1945e). Fred Rohr indicated that the household appliances would likely “be manufactured in the east by International Detrola Co.” (*San Diego Union* 1945e).

In 1946, “Brevitype Corp. of 1023 Fourth ave., purchased the 23,000-square foot cafeteria building adjacent to the administration building for \$60,000 for the production of shorthand machines” (*San Diego Union* 1946a). The shorthand machines, “invented and developed in San Diego” by “Wendell V. Kirkpatrick, wartime Ryan Aeronautical Co., general office manager,” were designed so stenographers could “produce 200 to 300 words a minute” (*San Diego Union* 1946b).

In addition, “Three warehouse buildings located on [the] ‘warehouse site’ of the plant and serviced by a railroad spur, were bought for \$40,000 by H.H. Johnson, of Room 615 Spreckels building. The warehouses each approximately 10,000 square feet” were to “be used for the manufacture of prefabricated houses, employing 300 persons” (*San Diego Union* 1946a).

A news article published in 1946 noted that “[t]he city’s greatest growth was between 1940



and 1945, during which period it more than doubled” (Safley 1946). As published in the *San Diego Union*:

The phenomenal gain during the war years was attributed to an appreciable extent to war industries located in Chula Vista, of which the Rohr Aircraft Corp. was the largest, with a maximum employment of 9500. The number of persons working at Rohr ... [in 1946 was] between 800 and 1000. Not all of the workers who were dismissed following the end of hostilities, however, were residents of Chula Vista. Many resided in San Diego, National City, and elsewhere.

In spite of the drop at Rohr, the population of Chula Vista ... [did] not decline from the peak of war years. (Safley 1946)

In March 1947, Rohr bid on “five government-built surplus buildings” located south and southwest of Buildings 1 and 2, including one large hangar building (Plate 11); however, the bid was not accepted by the War Assets Administration (Macomber 1947). In October 1947, the company received a contract from Boeing Aircraft Company and increased their employee numbers from 1,400 to more than 2,000 (*San Diego Union* 1947). “Most of the Boeing work” was to be “bomber, an advancement on Boeing’s famed B-29 Superfortress” (*San Diego Union* 1947).



**Plate 11: Rohr Aircraft Corporation in 1944 showing the government-built structures south and southwest of Buildings 1 and 2. The hangar building is just out of view to the south.**  
(*Photograph courtesy of the South Bay Historical Society*)

“Rohr estimated it would take at leas[t] two years to meet the [Boeing] contract requirements, during which the Chula Vista plant ... [would] also be kept busy with its regular Convair

subcontracting, principally on the Convair-Liner, two engine transports, and on the Lockheed Constellation” (*San Diego Union* 1947). Also in 1947, Detrola, Rohr’s parent company, changed its name to Newport Steel Company (Schoenherr and Orgovan 2017).

In 1948, Rohr Aircraft Corporation “recalled 100 women former employees” ... “because of the difficulty of obtaining experienced aircraft help” (*San Diego Union* 1948a) and, later that year, moved “back into the government owned buildings which it used during the war because of need for more production space” (*San Diego Union* 1948b). “The company vacated the war-time plants and restricted operation to its own buildings after the post-V.J. Day slump in aircraft orders. The War Assets Administration put the buildings up for sale or lease but found no takers” (*San Diego Union* 1948b). Rohr then leased “all the buildings connected with the plant except the Government hangar. These include the main assembly plant, engineering building, office building and maintenance building” (*San Diego Union* 1948b). At that time, employment had “increased to 2314 persons” and was expected to “reach 3000” by summer of 1949 (*San Diego Union* 1948b). At the end of 1948, the State Public Utilities Commission authorized the extension of two bus lines from San Diego to serve the Rohr Aircraft Corporation plant (*San Diego Union* 1948c).

In 1949, the War Assets Administration advertised for “the purchase and removal” of the pedestrian overpass originally constructed in 1944 to connect the cafeteria building to the main Rohr Aircraft Corporation campus (*San Diego Union* 1949a). The War Assets Administration also allowed Rohr to use the government hangar “on a temporary rental permit” while it continued “to seek a buyer or lessee for the building” (*San Diego Union* 1949b).

In November 1949, Fred Rohr organized a new company called the Harbor Aircraft Corporation, which purchased Rohr Aircraft Corporation from the Newport Steel Corporation. After the sale was completed, Harbor Aircraft Corporation was to change its name back to Rohr Aircraft Corporation. The transaction involved more than \$5 million dollars (*San Diego Union* 1949c, 1949d). “In the 1950s and 1960s, Rohr continued to grow. Although the corporation developed additional facilities at Riverside, California and in Georgia, Washington and Alabama, the main plant and company headquarters remained in Chula Vista” (Webster 1986:75).

With the start of the Korean War in June 1950, defense production contracts for San Diego County aircraft companies increased, resulting in the need to recruit employees from outside the area. Convair president Lamotte T. Cohu stated in a telegram to his California legislators that “the critical housing shortage makes this [recruiting] difficult. The only solution feasible is temporary federal housing” (*San Diego Union* 1951a). Fred Rohr also “wired that ‘war housing must be built for defense workers’ in the San Diego area” (*San Diego Union* 1951a).

The extension of what is now Interstate 5 from Palm City through Chula Vista was also discussed beginning in 1951 due to the “terrific” amount of traffic in the area of the Rohr Aircraft Corporation plant. Fred Rohr stated that “at shift change time, the cars going to and from our plant stop all north and south traffic on U.S. 101 and on Bay Blvd, as well. Completion of the freeway and grade separation near our plant will let traffic proceed more expeditiously and safely” (*San Diego Union* 1951b).

In June 1951, Fred Rohr was selected by the Institute of Aeronautical Sciences as “the person making [the] greatest contribution to local aviation” (*San Diego Union* 1951c). At that time, the company had a backlog of “75 million dollars worth of orders” and was expecting to increase its work force of “3400 employees to 7800 by late 1952” (*San Diego Union* 1951c). Later that year, in December 1951, Rohr announced two products that were developed by Rohr researchers that would aid in “sealing metal aircraft parts to withstand high pressures”:

The basic principle involved was developed in two parts. The first product was “Lock-O-Seal,” a sealing device for bolts which was used on Naval aircraft during World War II and has been used on military and civilian aircraft since then.

The second, an outgrowth of the first, is “Chan-O-Seal” which provides a continuous safely-sealed seam for skin joints on planes. (*San Diego Union* 1951d)

By 1952, Rohr had so many backlogged orders that the corporation planned to build a second plant in the Riverside area and add another building to the existing Chula Vista plant (Salter 1952). The new building included “4,000 square feet of factory space” allowing for the “employment of 2000 more workers” (*San Diego Union* 1952). According to ASM:

During the 1950s, the population [of Chula Vista] continued to grow as agriculture gave way to housing developments, schools, and shopping centers. More extensive areas to the east and southeast were annexed, along with tidelands and in more than 2 miles of the southern portion of San Diego Bay (City of Chula Vista 2005). The 9-acre Civic Center project constructed on an old lemon orchard characterized the beginning of the end of agriculture and the development of a dense urban core. A new library, post office, and City Hall were all constructed as part of the complex. Memorial Bowl was also connected to a new gymnasium and public pool. Chula Vista High was completed in 1950, which meant students no longer had to be bused to Sweetwater High School or attend temporary classrooms at Brown Field. The Chula Vista Community Hospital was also expanded in 1955 (City of Chula Vista 2005; Schoenherr 2011:89-91, 101-02). In the midst of Cold War apprehensions, new city patrols were enforced, fallout shelters were constructed at the Civic Center and private residences, and the World War II watchtower at the Mutual lemon packing plant was reused. New subdivisions developed from old Otay Ranch land, and several churches were constructed to serve those new communities (Schoenherr 2011:92-93, 95-99). A new trend developed of constructing retail stores outside the city center as more houses filled in the outskirts of the City. (Engstrand 2005) (Davis et al. 2012:41).

ASM elaborates:

Many of the new industries developed at the bay front. Broadway remained a busy road for those headed to Tijuana and for Rohr workers. A number of eating franchises catered to travelers and workers, with cafes and drive-thrus, markets, a drive-in, a hardware store, and other businesses that subsequently faded with the newly constructed Montgomery Freeway (I-5). Some flourished, with easy off-ramps to facilities such as the Big Ski Drive-In (1955) and the South Bay Drive-In (1958). Rohr continued to operate at the bay front under the appliance company Detrola for a time, but during the Korean Conflict it was returned to Fred Rohr's direction. Under Rohr, the company returned to the production of engine pods for various aircraft, though it was with a smaller, yet important workforce of 6,700. Rohr continued to operate in the 1960s as a company of over 11,000 employees and still constructed engine pods for propeller and jet planes of all the major aeronautical companies, but it also added manufacturing of dish antennas, rocket nozzles for Thoikol, cylinders for solid-fuel boosters of the Titan II-C, and parts for prefabricated homes (Schoenherr 2011:102, 106-107, 95-97, 132). Industry, services, and suburban development characterized the main sectors of economic growth in the succeeding decades. (Davis et al. 2012:45–46)

“By 1969, Rohr occupied 47 large buildings that stretched for a mile along the Chula Vista Bayshore. Through the 1960s and 1970s, “the corporation began to diversify and for a time produced such products as microwave relay antennas, gas turbine engines, precast concrete building materials, buses and rapid transit cars” (Webster 1986:75).

Rohr continued to grow and diversified into producing mass transit equipment, space products design, and even prefabricated homes, until it was purchased by BFGoodrich, becoming Goodrich Aerostructures in 1997 (Schoenherr and Orgovan 2017). Goodrich Aerostructures is the predecessor of Collins Aerospace, the current owner of the buildings. Collins Aerospace is an international company specializing in aerostructures, avionics, interiors, mechanical systems, mission systems, and power and control systems that serve customers across the commercial, regional, business aviation, and military sectors (Collins Aerospace 2021). According to the Chula Vista Bayfront Master Plan Final Environmental Impact Report:

In 2002, the southern portion of the Chula Vista facility was closed down, and all operations were moved to the buildings north of H Street. At that time, a negative declaration (Case No. IS-99-21, February 26, 1999) was approved by the City of Chula Vista to allow removal of structures on the South Campus. The Port subsequently acquired ownership ... (Dudek 2010)

**Field Reconnaissance**

**Field Survey**

On August 12, 2024, BFSA field archaeologist Crystal Maison conducted the field survey. Survey conditions were generally poor, with limited ground visibility across the property due to landscaping and development of the property. Access was also limited in some areas due to current construction activities associated with the cleanup and abatement order.

The subject property has been previously disturbed by the previous development. The previous location of Site Temp-1 (Rohr Aircraft Corporation Building 1) identified by Stropes et al. (2023) was noted as completely demolished as part of the 2023 cleanup and abatement order and is currently an active construction site (Plate 12). The construction site encompasses the western and central portions of the project and includes excavators, front loaders, and other heavy equipment. Soil stockpiles are present, as well as large trenches and large amounts of metal debris including piping and rods (Plates 13 and 14). Site Temp-2 (Rohr Aircraft Corporation Building 29) identified by Stropes et al. (2023) was noted as partially demolished, remodeled, and repurposed as “Gateway at the Bay” located in the eastern portion of the project (Plate 15).

The survey also resulted in the identification of one previously recorded railroad line (Site SDI-13,073H) identified immediately outside the project boundaries, between Planning areas B-1 and B-2 to the west and Planning Area A-2 to the east. The railroad line was installed in 1888. The area southwest of the railroad line is undeveloped along the entire alignment within the project boundaries. South of G Street, the land northeast of the railroad line contains a concrete- and asphalt-lined ditch. The historic trash scatter identified in the previous survey of the property by Stropes et al. (2023) could not be relocated during the current survey.



**Plate 12: Overview of the project, showing the active construction site, facing north.**



**Plate 13: Overview of the project, showing a soil stockpile, facing southwest.**



**Plate 14: Overview of the project, showing heavy equipment and construction activity, facing south.**



**Plate 15: Overview of the project, showing the Gateway at the Bay building, facing north.**

**Description of Surveyed Resource**

**Site SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D)**

The railroad line identified during the survey was originally recorded as SDI-13,073H by Donald Laylander in 1993. Since the railroad line is not located within the overall project boundaries, the railroad line itself will not be impacted by the proposed project. The original recordation of the railroad line included the entire 20-mile railroad alignment from southern San Diego, just north of the San Diego-Coronado Bay Bridge, to the northern end of Glorieta Bay on Coronado Island, which was constructed in 1888. The site record form was updated in 1999 by Tierra Environmental and in 2001 by Alexander Bevil. In the 2001 update, the alignment was separated into sections A through F. The portion of the alignment located between Planning areas B-1/B-2 and A-2 for the project was delineated as Segment D. The site record form describes the portion of Segment D adjacent to the project area as such:

This 40'-wide, 2.8-mile segment, which consists of standard gauge steel rails affixed to wooden ties by steel plates and spikes, represents the continuation of the Coronado Belt Line through Chula Vista's western boundary along San Diego Bay along its own private right-of-way. Beginning at a point some 200' west of the intersection of F St. and Bay Blvd., the resource travels some 1438.4' in a SEly

direction through the ... B.F. Goodrich Aerospace Industries plant's corporation yard to a private crossing at the end of G St. Just NW of the crossing is a left-hand turnout, with an upright switch mechanism, which once directed rail traffic into the plant's historic core. From here, it travels from 2,480' SEly along a fenced-off section to another private crossing at H St. Along the way, sections of rails stamped "CARNEGIE 1899" and "COLORADO 1915" reveal their age and origin. (Bevil 2001)

At the time of the current survey, the railroad line adjacent to the project boundaries was observed as described by Bevil in 2001, except for the left-hand turnout, which is located between G and H streets rather than northwest of G Street (Plates 16 and 17). No turnout was observed north of G Street. In addition, no upright switch mechanism associated with the turnout between G and H streets was observed. Otherwise, the line appeared the same as was presented in the description and photographs from 2001 with no signs of significant damage to or burial of any elements. Since its original recordation, SDI-13,073H has previously "been determined not eligible for the NRHP [National Register of Historic Places], not eligible for the CRHR [California Register of Historical Resources], but eligible and listed in the San Diego Register of Historical Resources" (Castells 2014).



**Plate 16: View of Segment D of Site SDI-13,073H between G and H streets, showing the switch at the right of the frame, facing southeast.**





**Plate 17: View of Segment D of Site SDI-13,073H north of G Street, facing northwest.**

### **Significance Evaluation**

Due to the site's location directly between Planning areas B-1/B-2 and A-2, Site SDI-13,073H was evaluated under CEQA and City of Chula Vista criteria due to the potential to be inadvertently impacted during construction activities.

CEQA guidelines (Section 15064.5) address archaeological and historical resources, noting that physical changes that would demolish or materially alter in an adverse manner those characteristics that convey the historic significance of the resource and justify its listing on inventories of historical resources, are typically considered significant impacts.

### **Chula Vista Register Evaluation**

A property may be eligible for designation as a historic resource on the Chula Vista Register if it meets one or more of the following qualifying criteria set forth in the Chula Vista Municipal Code, Section 21.03.084:

- **Chula Vista Register Criterion 1:**

*It is associated with an event that is important to prehistory or history on a national, state, regional, or local level.*

- It was determined that SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D) retains “integrity in terms of setting, location, feeling, and materials associated with a historic railroad line’s cultural landscape” (Bevil 2001). As nothing within the Segment D portion of the alignment has been significantly altered since 2001, SDI-13,073H was determined to still retain these five aspects of integrity. However, in 2003, City of San Diego historic staff provided a report on the resource that differed from the 2001 study. When determining whether the Coronado Belt Line was eligible for listing under San Diego Historic Resources Board Criterion A staff stated:

For the first era of significance [1888 to 1907], the importance of the line is clearly associated with the City of Coronado, and not as clearly with San Diego. Any significance to San Diego during this time period appears to be based on transport of commodities and limited passengers. The most clear commodity and potential association would be with the transport of salt from the Salt Works. However, the most critical fabric of the Salt Works would appear to be the salt ponds, berms, and the equipment to dredge and refine the salt. Transporting the salt from the site had to occur just like any other commodity from any other plant. Staff’s position based on the information provided is that the means to complete that transport is not critical in understanding the significance of the Salt Works.

The railway was not the only means of transporting salt off-site. The three companies/entities mentioned above -Hercules, North Island Naval Air Station, and Rohr- had wharfs, landing ramps and roads for ship and truck transport. The Hercules plant, station and spur lines have all been demolished so there is no longer any association linking the line to the plant. The line is no longer extant in Coronado at the Naval Air Station. The transport of the standard materials to and from the plants did not contribute strategically to the war efforts for WWI and WWII. In addition, the associations are either gone, or the plant locations are located outside of the City of San Diego’s boundaries.

Originally 20.3 miles in length, only about 7.5 miles of the Belt Line remains today. Both the point of origin (5th and L in San Diego) and the terminus (ferry wharf in Coronado) sections are gone. While the remnants obviously convey the fact that they were a railroad line,

the association with the original historical significance suffers from a loss of integrity because what remains is only a remnant in the middle of the overall line. An observer today could not tell whether it was an independent line, a spur line or a branch line of a larger rail entity, or what was the purpose or overall significance of the line. A resource's significance is its ability to convey its "story", and this railway's story is no longer clear by simply observing what is left of the line. (Delcamp 2003)

Although a 1.5-mile section of SDI-13,073H extending southeast of the intersection of Palomar Street and Bay Boulevard was designated by the San Diego Historical Resources Board in 2003, the line has never been evaluated for eligibility to the Chula Vista Register. Based upon the 2003 staff report (Delcamp 2003), BFSA concurs with the assessment that there are two potential periods of significance for SDI-13,073H: 1888 to 1907 and 1908 to 1950. As stated in the staff report, the 1888 to 1907 period of significance for the line is associated with the city of Coronado, and not as clearly with Chula Vista. In addition, the line is not considered significant for its association with the Salt Works during the 1888 to 1907 period since it is now all that remains of the plant. For the 1908 to 1950 period of significance, a majority of the facilities that the line once served have been demolished, including over 80 percent of the Rohr facility. The facilities were also not located along the bayfront because of the line since they also had wharfs, landing ramps, and roads to serve them. Segment D's association with the Rohr Aircraft Corporation campus through which it passes is also ambiguous. The line does not appear to have been integral to the function of the manufacturing that occurred at Rohr. This conclusion is based upon the fact that the location for the Rohr Aircraft Corporation plant was not chosen based upon the presence of the line, commodities were not transported solely using the line, and though there was a need to add more buses and extend Interstate 5 to serve the Rohr facility during its peak manufacturing/employment years, the line is not known to have transported employees to and from the plant. Although Segment D remains intact, as stated in the staff report, "what remains is only a remnant of the middle of the overall line. An observer today could not tell whether it was an independent line, a spur line or a branch line of a larger rail entity, or what was the purpose or overall significance of the line" (Delcamp 2003). Therefore, SDI-13,073H is not eligible for listing on the Chula Vista Register under Criterion 1.

- **Chula Vista Register Criterion 2:**

*It is associated with a person or persons that have made significant contributions to prehistory or history on a national, state or local level.*

- Site SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D) is not known to be associated with any significant individuals and is not eligible for listing on the Chula Vista Register under Criterion 2.

- **Chula Vista Register Criterion 3:**

*It embodies the distinctive characteristics of a style, type, period, or method of construction, or represents the work of a master or important, creative individual, and/or possesses high artistic values.*

- It was determined that SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D) retains “integrity in terms of setting, location, feeling, and materials associated with a historic railroad line’s cultural landscape” (Bevil 2001). As nothing within the Segment D portion of the alignment has been significantly altered since 2001, SDI-13,073H was determined to still retain these five aspects of integrity. However, in 2003, City of San Diego historic staff provided a report on the resource that differed from the 2001 study. When determining whether the Coronado Belt Line was eligible for listing under San Diego Historic Resources Board Criterion C staff stated:

The original line was built in 1888. According to the report, the flood of 1916 destroyed much of the line and the owner at that time could not afford to re-build significant portions of the line. The line in the downtown portion of San Diego was removed by about 1919 and the line was re-routed to connect with the San Diego Electric Railway Company line. Over time, as is typical of railways, original materials were changed out including ties, rails, and trestle components, etc. Since the recycling of materials was common, it is unclear whether the extant older components are original to the line or were recycled from other lines within the network. Given the flood of 1916 destroyed much of the line, much of the materials could date from the later potential era of significance of 1917 through 1950.

The critical fabric of the line is also not just the trestles, ties, rails and signals. At the time the line was fully utilized, there were also

supporting structures including depots and ancillary buildings and structures as well as the original rail cars themselves. None of these structures exist today according to the reports, and the occasional historic railway trips on the line use historic rail cars from other lines. To state that the remnant ties, rails and trestles are distinctive characteristics of the railroad type of construction without the depots and other supporting structures is similar to stating that a house with its wood framing and wood siding is significant simply because those materials still exist. For the railway line to be significant, there needs to exist enough of the materials, objects and structures to make the resource representative of the type. In this case, the evidence does not indicate that there is enough of the materials and objects to convey the type of resource. Moreover, the significance of the railway is not in any superior engineering design. The Belt Line was of typical construction standards over a relatively flat area of land that did not require any special technologically advanced design. (Delcamp 2003)

Therefore, Site SDI-13,073H is not eligible for listing on the Chula Vista Register under Criterion 3.

- **Chula Vista Register Criterion 4:**

*It is an outstanding example of a publicly owned Historic Landscape, that represents the work of a master landscape architect, horticulturalist, or landscape designer, or a publicly owned Historical Landscape that has potential to provide important information to the further study of landscape architecture or history.*

Site SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D) does not qualify as “a publicly owned Historic Landscape,” nor was it designed by a master landscape architect, horticulturalist, or landscape designer. Therefore, the site is not eligible for listing on the Chula Vista Register under Criterion 4.

- **Chula Vista Register Criterion 5:**

*It has yielded, or may be likely to yield information important in prehistory or the history of Chula Vista, the state, region, or nation.*

It is unlikely that Site SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D), as it presently exists, could contribute additional information beyond that which is presented in this report, which could be considered important to the history of the local

area or the state, or would be of any scientific value. The alignment of SDI-13,073H has also been researched and previously studied (Laylander 1993; Pigniolo 1999, 2000; Bevil 2001; Castells 2014) and it is unlikely that any additional information would be learned from further research or analysis of the railroad line. Therefore, the resource is not eligible for listing on the Chula Vista Register under Criterion 5.

### CRHR Evaluation

In addition, for a historical resource to be eligible for listing on the CRHR, the resource must be found significant at the local, state, or national level, under one or more of the following criteria:

- **CRHR Criterion 1:**

*It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*

- Site SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D) was previously evaluated as ineligible for listing on the CRHR under Criterion 1 (Bevil 2001). As no new information has been found during this study that would change that determination, and since Segment D was determined to not be eligible for listing on the Chula Vista Register under Criterion 1, it is also determined to not be eligible for listing on the CRHR under Criterion 1.

- **CRHR Criterion 2:**

*It is associated with the lives of persons important in our past.*

- Site SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D) is not known to be associated with any significant individuals. As such, the site is not eligible for listing on the CRHR under Criterion 2.

- **CRHR Criterion 3:**

*It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.*

- Site SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D) was previously evaluated as ineligible for listing on the CRHR under Criterion 3 (Bevil 2001). As no new information has been found during this study that would change that determination, and since Segment D was determined to not be eligible for listing on the Chula Vista Register under Criterion 3, it is also determined not eligible for

listing on the CRHR under Criterion 3.

- **CRHR Criterion 4:**

*It has yielded, or may be likely to yield, information important in prehistory or history.*

It is unlikely that Site SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D), as it presently exists, could contribute additional information beyond that which is presented in this report, which could be considered important to the history of the local area or the state, or would be of any scientific value. Therefore, the resource is not eligible for listing on the CRHR under Criterion 4.

### Integrity Analysis

When evaluating a historical resource, integrity is the authenticity of the resource's physical identity clearly indicated by the retention of characteristics that existed during its period of construction. It is important to note that integrity is not the same as condition. Integrity directly relates to the presence or absence of historic materials and character-defining features, while condition relates to the relative state of physical deterioration of the resource. In most instances, integrity is more relevant to the significance of a resource than condition; however, if a resource is in such poor condition that original materials and features may no longer be salvageable, then the resource's integrity may be adversely impacted. BFSAs based the review upon the recommended criteria listed in the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Andrus and Shrimpton 2002). This review is based upon the evaluation of integrity of the buildings followed by the assessment of distinctive characteristics:

1. **Integrity of Location** [*refers to*] *the place where the historic property was constructed or the place where the historic event occurred* (Andrus and Shrimpton 2002). Integrity of location was assessed by reviewing historical records and aerial photographs in order to determine if the resource had always existed at its present location or if it had been moved, rebuilt, or the footprints significantly altered. The research conducted for the current study revealed that the railroad line (SDI-13,073H) still occupies its original footprint and has not been relocated. Therefore, the site retains integrity of location.
2. **Integrity of Design** [*refers to*] *the combination of elements that create the form, plan, space, structure, and style of a property* (Andrus and Shrimpton 2002). Integrity of design was assessed by evaluating the spatial arrangement of the resource. It was determined in 1999 that SDI-13,073H does not retain integrity of design due to undermining by erosion, deterioration, and burn damage, primarily around the Western Salt Works (Pigniolo 1999). Bevil (2001) concurred with this evaluation, concluding that SDI-13,073H retains "integrity in terms of setting, location, feeling, and materials

- associated with a historic railroad line’s cultural landscape.” Although Segment D has not been impacted in the same manner and still retains integrity of design, the line as a whole does not.
3. **Integrity of Setting** *[refers to] the physical environment of a historic property. Setting includes elements such as topographic features, open space, viewshed, landscape, vegetation, and artificial features* (Andrus and Shrimpton 2002). Integrity of setting was assessed by inspecting the elements of the property, which include topographic features, open space, views, landscape, vegetation, man-made features, and relationships between buildings and other features. It was determined in 2001 that SDI-13,073H retains “integrity in terms of setting, location, feeling, and materials associated with a historic railroad line’s cultural landscape” (Bevil 2001). The loss of integrity of setting surrounding Segment D is only a small section of the railroad line. As such, the loss of integrity of setting surrounding Segment D is not a large enough portion of the line to negatively impact the entire alignment of SDI-13,073H. As such, SDI-13,073H as a whole retains integrity of setting.
  4. **Integrity of Materials** *[refers to] the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property* (Andrus and Shrimpton 2002). Integrity of materials was assessed by determining the presence or absence of original building materials, as well as the possible introduction of materials that may have altered the original design. It was determined in 2001 that SDI-13,073H retains “integrity in terms of setting, location, feeling, and materials associated with a historic railroad line’s cultural landscape” (Bevil 2001). No changes in materials from the 2001 recordation of Segment D were noted, except for the loss of the upright switch mechanism associated with the left-hand turnout. The loss of this single element is not enough to impact the integrity of materials for Segment D, or the alignment of SDI-13,073H as a whole. Therefore, Site SDI-13,073H retains integrity of materials.
  5. **Integrity of Workmanship** *[refers to] the physical evidence of the labor and skill of a particular culture or people during any given period in history* (Andrus and Shrimpton 2002). Integrity of workmanship was assessed by evaluating the quality of the architectural features present in the resources. It was determined in 2001 that SDI-13,073H retains “integrity in terms of setting, location, feeling, and materials associated with a historic railroad line’s cultural landscape” (Bevil 2001). Although Segment D does not appear to have been altered, it is not representative of the labor or skill of a particular culture or people. Therefore, Site SDI-13,073H has never possessed integrity of workmanship.



6. **Integrity of Feeling** *[refers to] a property's expression of the aesthetic or historic sense of a particular period of time* (Andrus and Shrimpton 2002). Integrity of feeling was assessed by evaluating whether or not the resources' features, in combination with their setting, conveyed a historic sense of the property during the period of construction. It was determined in 2001 that SDI-13,073H retains "integrity in terms of setting, location, feeling, and materials associated with a historic railroad line's cultural landscape" (Bevil 2001). As nothing within the Segment D portion of the alignment has been altered since 2001, Site SDI-13,073H still retains integrity of feeling.
  
7. **Integrity of Association** *[refers to] the direct link between an important historic event or person and a historic property* (Andrus and Shrimpton 2002). Integrity of association was assessed by evaluating the resources' data or information and their ability to answer any research questions relevant to the history of the city of Chula Vista or the state of California. It was determined in 2001 that SDI-13,073H retains "integrity in terms of setting, location, feeling, and materials associated with a historic railroad line's cultural landscape" (Bevil 2001). As nothing within the Segment D portion of the alignment has been altered since 2001, Site SDI-13,073H still retains integrity of association.

It was determined in 2001 that SDI-13,073H retains "integrity in terms of setting, location, feeling, and materials associated with a historic railroad line's cultural landscape" (Bevil 2001). As nothing within the Segment D portion of the alignment has been altered since 2001, Site SDI-13,073H was determined to meet five of the seven categories of the integrity analysis.

## **VI. RECOMMENDATIONS**

The current survey identified evidence of historic occupation within the PW Wohl G Street Project area. Site SDI-13,073H was evaluated for significance under Chula Vista Register and CRHR criteria. Site SDI-13,073H (Coronado Belt Line Right-of-Way, Segment D) was evaluated as not significant under any designation criteria. Additionally, Site SDI-13,073H will not be directly impacted by the project. Based upon a lack of association with any significant persons or events, any distinguishing characteristics, and any future research potential, this resource does not qualify as a significant historic resource according to the criteria listed in CEQA. Any direct or indirect impact to this resource would not be considered adverse.

Given the presence of both prehistoric and historic resources near the project, the prior development within the project that may have masked archaeological deposits, and the limited visibility during the survey, there is a potential that buried archaeological deposits are present within the project boundaries. Therefore, it is recommended that the project be allowed to proceed with the implementation of a cultural resources monitoring program conducted by an archaeologist

and Native American representative during grading of the property.

**VII. SOURCES CONSULTED DATE**

National Register of Historic Places <input checked="" type="checkbox"/>	Month and Year: May 2022
California Register of Historical Resources <input checked="" type="checkbox"/>	Month and Year: May 2022
Archaeological/Historical Site Records: South Coastal Information Center <input checked="" type="checkbox"/>	Month and Year: May 2022
Other Sources Consulted: NAHC Sacred Lands File Search (Requested May 10, 2022; Received June 13, 2022; see Appendix D)	

**VIII. CERTIFICATION**

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this archaeological report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief, and have been compiled in accordance with CEQA criteria as defined in Section 15064.5 and City of Chula Vista Historical Resources Guidelines.



August 16, 2024

Brian F. Smith  
Principal Investigator

Date

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**APPENDIX A**

**Resumes of Key Personnel**

# Brian F. Smith, MA

## President, Principal Investigator

BFSA Environmental Services, A Perennial Company

14010 Poway Road • Suite A •

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## Education

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**Master of Arts, History, University of San Diego, California** 1982

**Bachelor of Arts, History, and Anthropology, University of San Diego, California** 1975

## Professional Memberships

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Society for California Archaeology

## Experience

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**President/Principal Investigator** 1977–Present  
**BFSA Environmental Services, a Perennial Company** Poway, California

Brian F. Smith is the president and principal historical and archaeological consultant for BFSA Environmental Services. Over the past 32 years, he has conducted over 2,500 cultural resource studies in California, Arizona, Nevada, Montana, and Texas. These studies include every possible aspect of archaeology from literature searches and large-scale surveys to intensive data recovery excavations. Reports prepared by Mr. Smith have been submitted to all facets of local, state, and federal review agencies, including the US Army Corps of Engineers, the Bureau of Land Management, the Bureau of Reclamation, the Department of Defense, and the Department of Homeland Security. In addition, Mr. Smith has conducted studies for utility companies (Sempra Energy) and state highway departments (CalTrans).

## Professional Accomplishments

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These selected major professional accomplishments represent research efforts that have added significantly to the body of knowledge concerning the prehistoric life ways of cultures once present in the southern California area and historic settlement since the late eighteenth century. Mr. Smith has been principal investigator on the following select projects, except where noted.

Hanford Nuclear Site at the Washington Closure Hanford Project, Washington: As part of the massive remediation project at the nuclear site, BFSA prepared a mitigation monitoring plan for the removal of the historic dump site associated with the Hanford Construction Camp occupied from 1943 to 1945 as part of the Manhattan Project to develop the atom bomb. The monitoring plan was implemented and resulted in the completion of a report entitled "Atomic Archaeology: The Manhattan Project's Hanford Engineer Works Construction Camp Historic Landfill Study" (2012) that documented the material discards of the 50,000 people the occupied the camp and constructed the reactors needed for atomic weapons.

Downtown San Diego Mitigation and Monitoring Reporting Programs: Large numbers of downtown San Diego mitigation and monitoring projects, some of which included Broadway Block (2019), 915 Grape Street (2019), 1919 Pacific Highway (2018), Moxy Hotel (2018), Makers Quarter Block D (2017), Ballpark Village (2017), 460 16<sup>th</sup> Street (2017), Kettner and Ash (2017), Bayside Fire Station (2017), Pinnacle on the Park (2017), IDEA1 (2016), Blue Sky San Diego (2016), Pacific Gate (2016), Pendry Hotel (2015), Cisterra



Sempra Office Tower (2014), 15<sup>th</sup> and Island (2014), Park and G (2014), Comm 22 (2014), 7<sup>th</sup> and F Street Parking (2013), Ariel Suites (2013), 13<sup>th</sup> and Marker (2012), Strata (2008), Hotel Indigo (2008), Lofts at 707 10<sup>th</sup> Avenue Project (2007), Breeza (2007), Bayside at the Embarcadero (2007), Aria (2007), Icon (2007), Vantage Pointe (2007), Aperture (2007), Sapphire Tower (2007), Lofts at 655 Sixth Avenue (2007), Metrowork (2007), The Legend (2006), The Mark (2006), Smart Corner (2006), Lofts at 677 7<sup>th</sup> Avenue (2005), Aloft on Cortez Hill (2005), Front and Beech Apartments (2003), Bella Via Condominiums (2003), Acqua Vista Residential Tower (2003), Northblock Lofts (2003), Westin Park Place Hotel (2001), Parkliff Apartment Complex (2001), Renaissance Park (2001), and Laurel Bay Apartments (2001).

1900 and 1912 Spindrift Drive: An extensive data recovery and mitigation monitoring program at the Spindrift Site, an important prehistoric archaeological habitation site stretching across the La Jolla area. The project resulted in the discovery of over 20,000 artifacts and nearly 100,000 grams of bulk faunal remains and marine shell, indicating a substantial occupation area (2013-2014).

San Diego Airport Development Project: An extensive historic assessment of multiple buildings at the San Diego International Airport and included the preparation of Historic American Buildings Survey documentation to preserve significant elements of the airport prior to demolition (2017-2018).

Citracado Parkway Extension: A still-ongoing project in the city of Escondido to mitigate impacts to an important archaeological occupation site. Various archaeological studies have been conducted by BFSAE resulting in the identification of a significant cultural deposit within the project area.

Westin Hotel and Timeshare (Grand Pacific Resorts): Data recovery and mitigation monitoring program in the city of Carlsbad consisted of the excavation of 176 one-square-meter archaeological data recovery units which produced thousands of prehistoric artifacts and ecofacts, and resulted in the preservation of a significant prehistoric habitation site. The artifacts recovered from the site presented important new data about the prehistory of the region and Native American occupation in the area (2017).

The Everly Subdivision Project: Data recovery and mitigation monitoring program in the city of El Cajon resulted in the identification of a significant prehistoric occupation site from both the Late Prehistoric and Archaic Periods, as well as producing historic artifacts that correspond to the use of the property since 1886. The project produced an unprecedented quantity of artifacts in comparison to the area encompassed by the site, but lacked characteristics that typically reflect intense occupation, indicating that the site was used intensively for food processing (2014-2015).

Ballpark Village: A mitigation and monitoring program within three city blocks in the East Village area of San Diego resulting in the discovery of a significant historic deposit. Nearly 5,000 historic artifacts and over 500,000 grams of bulk historic building fragments, food waste, and other materials representing an occupation period between 1880 and 1917 were recovered (2015-2017).

Archaeology at the Padres Ballpark: Involved the analysis of historic resources within a seven-block area of the "East Village" area of San Diego, where occupation spanned a period from the 1870s to the 1940s. Over a period of two years, BFSAE recovered over 200,000 artifacts and hundreds of pounds of metal, construction debris, unidentified broken glass, and wood. Collectively, the Ballpark Project and the other downtown mitigation and monitoring projects represent the largest historical archaeological program anywhere in the country in the past decade (2000-2007).

4S Ranch Archaeological and Historical Cultural Resources Study: Data recovery program consisted of the excavation of over 2,000 square meters of archaeological deposits that produced over one million artifacts, containing primarily prehistoric materials. The archaeological program at 4S Ranch is the largest archaeological study ever undertaken in the San Diego County area and has produced data that has exceeded expectations regarding the resolution of long-standing research questions and regional prehistoric settlement patterns.

Charles H. Brown Site: Attracted international attention to the discovery of evidence of the antiquity of man in North America. Site located in Mission Valley, in the city of San Diego.

Del Mar Man Site: Study of the now famous Early Man Site in Del Mar, California, for the San Diego Science Foundation and the San Diego Museum of Man, under the direction of Dr. Spencer Rogers and Dr. James R. Moriarty.

Old Town State Park Projects: Consulting Historical Archaeologist. Projects completed in the Old Town State Park involved development of individual lots for commercial enterprises. The projects completed in Old Town include Archaeological and Historical Site Assessment for the Great Wall Cafe (1992), Archaeological Study for the Old Town Commercial Project (1991), and Cultural Resources Site Survey at the Old San Diego Inn (1988).

Site W-20, Del Mar, California: A two-year-long investigation of a major prehistoric site in the Del Mar area of the city of San Diego. This research effort documented the earliest practice of religious/ceremonial activities in San Diego County (circa 6,000 years ago), facilitated the projection of major non-material aspects of the La Jolla Complex, and revealed the pattern of civilization at this site over a continuous period of 5,000 years. The report for the investigation included over 600 pages, with nearly 500,000 words of text, illustrations, maps, and photographs documenting this major study.

City of San Diego Reclaimed Water Distribution System: A cultural resource study of nearly 400 miles of pipeline in the city and county of San Diego.

Master Environmental Assessment Project, City of Poway: Conducted for the City of Poway to produce a complete inventory of all recorded historic and prehistoric properties within the city. The information was used in conjunction with the City's General Plan Update to produce a map matrix of the city showing areas of high, moderate, and low potential for the presence of cultural resources. The effort also included the development of the City's Cultural Resource Guidelines, which were adopted as City policy.

Draft of the City of Carlsbad Historical and Archaeological Guidelines: Contracted by the City of Carlsbad to produce the draft of the City's historical and archaeological guidelines for use by the Planning Department of the City.

The Mid-Bayfront Project for the City of Chula Vista: Involved a large expanse of undeveloped agricultural land situated between the railroad and San Diego Bay in the northwestern portion of the city. The study included the analysis of some potentially historic features and numerous prehistoric

Cultural Resources Survey and Test of Sites Within the Proposed Development of the Audie Murphy Ranch, Riverside County, California: Project manager/director of the investigation of 1,113.4 acres and 43 sites, both prehistoric and historic—including project coordination; direction of field crews; evaluation of sites for significance based on County of Riverside and CEQA guidelines; assessment of cupule, pictograph, and rock shelter sites, co-authoring of cultural resources project report. February- September 2002.

Cultural Resources Evaluation of Sites Within the Proposed Development of the Otay Ranch Village 13 Project, San Diego County, California: Project manager/director of the investigation of 1,947 acres and 76 sites, both prehistoric and historic—including project coordination and budgeting; direction of field crews; assessment of sites for significance based on County of San Diego and CEQA guidelines; co-authoring of cultural resources project report. May-November 2002.

Cultural Resources Survey for the Remote Video Surveillance Project, El Centro Sector, Imperial County: Project manager/director for a survey of 29 individual sites near the U.S./Mexico Border for proposed video surveillance camera locations associated with the San Diego Border barrier Project—project coordination and budgeting; direction of field crews; site identification and recordation; assessment of

potential impacts to cultural resources; meeting and coordinating with U.S. Army Corps of Engineers, U.S. Border Patrol, and other government agencies involved; co-authoring of cultural resources project report. January, February, and July 2002.

Cultural Resources Survey and Test of Sites Within the Proposed Development of the Menifee West GPA, Riverside County, California: Project manager/director of the investigation of nine sites, both prehistoric and historic—included project coordination and budgeting; direction of field crews; assessment of sites for significance based on County of Riverside and CEQA guidelines; historic research; co-authoring of cultural resources project report. January-March 2002.

Cultural Resources Survey and Test of Sites Within the Proposed French Valley Specific Plan/EIR, Riverside County, California: Project manager/director of the investigation of two prehistoric and three historic sites—included project coordination and budgeting; survey of project area; Native American consultation; direction of field crews; assessment of sites for significance based on CEQA guidelines; cultural resources project report in prep. July-August 2000.

Cultural Resources Survey and Test of Sites Within the Proposed Development of the Menifee Ranch, Riverside County, California: Project manager/director of the investigation of one prehistoric and five historic sites—included project coordination and budgeting; direction of field crews; feature recordation; historic structure assessments; assessment of sites for significance based on CEQA guidelines; historic research; co-authoring of cultural resources project report. February-June 2000.

Salvage Mitigation of a Portion of the San Diego Presidio Identified During Water Pipe Construction for the City of San Diego, California: Project archaeologist/director—included direction of field crews; development and completion of data recovery program; management of artifact collections cataloging and curation; data synthesis and authoring of cultural resources project report in prep. April 2000.

Enhanced Cultural Resource Survey and Evaluation for the Tyrian 3 Project, La Jolla, California: Project manager/director of the investigation of a single-dwelling parcel—included project coordination; assessment of parcel for potentially buried cultural deposits; authoring of cultural resources project report. April 2000.

Enhanced Cultural Resource Survey and Evaluation for the Lamont 5 Project, Pacific Beach, California: Project manager/director of the investigation of a single-dwelling parcel—included project coordination; assessment of parcel for potentially buried cultural deposits; authoring of cultural resources project report. April 2000.

Enhanced Cultural Resource Survey and Evaluation for the Reiss Residence Project, La Jolla, California: Project manager/director of the investigation of a single-dwelling parcel—included project coordination; assessment of parcel for potentially buried cultural deposits; authoring of cultural resources project report. March-April 2000.

Salvage Mitigation of a Portion of Site SDM-W-95 (CA-SDI-211) for the Poinsettia Shores Santalina Development Project and Caltrans, Carlsbad, California: Project archaeologist/ director—included direction of field crews; development and completion of data recovery program; management of artifact collections cataloging and curation; data synthesis and authoring of cultural resources project report in prep. December 1999-January 2000.

Survey and Testing of Two Prehistoric Cultural Resources for the Airway Truck Parking Project, Otay Mesa, California: Project archaeologist/director—included direction of field crews; development and completion of testing recovery program; assessment of site for significance based on CEQA guidelines; authoring of cultural resources project report, in prep. December 1999-January 2000.

Cultural Resources Phase I and II Investigations for the Tin Can Hill Segment of the Immigration and Naturalization Services Triple Fence Project Along the International Border, San Diego County, California: Project manager/director for a survey and testing of a prehistoric quarry site along the border—NRHP eligibility assessment; project coordination and budgeting; direction of field crews; feature recordation; meeting and coordinating with U.S. Army Corps of Engineers; co-authoring of cultural resources project report. December 1999-January 2000.

Mitigation of a Prehistoric Cultural Resource for the Westview High School Project for the City of San Diego, California: Project archaeologist/ director—included direction of field crews; development and completion of data recovery program including collection of material for specialized faunal and botanical analyses; assessment of sites for significance based on CEQA guidelines; management of artifact collections cataloging and curation; data synthesis; co-authoring of cultural resources project report, in prep. October 1999-January 2000.

Mitigation of a Prehistoric Cultural Resource for the Otay Ranch SPA-One West Project for the City of Chula Vista, California: Project archaeologist/director—included direction of field crews; development of data recovery program; management of artifact collections cataloging and curation; assessment of site for significance based on CEQA guidelines; data synthesis; authoring of cultural resources project report, in prep. September 1999-January 2000.

Monitoring of Grading for the Herschel Place Project, La Jolla, California: Project archaeologist/ monitor—included monitoring of grading activities associated with the development of a single- dwelling parcel. September 1999.

Survey and Testing of a Historic Resource for the Osterkamp Development Project, Valley Center, California: Project archaeologist/ director—included direction of field crews; development and completion of data recovery program; budget development; assessment of site for significance based on CEQA guidelines; management of artifact collections cataloging and curation; data synthesis; authoring of cultural resources project report. July-August 1999.

Survey and Testing of a Prehistoric Cultural Resource for the Proposed College Boulevard Alignment Project, Carlsbad, California: Project manager/director —included direction of field crews; development and completion of testing recovery program; assessment of site for significance based on CEQA guidelines; management of artifact collections cataloging and curation; data synthesis; authoring of cultural resources project report, in prep. July-August 1999.

Survey and Evaluation of Cultural Resources for the Palomar Christian Conference Center Project, Palomar Mountain, California: Project archaeologist—included direction of field crews; assessment of sites for significance based on CEQA guidelines; management of artifact collections cataloging and curation; data synthesis; authoring of cultural resources project report. July-August 1999.

Cultural Resources Phase I, II, and III Investigations for the Immigration and Naturalization Services Triple Fence Project Along the International Border, San Diego County, California: Project manager/director for the survey, testing, and mitigation of sites along border—supervision of multiple field crews, NRHP eligibility assessments, Native American consultation, contribution to Environmental Assessment document, lithic and marine shell analysis, authoring of cultural resources project report. August 1997- January 2000.

Phase I, II, and III Investigations for the Scripps Poway Parkway East Project, Poway California: Project archaeologist/project director—included recordation and assessment of multicomponent prehistoric and historic sites; direction of Phase II and III investigations; direction of laboratory analyses including prehistoric and historic collections; curation of collections; data synthesis; coauthorship of final cultural resources report. February 1994; March-September 1994; September-December 1995.

# Jennifer R.K. Stropes, MS, RPA

**Director/Principal Historian**  
BFSA Environmental Services, A Perennial Company  
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• E-Mail: jstropes@bfsa.perennialenv.com



## Education

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**Master of Science, Cultural Resource Management Archaeology** **2016**

St. Cloud State University, St. Cloud, Minnesota

**Bachelor of Arts, Anthropology** **2004**

University of California, Santa Cruz

## Specialized Education/Training

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**Archaeological Field School** **2014**

Pimu Catalina Island Archaeology Project

## Research Interests

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California Coastal / Inland Archaeology

Zooarchaeology

Historic Structure Significance Eligibility

Historical Archaeology

Human Behavioral Ecology

Taphonomic Studies

## Experience

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**Director/Principal Historian** **November 2006–Present**

**BFSA Environmental Services, A Perennial Company**

Writing, editing, and producing cultural resource reports for both California Environmental Quality Act and National Environmental Policy Act compliance; recording and evaluating historic resources, including historic structure significance eligibility evaluations, Historical Resource Research Reports, Historical Resource Technical Reports, and Historic American Buildings Survey/Historic American Engineering Record preparation; faunal, prehistoric, and historic laboratory analysis; construction monitoring management; coordinating field surveys and excavations; and laboratory management.

**UC Santa Cruz Monterey Bay Archaeology Archives Supervisor** **December 2003–March 2004**

**Santa Cruz, California**

Supervising intern for archaeological collections housed at UC Santa Cruz. Supervised undergraduate interns and maintained curated archaeological materials recovered from the greater Monterey Bay region.

**Faunal Analyst, Research Assistant**  
**University of California, Santa Cruz**

**June 2003–December 2003**

Intern assisting in laboratory analysis and cataloging for faunal remains collected from CA-MNT-234. Analysis included detailed zoological identification and taphonomic analysis of prehistoric marine and terrestrial mammals, birds, and fish inhabiting the greater Monterey Bay region.

**Archaeological Technician, Office Manager**  
**Archaeological Resource Management**

**January 2000–December 2001**

Conducted construction monitoring, field survey, excavation, report editing, report production, monitoring coordination and office management.

## Certifications

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City of San Diego Certified Archaeological and Paleontological Monitor

40-Hour Hazardous Waste/Emergency Response OSHA 29 CFR 1910.120 (e)

## Scholarly Works

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*Big Game, Small Game: A Comprehensive Analysis of Faunal Remains Recovered from CA-SDI-11,521, 2016*, Master's thesis on file at St. Cloud University, St. Cloud, Minnesota.

## Technical Reports

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Conroy, Jillian L.H., Jennifer R.K. **Stropes**, and Brian F. Smith

2022 *Historic Context Statement for the Dairy Industry Individuals or Families Within the Merrill Commerce Center Specific Plan Project*. Prepared for the City of Ontario Planning Department. Report on file at the City of Ontario Planning Department.

Goralogia, Elena C., Jennifer R.K. **Stropes**, and Brian F. Smith

2019 *Cultural Resources Study for the Merrill Commerce Center Specific Plan Project, City of Ontario, San Bernardino County, California*. Prepared for Merrill Commerce Center East, LLC. Report on file at the City of Ontario Planning Department.

Grant, Kim, Brian F. Smith, Jennifer R.K. Stropes, Elena C. Goralogia, and Courtney J. Accardy

2019 *Historic American Buildings Survey for Grand Market*. Prepared for the City of Escondido. Report on file at the City of Escondido.

Kraft, Jennifer R.

2012 *Cultural Resources Monitoring Report for the Pottery Court Project (TPM 36193) City of Lake Elsinore*. Prepared for BRIDGE Housing Corporation. Report on file at the California Eastern Information Center.

Kraft, Jennifer R. and Brian F. Smith

- 2016 *Cultural Resources Survey and Archaeological Test Plan for the 1492 K Street Project City of San Diego.* Prepared for Trestle Development, LLC. Report on file at the California South Coastal Information Center.
- 2016 *Focused Historic Structure Assessment for the Fredericka Manor Retirement Community City of Chula Vista, San Diego County, California APN 566-240-27.* Prepared for Front Porch Communities and Services – Fredericka Manor, LLC. Report on file at the City of Chula Vista Planning Department.
- 2016 *Historic Structure Assessment for 8585 La Mesa Boulevard City of La Mesa, San Diego County, California. APN 494-300-11.* Prepared for Silvergate Development. Report on file at the City of La Mesa Planning Department.
- 2016 *A Phase I Cultural Resources Study for the State/Columbia/Ash/A Block Project San Diego, California.* Prepared for Bomel San Diego Equities, LLC. Report on file at the California South Coastal Information Center.
- 2015 *Historic Structure Assessment for the StorQuest Project, City of La Mesa, (APN 494-101-14-00).* Prepared for Real Estate Development and Entitlement. Report on file at the City of La Mesa.
- 2015 *Mitigation Monitoring Report for the 1905 Spindrift Remodel Project, La Jolla, California.* Prepared for Brian Malk and Nancy Heitel. Report on file at the California South Coastal Information Center.
- 2015 *Mitigation Monitoring Report for the Cisterra Sempra Office Tower Project, City of San Diego.* Prepared for SDG-Left Field, LLC. Report on file at the California South Coastal Information Center.
- 2015 *Results of a Cultural Resources Testing Program for the 15<sup>th</sup> and Island Project City of San Diego.* Prepared for Lennar Multifamily Communities. Report on file at the City of San Diego Development Services Department.
- 2014 *Cultural Resource Monitoring Report for the Pacific Beach Row Homes Project, San Diego, California.* Prepared for Armstrong Builders, Inc. Report on file at the California South Coastal Information Center.
- 2014 *Historic Structure Inventory and Assessment Program for the Watson Corporate Center, San Bernardino County, California.* Prepared for Watson Land Company. Report on file at the San Bernardino Archaeological Information Center.
- 2014 *Mitigation Monitoring Report for the Pinnacle 15<sup>th</sup> & Island Project, City of San Diego.* Prepared for Pinnacle International Development, Inc. Report on file at the California South Coastal Information Center.
- 2014 *Phase I Cultural Resource Study for the Altman Residence Project, 9696 La Jolla Farms Road, La Jolla, California 92037.* Prepared for Steve Altman. Report on file at the California South Coastal Information Center.
- 2013 *Historic Structure Assessment, 2603 Dove Street, San Diego, California (APN) 452-674-32).* Prepared for Barzal and Scotti Real Estate Corporation. Report on file at the California South

Coastal Information Center.

- 2013 *Mitigation Monitoring Report for the 1919 Spindrift Drive Project.* Prepared for V.J. and Uma Joshi. Report on file at the California South Coastal Information Center.

Smith, Brian F. and Jennifer R. Kraft

- 2016 *Historical Resource Research Report for the 2314 Rue Adriane Building, San Diego, California Project No. 460562.* Prepared for the Brown Studio. Report on file at the City of San Diego Development Services Department.
- 2016 *Historical Resource Research Report for the 4921 Voltaire Street Building, San Diego, California Project No. 471161.* Prepared for Sean Gogarty. Report on file at the City of San Diego Development Services Department.
- 2016 *Historical Resource Research Report for the 5147 Hilltop Drive Building, San Diego, California Project No. 451707.* Prepared for JORGA Home Design. Report on file at the City of San Diego Development Services Department.
- 2016 *Historical Resource Research Report for the Midway Drive Postal Service Processing and Distribution Center 2535 Midway Drive San Diego, California 92138 Project No. 507152.* Prepared for Steelwave, LLC. Report on file at the City of San Diego Development Services Department.
- 2016 *Historic Resource Technical Report for 9036 La Jolla Shores Lane La Jolla, California Project No. 471873.* Prepared for Eliza and Stuart Stedman. Report on file at the City of San Diego Development Services Department.
- 2015 *Cultural Resource Mitigation Monitoring Program for the Urban Discovery Academy Project.* Prepared for Davis Reed Construction, Inc. Report on file at the City of San Diego Development Services Department.
- 2015 *Cultural Resource Survey and Archaeological Test Plan for the 520 West Ash Street Project, City of San Diego.* Prepared for Lennar Multifamily Communities. Report on file at the City of San Diego Development Services Department.
- 2015 *Cultural Resource Survey and Archaeological Test Plan for the 1919 Pacific Highway Project City of San Diego City Preliminary Review PTS #451689 Grading and Shoring PTS #465292.* Prepared for Wood Partners. Report on file at the City of San Diego Development Services Department.
- 2015 *Historical Resource Research Report for the 4319-4321 Florida Street Building, San Diego, California 92104.* Prepared for T.R. Hale, LLC. Report on file at the California South Coastal Information Center.
- 2015 *Historic Resource Technical Report for 726 Jersey Court San Diego, California Project No. 455127.* Prepared for Chad Irwin. Report on file at the California South Coastal Information Center.
- 2015 *Islenair Historic Sidewalk Stamp Program for Sewer and Water Group 3014, City of San Diego.* Prepared for Ortiz Corporation. Report on file at the California South Coastal Information Center.
- 2014 *Historical Resource Research Report for 2850 Sixth Avenue, San Diego, California (Project No. 392445).* Prepared for Zephyr Partners – RE, LLC. Report on file at the City of San Diego Development Services Department.



Smith, Brian F. and Jennifer R.K. **Stropes**

2018 *Historic Structure Assessment for 2608 South Escondido Boulevard, Escondido, California (APN 238-152-07)*. Prepared for Tony Cassolato. Report on file at the City of Escondido.

Smith, Brian F., Jennifer R.K. **Stropes**, Jillian L.H. Conroy, and Elena C. Goralogia

2021 *Historic American Buildings Survey for 8643 Eucalyptus Ave. (Residence and Milk Parlor)*. Prepared for the City of Ontario Planning Department. Report on file at the City of Ontario Planning Department.

2021 *Historic American Buildings Survey for 8731 Eucalyptus Avenue (Residence and Milk Parlor)*. Prepared for the City of Ontario Planning Department. Report on file at the City of Ontario Planning Department.

2021 *Historic American Buildings Survey for 8831 Eucalyptus Avenue (Residence)*. Prepared for the City of Ontario Planning Department. Report on file at the City of Ontario Planning Department.

2021 *Historic American Buildings Survey for 8888 Eucalyptus Avenue (Residence)*. Prepared for the City of Ontario Planning Department. Report on file at the City of Ontario Planning Department.

2021 *Historic American Buildings Survey for 14651 South Grove Ave. (Residence and Milk Parlor)*. Prepared for the City of Ontario Planning Department. Report on file at the City of Ontario Planning Department.

Smith, Brian F., Jennifer R.K. **Stropes**, and Elena C. Goralogia

2021 *Historic American Buildings Survey for 121-141 North Fig St. (Medical Office)*. Prepared for the City of Escondido. Report on file at the City of Escondido.

Smith, Brian F., Jennifer R.K. **Stropes**, Elena C. Goralogia, Courtney J. Accardy, and Caitlin Foote

2018 *Historic American Buildings Survey for the Lindbergh Field Air Terminal (Terminal 1)*. Prepared for the San Diego County Regional Airport Authority. Report on file at the San Diego County Regional Airport Authority.

2018 *Historic American Buildings Survey for the United Airlines Hangar and Terminal (UAHT Building)*. Prepared for the San Diego County Regional Airport Authority. Report on file at the San Diego County Regional Airport Authority.

Smith, Brian F., Jennifer R.K. **Stropes**, Leah Moradi, and Elena C. Goralogia

2022 *Historic American Buildings Survey for Dorothy Cottage (827 Coast Blvd. South)*. Prepared for the City of San Diego. Report on file at the City of San Diego.

2021 *Historic American Buildings Survey for the Paxton Adobe (2608 South Escondido Blvd)*. Prepared for the City of Escondido.

Smith, Brian F., Tracy A. Stropes, Tracy M. Buday, and Jennifer R. Kraft

2015 *Mitigation Monitoring and Reporting Program for the 1900 Spindrift Drive – Cabana and Landscape Improvements Project, La Jolla, California*. Prepared for Darwin Deason. Report on file at the California South Coastal Information Center.

2015 *Mitigation Monitoring and Reporting Program for the 1912 Spindrift Drive – Landscape Improvements Project, La Jolla, California*. Prepared for Darwin Deason. Report on file at the California South Coastal Information Center.

Stropes, J.R.K.

- 2022 *Dorothy Cottage Relocation and Rehabilitation and Harriet Cottage Rehabilitation Treatment Plan.* Prepared for the City of San Diego. Report on file at the City of San Diego.
- 2020 *Dorothy Cottage Relocation and Rehabilitation Monitoring Plan.* Prepared for the City of San Diego. Report on file at the City of San Diego

Stropes, J.R.K., Leah Moradi, and Brian F. Smith

- 2020 *Historical Resource Research Report for the Dorothy and Harriet Cottages, 825-827 Coast Boulevard South, La Jolla, California 92037.* Prepared for 800 Coast, LLC. Report on file at the City of San Diego.

Stropes, J.R.K. and Brian F. Smith

- 2021 *Historic Structure Assessment for 1405 South Escondido Boulevard, Escondido, California. Prepared for Glen Schniepp.* Report on file at the City of Escondido.
- 2021 *Historic Structure Assessment for the 2402 South Escondido Boulevard Building, Escondido, California.* Prepared for Kensington Canterbury Gardens, LLC. Report on file at the City of Escondido.
- 2021 *Section 106 Assessment for the San Diego International Airport Airfield Improvements and Terminal 1 Replacement Project.* Prepared for the San Diego County Regional Airport Authority. Report on file at the San Diego County Regional Airport Authority.
- 2020 *Historical Resource Research Report for the 6375 Avenida Cresta Building, San Diego, California 92037.* Prepared for Jeffrey and Anne Blackburn. Report on file at the City of San Diego.
- 2020 *Historical Resources Technical Report for the Dorothy and Harriet Cottages, 825-827 Coast Boulevard South, La Jolla, California 92037.* Prepared for 800 Coast, LLC. Report on file at the City of San Diego.
- 2020 *Historic Structure Assessment for the Palomar Health Downtown Campus and Medical Offices, Escondido, California.* Prepared for Integral Communities. Report on file at the City of Escondido.
- 2019 *Mitigation Monitoring Report for the 915 Grape Street Project, City of San Diego. Prepared for Bayview SD, LLC.* Report on file at the City of San Diego Development Services Department.
- 2018 *Historic Resources Study for the Proposed Airport Development Plan Project at the San Diego International Airport.* Prepared for the San Diego County Regional Airport Authority. Report on file at the San Diego County Regional Airport Authority.

# Irem Oz, Ph.D.

Architectural Historian  
BFSA Environmental Services, A Perennial Company  
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## Education

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<b>Doctor of Philosophy, Architecture</b>	<b>2022</b>
The Pennsylvania State University, University Park, Pennsylvania	
<b>Master of Arts, Archaeology and Art History</b>	<b>2014</b>
Koc University, Istanbul, Turkey	
<b>Bachelor of Science, City and Regional Planning</b>	<b>2010</b>
Middle East Technical University, Ankara, Turkey	

## Research Interests

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History of Architecture	Archival Research
Historic Structure Significance Eligibility	Ethnography
Cultural Heritage Management	Qualitative Research

## Experience

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**Architectural Historian** **March 2022–Present**  
**BFSA Environmental, a Perennial Company**

Writing, editing, and producing cultural resource reports for both California Environmental Quality Act and National Environmental Policy Act compliance; recording and evaluating historic resources, including historic structure significance eligibility evaluations, Historical Resource Research Reports, Historical Resource Technical Reports, and Historic American Buildings Survey/Historic American Engineering Record preparation.

**On-Call Architectural Historian** **September 2021–March 2022**  
**Stell Environmental Enterprises, Inc.**

Writing, editing, and producing cultural resource reports; recording and evaluating historic resources, including historic structure significance eligibility evaluations, Historical Resource Research Reports, Historical Resource Technical Reports, and Historic American Buildings Survey/Historic American Engineering Record preparation.

**Research and Teaching Assistant/Ph.D. Candidate  
The Pennsylvania State University**

**August 2015–December 2021**

Conducting literature reviews and research on various large-scale urban planning projects; teaching history of architecture and urban planning (ARCH 100) to non-specialist groups of 150+ students per semester; acting as a jury in architectural design studios; developing and conducting comprehensive qualitative research projects with clearly stated scope of work, cultural and scientific significance, and expected outcomes; analyzing and synthesizing spatial and socio-cultural data; producing 3-D models, site plans, section drawings and synthesis plans; preparing interview and focus group protocols, conducting expert, in-depth and walkalong interviews and moderating focus groups; writing grant applications.

**Research Assistant  
UNESCO Mudurnu Cultural Heritage Management Plan Project**

**March 2013–November 2014**

Conducting literature reviews and archival research on the history of the town of Mudurnu in Turkey; conducting field surveys and interviews to identify local tangible and intangible cultural heritage; developing a conservation action plan; preparing and digitizing conservation implementation plan proposals

**Project Supervisor  
Taksim Yapi, Istanbul**

**January 2000–December 2001**

Conducting literature reviews and archival research on the architectural heritage in Istanbul; developing conservation projects for the Molla Çelebi and Hüseyin Ağa Mosques in Istanbul through rigorous archival research and interviews; managing a team of 50 workers and contractors during the implementation of conservation projects; preparing and submitted fiscal reports and memos on project progress.

## Scholarly Works

---

Oz, I. and Staub, A.

2020 The Performance of Gender and Ethnic Identity in the Diaspora Mosque in The Architect and the City. *Proceedings of the ARCC 15th International Conference.*

Oz, I. and Staub, A.

2019 Fieldwork in-between Architecture and Anthropology: The Case of Marxloh, Duisburg in *Future Praxis: Applied Research as a Bridge between the Theory and Praxis. Proceedings of the ARCC 14th International Conference.*

Oz, I. and Staub, A.

2018 The Tale of Two Mosques: Marxloher Merkez Mosque vs. Cologne Central Mosque in Architectural Research for a Global Community. *Proceedings of the EAEE ARCC 13th International Conference.*

Oz, I.

2018 The Tale of Marxloher Merkez Mosque: The Miracle of Duisburg or an Illusion of Miracle?. *Archi-DOCT, 10.*

Oz, I. and Staub, A.

2016 Integration of Turkish Migrants in Germany: A Case Study in Polarities in Architectural Research Addressing Societal Challenges. *Proceedings of the EAEE ARCC 11th International Conference.*

Oz, I.

- 2015 Spatial Representations of Ideology and Politics in Urban Scene: Keçiören Example. *Journal of Ankara Studies*, 2, 131-158.
- 2015 Yıldırım, A. E., Nalbant, K., Aydın, B., Güzelsarı, S., Onur, F., Oz, I., ..., Moralı, Y. (2014). *Mudurnu Cultural Heritage Area Management Plan, Mudurnu, Turkey: Municipality of Mudurnu*

## Technical Reports

---

Oz, Irem

- 2022 *History of the Poultry Research Facilities at the Beltsville Agricultural Research Center*. Prepared for Stelle Environmental Enterprises, Inc to be submitted to the United States Army Corps of Engineers and the Bureau of Engravings. Report under revision.

Oz, Irem and Sarah Steinkraus

- 2022 *Historic Structure Assessment for 401 Avery Street, Walla Walla County, Washington. Parcel Numbers 350724440024, 360730220010 and 360730220029*. Prepared for Gram Northwest, LLC.
- 2021 *Historic Structure Assessment for 2121 Keene Road, Benton County, Washington. Parcel Number 122983000001009*. Prepared for Gram Northwest, LLC.

Smith, Brian F., Jennifer R.K. **Stropes**, Irem Oz, and Elena C. Goralogia

- 2022 *Historic American Buildings Survey for the Republic Supply Company of California Northern Division Headquarters (1919 Williams St.)*. Prepared for Duke Realty. Report on file at the City of San Leandro.

Yıldırım, A. E., Nalbant, K., Aydın, B., Güzelsarı, S., Onur, F., Oz, I, Moralı, Y.

- 2014 *Mudurnu Cultural Heritage Area Management Plan, Mudurnu, Turkey: Municipality of Mudurnu*

**APPENDIX B**

**Site Record Form Update**

*(Deleted for Public Review; Bound Separately)*

**APPENDIX C**

**Archaeological Records Search Results**

*(Deleted for Public Review; Bound Separately)*

**APPENDIX D**

**NAHC Sacred Lands File Search Results**

*(Deleted for Public Review; Bound Separately)*