DOCKETED	
Docket Number:	23-ERDD-07
Project Title:	Long Duration Energy Storage Program
TN #:	259733
Document Title:	Appendix C - Cultural Resources (HERC)
Description:	N/A
Filer:	Archal Naidu
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	10/28/2024 4:41:11 PM
Docketed Date:	10/28/2024

Appendix C
Cultural Resources

Haybarn Energy Reliability Center Project,

Marine Corps Base Camp Pendleton, California

Prepared for

California Energy Commission

Submitted by

Aspen environmental group

May 2024

NATIONAL ARCHAEOLOGICAL DATABASE INFORMATION

Authors: Roger Hatheway, M.A.
Elliot D'Antin, B.S.
Lauren DeOliveira, M.S., RPA

Date: May 2024

Title: Haybarn Energy Reliability Project, Marine Corps Base Camp Pendleton, San Diego County, California

Submitted by: Aspen Environmental Group
5020 Chesebro Road, Suite 200
Agoura Hills, CA 91301

Submitted to: California Energy Commission and South Coastal Information Center

CONTENTS

FIGURES

TABLES

ATTACHMENTS

1. INTRODUCTION

At the request of the California Energy Commission (CEC), Aspen Environmental Group (Aspen) performed a cultural resources records search and pedestrian survey for the proposed Haybarn Energy Reliability Center Project (HERC or Project), Marine Corps Base Camp Pendleton, California (MCBCP). These investigations are designed to meet the requirements for consideration of cultural resources under state and local regulations. The Project is located in San Diego County, California (see Figures 1 & 2).

To identify any cultural or tribal cultural resources eligible for the California Register of Historical Resources (CRHR), Aspen conducted a cultural resources records search at the California Historical Resources Information System (CHRIS), South Coastal Information Center; contacted the Native American Heritage Commission (NAHC); reviewed ethnographic literature; completed in-depth historical background and property-specific research; and conducted an intensive pedestrian survey of the HERC Project Site and a pedestrian survey of the Project Study Area (see Figure 3).

The following report is a full account of the methods and results of research, the conclusions of the study, and recommendations for the treatment of cultural resources potentially affected by the Project.

1.1. Project Description

The applicant, International Electric Power, LLC, has submitted an application for grant funding through the California Energy Commission (CEC) Long-Duration Energy Storage program for the proposed Haybarn Energy Reliability Center at Marine Corps Base Camp Pendleton (MCBCP). The proposed Project would provide a combined total of 30 megawatts (MW) or 30 megawatt hours (MWh) of energy storage and includes the installation of a non-lithium long-duration energy storage battery system using zinc hybrid cathode aqueous flow battery technology.

The collective Project Site has two separate locations; a Project Site battery installation location, and a Project Site laydown area. These two locations are approximately one-mile apart. They are connected by Vandegrift Boulevard (see Figure 3).

The proposed Project will consist of approximately 600 Eos z3.0 energy cubes arranged in power blocks consisting of 16 cubes each spread across the Project Site battery installation location. The installation will also include approximately 40 transformers, and approximately 80 inverters. A small masonry building will be constructed of no more than 2,500 sf. for operations and controls.

The entire Project LDES system would be connected to the local existing 69-kV transmission line during normal operations, and then ‘behind the meter’ to the installation 12kV infrastructure during times of grid outage. At the onset of construction, overhead lines will be relocated underground within the site footprint.

The Project would include the design, construction, installation, operation, and demolition/removal (at the end of the project) of the following facilities:

- Approximately 600 battery cubes, and over 100 auxiliary enclosures,
- DC voltage networking,
- A power conversion system (PCS) connecting the DC bus and alternating current (AC) network,
- An AC network connecting the PCS and transformers,

- 12kV and 69kV interconnections,
- 12-kV transformers and switchgear,
- An AC network connecting the 12-kV switchgear and the existing 12-kV feeder,
- An AC and DC electrical protection network for the system,
- A communications network and energy management system (EMS) for coordinating system operations,
- Electrical cable installed in a trench and backfilled to connect the batteries, transformers, and switchgear,
- Rerouting of approximately 2000 linear feet of 12kV overhead distribution lines to be placed underground in ductbanks,
- Road segments and on-site access roads would be constructed to extend from the existing onsite road to provide access to both the energy storage system and substation. Road segments to batteries will be new and on newly graded pads. The main access road is existing, but will be demolished and rebuilt with new paving,
- Site grading and temporary construction facilities (e.g., fencing, construction trailers, material laydown—to be removed at the end of construction),
- Chain-link security fencing and minimal downward directed and shielded lighting.

1.2. Project Location

The proposed Project is located in San Diego County entirely on MCBCP property in northwestern San Diego County (see Figures 1 & 2). The Project Site battery installation location is northeast of and adjacent to the existing SDG&E Pendleton Haybarn Substation-Switching Station (see Figure 3), consisting of 19.89-acres of land, (see Figure 5 and Photos 1-5). Haybarn Access Road, off of Vandegrift Boulevard, provides access to the Project Site battery installation location. Surrounding land uses include undeveloped areas, utility infrastructure and outbuildings, and commercial facilities. There are no residences near the location of the Project Site battery installation location, and the site is entirely enclosed by a canyon wall that provides inherent visual and audible screening features. The Project Site laydown area, approximately one-mile north of the Project Site battery installation location, is east of Vandegrift Boulevard, approximately 200 feet north of Margarita Road, and measures 4.48 acres. In total, both components of the Project Site encompass 24.37 acres.

For the purposes of completing cultural resource studies meeting the requirements of CEC state and local regulations, a Project Study Area boundary was defined as a one-building-band surrounding the southern Project Site battery installation location, and a one-building-band surrounding the northern Project Site laydown area. A 6,562-foot-long segment of Vandegrift Boulevard is included in the Project Study Area as a connector between the two Project Site locations (see Figure 3), although a one-building-band on either side of Vandegrift Boulevard was not included into the Project Study Area as this alignment is already used by heavy military traffic.

Figure 1. Project Vicinity Map

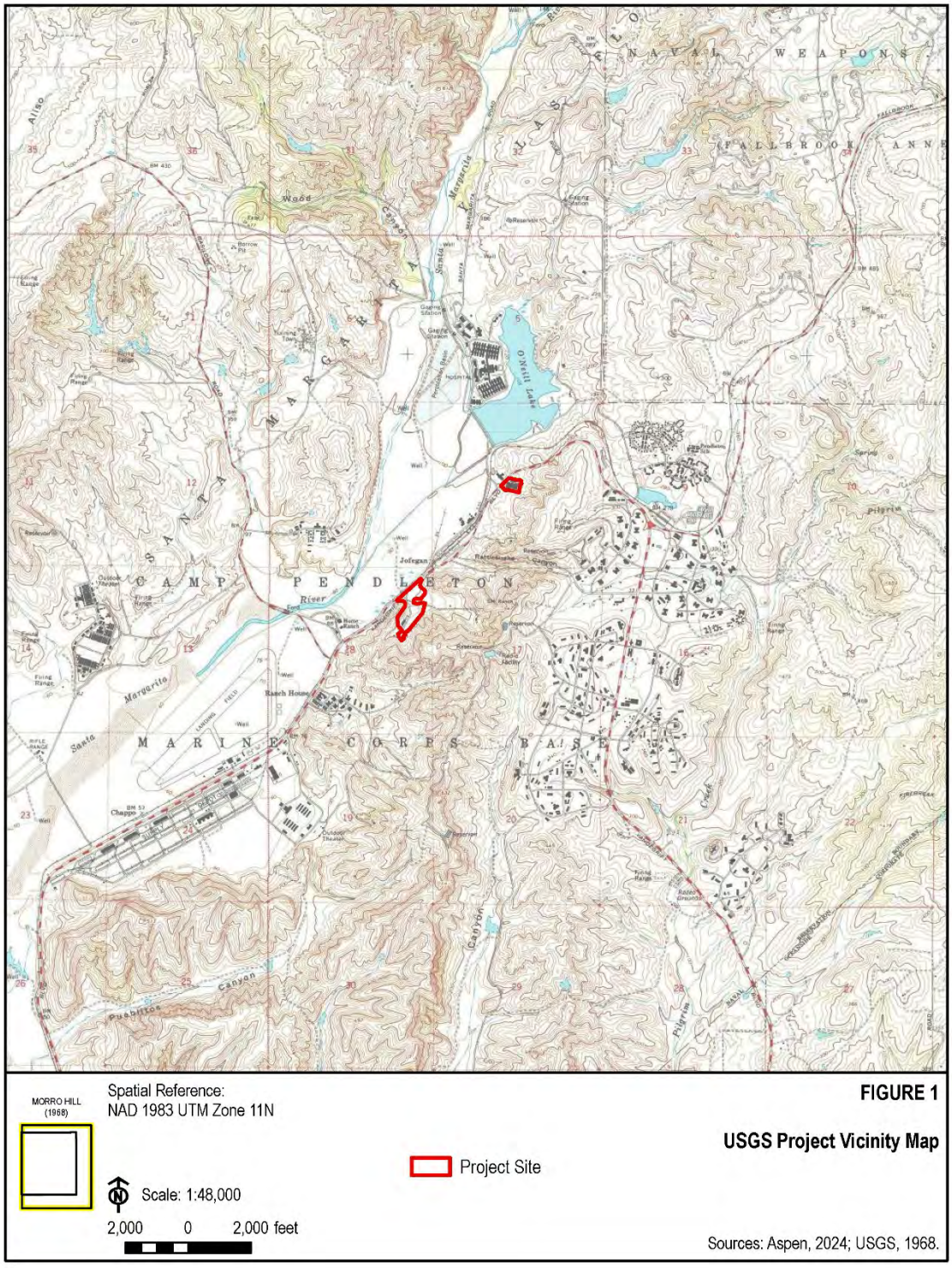


Figure 2. Project Location Map

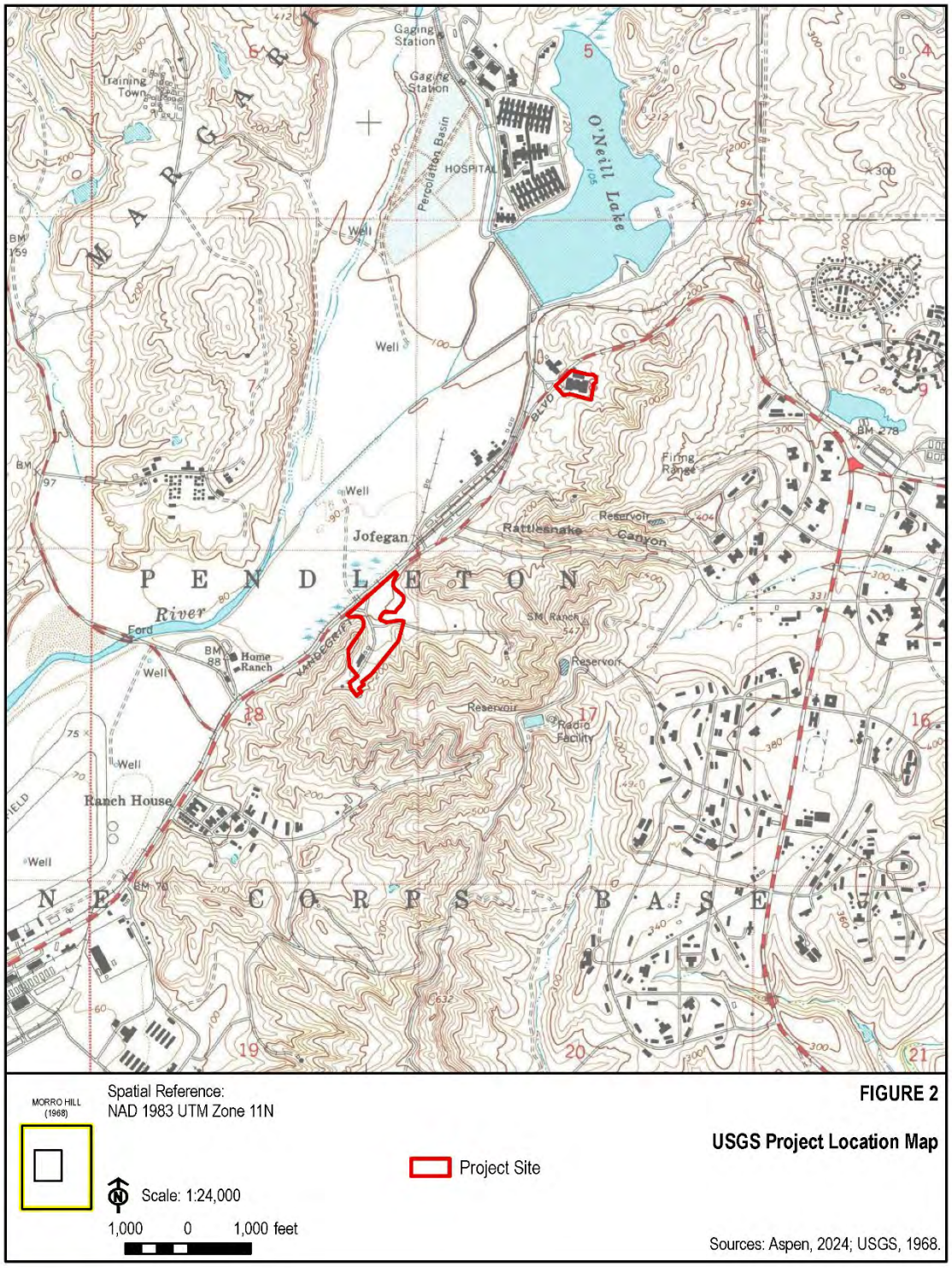
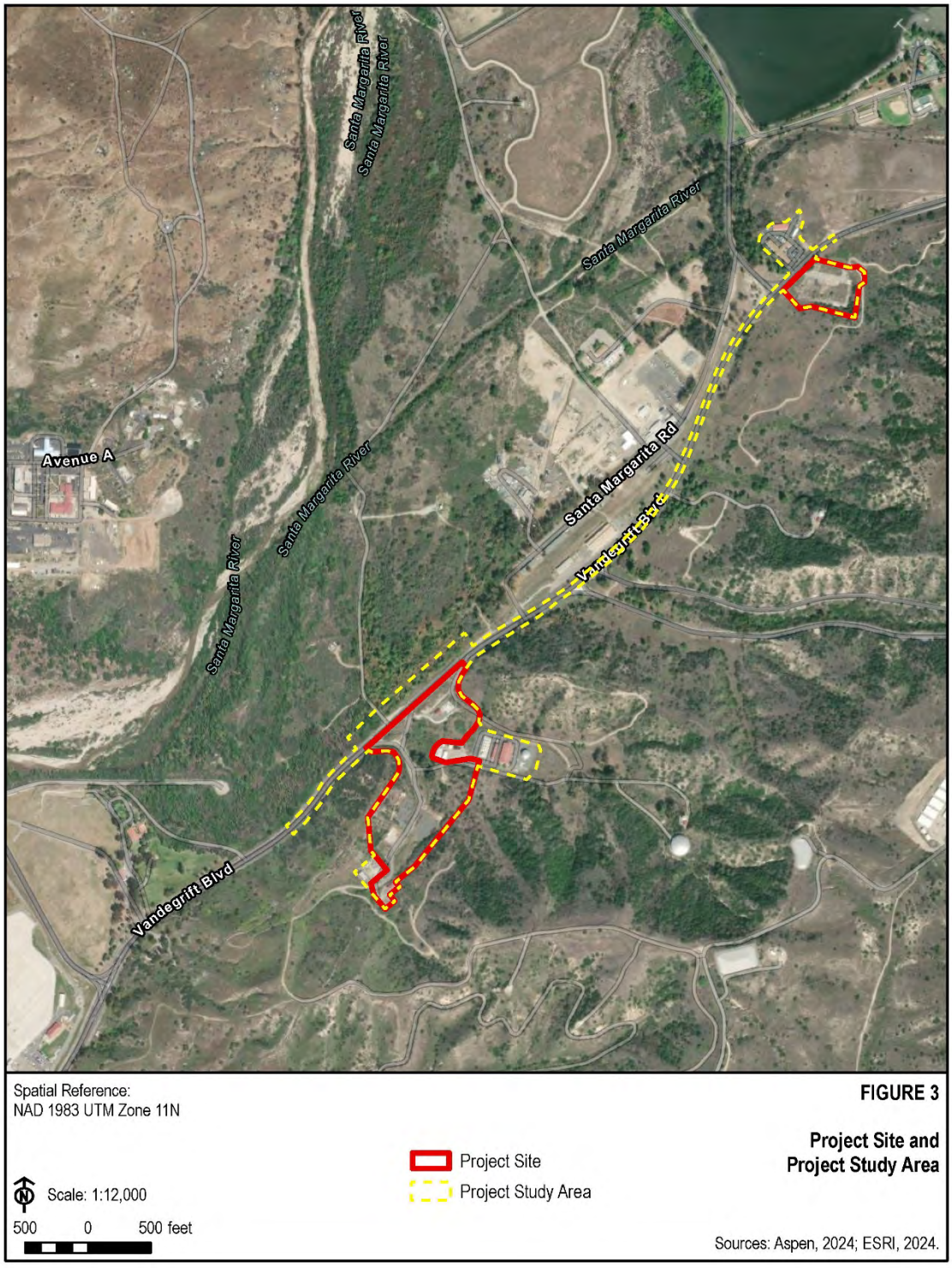


Figure 3. Project Site and Project Study Area



2. REGULATORY FRAMEWORK

2.1. State

California Environmental Quality Act (1970) (PRC Sections 21000 et seq., Section 5024, Section 5024.5; CCR Title 14, Chapter 3, Sections 15000 et seq.) establishes that historical and archaeological resources must be afforded consideration and protection by the CEQA (14 CCR Section 21083.2, 14 CCR Section 15064). CEQA Guidelines define significant cultural resources under three regulatory designations: historical resources, unique archaeological resources, and tribal cultural resources. The latter is discussed separately below (see AB 52).

A historical resource is a "resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR;" or "a resource listed in a local register of historical resources or identified as significant in a historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code;" or "any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the agency's determination is supported by substantial evidence in light of the whole record" (14 CCR Section 15064.5[a][3]).

Historical resources automatically listed in the California Register include California cultural resources listed in or formally determined eligible for the National Register and California Historical Landmarks list from No. 770 onward (PRC 5024.1[d]). Locally listed resources are entitled to a presumption of significance unless a preponderance of evidence in the record indicates otherwise.

Under CEQA, a resource is generally considered historically significant if it meets the criteria for listing in the CRHR. A resource must meet at least one of the following criteria (PRC 5024.1; 14 CCR Section 15064.5[a][3]):

1. *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. Title 14, CCR Section 4852(b)(1) adds, "is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States."*
2. *Is associated with the lives of persons important in our past. Title 14, CCR Section 4852(b)(2) adds, "is associated with the lives of persons important to local, California, or national history."*
3. *Embodies the distinctive characteristics of a type, period, region, or method of construction; or represents the work of an important creative individual; or possesses high artistic values. Title 14, CCR 4852(b)(3) allows a resource to be CRHR eligible if it represents the work of a master.*
4. *Has yielded, or may be likely to yield, information important in prehistory or history. Title 14, CCR 4852(b)(4) specifies that importance in prehistory or history can be defined at the scale of "the local area, California, or the nation."*

Historical resources must also possess integrity of location, design, setting, materials, workmanship, feeling, and association (14 CCR 4852[c]).

An archaeological artifact, object, or site can meet CEQA's definition of a unique archaeological resource even if it does not qualify as a historical resource (PRC 21083.2[g]; 14 CCR 15064.5[c][3]). An archaeological artifact, object, or site is considered a unique archaeological resource if "it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria (PRC 21083.2[g]):

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

2.2. Local

The San Diego County General Plan, Chapter 5: Conservation and Open Space Element, Cultural Resources, contains the following cultural resources Goals and Policies relevant to the proposed Project (County of San Diego 2011).

GOAL COS-7

Protection and Preservation of Archaeological Resources. Protection and preservation of the County's important archeological resources for their cultural importance to local communities, as well as their research and educational potential.

Policies

COS-7.1 Archaeological Protection. Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.

COS-7.2 Open Space Easements. Require development to avoid archeological resources whenever possible. If complete avoidance is not possible, require development to fully mitigate impacts to archaeological resources.

COS-7.3 Archaeological Collections. Require the appropriate treatment and preservation of archaeological collections in a culturally appropriate manner.

COS-7.4 Consultation with Affected Communities. Require consultation with affected communities, including local tribes to determine the appropriate treatment of cultural resources.

COS-7.5 Treatment of Human Remains. Require human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the Most Likely Descendant (MLD) and under the requirements of Federal, State and County Regulations.

GOAL COS-8

Protection and Conservation of the Historical Built Environment. Protection, conservation, use, and enjoyment of the County's important historic resources.

Policies

COS-8.1 Preservation and Adaptive Reuse. Encourage the preservation and/or adaptive reuse of historic sites, structures, and landscapes as a means of protecting important historic resources as part of the discretionary application process and encourage the preservation of historic structures identified during the ministerial application process.

COS-8.2 Education and Interpretation. Encourage and promote the development of educational and interpretive programs that focus on the rich multicultural heritage of the County of San Diego.

2.3. MCBCP Directives and Orders

MCBCP operates under various and complex Federal statues, regulations, Executive Orders, memoranda, directives, and orders applicable to the management of historic properties. These rules, regulations, and guidelines are summarized in a 2017 document prepared by ASM entitled Final Integrated Cultural Resources Management Plan Update for Marine Corps Base Camp Pendleton. This document covers both archaeological and built environment sites in detail, and also sets forth a well-defined set of Categorical Exclusions and Exempt Undertakings (ASM 2017, pages 25-28). These guidelines are geared towards federal compliance, and consultation with the California SHPO, streamlined through a Programmatic Agreement (PA), and is required for NHPA Section 106 project implementation. The MCBCP PA is designed to ensure MCBCP compliance with NEPA, ARPA, AIRFA, NAGPRA, and other federal cultural resource related laws and regulations. Importantly, the PA codifies management measures to avoid adverse effects to historic properties and protect cultural resources that have not been evaluated.

Federal guidelines are not employed herein, but several definitions contained in the 2017 report describing Categorical Exclusions and Exempt Undertakings are of interest. Specifically, that if a proposed undertaking is within an area that has been previously surveyed then no additional survey work is required if the surveyable lands may be exempted as an unscreened or screened activity.

Portions of the HERC Project Site and Project Study Area have previously been surveyed for cultural resources, but a review of MCBCP screened activities appears to indicate that none apply specifically to the Project Study Area. In conclusion, it would appear that although the present report, which is prepared in accordance with state (CEQA) and local (San Diego County General Plan) guidelines as opposed to federal guidelines, is never-the-less in general compliance with many of the underlying procedures outlined in the 2017 Cultural Resources Management Plan Update for Marine Corps Base Camp Pendleton.

Of particular interest to the Project Study Area is the section of the 2017 ASM ICRMP relating to monuments and memorials. It reads as follows:

> Monuments and memorials would only be considered cultural resources if found to be eligible for the NRHP under Criteria Consideration F, which states that a property primarily commemorative in intent can be eligible if design, age, tradition, or symbolic value has invested it with its own historical significance. Such a resource's significance comes from its value as a cultural expression at the date of its creation. Therefore, a commemorative property generally must be over 50 years old and must possess significance based on its own value, not on the value of the event or person being memorialized (NRHP 1997). Cannons, guns, airplanes, and other memorabilia that have been randomly placed around the installation are not considered to be the types of cultural resources that are the subjects of this document (ASM 2017, page 56).

Vandegrift Boulevard, which is within the Project Site and Project Study Area, was named in honor of General A. A. Vandegrift, who ultimately became the 18th Marine Corps Commandant in 1944 (The Register, August 30, 1996, page 9). In the absence of specific CEQA guidelines relating to miliary monuments and memorials, the above evaluation criteria are applied herein to Vandegrift Boulevard.

3. HISTORIC CONTEXT

Much of the following prehistoric and historic background is taken from two cultural resource documents previously prepared for MCBCP. The first is a 2017 report prepared by ASM Affiliates entitled, Final

Integrated Cultural Resources Management Plan Update for Marine Corps Base Camp Pendleton. This report contains an excellent summary of previous MCBCP prehistoric and built environment resources, as well as a summary of all findings. The second is a 2013 report prepared by ASM Affiliates entitled, Historic Context Study for Marine Corps Base Camp Pendleton, San Diego County, California. This report provides context data sufficient for making property-specific decisions regarding the CRHR eligibility of features identified during the field survey of the Project Site battery installation location, the Project Site laydown area, and the Project Study Area, and in justifying the methodology used to evaluate said features.

3.1. Prehistoric Background

Based upon a review of various recent documents prepared for MCBCP, the following terminological sequences apply, shown in calibrated years Before Present (cal B.P.): Terminal Pleistocene (13,500–11,600 cal B.P.); Paleoindian Period (11,600 cal B.P.–8500 cal B.P.); Paleoindian/Archaic Transition (8500–7500 cal B.P.); Archaic Period (7500 cal B.P.–1300–800 cal B.P.); and Late Prehistoric Period (1300–800 cal B.P.–180 cal B.P.).

3.1.1. Terminal Pleistocene (13,500–11,600 cal B.P.)

The Terminal Pleistocene Period, beginning with the first human occupation of the Western Hemisphere is, according to a widely accepted model, thought to have begun from northeastern Siberia beginning at some point between 15,000 and 12,000 cal B.P. However, at this time there is little evidence suggesting human occupation in coastal southern California prior to 15,000 cal B.P., and there are currently no sites in southern California reliably dated to much earlier than 10,000 cal B.P.

3.1.2. Paleoindian Period (11,600 cal B.P.–8500 cal B.P.)

Based on work including Malcolm Rogers, Michael Moratto, Claude Warren et al. and D. J. Meltzer, the Paleoindian Period in the region of San Diego County is considered to date, from before 10,000 cal B.P. to 8500/7500 cal B.P. It begins with Clovis occupation. Noted for its distinctive tool kit characterized by fluted points, Paleoindian assemblages in southern California, including lithic scatter sites on the San Dieguito plateau of San Diego County, were discussed by Malcolm Rogers in 1939, when he first utilized the term San Dieguito. Subsequent fieldwork was carried out on San Dieguito type sites by Claude Warren and Delbert True from 1958 until 1967. The absence of ground stone was considered by Warren as a distinction between San Dieguito and subsequent Archaic La Jolla occupations (ASM 1027, page 33). This relationship, San Dieguito and La Jolla, has been the subject of considerable debate, with the key issue being which sites are chronologically earlier. This issue has not been fully resolved among archaeologists, due to a lack of sites with surface assemblages (MCB 2008, page 2-7).

3.1.3. Paleoindian/Archaic Transition (8500–7500 cal B.P.)

Based on work including Michael Moratto, James Moriarity, Charles Bull, Dennis Gallegos, Claude Warren et al., D. J. True and Paul Bouey, and Micah Hale, the Paleoindian/Archaic Transition Period reflects attempts to define the difference between San Dieguito (Paleoindian) and La Jolla (Archaic) sites, with key issues being the presence of or lack of ground stone and whether flaked stone assemblages are truly different. A more recent model, the Milling Stone pattern, has been presented as a single widely practiced subsistence pattern with a flexible mobile/sedentary settlement strategy easily incorporating resources such as shellfish, small fish, and small game. Sites recorded in San Diego County appear to support the Milling Stone pattern with various assemblages dated between 9000 and 8000 cal B.P. (ASM 1027, pages 33-34).

3.1.4. Archaic Period (7500 cal B.P.–1300–800 cal B.P.)

Based on work by a multitude of archaeologists and ethnographers, the Archaic Period has been defined as extending from 7500 cal B.P., until 1300 to 800 cal B.P. Some divide this period into early, middle, and late periods, and differentiate between coastal and inland occupations. Archaic assemblages are often highly visible with comparatively large quantities of ground stone, flaked cobble tools and cores, and large quantities of marine shell in certain areas. Major distinctions are made between Archaic shell midden sites near the coast, and Archaic non-shell midden sites inland. Coastal Archaic sites are often referred to as La Jolla Complex, while inland are often referred to as the Pauma Complex. Following a decline in shellfish resources, populations shifted inland (ASM 1027, page 35).

As noted in the 2017 ASM report:

> The San Diego County coastline north of Mission Bay—including the MCB Camp Pendleton area—potentially reflects a major population abandonment due to a dearth of littoral resources. This new pattern of low-level exploitation of the coast, at best seasonal occupation, continued until historic contact.
>
> On MCB Camp Pendleton, the post-4000 cal B.P. time period is well represented by radiocarbon dates at sites along most major drainages and the coastline.
>
> Furthermore, recent work by York (2005) in the Santa Margarita drainage shows an interesting pattern of Archaic period occupation between 7500 and 1200 years in age. This synthetic study revealed a pattern of occupation that was more robust earlier in the Archaic (7,500-3,500 years ago) and later in the Archaic (2,000-1,300 years ago) than it was from 3,500 to 2,000 years ago (York 2005:58). A similar pattern was also recognized by Byrd and Reddy (2002) who compiled radiocarbon dates for coastal and riverine areas of MCB Camp Pendleton.
>
> The differences between occupation of MCB Camp Pendleton and areas to the south correlates with paleoenvironmental data indicating variability in the depositional history and productivity of lagoons and estuaries (Anderson 1996; Waters 1996a, 1996b; also see Byrd and Reddy 2002). As York (2005) points out, the degree of co-variation in the environmental histories of separate drainages along the San Diego County coastline and aboriginal occupation, necessitates more focused research on a regional level to better understand aboriginal land-use patterns (ASM 2017, pages 35-37).

3.1.5. Late Prehistoric Period (1300–800 cal B.P.–180 cal B.P.)

A majority of archaeologists and ethnographers agree that the Late Prehistoric Period in San Diego County begins in 1300 and 800 cal B.P. and ends with the start of the Ethnohistoric Period beginning with the arrival of Junipero Serra and the Spanish military, under the command of Gaspár de Portola in San Diego in July 1769. As noted in the 2017 ASM report with direct reference to MCBCP: "Given that two different linguistic groups–the Diegueño language of the linguistic Yuman family and the Luiseño/Juaneño dialects of the Uto-Aztecan language family–inhabited the southern and northern portions, respectively, of San Diego County during the Ethnohistoric period, it is not surprising that two Late Prehistoric period complexes are distinguished that have the same broad boundaries. In general, the Late Prehistoric period is characterized by the appearance of small pressure flaked projectile points indicative of bow and arrow technology, the appearance of ceramics, the replacement of flexed inhumations with cremations, and an emphasis on inland plant food collection and processing, such as acorns" (ASM 2017, page 39). Scholars have defined and redefined Late Prehistoric materials in San Diego County into a variety of phases and/or complexes including but not limited to the San Luis Rey Complex in the north, the Cuyamaca Complex in

the south. In the north, D. L. True et al., have created the San Luis Rey I and San Luis Rey II (ASM 2017, page 40).

3.2. Ethnography

As noted in the 2017 ASM Report, Stephen Powers conducted ethnographic work in California in the early 1870s. At the turn-of-the century, Albert Kroeber and others began a decades-long systematic study of California tribal ethnographies, utilizing informants relating life before European contact (ASM 2017, page 42).

MCBCP is a large region originally occupied at contact by Native American Uto-Aztecan Takic Speakers. These two Takic dialects are associated today with the Juaneño and Luiseño tribal nations, and these two tribal nations have traditionally inhabited areas including today's northern San Diego, southern Orange, and southwestern Riverside counties from pre-contact times to the present. The Juaneño and Luiseño are related to the Gabrielino, Cupeño, and Cahuilla, both linguistically and culturally as representative descendants of local Late-Prehistoric populations. It is believed these Takic speakers migrated from the Mojave Desert, possibly displacing the previous inhabitants, perhaps the prehistoric ancestors of the Yuman speaking Kumeyaay (Ipai-Tipai), who lived south of the Takic speaking Juaneño and Luiseño during Ethnohistoric times (ASM 2017, page 44).

3.3. Historic Background

Based upon a review of various recent documents prepared for MCBCP, the following apply: Spanish Period (1769-1821), Mexican Period (1821-1848), and American Period prior to the establishment of MCBCP (1848-1942). Finally, the history of MCBCP has been described as having six general periods of development: World War II (1942-1945), post-World War II (1946-1949), Korean War (1950-1953), post-Korean War (1954-1962), the Vietnam era (1963-1975), and the end of the Cold War (1976-1989).

The following relevant issues and events apply to our overall understanding of historic cultural resources at MCBCP (ASM 2013; page 7).

- The efforts of Spanish colonial mission institutions to extend control over Native inhabitants to develop an economic base for the missions;
- Early ranching and farming enterprises in the region;
- Luiseño and Juaneño Natives efforts to cope with the Spanish intrusion;
- The transformation of a mission property into the largest Mexican-period rancho in California;
- The struggle for political and military control between U.S. and Mexico;
- The legal and economic battle for control of rancho lands following the American conquest of California, highlighting declining Californio culture;
- The continuity and change of California's ranching tradition and agricultural development in California;
- The development of transportation corridors along the California coast and inland.

3.3.1. Spanish Period: Exploration and Missions (1769 to 1821)

In 1542, Spanish exploration of the California coast began with the expedition of Juan Rodríguez Cabrillo. Various early Spanish and other European voyages of exploration and terrestrial expeditions followed, and these made initial contact with local Native Californians. Spanish colonization did not fully commence, however, until the expeditions of the Franciscan administrator Junipero Serra and the Spanish military, under the command of Gaspár de Portola (Chartkoff and Chartkoff 1984; Laylander 2000), arrived in San Diego in July 1769, and a presidio and mission in San Diego were established. A second mission was established in Monterey in 1770. The proximity of Native inhabitants was a crucial factor in locating all mission sites, offering opportunities for conversion and for labor.

The first Spaniards known to have entered the MCBCP region were a part of the expedition led by Portolá in 1769, with a second early expedition led by Anza in 1776. A diary kept on the Portolá expedition notes the proximity of the Luiseño *rancherias* to water. Miguel Costansó writes that a watering-place [presumed to be the Santa Margarita River] was ample and fresh, it stood in several pools, and that they were welcomed by "the natives" of near-by villages (ASM 2013, page 14). MCBCP is, in fact, located on the traditional homelands of the Native people groups given the names "Luiseño" and "Juaneño" by Spanish missionaries. The Luiseño and Juaneño occupied villages called rancherias, most frequently located adjacent to rivers and streams. The territory surrounding each rancheria was used to support hunter-gatherer subsistence practices (ASM 2013, page 10).

Key events during the Spanish Period on lands on or in the vicinity of MCBCP are summarized as follows:

- 1769: July 20–22, 1769: Portolá Expedition.
- 1776: November 1, 1776: Mission San Juan Capistrano founded.
- 1795: The MCBCP region was briefly considered as the site of a mission but was rejected after an inspection tour of Santa Margarita and Las Flores in August of 1795 reported a lack of reliable sources of water, and a lack of firewood.
- 1798: San Luis Rey Mission is founded on June 13, 1798.

The mission system relied heavily on ranching or the raising of livestock, and agriculture. During the Spanish Period these activities were carried out by both Mission San Juan Capistrano and Mission San Luis Rey, on lands currently under the control of Camp Pendleton, although the extent and exact nature of each is difficult to establish (ASM 2013, page 16).

During the Spanish Period, two early roadway alignments crossed property currently a part of MCBCP. An inland route was established following the 1769-1770 Portolá expeditions and a coastal route was developed between 1776 and 1823. The alignment of each of the routes was continually changing due to flooding, washouts, and changing transportation technologies. The coastal route, later known as El Camino Real or the "King's Highway," connected various components of the mission system. In the vicinity of today's MCBCP portions of this historic alignment would later become an automobile road, initially Route 2 and then Route 101, and finally a component of the Interstate 5 Freeway.

3.3.2. Mexican Period (1821 to 1848)

The year 1821 marks the beginning of the Mexican Period and is concurrent with Mexico's independence from Spain. Mexico became California's new ruling government, and at first little changed for California Native Americans. The Franciscan missions continued to utilize the unpaid labor the Native American's

provided, despite the Mexican Republic's 1824 Constitution that declared Native American's to be Mexican citizens. This monopoly of Native American labor by a system that accounted for nearly one-sixth of the land in the state, angered the newly granted land-holding colonial citizens (Castillo 1998).

Agriculture and livestock ranching in the vicinity of MCBCP during the Mexican Period was primarily confined to areas surrounding the mission ranchos at Santa Margarita and Las Flores. Harvests were compromised by requirements to supply the military garrison at San Diego, and by dry conditions beginning in 1820.

The already compromised economic dominance of the missions was crippled by the passage of the Secularization Act in 1833, whereby the Mexican government began secularization of the missions and promoting settlement of Alta California through the issuance of land grants and liberal colonization laws, quickly changing land ownership patterns across California. During the Mexican Period, vast tracts of land were granted to individuals, including former Mission lands which had reverted to public domain, and vast acreages of other lands. Each grant usually contained both valley and uplands acreage as well as access to a water supply and, if possible, access to the Pacific Ocean.

Key events during the Mexican Period on lands on or in the vicinity of MCBCP are summarized as follows (ASM 2017, page 40; AECOM 2013, page 13):

- 1823: Las Flores Estancia founded.
- 1827: The first permanent structure on MCBCP property, a small adobe at what is now the Santa Margarita Ranch House, is described in an 1827 mission report.
- 1833: Mexican Secularization Act, August 17, 1833.
- 1833-1834 (Circa): Las Flores Pueblo granted.
- 1838: "Battle" of Las Flores, April 21–23, 1838.
- 1841: Rancho Santa Margarita granted, May 10, 1841.
- 1844: Las Flores Pueblo purchased by Pico, October 8, 1844, and Rancho Santa Margarita y Las Flores confirmed to Pio Pico in 1844. Pico makes a number of improvements at what is now called the Ranch House complex (CA-SDI-10,156/12,599/H), as the focal point of a viable livestock ranch.

During the Mexican Period development of land in the immediate vicinity of the Project Site and Project Study Area, as depicted on historic maps, includes but is not limited to the following:

- 1840 (Circa): Diseño of Rancho de San Onofrio. (Historic Image #1: Attachment C-6).
    - The overall map, likely prepared in the early 1840's, depicts Rancho de San Onofrio as granted to Pio Pico in 1836. Pico would later consolidate his interests in the region through receipt of the Rancho Santa Margarita y Las Flores grant in 1844. In the vicinity of the Project Site, this map depicts the Santa Margarita River, a house (Margarita), a "puebla," and a route between San Onofrio and Santa Margarita. The Camino Real is depicted to the west of the Project Site.
- 1844 (Circa): Taken from 1855: No. 700-1 Pio Pico et al, Diseño Del Rancho de Sta. Margarita. (Historic Image #2: Attachment C-6).

- The overall map depicts the entirety of Rancho Santa Margarita y Las Flores as confirmed to Pio Pico in 1844, along with various topographical features, roads, trails, rivers, streams, and valleys. Locations are approximate. In the general vicinity of the HERC Project Site and Project Study Area, the Santa Margarita valley and river are depicted, along with several trails. To the south of the Santa Margarita River flow line, what appears to be an agricultural field, a fenced area, a circular corral, and a house location along with a trail identified as the "Camino de San Luis" are depicted. In addition, a "pueblita" is depicted to the south and west of the house and agricultural field, and a "Laguna" is depicted to the north and east.

War between the United States and Mexico broke out in 1846, with American forces subsequently gaining control of Mexican strongholds at Monterey and Los Angeles. Mexico surrendered, the Treaty of Guadalupe Hidalgo was signed in 1848, with Mexico ceding control of California and other areas to the United States. The United States effectively assumed control of California, thus beginning the American Period. The Gold Rush of 1849 caused a population boom throughout California. The Golden State established statehood in 1850 and the 27 original counties (Van Bueren 2017: 9).

3.3.3. American Period Before MCBCP (1848 to 1942)

In February 1848, California became a U.S. holding with the signing of the Treaty of Guadalupe Hidalgo. This treaty ended the Mexican American War and ceded much of the southwest (California, Nevada, Utah, and portions of Arizona, New Mexico, Colorado, and Wyoming) to the United States. California became a state in 1850 and San Diego County was one of the original 27 counties of California.

Already, a veritable horde of gold-seekers were heading to California in late-1848 following the discovery of gold at Sutter's Mill in Sacramento. In general, settlers began arriving in the San Diego area in increasing numbers in the late-1860s, followed by completion of various railroads in the early to mid-1880s and an associated real estate boom, expanding an already healthy agricultural economy until the turn-of-the-century.

The early twentieth century brought change to San Diego. The military, including the U.S. Army and U.S. Navy, expanded their influence, supporting the regional economy through the effects of the Great Depression. The role of the automobile expanded, and agriculture continued as a vibrant economy. Early rancho properties were repeatedly sold and subdivided as California's population increased. These general trends were felt across San Diego County, and "Rancho Santa Margarita y Las Flores participated in these trends with a continued reliance on ranching. The establishment of Forster City and the beginning of irrigated agricultural areas aligned with the county-wide effort for town development. Unlike other parts of the county, the large rancho was not carved into parcels, and ranching continued to dictate how the land was used until the military purchased the property" (ASM 2017, page 28).

The history of the American Period across regional San Diego County is too complex and diverse to summarize here, so only those portions of that history impacting the region encompassing MCBCP are briefly highlighted below.

Key developments on Rancho Santa Margarita y Las Flores property during the American Period, encompassing today's Camp Pendleton, include the following (ASM 2017, pages 40-53; AECOM 2013, pages 13-52):

- 1849: Pio Pico moves off Rancho Santa Margarita y Las Flores, a profitable cattle ranch, to Los Coyotes Rancho in Los Angeles. He cedes control of the ranch to his brother Andres, who

immediately leaves for the gold fields, leaving management of the ranch to Pio Pico's older brother, Jose Antonio.

- 1864: By 1862, the Pico fortune had fallen into disrepair, and the family had sold part of the rancho to their brother-in-law, Juan Forster, to avoid losing it to creditors. Juan Forster receives rancho title, February 25, 1864.
- 1872-1873: Pico vs. Forster claims case. After an extended legal battle Don Juan Forster obtains title to the entire Rancho Santa Margarita y Las Flores. He makes a number of improvements.
- 1882: Forster dies in 1882, and the Forster family sells the rancho to James Flood and Richard O'Neill, February 22, 1882. Prior to his death, Forster grants right-of-way to the California Southern Railway in exchange for sidings built on the rancho to ship cattle. California Southern railroad stations and sidings across MCBCP in 1883 included San Luis Rey, Ysidora, and DeLuz. By 1889, the ranch house was also a stop on the Fallbrook Junction line.
- 1901: O'Neill was given one-half of the ranch by Flood's heirs, and he holds the property until it was acquired by the U.S. Marine Corps in 1942.
- 1848-1941: During the American Period, the Santa Margarita Ranch House is home to many notables including Pio Pico, the last governor of California during the Mexican Period, Don Juan Forster, various members of the O'Neill family, various members of the Flood family, and various members of the Baumgartner family (ASM 2017, page 76).
- 1941: The Marine Corps, in concert with other branches of the military, selects the future site of MCBCP and begins purchase of the property.

3.3.4. MCBCP (1942 to Present)

MCBCP was established in 1942. Six major periods of construction have been identified as a thematic context. This includes World War II (1942-1945), post-World War II (1946-1949), Korean War (1950-1953), post-Korean War (1954-1962), the Vietnam era (1963-1975), and the end of the Cold War (1976-1989). These periods of development were developed by JRP Historical Consulting Services to establish a context for the identification and evaluation of buildings and structures at Camp Pendleton (AECOM 2013, page 13).

The December 7, 1941, the attack on Pearl Harbor created an immediate need for a West Coast training center. The site for what would become Camp Joseph H. Pendleton, the massive Rancho Santa Margarita y Las Flores, was selected for its varied and undeveloped inland terrain and miles of oceanfront ideal for amphibious exercises. "It was the government's goal to have the new Marine Corps training facility near Oceanside ready for occupancy and exercises in six months. J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco oversaw construction projects, while Hunt, Chambers, and Ellingwood served as the base's original Architects. The original Bureau of Yards and Docks contract anticipated construction of 518 buildings, and the labor force had to work at a breakneck pace to transform the rugged rancho lands into a staging and training area for the influx of Marine recruits and draftees. More than anything, the urgent need for war support facilities dictated the construction of so many temporary buildings and structures. In 1946, after the end of WWII, General A. A. Vandegrift, Commandant of the USMC, ordered that Camp Pendleton remain the center of all USMC activities on the West Coast" (ASM 2017, page 49).

From 1942 to the present, MCBCP has responded to ever-changing military needs and technologies. New MCBCP facilities have been built and existing facilities ae constantly upgraded.

3.3.5. Historic Buildings and Structures Context

An excellent summary of buildings and structures surveys across MCBCP is found in the 2017 ASM, Final Integrated Cultural Resources Management Plan Update for Marine Corps Base Camp Pendleton (ASM 2027, pages 53-57). Findings presented in this report are selectively quoted as follows.

> All built-environment resources constructed between 1942 and 1969 have been documented and evaluated under NRHP Criteria A, B, C, and D. All built-environment resources constructed after 1969 have been documented and evaluated under Criteria Consideration G, which requires a higher threshold of "exceptional significance." Pre-military era historic built environment resources on MCB Camp Pendleton include the Santa Margarita Ranch House complex (construction periods from 1827-1882, 1883-1915, 1916-1941, and 1942-present), which was originally listed on the NRHP in 1971 including three adobe buildings within a 10-acre parcel in the central portion of MCB Camp Pendleton in the 24 Area (NRHP Listing No. 71000180). The Santa Margarita Ranch House complex nomination form was updated in 1994 and expanded to include 21 acres of land around the Santa Margarita Ranch House (Building 24154), the Chapel (Building 24150), the bunkhouse (Building 24152), an adobe outhouse (converted to laundry room; Building 24153), the flagpole (Building 24155) and the entry gate (JRP 1994). The property includes a designed historic landscape which was designed and implemented in the 1940s as an example of early preservation and conservation efforts for the complex. The 1994 updated nomination form includes the archaeological deposit, CA-SDI-12599/10156. Although the California SHPO has concurred on the expanded boundary and eligibility criteria (Criteria A, B, C, and D) for this property, the updated nomination form has not been submitted to NPS for additional criteria and increased property boundary to expand the listing to the National level of significance and for designation as a National Historic Landmark. It was previously used as the residence of the MCB Camp Pendleton Commanding General.
>
> In 2000, JRP Historical Consulting was contracted by MCB Camp Pendleton to evaluate all military-era historic built environment resources. As such, a base-wide survey was completed of 3,572 buildings and structures constructed from the beginning of MCB Camp Pendleton in 1942 to the end of the Cold War in 1989. The built environment resources were categorized according to the historic time periods with which they were associated. These included WWII temporary construction (1942-1945), post-WWII refurbishing of old buildings (1946-1949), Korean War and base population boom (1950-1953), replacement of temporary construction with permanent construction (1954-1962), base population growth during the activation of the 5th Marine Division to Vietnam (1963-1975), and Modernization/End of Cold War (1976-1989). Particular attention was paid to WWII and early Cold War resources.
>
> To document the 3,572 resources, 460 DPR 523 forms were completed—226 buildings were inventoried on an individual basis, and the remaining 234 forms included buildings that were grouped together on a single form by similar function, including chlorination/water treatment buildings, water system buildings, combat towns, ranges, rappelling towers, and recreational facilities. It was noted that 298 buildings and structures were from the WWII era. Additionally, 305 resources were constructed at an "unknown" date; 106 buildings or structures could not be located within Camp Pendleton and were therefore not inventoried and believed to have been demolished.

JRP recommended six resources as eligible for listing on the NRHP. These buildings include:

- Building 1133 (1st Division Headquarters Building)
- Building 1261 (Administration Building)
- Building 1645 (Storage Building)
- Building 1657 (Hobby and Crafts Center)
- Building 1671 (Administration Building)
- Building 51811 (The Beach Club)

Of the six buildings recommended NRHP-eligible, SHPO concurred with two: Buildings 1133 and 51811. Concurrence is undetermined or has not yet been sought for the remaining buildings.

The remaining majority of buildings either lost integrity and were therefore not considered NRHP-eligible or were not 50 years old in 2000 and were not recommended eligible for the NRHP under Criterion Consideration G for exceptional significance. A survey and evaluation project to evaluate buildings that have turned 50 years old since 2000 without the application of Criterion Consideration G was begun in 2014 and is now complete (HDR 2016).

Historic Landscapes

No historic landscape studies have been completed for MCB Camp Pendleton. However, the designed historic landscapes associated with the Santa Margarita Ranch House and Las Flores Adobe are considered contributing resources to those properties.

In summary, a well-developed architectural and historical context has been previously prepared and implemented at Camp Pendleton. The basic guidelines utilized during previous MCBCP surveys were employed during the survey and evaluation of cultural resources within the Project Site and Project Study Area.

4. BACKGROUND RESEARCH: METHODS AND RESULTS

4.1. Methods

Various regional histories and reference studies covering territory currently encompassed by MCBCP begin in the early Twentieth Century. The first professional archaeological survey was prepared in 1964 for the DeLuz flood control basin by Benjamin E. McCown. Formal inventories in accordance with the National Historic Preservation Act (NHPA) begin on MCBCP in 1966. As of September 2017, a total of 548 archaeological investigations had been completed across MCBCP, resulting in the survey of an estimated 89 percent of the land comprising MCBCP (ASM 2017, page 50).

Aspen requested a record search through the South Coastal Information Center (SCIC), located at San Diego State University, consisting of a search of the Project Site and a one-mile record search buffer defined by the SCIC as the Search Radius. On August 21, 2023, Aspen received the results of the records search (Attachment C-1). Additionally, Aspen consulted historic photos, topographic maps, tract maps, as

well as federal, state, and local registers for listed cultural resources within or surrounding the Project Site.

4.2. Results

The records search identified 104 previous studies within one mile of the Project Site. Details of these studies can be found in Table 1 below. Thirty-one of these studies encompass the Project Site and these studies are highlighted in bold in the below table.

Table 1. Previous Cultural Resource Studies Conducted within One mile of the Project Site

Report #	Authors	Year	Report Title	Company
SD-00537	Cupples, Sue Ann	1977	An Archaeological Survey Report for a Proposed Truck Escape Ramp 11-IMP-8 pm R3.83/4.18 11359-131111	Sue Ann Cupples
SD-00660	**Ezell, Paul, Joseph G. Theskin, Cynthia Draper, and Stephen R. Van Wormer**	**1980**	**The 1978 Archaeological Survey Camp Pendleton**	**San Diego State University**
SD-01546	Tartaglia, Louis James	1984	Cultural Resource Survey Marine Corps Air Facility Camp Pendleton	Louis James Tartaglia Archaeological Consultant
SD-01800	**Welch, Patrick H.A.**	**1975**	**An Archaeological Survey of the Santa Margarita River Valley and Adjacent Areas, Camp Pendleton San Diego County, California**	**San Diego State University**
SD-01997	Murray, John	1981	An Archaeological Survey of an Inland Portion of Joseph H. Pendleton Marine Corps Base, San Diego County, California	California State University, Long Beach
SD-02254	Schaefer, Jerry	1991	Archaeological Testing and Evaluation of Subsurface Deposits at the Rancho Santa Margarita Chapel, Camp Pendleton, California.	Brian F. Mooney and Associates
SD-02947	Shaefer, Jerry and Stephen Van Wormer	1993	Archaeological Investigations at the Rancho Santa Margarita Chapel, Camp Pendleton, California	Brian F. Mooney and Associates
SD-03319	Phillips, Roxanna, Adella B. Schroth, and Dennis Gallegos	1997	Historical/ Archaeological Eligibility Determination for the Atchison, Topeka and Santa Fe's Transcontinental Railroad Route Within Camp Pendleton, San Diego, California	Gallegos and Associates
SD-03460	Strudwick, Ivan	1996	Results of Archaeological Significance Testing at Site CA-SDI-10156/12599H, MCAS Camp Pendleton, San Diego County, California	LSA Associates
SD-03629	York, Andrew L.	1999	Cultural Resources Phase I Survey Report for Northern Power Distribution System Transmission Line Project (P046) Marine Corps Base, Camp Pendleton, California	United States Marine Corps
SD-03655	Strudwick, Ivan and Steve Conkling	1994	Cultural Resources Testing Plan for Sites Ca-SDI-10156 (SDM-W-3553), SDI-10157 (W-3555) and SDI-I-91 (W-3554), MCAS Camp Pendleton, San Diego County, California	Marine Corps Air Station

Report #	Authors	Year	Report Title	Company
SD-03666	**Wahoff, Tanya and Rebecca McCorkle-Apple**	**1997**	**Cultural Resources Phase I Survey Report for Conforming Storage Facility (Hazardous Materials/ Waste at Marine Corps Base, Camp Pendleton, California**	**U.S. Department of the Navy**
SD-03668	Self, William	1999	Cultural Resources Assessment SFPP Camp Pendleton Pipeline Project, San Diego County, California	Dave Cornman
SD-03813	Pigniolo, Andrew R., Delman L. James, and Steven H. Briggs	1999	Archaeological Construction Monitoring, Evaluation, and Data Recovery Military Construction Projects Marine Corps Air Station, Camp Pendleton San Diego County, California	James and Brigg's Archaeological Services
SD-04231	Ainsworth, Peter	1974	An Archaeological Survey of TPM 10167 and TPM 10716	Office of Environmental Management
SD-04566	Strudwick, Ivan	1995	Final Report Results of Archaeological Significance Testing at Sites CA-SDI-10156, CA-SDI-10157 and CA-SDI-I-91 MCAS Camp Pendleton, San Diego County, California	LSA Associate, Inc.
SD-04567	Strudwick, Ivan	1995	Cultural Resource Testing Plan For SDI-10156 & SDI-12599 Camp Pendleton, San Diego County, California	LSA Associates
SD-06104	**Gallegos and Associates.**	**1995**	**The Milcon Project P010 Historical/ Archaeological Test Plan for Sites Within the Santa Margarita Flood Control Project**	**Gallegos and Associates**
SD-06246	Wahoff, Tanya and James H. Cleland	1997	Draft Cultural Resources Phase I Survey Report for the Fire Training Burn Pits at Marine Corps Base, Camp Pendleton, California	KEA Env., Inc.
SD-06901	Armas, Lupe E.	1996	Camp Pendleton-Milcon Project P-659	Lupe E. Armas
SD-06902	Widell, Cherilyn	1997	Conforming Storage Facility Construction Fiscal Year 2000, Camp Pendleton San Diego County	Cherilyn Widell
SD-06907	Berryman, Stanley	1998	New Housing Wine Mountain Site at Camp Pendleton, San Diego County	Stanley Berryman
SD-07316	York, Andrew and John Brogan	2000	Draft Report Archaeological Investigation in Support of Flood Repair Projects Marine Corps Air Station, Camp Pendleton.	Andrew York
SD-07317	Pigniolio, Andrew	1999	Archaeological Construction Monitoring, Evaluation, and Data Recovery Military Construction Projects	James and Brigg's Archaeological Services
SD-07391	Reddy, Seetha	2000	Archaeological Survey of Mike and November Training Areas on Camp Pendleton Marine Corps Base, San Diego County	ASM

Report #	Authors	Year	Report Title	Company
SD-08246	**Cheever, Dayle and Russel O. Collett**	**2002**	**Results of a Phase I Survey of Nine Cantonment Areas, USMCB Camp Pendleton, Oceanside, CA (Task Order No. 0008, Contract No. N68711-98-D-5763**	**RECON**
SD-09017	Wahoff, Tanya and Andrew L. York	2003	Construction Monitoring Program In Support of Flood Repair Projects Marine Corps Air Station Camp Pendleton San Diego County, California	EDAW, INC.
SD-09730	Glenn, Brian F.	2005	Construction Monitoring Report for MILCO P-068 Iron/Manganese phase II raw water collection line, Marine Corps Base Pendleton, California	Glenn, Brian F
SD-10183	Becker, Mark S. and Micah J Hale	2006	From the coast to the Inland: Prehistoric Settlement Systems Along the Las Pulgas Corridor, Camp Pendleton, California Volume I and II	ASM Affiliates
SD-10496	**U.S. Department of the Navy**	**2006**	**Final Results of the Condition Assessment, Site Monitoring, and Effects Treatment Program**	**N/A**
SD-11272	Various	N/A	Santa Margarita Ranch House	N/A
SD-11460	**Reddy, Seetha N.**	**2007**	**A Programmatic Approach for National Register Eligibility Determinations of Prehistoric Sites Within the Southern Coast Archaeological Region, California**	**Statistical Research, Inc.**
SD-11836	**Hale, Micah J. and Mark S. Becker**	**2007**	**An Archaeological Survey of Selected Areas for the Repair of 24 Access Roads to Training Ranges, Marine corps base, Camp Pendleton, San Diego County, California**	**ASM Affiliates**
SD-11973	**Berryman, Stanley**	**2008**	**Replace Existing Steel and Poly-Vinyl Chloride (PVC) Gas Lines with High Density Polyethylene (HDPE) Gas Lines in Various Areas of MCB Camp Pendleton**	**Marine Corps Base Camp Pendleton**
SD-12586	Bonner, Wayne, Marnie Aislin-Kay, and Kathleen Crawford	2009	Cultural Resource Records Search and Site Visit Results for AT&T Mobility, LLC Candidate SNDGCA0787 (Airstation Overlook), Vandegrift Boulevard and Powder Avenue, Camp Pendleton, San Diego County, California	Michael Brandman Associates
SD-12590	Bonner, Wayne, Marnie Aislin-Kay, and Kathleen Crawford	2009	Cultural Resource Records Search and Site Visit Results for Crickey Communications Facility Candidate SAN-169A (Rattlesnake Canyon), 2611 Vandegrift Boulevard, Camp Pendleton, San Diego County, California	Michael Brandman Associates
SD-12896	United States Marine Corps	2004	Install Security Fence, 25 Area	United States Marine Corps
SD-13231	United States Marine Corps	2011	Section 106 Consultation for Construction of Bachelors Enlisted Quarters, 24 Area, Camp Pendleton	United States Marine Corps

Report #	Authors	Year	Report Title	Company
SD-13265	**York, Andrew L.**	**2009**	**Cultural Resources Inventories in Support of the Environmental Impact Statement for Basewide Infrastructure Improvements, Marine Corps Base Camp Pendleton**	**AECOM, Inc.**
SD-13403	Tennesen, Kristin	2011	ETS #22023, Cultural Resources Survey for the Erosion Repair, TT10301, Z123360, Camp Pendleton Project, San Diego County, California (HDR #174728)	HDR, Inc.
SD-13496	**Byrd, Brian F. and Nathan Stevens**	**2011**	**Historic Properties Treatment Plan for the Initial Phase of Construction of the P-1093 and P-1094 Communications and Electrical Upgrade Projects, Marine Corps Base Camp Pendleton, Sand Diego Count, California**	**Far Western Anthropological Research Group, Inc.**
SD-13512	York, Andrew L.	2011	Supplemental Cultural Resources Survey for MILCON P-1094, Basewide Utility Infrastructure, Marine Corps Base Camp Pendleton	AECOM
SD-13514	United States Marine Corps	2012	Section 106 consultation for Replacing 5 Inch Natural Gas PVC Pipe with HDPE 13 Area to 27 Area	US Marine Corps
SD-13518	United States Marine Corps	2011	Section 106 Consultation for Replacement Warehouse (P-1037), 22 Area, Santa Margarita Watershed, Camp Pendleton	US Marine Corps
SD-13568	Whitaker, James E.	2010	ETS #20811, Cultural Resources Survey for the Pole Replacements P28495, P28496, P29152, P28611 CPEN Project, Marine Corps Base Camp Pendleton, San Diego County, California	HDR
SD-13583	Tennesen, Kristin	2012	ETS #21317, Cultural Resources Survey for the Pole Replacements Z123368 Project, Marine Corps Base Camp Pendleton, San Diego County, California	HDR
SD-13587	Morgan, Nichole B.	2011	ETS #21273, Cultural Resources Survey for the Transmission Pole Replacements Z564953 and Z29206 Project, Marine Corps Base Camp Pendleton, San Diego County, California	HDR
SD-13623	Whitaker, James E	2011	Addendum to ETS #21192, Cultural Resources Survey for the Pole Replacement, Z28615 Project, Marine Corps Base Camp Pendleton, San Diego County, California	HDR
SD-13669	United States Marine Corps	2010	Section 106 Consultation of Two Air Traffic Control Transmitter and Receiver Sites, Area 32, Camp Pendleton	United States Marine Corps
SD-13832	United States Marine Corps	2012	Section 106 Consultation for Project Amendment to Gas Pipe Replacement, 13 Area to 27 Area, Camp Pendleton	United States Marine Corps
SD-13870	United States Marine Corps	2012	Section 106 Consultation for Boiler Retrofits in 15 Buildings, Camp Pendleton	United States Marine Corps

Report #	Authors	Year	Report Title	Company
SD-14058	**Stringer-Bowsher, Sara and Dan Kelloren**	**2013**	**Historic Context Study for Marine Corps Base Camp Pendleton San Diego County, California**	**ASM Affiliates, Inc.**
SD-14059	**Daniel, James T., Megan Black, Tony Quach, and Mark S. Becker**	**2011**	**Final Results of the Condition Assessment, Site Monitoring, and Effects Treatment Plan (CASMET) Marine Corps Base Camp Pendleton, San Diego County, California**	**ASM Affiliates, Inc.**
SD-14096	**Becker, Mark S., Dave Iversen, Sarah Stringer-Bowsher, and Michelle Dalope**	**2012**	**Final Archaeological Survey for the Santa Margarita River Conjunctive Use Project, Marine Corps Base Camp Pendleton San Diego County, California**	**ASM Affiliates, Inc.**
SD-14100	**United States Marine Corps**	**2009**	**Draft Final Environmental Assessment Advanced Water Treatment Facility/Utility Corridor Project (P-113) at Marine Corps Base Camp Pendleton San Diego County, California**	**United States Marine Corps**
SD-14214	**Berg, John and Brian F. Byrd**	**2013**	**2012 Condition Assessment, Site Monitoring, and Effects Treatment (CASMET) Study, MCB Camp Pendleton, San Diego County, California**	**Far Western Anthropological Research Group, Inc.**
SD-14455	Page, Danielle M.	2013	Section 106 Consultation for Installation of Window Film in 33 Facilities, Camp Pendleton	United States Marine Corps
SD-14479	Page, Danielle M.	2013	Section 106 Consultation for Replacement of Water Valve and Pipe Inspection, Santa Margarita Ranch House, Camp Pendleton	United States Marine Corps
SD-14556	Page, Danielle M.	2013	Renew-Repair Portable Water Storage Tank Building 25191, Marine Corps Base Camp Pendleton	United States Marine Corps
SD-14709	**Tennesen, Kristin**	**2014**	**Cultural Resources Inventory and Survey of the SDG&E Access Road Grading Project Marine Corps Base Camp Pendleton San Diego County, California**	**HDR, Inc.**
SD-14715	**Byrd, Brian F., John Berg, Michael Darcangelo, Hannah Sistruck, Rebecca Kellawan, and Adrian Whitaker**	**2014**	**Cultural Resources Data Recovery Investigations for the P-1048 Electrical Distribution Project, Marine Corps Base Camp Pendleton, San Diego County, California**	**Far Western Anthropological Research Group, Inc.**
SD-14847	York, Andrew L.	2012	Historic Properties Treatment Plan for Modifications to Taps 12 in Support of MILCON P-1043 and P-1093, Marine Corps Base Camp Pendleton, California	AECOM
SD-15198	Tennesen, Kristin	2012	ETS #22507, Cultural Resources Survey for the Transmission Pole Replacement, Z123367 Project, Camp Pendleton Project, San Diego County, California (HDR #184724)	HDR
SD-15445	Brian F. Byrd, Hannah Sistrunk, and Courtney Higgins	2015	Archaeological Monitoring Completion Report for the P-113 Advance Water Treatment Facility and Utility Corridor Project, Marine Corps Base Camp Pendleton, San Diego County, California	Far Western Anthropological Research Group, Inc.

Report #	Authors	Year	Report Title	Company
SD-15836	D. M. Page	2014	CIS Facilities 27 Area Site (20130384)	US Marine Corps
SD-15839	D. M. Page	2014	Demolish Buildings 1331 and 13145 (20140072, 20140096)	US Marine Corps
SD-15984	**Hannah Sistrunk, Courtney Higgins, and Brian F. Byrd**	**2015**	**Archaeological Monitoring and Unanticipated Discoveries Evaluation Report for the P-1093 and P-1094 BUI Communications and Electrical Upgrades Projects, Marine Corps Base Camp Pendleton, San Diego County, California**	**Far Western Anthropological Research Group, Inc.**
SD-16002	Brian F. Byrd, John Berg, Michael Darcangelo, and Hannah Sistrunk	2015	Data Recovery Investigations at 15 Cultural Resources for the P-1093 and P-1094 BUI Communications and Electrical Upgrades Projects, Marine Corps Base Camp Pendleton, San Diego County, California, Volumes I and II	Far Western Anthropological Research Group
SD-16014	Far Western Anthropological Research Group	2013	Historic Properties Treatment Plan for the P-1044 Advanced Water Treatment Plant Project, Marine Corps Base Camp Pendleton, San Diego County, California	Far Western Anthropological Research Group, Inc.
SD-16027	D. M. Page	2015	Various Reports at Building 1133 (20150125)	United States Marine Corps
SD-16031	D. M. Page	2015	Continuing Consultation Marine Corps Air Station Clear Zone (20110344)	United States Marine Corps
SD-16034	D. M. Page	2014	Amended Undertaking and 100 Percent Design, Basewide Utility Infrastructure Improvements P-1048 CERS 4	United States Marine Corps
SD-16070	D. M. Page	2013	Modification to Amendment and 100 Percent Design Plans for Undertaking for Base-Wide Utility Infrastructure (BUI) Improvements P-1093 CERS) Marine Corps Base, Camp Pendleton (20090278P1093E)	United States Marine Corps
SD-16098	N/A	**2013**	**Addendum 2: Historic Properties Treatment Plan for the Initial Phase of Construction of the P-1093 and P-1094 Communications and Electrical Upgrade Projects, Marine Corps Base Camp Pendleton, San Diego County, California**	**Far Western Anthropological Research Group, Inc**
SD-16106	N/A	**2012**	**Historic Properties Treatment Plan for Phase I Construction of the P-1048 Electrical Distribution Project, Marine Corps Base Camp Pendleton, San Diego County, California**	**Far Western Anthropological Research Group**
SD-16107	**D. M. Page**	**2012**	**Consultation on l100% Design Plan for Base-Wise Utility Infrastructure (BUI) Improvements (P-1048) Marine Corps Base Camp Pendleton (20090278P1048)**	**United States Marine Corps**

Report #	Authors	Year	Report Title	Company
SD-16108	**Wayne Glenny**	**2013**	**Cultural Resources Evaluations OF CA-SDI-4427, -13931/H, and -16198 in Support of P-1093 CERS 2, P-1094 CERS 2, AND P-1094 CERS 3, Marine Corps Base Camp Pendleton, California**	**AECOM**
SD-16125	W. H. Berry	2012	Amended Undertaking and 100 Percent Design for Basewide Utility Infrastructure (BUI) Improvements (P-1094B), Marine Corps Base, Camp Pendleton	United States Marine Corps
SD-16375	Page, D.M.	2015	Building 22180 Eligibility Determination (20150302)	United States Marine Corps
SD-16474	Glenny, Wayne and Joy, Julie	2013	Cultural Resources Inventory in Support of P-1046 Sea Marine Corps Base Camp Pendleton, California	AECOM
SD-16475	**Page, D.M.**	**2013**	**Addendum 2 Historic Properties Treatment Plan for the Base-Wide Utility Infrastructure (BUI) Improvements MILCONS P-1093 AND P-1094 CERS 3**	**United States Marine Corps**
SD-16493	**Page, D.M.**	**2013**	**Amended Undertaking And 100 Percent Design, Basewide Utility Infrastructure Improvements P-1048 CERS 3**	**United States Marine Corps**
SD-16508	Schroth, Adella B.	1996	Cultural Resource Inventory of the Santa Margarita River Valley, Camp Pendleton	Gallegos and Associates
SD-16570	**Page, D.M.**	**2016**	**Repair 24 Training Range Access Roads, MCB Camp Pendleton (PE19990010)**	**United States Marine Corps**
SD-16571	**Page, D.M.**	**2016**	**Additional Information For Repair 24 Training Range Access Roads, MCB Camp Pendleton (PE19990010)**	**United States Marine Corps**
SD-16737	Mattingly, Scott	2016	Cultural Resources Survey Report for the Potable Water Distribution System Repair Project (20090356b), Marine Corps Base Camp Pendleton, San Diego County, California	United States Marine Corps
SD-16807	Becker, Mark S. and Quach, Tony	2016	2015 Archaeological Survey of a 2,500-Acre Portion of the Basilone Complex Wildland Fire Marine Corps Base Camp Pendleton San Diego County, California: CA-SDI-4418, -10688, -10690, -10691, -10692, -10694, -10698, -10711, -13988, -13990, -13991, -13994, -13995, -14005, -14637, -14664, -14681, -14682, -14683, -14696, -14697, -14702, -14708, -14709, -14710, -14711, -14743, AND -19390	ASM Affiliates

Report #	Authors	Year	Report Title	Company
SD-16809	Quach, Tony	2017	2015 Archaeological Survey of 5,000 Acres For 2014 Section 110 Compliance on Marine Corps Base Camp Pendleton, San Diego County, California: BWI-S-1, CA-SDI-4411, -4421, -4916, -5925, -5926, -9568, -9569, -9570, -9577, -10226, -10696, -12574, -12575, -13656, -13658, -13661, -13932, -13943, -13979, -13980, -13981, -13983, -13986, -13987, -13988, -13989, -13992, -13993, -13999, -14005, -14006, -14694, -14734, -15842, -16009, -14147, -19382, -19383, -19384, AND -19389	Quach, Tony
SD-16846	Harvey, Stephen L.	2016	Archaeological Monitoring and Discovery Plan to Support MILCON P-1046 Reclaimed Water and Wastewater Conveyance Marine Corps Base Camp Pendleton San Diego County, California	ASM Affiliates, Inc
SD-16847	**Whitaker, James E. and Tennesen, Kristin**	**2016**	**Final Report Archaeological Monitoring for the P-1048 Project (Upgrades to Electrical Systems And Associated Facilities)**	**HDR Environmental, Operations and Construction, Inc.**
SD-17414	Tennesen, Kristin	2018	ETS #36694, Cultural Resources Survey for the L49-102 6 IN STL, Potential Shallow Areas Project, Marine Corps Base Camp Pendleton, San Diego County, California	HDR
SD-17830	Page, D.M.	2017	Consultation for Weekend of Service at Santa Margarita Ranch House, Chapel, and Grounds (PE20170047)	United States Marine Corps
SD-17977	Page, D.M.	2017	Consultation for Interim Roof Repair of Santa Margarita Bunkhouse Marine Corps Base, Camp Pendleton	United States Marine Corps
SD-18061	**Page, D.M.**	**2018**	**San Diego Gas and Electric Pole Inspection (20170138)**	**United States Marine Corps**
SD-18062	**Tennesen, Kristin**	**2017**	**Recommendations for Cultural Resources Protection and Avoidance for the Camp Pendleton Pole Inspections Project**	**HDR, Inc.**
SD-18066	Levi, Dean F.	2019	Consultation for Water Damage Repair at Santa Margarita Chapel Marine Corps Base, Camp Pendleton	United States Marine Corps
SD-18067	Page, D.M.	2010	Repairs to Lake O'Neill (20040021A)	Unites States Marine Corps
SD-18073	Page, D.M.	2011	Consultation of Post-Review Discovery for P-1093 Marine Corps Base, Camp Pendleton	United States Marine Corps
SD-18279	Mattingly, Scott, Kelli Brasket, and Sue Leary	2018	Archaeological Site Location Suitability Modeling Through GIS for the Impact Areas at Marine Corps Base Camp Pendleton	Marine Corps Base Camp Pendleton
SD-18377	Tennesen, Kristin	2018	ETS 39675: Cultural Resources Survey Report for the CMP Pole Replc. P196686 CPEN Project, Marine Corps Base Camp Pendleton, San Diego County, California	HDR

Report #	Authors	Year	Report Title	Company
SD-18481	MCAS Camp Pendleton	2010	Marine Corps Base Camp Pendleton Integrated Cultural Resources Management Pan (ICRMP)	MCAS Camp Pendleton
SD-19083	**Foglia, Alberto B.**	**2020**	**ETS 22247.01: Cultural Resources Monitoring Report for the TL6912 Wood to Steel & Reconductor Project**	**PanGIS**
SD-19818	Higgins, Courtney	2022	FINAL Cultural Resources Survey in Support of the Wildfire Prevention Plan in Accordance With Section 106 of the National Historic Preservation Act, MCB Camp Pendleton, San Diego County, California	Far Western Anthropological Research Group, Inc.
SD-19819	Higgins, Courtney and Brian F. Byrd	2022	Final Condition Assessment, Site Monitoring, and Effects Treatment (CASMET), Cycle 11 Field Inspection, Marine Corps Base Camp Pendleton, San Diego County, CA	Far Western Anthropological Research Group, Inc.

Reports within the Study Area are shown in Bold.

The records search also yielded 65 previously recorded resources within one mile of the Project Site. Table 2, below, lists the resources procured from the record search. Only one resource, shown in bold in Table 2 below, was recorded within the Project Site, P-37-015824, a building fragment, originally associated with MCBCP as Laundry: Building 2665, was previously recorded as part of a Cultural Resources Phase I Survey Report for Conforming Storage Facility (Hazardous Materials/Waste) at Marine Corps Base Camp Pendleton, California. Prepared for MCBCP. Prepared by Rececca McCorkle and Tanya Wahoff, KEA Environmental Inc., San Diego, California, 1996 (KEA 1996). The building fragment is described on the Primary Record as "A square, concrete-lined pit measuring 6'3" x 6'4", and at least 7'9" deep. A partition of 2" x 10 boards divides the pit, and an 8" diameter black ABS pipe enters the pit through the south wall of the pit. Chunks of concrete and lumber partially fill the pit, which is missing portions of the north edge of the concrete lining. The pit is the remnants of a laundry facility constructed in 1944, which burned down in 1994, along with the nearby dry cleaners and some outbuildings." This historic-age feature was not evaluated. KEA staff assigned it NRHP Status Code 7, Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation.

The remaining resources within one mile of the Project Site were also evaluated for inclusion into the NRHP rather than the CRHR, but their findings are still included here. Of these resources 15 are prehistoric in age with one recommended eligible, three recommended not eligible, one not evaluated, and ten with an unknown status regarding evaluation. Those three prehistoric resources recommended not eligible are isolates. 31 resources are historic in age with one determined not eligible for inclusion into the NRHP, 21 recommended not eligible, one not evaluated, and three with an unknown status regarding evaluation. 6 resources contain both prehistoric and historic components with one listed on the NRHP (Listing No. 71000180), one recommended not eligible, and three with an unknown status regarding evaluation. The resource that is listed on the NRHP was recorded under two site numbers, P-37-010156 & P-36-012599.

Twenty-five resources are modern in age and were most recently updated and evaluated as a comprehensive evaluation of buildings for the USMC at Camp Pendleton. These 25 modern buildings and structures were evaluated for inclusion into the NRHP, and, although, they are not eligible under Criteria A through D they were evaluated under Criteria Consideration G, "A property achieving significance within the past 50 years if it is of exceptional importance." None of them were found eligible under Criterion G. Additionally, three shell scatters were recorded as "non-sites," presumably in an effort to stop future

archaeologist from recording non-cultural sites associated with modern, secondary deposits of soil related to landscaping.

In summary, one resource was located within the Project Site and has not been evaluated for the California Register. Outside of the Project Site, within a one-mile radius, one resource is listed on the NRHP, one resource is determined not eligible, one resource is recommended eligible, 25 resources are recommended not eligible, one resource is not evaluated, and there are 16 resources with an unknown status regarding evaluation.

Table 2. Cultural Resources Previously Recorded within One mile of the Project Site

Primary No.	Trinomial	Age[1]	Description	Most Recent Recording Event	Previous CEQA Evaluation
P-37-004418	CA-SDI-004418	P	Single bedrock milling station	2015 (ASM Affiliates)	Unknown
P-37-010156/ P-37-012599	CA-SDI-010156/ CA-SDI-012599	MC	Santa Margarita Ranch, and precontact village site, possibly the Luiseño village Topamai	2021 (Far Western)	Listed on NRHP, Listing No. 71000180
P-37-013969	CA-SDI-013931	MC	Sparse marine shell scatter, and historic artifact deposit.	2013 (Far Western)	Recommended ineligible
P-37-014028	CA-SDI-013982	P	Ground stone scatter. Artifacts not relocated in updates.	2016 (ASM Affiliates)	Unknown
P-37-014032	CA-SDI-013986	P	Habitation site	2021 (Far Western)	Recommended eligible
P-37-014033	CA-SDI-013987	MC	Precontact & Historic artifact scatter	2016 (ASM Affiliates)	Unknown
P-37-014034	CA-SDI-013988	P	Three bedrock milling features & three cupules.	2016 (ASM Affiliates)	Unknown
P-37-014035	CA-SDI-013989	P	Milling features, and artifact scatter; ground stone, lithic tools, debitage, and faunal remains.	2016 (ASM Affiliates)	Unknown
P-37-014039	CA-SDI-013993	MC	Precontact milling features, ground stone, debitage, and faunal remains. Historic rock ring and associated cans.	2016 (ASM Affiliates)	Unknown
P-37-014051	CA-SDI-014005	H	California Southern Railroad - Atchinson, Topeka, and Santa Fe Railroad	2022 (Statistical Research, Inc.)	Determined Not Eligible for NRHP
P-37-014127	N/A	N/A	Shell scatter recorded as a "non-site," i.e., not cultural.	1995 (Gallegos and Associates)	N/A
P-37-014128	N/A	N/A	Shell scatter recorded as a "non-site," i.e., not cultural.	1995 (Gallegos and Associates)	N/A
P-37-014130	N/A	N/A	Shell scatter recorded as a "non-site," i.e., not cultural.	1995 (Gallegos and Associates)	N/A
P-37-015824	**N/A**	**H**	**Remnants of a laundry facility constructed in 1944**	**1997 (KEA)**	**Not evaluated, or needs re-evaluation**

[1] P = Prehistoric, H = Historic, MC = Multi-Component, M = Modern

Primary No.	Trinomial	Age[1]	Description	Most Recent Recording Event	Previous CEQA Evaluation
P-37-016081	CA-SDI-014637	MC	Bedrock milling station & Owens-Illinois bottle	2015 (ASM)	Unknown
P-37-024416	N/A	P	Isolated unifacial mano	2002 (RECON)	Not Eligible
P-37-024417	CA-SDI-016196	P	Lithic scatter	2002 (RECON)	Not evaluated, or needs re-evaluation
P-37-024425	CA-SDI-016204	P	Lithic scatter	2002 (RECON)	Unknown
P-37-024566	N/A	P	Isolated core or chopper	2002 (RECON)	Not Eligible
P-37-033795	CA-SDI-021232	H	Refuse scatter	2014 (Far Western)	Unknown
P-37-035746	N/A	P	Isolated metavolcanic flake	2015 (ASM)	Not Eligible
P-37-035757	CA-SDI-021850	P	Bedrock milling slick	2015 (ASM)	Unknown
P-37-035758	CA-SDI-021851	P	Bedrock milling slick	2015 (ASM)	Unknown
P-37-035759	CA-SDI-021852	P	4 bedrock milling slicks	2015 (ASM)	Unknown
P-37-035762	NA	H	Storage tank built between 1946 and 1953.	2015 (ASM)	Unknown
P-37-036361	N/A	P	Redeposited shell scatter. Unlikely to be cultural.	2015 (ASM Affiliates)	Unknown
P-37-036375	CA-SDI-022024	P	Lithic scatter	2015 (ASM Affiliates)	Unknown
P-37-036383	CA-SDI-022032	H	Fragmented glass and ceramic deposit	2015 (ASM Affiliates)	Unknown
P-37-037835	N/A	H	Storage facilities at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037836	N/A	H	BEQ buildings at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037837	N/A	H	Storage facilities at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037849	N/A	H	Gymnasium at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037856	N/A	M	Hobby Shop and storage shelters at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037859	N/A	H	Miscellaneous small buildings at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037860	N/A	H	Officer's Field Mess Group at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037929	N/A	H	Warehouse at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037933	N/A	H	Bus shelters at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037934	N/A	H, M	Fire Station at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037937	N/A	H, M	Small Shop Buildings at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP

Primary No.	Trinomial	Age[1]	Description	Most Recent Recording Event	Previous CEQA Evaluation
P-37-037940	N/A	H	Chaplain's Office at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037944	N/A	M	Aircraft operations building at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037945	N/A	M	Control tower at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037946	N/A	M	Armory at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037948	N/A	M	Hangars at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037949	N/A	M	Hazardous/ Flammable Storage at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037952	N/A	M	BEQ buildings at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037953	N/A	M	BEQ buildings at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037954	N/A	M[2]	Brig Complex at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037955	N/A	H, M	Brig Work Annex at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037956	N/A	M	Dining Facility at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037957	N/A	M	Telephone Exchange at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037958	N/A	M[3]	Brig Complex at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037959	N/A	M	Marine Corps Exchange at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037960	N/A	H, M	Miscellaneous Small Buildings at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037961	N/A	H	Vehicle maintenance building at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037962	N/A	M	Automotive organizational shop at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037963	N/A	M	Electronics/ communications maintenance shop at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037964	N/A	M	Hazardous material storage at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037965	N/A	H	Dining and adjoining buildings at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037966	N/A	H	Maintenance buildings at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP

[2] Recorded as modern but is now older than 50 years in age.
[3] Recorded as modern but is now older than 50 years in age.

Primary No.	Trinomial	Age[1]	Description	Most Recent Recording Event	Previous CEQA Evaluation
P-37-037968	N/A	H	Miscellaneous Public Works at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037969	N/A	H, M	Miscellaneous Small Buildings at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-037970	N/A	H, M	Storage Facilities at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-038113	N/A	H, M[4]	Quonset huts at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP
P-37-038114	N/A	H, M	Quonset huts at USMC Base Camp Pendleton	2014 (HDR Inc.)	Recommended Not Eligible for NRHP

Note: Many individual built environment resources identified above are well outside of the one-mile radius surrounding the Project Site. This is due to the fact that many of the building surveys conducted across MCBCP in the late-1990s lumped building types together, so while nine of ten buildings recorded are outside of the one-mile radius, one building is within the radius, all recorded under the same Primary Number.

4.3. Previous Key Surveys and Reports in Vicinity of HERC Project Site

As noted in the above Record Search results, portions of the HERC Project Site have been previously surveyed and/or appear in reports in association with various federal undertakings and numerous reports and studies have been prepared. Thirty of these studies encompass portions of the HERC Project Site. Several key reports and their findings are summarized below. The Area of Potential Effect (APE) for each of these projects vary in size, but the APE as presented in the 2020 Final Supplemental Environmental Assessment for Construction, Operation, and Decommissioning of Photovoltaic and Natural Gas Energy Generation Facilities at Marine Corps Base Camp Pendleton, appears match the existing Project Site. This report is summarized as follows.

2020

U.S. Navy 2020 – Final Supplemental Environmental Assessment for Construction, Operation, and Decommissioning of Photovoltaic and Natural Gas Energy Generation Facilities at Marine Corps Base Camp Pendleton. Prepared for United States Department of the Navy and United States Marine Corps. Prepared by United States Department of the Navy, November 2020.

This report is intended to augment the December 10, 2015, *Final Environmental Assessment for the Proposed Construction, Operation, and Decommissioning of a Solar Photovoltaic System at Marine Corps Base Camp Pendleton*. This report analyzes the potential environmental impacts of two action alternatives to implement the Proposed Action and the No-Action alternative. There are several separate APEs for this project, resulting in a larger inclusive project APE that includes the MCBCP Stuart Mesa Site, Parking Lot Site, the Haybarn Site, and areas along Rattlesnake Canyon Road and Vandegrift Boulevard for utility upgrades. The Haybarn Site is included as an alternate project location for a natural gas power plant. The APE for the 2020 Haybarn Site covers the current Project Site.

[4] One resource recorded as modern but is now older than 50 years in age.

The report documents cultural resource findings as follows. These findings are based, in part, on data presented in the ASM 2017 Integrated Cultural Resources Management Plan Marine Corps Base Camp Pendleton.

- Two archaeological sites were identified within the inclusive APE at the Stuart Mesa Site and two isolated finds were identified within the Parking Lot Site. Both of these sites were determined ineligible to the NRHP with SHPO concurrence. No archaeological resources were identified within the Haybarn Site.
- No architectural resources were identified within the larger inclusive APE.
- No traditional cultural properties were identified within the larger inclusive APE.

4.4. Results of Detailed Historic Research Using Historic Maps and Aerials for the HERC Project Site and Project Study Area

The following background research was conducted, using historic maps and aerials, to develop a site-specific developmental history of the HERC Project Site and Project Study Area. This data was later supplemented by using historic newspapers, previously prepared cultural resource management reports and site records, and other written sources of information.

- Historic Maps
    - 1840 (Circa): Diseño of Rancho de San Onofrio. (Historic Image #1)
        - The overall map, likely prepared in the early 1840's, depicts Rancho de San Onofrio as granted to Pio Pico in 1836. Pico would later consolidate his interests in the region through receipt of the Rancho Santa Margarita y Las Flores grant in 1844. In the vicinity of the Project Site, this map depicts the Santa Margarita River, a house (Margarita), a "puebla," and a route between San Onofrio and Santa Margarita. The Camino Real is depicted to the west of the Project Site.
    - 1855: No. 700-1 Pio Pico et al, Diseño Del Rancho de Sta. Margarita. (Historic Image #2)
        - The overall map depicts the entirety of Rancho Santa Margarita y Las Flores as confirmed to Pio Pico in 1844, along with various topographical features, roads, trails, rivers, streams, and valleys. Locations are approximate. In the general vicinity of the HERC Project Site and Project Study Area, the Santa Margarita valley and river are depicted, along with several trails. To the south of the Santa Margarita River flow line, what appears to be an agricultural field, a fenced area, a circular corral, and a house location along with a trail identified as the "Camino de San Luis" are depicted. In addition, a "pueblita" is depicted to the south and west of the house and agricultural field, and a "Laguna" is depicted to the north and east.
    - 1867: Plat of the Rancho Santa Margarita y las Flores. (Historic Image #3)
        - The entirety of "Rancho Santa Margarita y Las Flores" is depicted on the overall map. In the immediate vicinity of the HERC Project Site and Project Study Area, the Santa Margarita Valley is depicted, Lot No. 38, T10S R4W is depicted, the location of "Santa Margarita Ranch House" is depicted, and a "Road from San Luis Rey to St. Margarita Ranch He." is depicted ending at the ranch house.
- GLO Historic Plat Maps
    - 1870: T10S, R4W; San Bernardino: The future location of the HERC Project Site and Project Study Area are depicted as entirely within the boundaries of a "Part of Rancho Santa Margarita Y Las Flores, Lot No. 38." No site-specific data regarding cultural features is provided.

- 1881: T10S, R4W; San Bernardino: The future location of the HERC Project Site and Project Study Area are depicted as entirely within the boundaries of a "Rancho Santa Margarita y Las Flores Lot No. 38." No site-specific data regarding cultural features is provided.

- Historic Maps
  - 1889: Official Map of San Diego County, California. (Historic Image #4)
    - In the immediate vicinity of the HERC Project Site and Project Study Area, the Santa Margarita Valley, the Santa Margarita River, the Southern California Railroad alignment and the Don Juan Forster residence (future location of Home Ranch) are depicted. The closest RR station to the north of the Forster residence is De Luz, and the RR station to the south is Ysidora. The railroad alignment is depicted to the west/north of the river. No surface roads are depicted in the vicinity of the Project Site. These features are all depicted as within the boundaries of "Santa Margarita Y Las Flores."
  - 1912 (Circa): Plat Book of San Diego County, Map for Township 10 South – Range 4 West.
    - A portion of "Santa Margarita Y Las Flores" is depicted, with the notation that it is owned by Jerome O'Neill and is comprised of 128,968.20 acres of land. The location of "O'Neill's Lake" is also depicted.
  - 1926: Blackburn's Map of Southern California 10 Counties. (Historic Image #6)
    - In the immediate vicinity of the HERC Project Site and Project Study Area the location of Home Ranch is depicted, as is the Santa Margarita River, the lake to the north of Home Ranch, and the A. T. & S. F. railroad alignment which has been realigned to the south of the Santa Margarita River. An unnamed surface road traveling in a NE to SW direction leads from Fallbrook to Home Ranch. These features are depicted as within the boundaries of "Santa Margarita Y Las Flores."
  - 1934: Highway Transportation Survey of 1934, San Diego County. (Historic Image #7)
    - This map was prepared by the State of California, Department of Public Works, Division of Highways. In the immediate vicinity of the HERC Project Site and Project Study Area the location of a Ranch House (presumably the O'Neill Ranch or Home Ranch) is depicted, as is the Santa Margarita River, O'Neill Lake to the north of the ranch house, and the Atchison Topeka & Santa Fe railroad alignment. De Luz is the first station to the north of the Ranch House, and Chappo is the first station to the south of the Ranch House. A well-developed network of surface roads links the Ranch House to the coast, to points on the south, and to Fallbrook and points beyond on the north.

- USGS Historic Topo Maps
  - 1901-1921 – San Luis Rey, Scale 1:125,000 (Historic Image #5): The Santa Margarita River flow line is depicted. The Home Ranch is depicted with buildings to the north and south of a road generally trending NE to SW. From Home Ranch the road leads southerly to Ysidora and northerly to a body of water identified on subsequent USGS maps variously as "O Neil Lake" and "O'Neill Lake." This road passed by and possibly through the northern end of the HERC Project Site battery installation location and Project Study Area. The road splits at the lake, with the easterly branch continuing to Fallbrook and the westerly branch continuing to Deluz Station. The Fallbrook Branch of the California Southern Railroad alignment is depicted to the west of the Santa Margarita River flow line.
  - 1941 – Margarita Peak, Scale 1:62,500 (Historic Image #9): In the immediate vicinity of the HERC Project Site and Project Study Area an improved light duty roadway alignment is depicted directly adjacent to and north of the Project Site traveling in a generally SW to NE direction from Home Ranch to "O Neil Lake." This road has been improved to a hard surface medium duty road to the north and south of the Project Site. The California

Southern Railroad alignment has been moved to the east of the Santa Margarita River and is now identified as the Atchison Topeka and Santa Fe Railroad alignment. A new De Luz Station has been identified. This RR alignment is depicted immediately adjacent to and to the west of the roadway alignment passing to the north of the Project Site. The location of Home Ranch is also depicted. No surface roads are identified by name in the vicinity of the Project Site.

- 1942 – Margarita Peak, Scale 1:62,500 (Historic Image #10): The 1942 edition of Margarita Peak remains much the same as the 1941 edition in the immediate vicinity of the HERC Project Site and Project Study Area. However, an electrical transmission line is depicted following and directly adjacent to the Atchison Topeka and Santa Fe Railroad alignment. This would indicate that the SDG&E electrical mainline had already been constructed. No surface roads are identified by name in the vicinity of the Project Site.
- 1944 – Margarita Peak, Scale 1:62,500: No new information is added to this edition, although the transmission line is no longer depicted. No surface roads are identified by name in the vicinity of the Project Site.
- 1949 – Morro Hill, Scale 1:24,000 (Historic Image #12): In the immediate vicinity of and within the HERC Project Site and Project Study Area, an unimproved dead-end W-E dirt road is depicted leading to the east off of Vandegrift Boulevard. This road leads to two buildings at the easterly end of the alignment. A small unimproved dirt spur cuts to the south leading to two structures, one which is small and rectangular, and one which is much larger, longer, and rectangular. This is essentially the road that leads to the current Project Site. This road spur and the unimproved E-W road split into a "Y" as they approach Vandegrift Boulevard which is identified by name and depicted as a hard surface, heavy duty, road with four lanes. Home Ranch is depicted to the south of the Project Site.
- 1968 – Morro Hill, Scale 1:24,000 (Historic Image #14): Vandegrift Boulevard is identified by name and depicted as a hard surface, medium duty, road with four lanes. Home Ranch is depicted. The Atchison Topeka and Santa Fe Railroad alignment is identified by name and immediately adjacent to and to the west of Vandegrift Boulevard in the immediate vicinity of the HERC Project Site and Project Study Area. The SDG&E substation is depicted.

- <u>UCSB Historic Aerials</u>
  - 1946: Flight ID: GS-CP, Frame: 9-65, Scale: 1:23,600:
    - In the immediate vicinity of the HERC Project Site and Project Study Area Vandegrift Boulevard is depicted passing by the northern end of the Project Site. The barn/shed and corral depicted in the 1938 aerial have been removed and the older two-lane road alignment has been totally obliterated by the construction of four-lane Vandegrift Boulevard. The AT&SF RR alignment is visible adjacent to and to the north of Vandegrift Boulevard. A line of what appear to be trees has been planted on the north side of the E-W two-lane dirt road. A new "Y" entry/exit has been created at Vandegrift Boulevard. In Haybarn Canyon, or at the future proposed battery installation location, several features are depicted including a dirt road spur, a long rectangular structure (perhaps a barn/shed) with a parking area, additional graded storage areas with a large number of what appear to be parked vehicles, and/or bins, boxes or other items, and a small improvement at the original SDG&E substation location.
  - 1953: Flight ID: AXN-1953, Frame: 14M-28, Scale: 1:20,000:
    - Conditions remain essentially the same in the immediate vicinity of the HERC Project Site and Project Study Area with the exception that fewer items are being stored. Also, the original SDG&E substation configuration is much easier to see.
  - 1994: Flight ID: NAPP-2C, Frame: 6865-216, Scale: 1:20,000:

        - A new SDG&E substation has been completed.

- Historicaerials.com
    - 1938 (Historic Image #8): In the immediate vicinity of the HERC Project Site and Project Study Area a well-developed surface road is visible travelling in a general SW to NE direction from Home Ranch to O'Neill Lake and beyond. At the current laydown location, a long rectangular structure (probably a barn or shed) and corral are visible. The road jogs out with a small spur leading to the barn and corral. This is the first known built environment feature within the actual Project Site. The AT&SF RR alignment is also visible to the north of the road. There are no built environment improvements in what is generally referred to today as Haybarn Canyon, although the trace of a trail is visible traveling through the middle of the canyon. This aerial provides definitive data on the Project Site immediately prior to the establishment of Camp Pendleton.
    - 1946 (Historic Image #11): Please see above discussion of UCSB 1946 historic aerial.
    - 1953 (Historic Image #13): Please see above discussion of UCSB 1953 historic aerial.
    - 1967: Conditions in the immediate vicinity of the HERC Project Site and Project Study Area remain essentially the same as in 1953, although a dirt trail has been created leading to the south connecting to Vandegrift Boulevard in the vicinity of Home Ranch.
    - 1978 (Historic Image #15): In the immediate vicinity of the HERC Project Site and Project Study Area, the long rectangular structure (perhaps a barn or storage shed) with a parking area has been removed. Several small structures (possibly storage units) have been moved onto the site.
    - 1980 (Historic Image #16): Much of the site appears to have been cleared of debris and graded, and additional small structures (possibly storage units) have been moved onto the site for a total of 12 structures.
    - 1982: Conditions in the immediate vicinity of the HERC Project Site and Project Study Area remain essentially the same.
    - 1984: Several of the small structures have been removed.
    - 1987: Additional small structures have been removed.
    - 1988: Nearly all of the small structures have been removed and the area has been cleared of debris.
    - 1989 and 1990: Conditions remain the same in the immediate vicinity of the HERC Project Site and Project Study Area.
    - 1991: One structure in the vicinity of the SDG&E substation has been removed and several new structures have been placed at the northern end of the previously graded area.
    - 1993: (Historic Image #17): A new SDG&E substation appears to be under construction.
    - 1994: The new SDG&E substation appears to be completed.
    - 1995 to 2005: Conditions remain essentially the same in the immediate vicinity of the HERC Project Site and Project Study Area. Portions of the original SDG&E substation appear to have been removed or modified.
    - 2005: (Historic Image #18): Several small buildings/structures have been built to the north of Haybarn Access Road. Today, these appear as linked to the Water Treatment Plant.
    - 2009 to 2010: Conditions remain essentially the same in the immediate vicinity of the HERC Project Site and Project Study Area.
    - 2012: (Historic Image #19): The Water Treatment Plant appears as built. There is no metering station adjacent to the SDG&E substation.
    - 2014: (Historic Image #20): A new MCBCP owned MS1 Metering Station is depicted directly adjacent to the new SDG&E substation.
    - 2016: Conditions remain essentially the same in the immediate vicinity of the HERC Project Site and Project Study Area.

- 2018: (Historic Image #21): A new building and several associated structures appear as being under construction to the south side of Vandegrift Boulevard directly north of Haybarn Access Road.
- 2020: The new building and several associated structures to the south side of Vandegrift Boulevard directly north of Haybarn Access Road appear as completed.

4.4.1. Historical Summary Statement of Built Environment Improvements in the Vicinity of the Project Site from the Early 1840s to the Present.

Based on a review of historic maps and aerials, the development of land in the general vicinity of the HERC Project Site begins in the early 1840s with a house depicted on the circa 1840 Map of Rancho de San Onofrio at "Margarita" on the south bank of the Santa Margarita River just north and east of an area identified as a "puebla" [sp.]. A road leading from San Onofrio on the north to the house at Santa Margarita on the south is also identified on the map (Historic Image #1). The 1855 Diseño Del Rancho de Sta. Margarita (Historic Image #2) depicts similar features including the Santa Margarita valley and river, along with several trails, and to the south of the Santa Margarita River, what appears to be an agricultural field, a fenced area, a corral, a house, a trail identified as the "Camino de San Luis," and a "pueblita" to the south and west of the house with a "Laguna" depicted to the north and east. An 1867 Plat of the Rancho Santa Margarita y las Flores (Historic Image #3), identifies the location of the "Santa Margarita Ranch House" on the south side of the Santa Margarita Valley at the north end of a "Road from San Luis Rey to St. Margarita Ranch He."

The 1889 Official Map of San Diego County (Historic Image #4) depicts the residence of Don Juan Forster, identified on earlier maps as the Santa Margarita Ranch House and the location of a new feature, the Southern California Railroad alignment on the north side of the Santa Margarita River. Beginning in 1901, various editions of the San Luis Rey USGS topo map (Historic Image #5) depict the Santa Margarita River flow line with the Southern California Railroad on the north side and Home Ranch on the south side of the river. A road leading from Fallbrook on the north to Home Ranch on the south is depicted immediately adjacent to and to the north of the Project Site. In 1926, Blackburn's map (Historic Image #6) depicts a small network of roads linking Home Ranch to Fallbrook and other destination points, and the realigned AT&SF railroad alignment to the south of the Santa Margarita River. By 1934, a well-developed network of surface roads links a "Ranch House" (previously identified on various maps as Home Ranch, Santa Margarita Ranch House, and Don Juan Forster Residence) to the coast, to points on the south, and to Fallbrook and points beyond on the north (Historic Image #7). This map also depicts the AT&SF railroad alignment and O'Neill Lake to the north of the Ranch House.

Consultation of early historic maps provides considerable detail regarding man-made or built environment improvements in the vicinity of the HERC Project Site. However, the first absolutely definitive historic information regarding built environment resources at the Project Site are depicted on a 1938 aerial (Historic Image #8). This aerial is of particular interest as it depicts the Project Site shortly before the government acquisition of Rancho Santa Margarita y Las Flores from the O'Neill family in 1941, and prior to the multitude of improvements made thereafter. In the immediate vicinity of the HERC Project Site and Project Study Area a well-developed surface road is visible travelling in a general SW to NE direction from Home Ranch to O'Neill Lake and beyond. At the current laydown location, a long rectangular structure (probably a barn or shed) and corral are visible. The road jogs out with a small spur leading to the barn and corral. This is the first known built environment feature within the actual Project Site. The AT&SF RR alignment is also visible to the north of the road. There are no built environment improvements in what is generally referred to today as Haybarn Canyon, although the trace of a trail is visible traveling through the middle of the canyon. The 1941 and 1942 Margarita Peak USGS topo maps (Historic Images #9 and #10) depict some of the same information. The 1942 topo map depicts a transmission line following

and directly adjacent to the Atchison Topeka and Santa Fe Railroad alignment. This is presumably the SDG&E electrical mainline leading to Camp Pendleton. A 1946 historic aerial (Historic Image #11) depicts a massive set of new improvements in the vicinity of the future HERC Project Site. The barn/shed and corral depicted in the 1938 aerial have been removed and the older two-lane road alignment has been totally obliterated by the construction of four-lane Vandegrift Boulevard. The AT&SF RR alignment is visible adjacent to and to the north of Vandegrift Boulevard. A line of what appear to be trees has been planted on the north side of the E-W two-lane dirt road. A new "Y" entry/exit has been created at Vandegrift Boulevard. In Haybarn Canyon, or at the future proposed battery installation location, several features are depicted including a dirt road spur, a long rectangular structure (perhaps a barn/shed) with a parking area, additional graded storage areas with a large number of what appear to be parked vehicles, and/or bins, boxes or other items, and a small improvement at the original SDG&E substation location. The 1949 Morro Hill USGS topo map (Historic Image #12) depicts roads and trails in the vicinity of the Project Site, as well as the AT&SF railroad alignment and two buildings in Haybarn Canyon.

From 1953 to 1980, various built environment modifications are made in the vicinity of the HERC Project Site and Project Study Area (Historic Images #13-#16). This includes grading and removals and additions of numerous small structures. By 1993, however, a new SDG&E substation is depicted as being under construction (Historic Image #17). From 1994, when the new SDGE&E substation appears as completed until 2003, conditions at the Project Site remain essentially the same, but by 2005 (Historic Image #18), several small buildings/structures have been built to the north of Haybarn Access Road. By 2012 (Historic Image #19), the Water Treatment Plant appears as being under construction. By 2012 (Historic Image #20), the Water Treatment Plant appears completed, and a new MCBCP owned MS1 Metering Station is depicted, directly adjacent to the new SDG&E substation. By 2018 (Historic Image #21), a new building and several associated structures appear as being under construction to the south side of Vandegrift Boulevard directly north of Haybarn Access Road. This small building complex appears as completed in a 2020 aerial.

In conclusion, consultation of historic maps and aerials provides a fully developed contextual and site-specific understanding of built environment improvements in the vicinity of the Project Site from the early 1840s to the present, allowing for well-reasoned determinations of CRHR eligibility for all properties within the HERC Project Study Area. The following overarching conclusions are evident:

1. No early or historic-age built environment features remain intact within or immediately adjacent to the Project Site. This includes the early roadway alignment from Home Ranch to Fallbrook, the AT&SF railroad alignment which passed to the immediate north of the Project Site, and the large barn/shed and corral within the current Project Study Area to the south side of Vandegrift Boulevard directly north of Haybarn Access Road. The circa 1942 construction of Vandegrift Boulevard obliterated the original historic roadway alignment, and the AT&SF Railroad was discontinued at this location in the mid-1980s. Built in 1942, Building 2662 – Logistics Division Maintenance has been massively altered.
2. The only semi-intact historic-age feature within or directly adjacent to the Project Site is Vandegrift Boulevard. This is a standard, or commonly designed roadway alignment built in 1942. The original W to E Haybarn Canyon Access Road and the spur leading SW through the canyon were built in the early 1940s but they have both been realigned and altered by grading over time.
3. There are no other historic-age features within the Project Site or a one-building-property-band surrounding the Project Site. All remaining features are 45 years or less in age. This includes:
    a. Facility Name – SDG&E Elec. Switching Station; Building Number – 140164; Year Built – 1993.
    b. Facility Name – SDG&E owned 69 kV Transmission Line and MCBCP owned 12 kV Distribution Lines; Year Built – Various pole replacements 1993 to 2008.

c. Facility Name – MCBCP Water Treatment Plant; Building Number – 240162; Year Built – 2004.
d. Facility Name – MCBCP MS1 Metering Station; Year Built - Circa 2012--2014.
e. Facility Name – MCBCP Buildings on Vandegrift Boulevard; Year Built – Circa 2018.

4.5. Native American Heritage Commission Sacred Lands File Search

On August 10, 2023, Aspen requested that the Native American Heritage Commission (NAHC) complete a search of its Sacred Lands Files to determine if resources significant to Native Americans have been recorded within the Project footprint. On September 8, 2023, Aspen received a response from the NAHC stating that the search of its Sacred Lands File was positive for the presence of resources within the Project footprint or surrounding area (Attachment C-2). The NAHC also provided its contact list of Native American tribal governments to contact for additional information regarding resources in the area which included members of the following 21 tribal governments as follows:

- Barona Group of the Capitan Grande
- Campo Band of Diegueno Mission Indians
- Ewiiaapaayp Band of Kumeyaay Indians
- Iipay Nation of Santa Ysabel
- Inaja-Cosmit Band of Indians
- Jamul Indian Village
- Juaneno Band of Mission Indians Acjachemen Nation - Belardes
- Juaneno Band of Mission Indians Acjachemen Nation 84A
- Kwaaymii Laguna Band of Mission Indians
- La Jolla Band of Luiseno Indians
- La Posta Band of Diegueno Mission Indians
- Manzanita Band of Kumeyaay Nation
- Mesa Grande Band of Diegueno Mission Indians
- Pala Band of Mission Indians
- Pauma Band of Luiseno Indians
- Pechanga Band of Indians
- Rincon Band of Luiseno Indians
- San Luis Rey Band of Mission Indians
- Soboba Band of Luiseno Indians
- Sycuan Band of the Kumeyaay Nation
- Viejas Band of Kumeyaay Indians

Aspen provided the results to the California Energy Commission who conducted all appropriate and applicable Tribal consultation.

5. RESEARCH DESIGN

The primary goal of a research design is to guide the cultural resources effort to understand the way humans have used the land and resources within a specific area, as well as aid in the determination of the significance of a resource encountered within that area. This is accomplished through the development of research questions that will guide the investigation and outline a framework for interpretation and analysis of findings.

Since the main objective of a cultural resources assessment investigation is to identify the presence or absence of cultural resources, provide an evaluation of their potential CRHR eligibility, and determine the potential impacts to them, the goal of this investigation is not necessarily to address complex theories about the early development of the region encompassing and surrounding MCBCP including northern San Diego, southern Orange, and southwestern Riverside counties. Still, the assessment of the potential significance of a resource should take into consideration a variety of attributes, including the ability to address regional research topics and issues. Although the results of a Phase I investigation are limited in terms of the amount of information that is derived, broad research questions are developed in a research design that can be used to guide the initial investigations of observed cultural resources. The following research questions consider the areal extent and location of the Project.

5.1. Prehistoric Research Themes and Questions

The two most common questions asked by any archaeologist–of any cultural resource site–are who and when, cultural affiliation and chronology. While these questions are basic, they provide the foundation on which other research questions can be posed and addressed. The reconstruction of events and cultural development are dependent on temporal data. Without the ability, or data, to establish a chronological sequence, archaeologists are less likely to make correlations between material remains and cultural development through time.

Research questions pertinent to this Project are:

- *What time periods are represented at the site?*
- *Do the artifacts represent a specific time period, or do they lack temporally diagnostic features?*
- *Can any prehistoric sites within the regional Study Area be tied specifically to the Juaneño and Luiseño who occupied the region?*

Data requirements to fulfill answers to these questions include diagnostic artifacts, and features with temporal information.

Subsistence is a basic human need that directly affects human behavior. Prehistoric subsistence strategies considered a number of variables, including terrain, site location, availability and distance to water, proximity of food sources, and seasonality, among others. Material cultural such as lithic and groundstone tools, ceramics and flora and faunal remains provide archaeologists with data representative of subsistence-related activities and strategies.

Research questions pertinent to this Project are:

- *Are lithic artifacts present within prehistoric sites in the Study Area? If so, can the artifact(s) be linked to a specific use, such as general tool production, repair, or maintenance, or to task-specific assemblages?*
- *What activities were carried out at prehistoric sites within the Study Area? Can the activity be linked to a hunter-gatherer type of subsistence strategy, or some other site function?*

Data requirements needed to address these questions include an artifact assemblage with a sufficient number and diversity to determine site function (i.e., bone, ground stone, chipped stone, ceramics, tools, etc.).

Travel and trade have always been defining characteristics of the diverse tribal, and band group relationships of California.

Research questions pertinent to this Project are:

- *If lithic material is observed, can any of the material be sourced or traced to a specific region?*
- *What floral and faunal resources were exploited in the Study Area? Were any resources considered exotic?*

Data requirements to address these questions include:

- *Identifiable lithic material that can identify patterns of distribution,*
- *Artifacts that can be from a geographical point of origin to a cultural point of consumption,*
- *Identifiable exotic material.*

5.2. Historic Research Themes and Questions

Built environment historic properties include all man-made buildings, structures, objects, and linear features.

Research questions pertinent to this Project are:

- *Are buildings, structures, objects or linear features, or their remains, present within the Project Study Area?*
- *Do any surveyed built environment cultural resources display unusual construction methods or use of materials?*
- *What alterations are visible to any surveyed building, structure, object, or linear feature?*
- *Do construction techniques, designs, or use of materials reflect owner preferences and/or chronological changes?*
- *Does any identified built environment resource have significant associations with historic events or individuals?*

Data requirements needed to address these questions and those relating to spatial arrangement and cultural geography include:

- *Previous Cultural Resource Studies, Histories, and Environmental Impact Studies of Camp Pendleton.*
- *Historic Aerials.*
- *Historic USGS maps.*
- *Historic GLO maps.*
- *Historic San Diego County Maps.*
- *Historic Newspapers.*
- *Online Databases and Websites.*

6. SURVEY METHODS AND RESULTS

6.1. Methods

On Thursday, April 18, 2024, Aspen archaeologist, Elliot D'Antin, B.S., surveyed the HERC Project Site battery installation location, the Project Site laydown area, and Project Study Area for archaeological and built environment resources. Mr. D'Antin was equipped with the Environmental Systems Research Institute Inc. (ESRI) Field Maps app connected via Bluetooth to an Eos Positioning Systems, Inc. Arrow 100 unit providing submeter accuracy for all recording and mapping efforts. Handwritten notes were taken.

For prehistoric resources, the surveyor examined the ground surface searching visually for evidence that would suggest the presence of prehistoric deposits. Such evidence would typically include lithic fragments of economically important stone materials for cutting and hunting tools, stone tools used for grinding/pounding plants or animals (e.g., metates, manos, pestles, bedrock milling surfaces), evidence of rock art, and remains of dietary materials that may have been consumed in the past (e.g., fragments of bone).

The ground surfaces surveyed were also inspected for elements of historic uses including structural debris, foundations, miscellaneous metal debris, and cans and bottles. For built environment resources the surveyor photographed and took notes on any Project Study Area buildings, structural features, electrical power lines, and linear features including roads and trails.

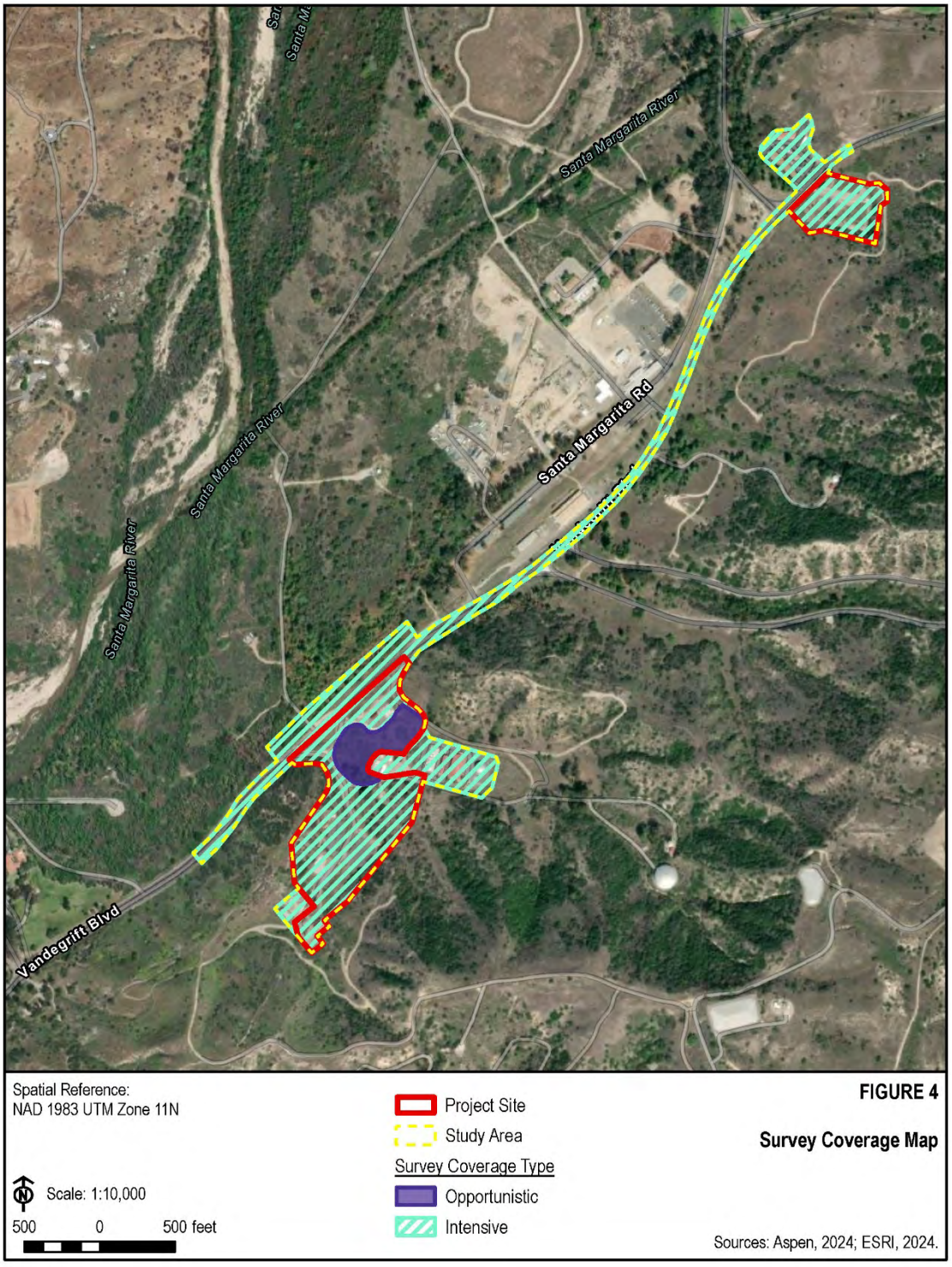
6.2. Results - Archaeological Resources

Elliot D'Antin completed a pedestrian survey of the Project Site using transects spaced no more than 15 meters apart (Figure 4).

The Project Site battery installation location is located in Haybarn Canyon, a small natural canyon-oriented downslope in a southwest to northeast direction. The Haybarn Canyon site is located on the southeast side of Vandegrift Boulevard with access to the site via Vandegrift Boulevard and Haybarn Access Road. The HERC installation site is northeast of and adjacent to the existing SDG&E Pendleton Substation. The site is currently heavily disturbed; about 50% of the Haybarn Canyon site has been graded, much of which has been paved, and large sections of the canyon's hills have been cut within the Project Site, indicating a large amount of previous disturbance. Ground visibility varied from 100% in disturbed areas to 0% in undisturbed areas east of Haybarn Canyon Road where vegetation was thick, with an average of 25%. Coastal scrub and riparian scrub outside of the graded area. The Project Site laydown area is located to the north and east of Vandegrift Boulevard from approximately 200 feet north of Margarita Road. Ground visibility was null at the Project Site laydown area as the entire area has become heavily overgrown with vegetation where there is not intact pavement.

No archaeological resources were observed during the archaeological survey of the Project Site.

Figure 4. Survey Coverage Map



6.3. Results - Built Environment Resources

On April 18, 2024, Elliot D'Antin, B.S., Aspen's Cultural Resources Field Operations Lead, conducted an intensive built environment survey of the collective Project Site and Project Study Area see Figure 3). This survey was completed under the direction of Roger Hatheway, Aspen Principal Investigator and Secretary of the Interior qualified architectural historian.

In-depth historical research was conducted sufficient to make fully informed decisions regarding the CRHR eligibility of cultural resources in the Project Study Area. Resources consulted included but were not limited to the following:

- Books, Reports, Guidelines, and Histories of San Diego County.
- Previous Cultural Resource Management reports for MCBCP.
- Historic Newspapers.
- Historicaerials.com: Various: 1938 – 2020 (Attachment C-6: Historic Images #8, #11, #13, and #15-#21).
- UCSB Historic Aerials: 1946, 1953, and 1994 (Attachment C-6: Historic Images #5, #6, and #7).
- USGS or USACE Topo Maps: 1901, 1941, 1942, 1949, 1968 (Attachment C-6: Historic Images #5, #9, #10, #12, and #14).
- GLO Plat Maps: Township 10S, Range 4W, SBBM, 1870 and 1881.
- Other Historic Maps: Circa 1840 to 1934 (Attachment C-6: Historic Images #1- #4 and #6 and #7).
- Various online databases
- SHPO Built Environment Resource Directory (BERD).

Field surveys identified a total of ten (10) built environment features within the Project Study Area, five (5) of which fall in the Project Site (Figure 5). The general location of each of the 10 built environment features, and key decisions made regarding the recordation each of feature are as follows.

1. Feature Name – Atchison Topeka and Santa Fe Railroad alignment roadbed remains. Built 1917.
    a. Within Project Study Area (Photo 7).
        i. Location: Project Study Area.
        ii. Previously evaluated as not eligible to the NRHP. Aspen concurs with this finding with regards to the CRHR.
2. Feature Name – Building 2662 – Logistics Divisions Maintenance. Built 1942.
    a. Within Project Study Area (Photo 20).
        i. Location: Project Study Area.
        ii. Previously surveyed and evaluated as not eligible to the NRHP in 1999 and 2014 (HDR 2014). Aspen concurs with this finding with regards to the CRHR.
3. Feature Name – Vandegrift Boulevard; Year Built – 1942.
    a. Within Project Site. (Photos 8, 9, and 21).
        i. Location: Project Study Area.
        ii. Recorded on a DPR 523 inventory form as not eligible to the CRHR.
4. Feature Name – SDG&E Elec. Switching Station; Building Number – 140164; Year Built – 1993.
    a. Within Project Study Area (Photo 10).
        i. Location: Project Study Area.
        ii. Less than 50 years old. Eliminated from CRHR evaluation.

5. Feature Name – SDG&E owned 69 kV Transmission Line and MCBCP owned 12 kV Distribution Lines; Year Built – Various 1993 to 2008.
    a. Within Project Site and Project Study Area (Photos 11, 12, and 22). This includes multiple poles, lines, and towers.
        i. Eliminated from CRHR evaluation as less than 50 years old or highly altered ubiquitous features.
6. Feature Name – MCBCP Water Treatment Plant; Building Number – 240162; Year Built – 2004.
    a. Within Project Study Area (Photos 13 and 14).
        i. Location: Project Study Area.
        ii. Less than 50 years old. Eliminated from CRHR evaluation.
7. Feature Name – MCBCP MS1 Metering Station; Year Built - Circa 2012--2014.
    a. Within Project Site (Photo 15).
        i. Location: Project Site battery installation location.
        ii. Less than 50 years old. Eliminated from CRHR evaluation.
8. Feature Name – MCBCP Buildings on Vandegrift Boulevard; Year Built – Circa 2018.
    a. Within Project Site (Photo 16).
        i. Project Site battery installation location.
        ii. Less than 50 years old. Eliminated from CRHR evaluation.
9. Feature Name – Haybarn Access Road and Road Spur; Year Built – Circa 1942.
    a. Within Project Site (Photos 17 and 18).
        i. Project Site battery installation location.
        ii. Eliminated from CRHR evaluation as altered and ubiquitous historic-age features.
10. Feature Name – P-37-015824: Laundry: Building 2665, Building Fragments at Project Site laydown area– Built 1944, Demolished by Fire Circa 1993/1994.
    a. Within Project Site laydown area (Photos 23, 24, and 25).
        i. Project Site laydown area.
        ii. Eliminated from CRHR evaluation as altered and ubiquitous historic-age features.

Note: Section 9; References Cited, includes all citations contained in the body of the report and in report Attachments C-4, C-5, and C-6. These Attachments contain a massive body of research required to eliminate select Project Site Project Study Area Built Environment Features from further CRHR consideration, and preparation of DPR 523 Inventory Forms, as either being less than 50 years old and not qualifying under special circumstances or as ubiquitous features.

In accordance with the above, only two historic-age built environment features are evaluated herein in accordance with CRHR guidelines. These are:

- Laundry: Building 2665, Building Fragments at Project Site laydown area – Built 1944, Demolished by Fire Circa 1993/1994.
- Vandegrift Boulevard; Year Built – 1942.

Figure 5. Survey Results Map

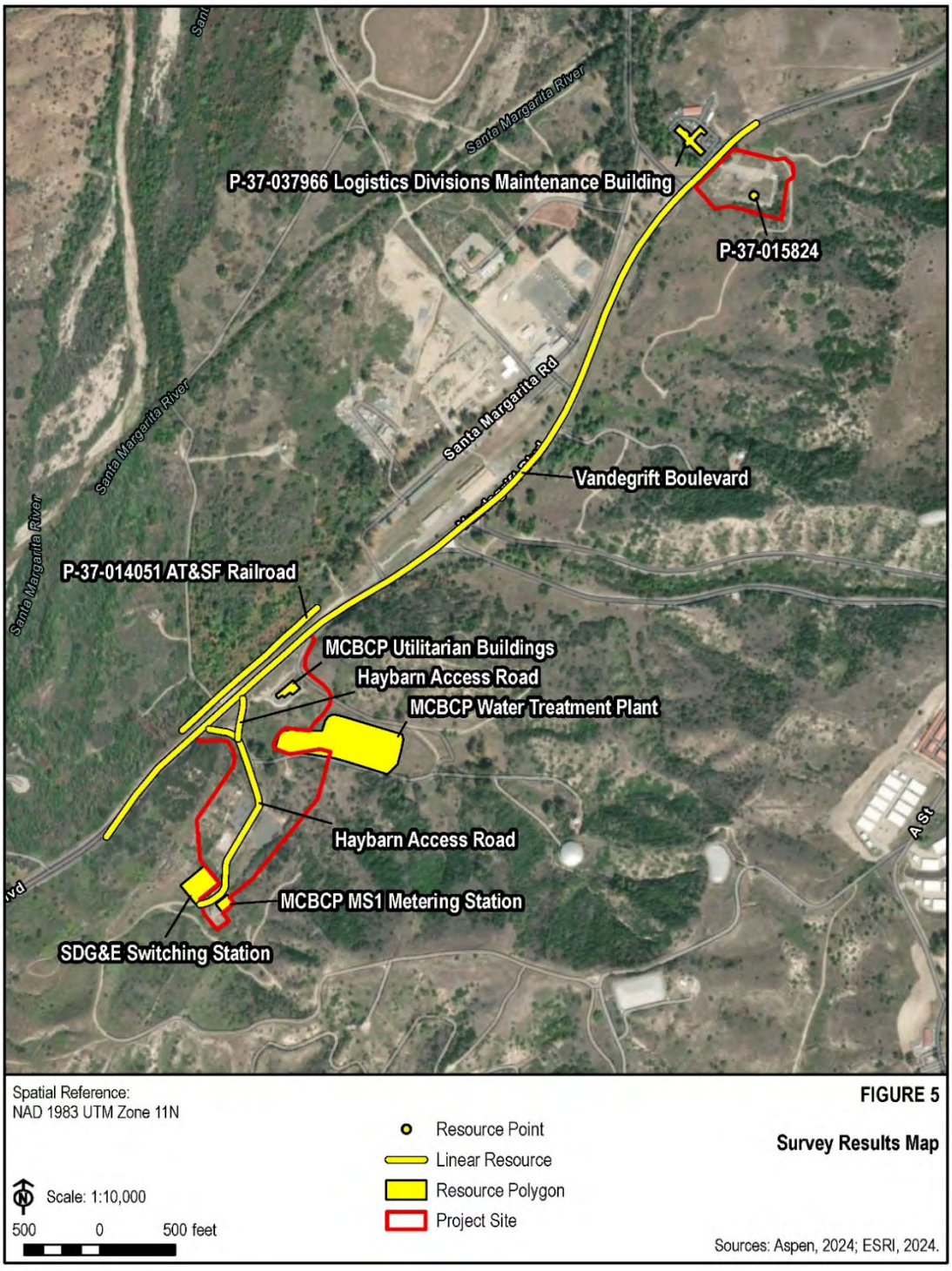


Photo 1. Haybarn Energy Reliability Center Project
View: Project Site Overall Looking Northerly

Photo 2. Haybarn Energy Reliability Center Project
View: Western Portion of Project Site Looking Westerly

Photo 3. Haybarn Energy Reliability Center Project
View: Central Portion of Project Site Looking Northerly

Photo 4. Haybarn Energy Reliability Center Project
View: Central Portion of Project Site Looking Southeasterly

Photo 5. Haybarn Energy Reliability Center Project
View: Easterly Portion of Project Site Looking Northwesterly

Photo 6. Haybarn Energy Reliability Center Project
View: Looking Northeasterly Towards Project Site from Historic Home Ranch

Photo 7. Haybarn Energy Reliability Center Project
View: Atchison Topeka and Santa Fe Railroad Bed (Heavily Overgrown), Built 1917, Looking northwesterly.

Photo 8. Haybarn Energy Reliability Center Project
View: Vandegrift Boulevard Southerly End Recorded Segment Looking northeasterly Toward Haybarn Road

Photo 9. Haybarn Energy Reliability Center Project
View: Vandegrift Boulevard Culvert Detail – Built 1942

Photo 10. Haybarn Energy Reliability Center Project
View: SDG&E Elec. Switching Station, Built 1993, Looking to North

Photo 11. Haybarn Energy Reliability Center Project
View: Misc. SDG&E and MCBCP owned 69 kV and 12 kV Power Lines, Looking Northerly

Photo 12. Haybarn Energy Reliability Center Project
View: Misc. SDG&E and MCBCP owned 69 kV and 12 kV Power Lines, Looking Southwesterly.

Photo 13. Haybarn Energy Reliability Center Project
View: Portion of MCBCP Water Treatment Plant, Built Circa 2004, Looking Northwesterly

Photo 14. Haybarn Energy Reliability Center Project
View: Portion of MCBCP Water Treatment Plant, Built Circa 2011, Looking Northwesterly

Photo 15. Haybarn Energy Reliability Center Project
View: MCBCP MS1 Metering Station, Built -Circa 2012—2014, Looking Northerly

Photo 16. Haybarn Energy Reliability Center Project
View: MCBCP Utilitarian Buildings on Vandegrift Boulevard, Built Circa 2018, Looking Westerly

Photo 17. Haybarn Energy Reliability Center Project
View: Haybarn Road at "Y" Intersection with Vandegrift Boulevard Looking Northwesterly

Photo 18. Haybarn Energy Reliability Center Project
View: Haybarn Road with Concrete Culvert Near Metering Station Looking Southwesterly

Photo 19. Haybarn Energy Reliability Center Project
View: Project Site Laydown Area Overall Looking Southwesterly

Photo 20. Haybarn Energy Reliability Center Project
View: Building 2662 – Logistics Divisions Building Property Maintenance Looking Westerly

Photo 21. Haybarn Energy Reliability Center Project
View: Vandegrift Boulevard at North End of Recorded Segment Looking Southwesterly

Photo 22. Haybarn Energy Reliability Center Project
View: View of Ubiquitous Distribution Line Near Project Site Laydown Area Looking Southwesterly

Photo 23. Haybarn Energy Reliability Center Project
View: Project Site Laydown Area Laundry: Building 2665 Building Fragments, Concrete-Lined Pit to East

Photo 24. Haybarn Energy Reliability Center Project
View: Project Site Laydown Area Building 2665 Building Fragments, Concrete Pad & ABS Pipes to North

Photo 25. Haybarn Energy Reliability Center Project
View: View: Project Site Laydown Area Laundry: Building 2665 Building Fragments, Utility Poles to NE

6.3.1. CRHR Eligibility Determinations

6.3.1.1. Laundry: Building 2665, Building Fragments at Project Site Laydown Area – Built 1944, Demolished by Fire Circa 1993/1994.

One previously recorded historic-age or 50+ year old feature fragment (P-37-015824) within the Project Site laydown area was identified which requires evaluation in accordance with CRHR guidelines. A DPR 523 historic resource inventory form (P-37-015824 UPDATE) was prepared for this property. This property was determined to not qualify as eligible to the CRHR. Please refer to Attachment C-4: DPR 523 Site Records, and Attachment C-5: Historic-Age Features Requiring CRHR Evaluation.

Laundry: Building 2665, Previously Recorded Building Fragments

A building fragment, originally associated with MCBCP as Laundry: Building 2665, was previously recorded on a DPR 523 Primary Record (P-37-015824) at the Project Site laydown area. This fragment was recorded as part of a *Cultural Resources Phase I Survey Report for Conforming Storage Facility (Hazardous Materials/Waste) at Marine Corps Base Camp Pendleton, California*. Prepared for MCBCP. Prepared by Rececca McCorkle and Tanya Wahoff, KEA Environmental Inc., San Diego, California, 1996 (KEA 1996).

The building fragment is described on the Primary Record as "A square, concrete-lined pit measuring 6'3" x 6'4", and at least 7'9" deep. A partition of 2" x 10 boards divides the pit, and an 8" diameter black ABS pipe enters the pit through the south wall of the pit. Chunks of concrete and lumber partially fill the pit, which is missing portions of the north edge of the concrete lining. The pit is the remnants of a laundry facility constructed in 1944, which burned down in 1994, along with the nearby dry cleaners and some outbuildings."

This historic-age feature was not evaluated. KEA staff assigned it NRHP Status Code 7, Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation.

Aspen Update P-37-015824: Laundry: Building 2665, Building Fragments at Project Site Laydown Area

On April 18, 2024, Elliot D'Antin surveyed the Project Site laydown area. The condition of the concrete-lined pit was updated, and additional building fragments were recorded as P-37-015824 UPDATE.

Updated Description and Location

USGS 7.5' Quad Morro Hill, CA; Date 1968; T10; R4; NE ¼ of NE ¼ of SE ¼ of Section 8; SBBM

UTM: Zone 11S, 469922 mE, 3687001 mN

The resource is located within the Marine Corps Base Camp Pendleton, 478 feet east (95 degrees) from the intersection of Vandegrift Blvd. and Santa Margarita Rd. The resource is located within the Project Site laydown area. It is a vacant parking lot across the street from the MCBCP Logistics Division Building, building number 2662.

This resource was previously recorded as a square, concrete-lined pit measuring 6 feet 3 inches by 6 feet 4 inches, and 7 feet 9 inches deep associated with the laundry facility that was built in 1944 and burned down in either 1993 or 1994. See below In-Depth Historical Research Relevant Data, discussion of 1993 Historic Aerial from Historicaerials.com. The concrete-lined pit was relocated and found to have deteriorated further, with the wood board partitions gone, and a portion of the north wall further collapsed than previously recorded. Additional features of Building 2665 and fragmentary remains of the two ancillary buildings in the original three-building complex (dry cleaners and outbuilding), were noted in the general vicinity during this update, including a concrete foundation with five black ABS pipes protruding from the foundation floor. The concrete foundation measures 6 feet 5 inches by 15 feet and

has a concrete pillar and board fence abutted to it on the north. Three wooden utility poles are also scattered across the vacant parking lot.

Aspen Update P-37-015824: CRHR Findings: Building 2665, Building Fragments at Project Site Laydown Area

The December 7, 1941, attack on Pearl Harbor created an immediate need for a West Coast training center. The site for what would become Camp Joseph H. Pendleton, or the massive Rancho Santa Margarita y Las Flores, was selected for its varied and undeveloped inland terrain and miles of oceanfront ideal for amphibious exercises. "It was the government's goal to have the new Marine Corps training facility near Oceanside ready for occupancy and exercises in six months. J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco oversaw construction projects, while Hunt, Chambers, and Ellingwood served as the base's original Architects. The original Bureau of Yards and Docks contract anticipated construction of 518 buildings, and the labor force had to work at a breakneck pace to transform the rugged rancho lands into a staging and training area for the influx of Marine recruits and draftees" (ASM 2017, page 49).

In-Depth Historical Research Relevant Data

USGS Historic Topo Maps

- USGS Historic Topo Maps
    - 1941 – Margarita Peak, Scale 1:62,500: An unnamed hard surfaced roadway alignment and the AT&SF Railroad alignment are depicted in the immediate vicinity of the Project Site laydown area, and future location of MCBCP Laundry: Building 2665.
    - 1942 – Margarita Peak, Scale 1:62,500 (Historic Image #10): The 1942 edition of Margarita Peak remains much the same as the 1941 edition in the immediate vicinity of the Project Site laydown area, However, an electrical transmission line is depicted following and directly adjacent to the Atchison Topeka and Santa Fe Railroad alignment.
    - 1944 – Margarita Peak, Scale 1:62,500: No new information is added to this edition in the immediate vicinity of the Project Site laydown area, although the transmission line is no longer depicted.
    - 1949 – Morro Hill, Scale 1:24,000: In the immediate vicinity of the Project Site laydown area, Building 2665 is depicted as an extremely large building, along with Vandegrift Boulevard, and Building 2662 to the north of Vandegrift Boulevard. The Margarita Road alignment is depicted as intersecting Vandegrift Boulevard.
    - 1968 – Morro Hill, Scale 1:24,000: No new information is added to this edition in the immediate vicinity of the Project Site laydown area.

Historic Aerials

- Historicaerials.com
    - 1938: A narrow dirt road is depicted in the vicinity of the future location of Building 2665. This road forks to the right around the east side of O'Neill Lake with a small spur splitting off to the west side of O'Neill Lake.
    - 1946: Building 2665 is depicted along with four-lane Vandegrift Boulevard and Building 2662 directly across Vandegrift Boulevard from Building 2665. Two ancillary buildings, one to the north and to the west of the main building, are also visible to create a three-building complex. The Margarita Road alignment is also depicted as intersecting Vandegrift Boulevard.
    - 1953 to 1989: Conditions remain essentially the same at the Project Site laydown area.
    - 1993: This image clearly depicts Building 2665, the main building of the three-building complex, as almost entirely demolished. This contradicts the 1994 fire date assigned by

KEA in their DPR 523 Primary Record (P-37-015824) for Laundry: Building 2665 (KEA 1996). This is a minor discrepancy, and the determination of an exact date that the fire took place is unimportant to the CRHR evaluation of the remaining Laundry Building fragments.

- 1994: The fire-ravaged portion of Building 2665 has been removed. The two ancillary buildings remain.
- 1997: The two ancillary buildings no longer appear. Some rubble remains spread across portions of the Project Site laydown area.
- 1998 to 2003: Conditions remain essentially the same in the immediate vicinity of the Project Site laydown area.
- 2005: Some of the debris remaining at the former site of Building 2665, three-building Laundry complex, appears to have been removed.
- 2009 to Present: Conditions remain essentially the same.

CRHR Evaluation

Aspen recommends that the Laundry: Building 2665, Previously Recorded Building Fragments, which are located within the Project Site laydown area are not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research, and in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

More specifically, in accordance with CRHR (Criteria 1-4) the following recommendations are made regarding the CRHR eligibility of the Laundry: Building 2665, Previously Recorded Building Fragments within the Project Site laydown area.

CRHR Criterion (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

The site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1993/1994, are not known to be specifically and individually related to any event or events that have made a significant contribution to the broad patterns of our history. The building site is generally associated with original construction of and the growth and development of MCBCP, but this association does not rise to a level of meaningful significance. Any specific association of these building fragments with a significant historic event is currently unknown and highly unlikely. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (1).

CRHR Criterion (2) Is associated with the lives of persons important in our past.

The site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1993/1994, are not known to be specifically and individually related to with the lives of persons important in our past. In-depth historical research has not identified any historic persons of significance specifically and individually associated with the establishment of, design of, or construction of Building 2665. The construction of the entire base was overseen by J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco, and the prominent architectural firm of Hunt, Chambers, and Ellingwood were the base's original architects. But, like all hastily constructed WW II era buildings at MCBCP, Building 2665 was not individually designed by a master architect or engineer. Any specific association of these building fragments with an historic individual is currently unknown and highly unlikely. Therefore, Aspen recommends that the site of the original MCBCP

Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (2).

CRHR Criterion (3) Embodies the distinctive characteristics of a type, period, region, or method of construction; or represents the work of an important creative individual; or possesses high artistic values.

The site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1993/1994, are not recognizable for their architectural or design merit. They are minor fragments and have no apparent outstanding or unique design or architectural features, construction methods, or use of materials, and cannot be regarded as having any architectural or historical importance in relation to any of these designators. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (3).

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

In-depth research conducted as part of the present study reveals that the general history of the site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1994, is well documented following in-depth research using historic maps and aerial photographs, and on the original 1996 KEA Environmental Inc., DPR 523 Primary Record (P-37-015824), and the 2024 Aspen Environmental Group 2024 (P-37-015824 UPDATE.) It is unlikely that listing this resource on the NRHP will preserve data or yield additional information important in prehistory or history. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (4).

In conclusion, based on the below noted in-depth historical research and a field survey, Aspen's Secretary of the Interior qualified architectural historian has determined the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing in the CRHR in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

6.3.1.2. Vandegrift Boulevard; Year Built – 1942

One historic-age or 50+ year old built environment feature was identified during the field survey of the HERC Project Study Area. This historic-age resource is Vandegrift Boulevard, a major roadway alignment on MCBCP built in 1942. That portion of Vandegrift Boulevard, a 6,562-foot-long segment, within the HERC Project Study Area, following in-depth historical research and an evaluation of stylistic, materials, and construction qualities, was determined to not qualify as eligible to the CRHR. For additional information also refer to Attachment C-4: DPR 523 Site Records, and Attachment C-5: Historic-Age Features Requiring CRHR Evaluation.

Description (Report Photos 8, 9, and 21)

Vandegrift Boulevard is the main or primary roadway alignment passing through various portions of MCBCP. That segment of Vandegrift Boulevard within the HERC Project Study Area is 6,562 feet long. This historic-age 45+ year old feature intersects Haybarn Access Road. Vandegrift Boulevard is an asphalt paved, four-lane road that is heavily used. It is 72 feet wide overall, including paved shoulders varying slightly in width but approximately eight feet wide each. Two culverts with steel pipes and concrete headwalls were identified in the vicinity of Haybarn Access Road. The first culvert has two corrugated steel pipes measuring 3.5 feet in diameter, with a concrete headwall measuring at least four feet deep, 10-

inches wide, and 17 feet long. The second culvert has a single corrugated steel pipe two feet in diameter, with a headwall that is at least four feet deep, 10-inches wide, and ten feet long.

Today, Vandegrift Boulevard is in the same location as originally built in 1942. Minor modifications include new paving. The construction dates of the culverts are unknown, but they appear as at least 45 years old based on use of materials and stylistic considerations.

Note: The recorded and evaluated segment of Vandegrift Boulevard, within the HERC Project Study Area, is located from approximately 200 feet south of Haybarn Access Road to approximately 400 feet north of Margarita Road, for a total length of 6,562 feet.

In-Depth Historical Research Relevant Data

Consultation of previous cultural surveys and reports, historic maps and aerials, and other historic data, has determined the following.

USGS Historic Topo Maps

- 1901-1921 – San Luis Rey, Scale 1:125,000
    - The Home Ranch is depicted with buildings to the north and south of a road generally trending NE to SW. From Home Ranch the road leads southerly to Ysidora and northerly to a body of water identified on subsequent USGS maps variously as “O Neil Lake” and “O’Neill Lake.” This road passed by and possibly through the northern end of the HERC Project Site and Project Study Area. This road is the precursor to Vandegrift Boulevard.
- 1941 – Margarita Peak, Scale 1:62,500
    - In the immediate vicinity of the HERC Project Site and Project Study Area an improved light duty roadway alignment is depicted directly adjacent to and north of the Project Site traveling in a generally SW to NE direction from Home Ranch to “O Neil Lake.” This road has been improved to a hard surface medium duty road to the north and south of the Project Site. The road depicted is Vandegrift Boulevard.
- 1949 – Morro Hill, Scale 1:24,000
    - In the immediate vicinity of and within the HERC Project Site and Project Study Area, an unimproved dead-end W-E dirt road (today’s Haybarn Access Road) is depicted leading to the east off of Vandegrift Boulevard. A small unimproved dirt spur cuts to the south through Haybarn Canyon leading to two structures, one which is small and rectangular, and one which is much larger, longer, and rectangular. This road spur and the unimproved E-W road split into a “Y” as they approach Vandegrift Boulevard which is identified by name and depicted as a hard surface, heavy duty, road with four lanes.
- 1968 – Morro Hill, Scale 1:24,000
    - Vandegrift Boulevard is identified by name and depicted as a hard surface, medium duty, road with four lanes. Home Ranch is depicted. The Atchison Topeka and Santa Fe Railroad alignment is identified by name and immediately adjacent to and to the west of Vandegrift Boulevard in the immediate vicinity of the HERC Project Site and Project Study Area. The SDG&E substation is depicted, along with Haybarn Access Road and the spur road leading through Haybarn Canyon.

Historic Aerials

- 1938: Historicaerials.com

    - In the immediate vicinity of the HERC Project Site and Project Study Area a well-developed surface road (essentially the future location of Vandegrift Boulevard) is visible travelling in a general SW to NE direction from Home Ranch to O'Neill Lake and beyond. This aerial provides definitive data on the Project Site immediately prior to the establishment of Camp Pendleton.

- 1946: Flight ID: GS-CP, Frame: 9-65, Scale: 1:23,600
    - In the immediate vicinity of the HERC Project Site and Project Study Area Vandegrift Boulevard is depicted passing by the northern end of the Project Site. The older two-lane road alignment has been totally obliterated by the construction of four-lane Vandegrift Boulevard.
- 1953 to 2018: Various Images at Historicaerials.com and UCSB Historic Aerials
    - Vandegrift Boulevard appears to remain essentially the same.

Additional Documents, Cultural Reports, and Site Records

The following additional data are relevant to the history of Vandegrift Boulevard.

- According to MCBCP Facilities Data available at Marine Corps Base Camp Pendleton, Facilities (marines.mil), MCBCP has 530 miles of roads (MCBCP 2024).
- Following the end of WWII, General Alexander A. Vandegrift, Commandant of the USMC, ordered in 1946 that Camp Pendleton remain the center of all USMC activities on the West Coast (ASM 2017, page 50).
- Most of the development at MCBCP is in the southeast corner, and the most heavily developed areas are dispersed along Vandegrift, Basilone, and San Mateo roads (MCBCP 2008, page 1-6).
- In a draft EIR, Vandegrift Boulevard is noted as a primary roadway and described as a major north-south arterial providing the primary access route for both the MCAS and the 24 Area (MCAS/MCBCP 1995, page 3.12-8).
- A 1966 newspaper article in the Santa Ana Register, describes Vandegrift Boulevard as "the main street at Camp Pendleton," named in honor of General Vandegrift, whose 38-year career in the Corps began in 1909, and who directed the Guadalcanal campaign, "before becoming the 18th Marine Corps Commandant in 1944" (The Register August 30, 1966, page 9).

In summary, Vandegrift Boulevard should be regarded as a major if not the primary roadway alignment at MCBCP. It is a long looping roadway that connects the most heavily developed portions of the base, is the major access route to the MCAS, and has been historically referred to as the "main street" at Camp Pendleton. Finally, it is named after General Alexander A. Vandegrift, the 18th Marine Corps Commandant.

Research Summary and CRHR Findings

The December 7, 1941, attack on Pearl Harbor created an immediate need for a West Coast training center. The site for what would become Camp Joseph H. Pendleton, or the massive Rancho Santa Margarita y Las Flores, was selected for its varied and undeveloped inland terrain and miles of oceanfront ideal for amphibious exercises. "It was the government's goal to have the new Marine Corps training facility near Oceanside ready for occupancy and exercises in six months. J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco oversaw construction projects, while Hunt, Chambers, and Ellingwood served as the base's original Architects. The original Bureau of Yards and Docks

contract anticipated construction of 518 buildings, and the labor force had to work at a breakneck pace to transform the rugged rancho lands into a staging and training area for the influx of Marine recruits and draftees. More than anything, the urgent need for war support facilities dictated the construction of so many temporary buildings and structures" (ASM 2017, page 49).

Vandegrift Boulevard is a historic-age feature greater than 45 years in age. It was built in 1942, replacing an earlier historic roadway alignment travelling in a general SW to NE direction from Home Ranch to O'Neill Lake and beyond in the vicinity of the HERC Project Site and Project Study Area. Vandegrift Boulevard should be regarded as a major if not the primary roadway alignment at MCBCP. It is a long looping roadway that connects the most heavily developed portions of the base, is the major access route to the MCAS, and has been historically referred to as the "main street" at Camp Pendleton. Finally, it is named after General Alexander A. Vandegrift, a prominent historical figure and the 18th Marine Corps Commandant. Vandegrift Boulevard has been altered at multiple locations across MCBCP.

CRHR Evaluation

Aspen recommends that Vandegrift Boulevard, which is located within the HERC Project Study Area, is not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

More specifically, in accordance with CRHR (Criteria 1-4) the following recommendations are made regarding the CRHR eligibility of Vandegrift Boulevard within the HERC Project Site and Project Study Area.

CRHR Criterion (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Vandegrift Boulevard is not known to be specifically and individually related to any event or events that have made a significant contribution to the broad patterns of our history. It is generally associated with the growth and development of MCBCP, and it serves as a key transportation route on the base, but these associations do not rise to a level of meaningful significance. Any specific association of Vandegrift Boulevard with an historic event is by its very nature ubiquitous, as it would necessarily include numerous events that have taken place on MCBCP from 1942 to the Present. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (1).

CRHR Criterion (2) Is associated with the lives of persons important in our past.

In-depth historical research has not identified any historic persons of significance specifically and individually associated with the establishment of, design of, or construction of Vandegrift Boulevard. The construction of the entire base was overseen by J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco, and the prominent architectural firm of Hunt, Chambers, and Ellingwood were the base's original architects. But Vandegrift Boulevard itself was not designed by a master architect or engineer. It is a plan book design, executed quickly with no curbs and gutters in the vicinity of the Project Study Area. It is maintained by MCBCP like over 500 miles of other roads across the base, but this association cannot be linked with any historic individual and does not rise to a meaningful level of significance. It is named for General Alexander A. Vandegrift, a prominent historical figure and the 18th Marine Corps Commandant, but literally thousands of road alignments across America are named after historic individuals, and the simple act of naming does not, in and of itself, make Vandegrift Boulevard a significant monument. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (2).

CRHR Criterion (3) Embodies the distinctive characteristics of a type, period, region, or method of construction; or represents the work of an important creative individual; or possesses high artistic values.

Vandegrift Boulevard is not recognizable for its architectural or design merit. It is a typically built four-lane paved road like thousands of other streets and roads across the nation. It is not the work of a master architect or engineer. It has no apparent outstanding or unique design or architectural features, construction methods, or use of materials, and it cannot be regarded as having any architectural or historical importance in relation to any of these designators. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (3).

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

In-depth research conducted as part of the present study reveals that the general history of Vandegrift Boulevard is well documented using various historic maps, aerial photographs, historic newspapers, and other sources of information. It is unlikely that listing this minimally altered historic-age resource on the NRHP will preserve data or yield additional information important in prehistory or history. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (d).

Finally, that portion of Vandegrift Boulevard in the vicinity of the HERC Project Site and Project Study Area is also recommended here as not eligible as a contributor to a larger historic district as this historic-age resource does not appear to individually qualify as a contributor to a unified entity.

6.3.2. District Considerations

No individually eligible CRHR historic-age properties/features were identified within the HERC Project Site and Project Study Area, and there is no apparent District of resources within these boundaries. District considerations for any built environment resource historic-age properties extending beyond the Project Site and Project Study Area are not addressed herein.

7. SUMMARY AND RECOMMENDATIONS

Aspen conducted archaeological literature reviews and record searches, an NAHC consultation, historic research, and a subsequent intensive field survey of the Project Site and Project Study Area on April 18, 2024. The main goal of this investigation was to gather and analyze the information needed to determine if significant archaeological or built environment resources are present within the Project Site and Project Study Area. Comprehensive in-depth historical research was conducted to assist in making these determinations.

Aspen requested a record search through the South Coastal Information Center, San Diego State University (SCIC), consisting of a search of the HERC Project Site battery installation location and a one-mile record search buffer defined by the SCIC as the Search Radius. On August 21, 2023, Aspen received the results of the records search (Attachment C-1). Additionally, Aspen consulted historic photos, topographic maps, tract maps, as well as federal, state, and local registers for listed cultural resources within or surrounding the Project Site. The records search identified 104 previous studies within one mile of the Project Site. Details of these studies can be found in Table 1. Thirty of these studies encompass the Project Site and these studies are highlighted in bold in the below table. The records search also yielded 65 previously recorded resources within one mile of the Project Site. Table 2 lists the resources procured from the record search. In summary, one resource is listed on the NRHP, one resource is determined not eligible, one resource is recommended eligible, 25 resources are recommended not eligible, two are not evaluated, and there are 16 with an unknown status regarding evaluation. Two previously recorded resources are within the Project Study Area: the AT&SF Railroad (P-37-014051/CA-SDI-14005), and the Logistics Division Maintenace Building: (P-37-037966); and one previously recorded resource is within the Project Site laydown area (Laundry: Building 2665 and Building Fragments: P-37-015824).

On August 10, 2023, Aspen requested that the Native American Heritage Commission (NAHC) complete a search of its Sacred Lands Files to determine if resources significant to Native Americans have been recorded within the Project footprint. On September 8, 2023, Aspen received a response from the NAHC stating that the search of its Sacred Lands File was positive for the presence of resources within the Project footprint or surrounding area (Attachment C-2). The NAHC also provided its contact list of Native American tribal governments to contact for additional information regarding resources in the area which included members of 21 tribal governments. Aspen provided the results to the California Energy Commission who conducted all appropriate and applicable Tribal consultation.

No archaeological resources were identified during the April 18, 2024, field survey, although a total of ten built environment features were identified (see Figure 5). Ultimately, it was determined that five built environment features identified during the field survey are less than 50 years old and not eligible to the CRHR; one set of historic-age roads were eliminated from consideration as ubiquitous or common examples of their type and CRHR ineligible; two historic-age features have previously been substantially altered and previously determined to not qualify as CRHR eligible properties; one previously recorded and unevaluated historic-age feature was evaluated as not eligible to the CRHR on a DPR 523 UPDATE, and one relatively intact historic-age feature was recorded on a DPR 523 Primary Record, BSO Record, Continuation Sheets, Linear Feature Record, and a Location Map, and determined not eligible to the CRHR. (See Attachment C-4: DPR 523 Site Records and Attachment C-5 Individual Property Descriptions and Detailed Research Summaries).

Therefore, no significant archaeological or built environment resources were identified in the Project Site, and Project Study Area, and no further cultural resources investigations are recommended. In summary, implementation of the proposed Project is not expected to result in a significant adverse effect, impact, change, or material impairment to any California Register eligible cultural resource.

In the event cultural materials are encountered during future Project construction, Aspen recommends the following:

1. **Worker Awareness Program.** Prior to the commencement of construction, the applicant will secure the services of a qualified archaeological specialist, meeting the Secretary of Interior qualifications, to be on-call during construction and to prepare a workforce environmental awareness program (WEAP) that will instruct construction workers of the obligation to protect and preserve valuable archaeological and Native American resources. The WEAP training will be submitted for review and approval by the Director or Director's designee of the County of San Diego Department of Planning and Building Services. This program will be provided to all construction workers via a recorded presentation and will include a discussion of applicable laws and penalties under the laws; samples or visual aids of resources that could be encountered in the project site and vicinity; instructions regarding the need to halt work in the vicinity of any potential archaeological and Native American resources encountered; and measures to notify their supervisor, the applicant, and the archaeological specialist. The selected consultant will submit the qualifications of the archaeological specialist, as well as an electronic copy of the WEAP to the Director or Director's designee of the County of San Diego Department of Planning and Building Services for review and approval.
2. **Inadvertent Discovery of Cultural Resources**. If archaeological resources are encountered during excavation or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director or Director's designee of the County of San Diego Department of Planning and Building Services shall be notified, and a qualified archaeologist will examine the find. The archaeologist will evaluate the find to determine if it meets the definition of a historical, unique archaeological, or Tribal Cultural Resource, and make appropriate recommendations regarding the disposition of such find(s) prior to the continuation of any construction work occurring within the above-referenced 50-foot

radius. If the find is determined to potentially be a Tribal Cultural Resource, local Native American tribes will be contacted and included in a decision making regarding the resource. If the find(s) do(es) not meet the definition of a historical, unique archaeological, or Tribal Cultural Resource, no further study or protection is necessary prior to project implementation. If the find meets the definition of a historical, unique archaeological, or Tribal Cultural Resource, then it will be avoided by project activities. If avoidance is not feasible, adverse effects to such resources will be mitigated in accordance with the recommendations of the archaeologist. Recommendations will include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery shall be submitted to the Director or Director's designee of the County of San Diego Department of Planning and Building Services, Native American Heritage Commission (Tribal Cultural Resources), and the South Coastal Information Center.

The project applicant will ensure that construction personnel do not collect or move any cultural material and will ensure that any fill soil that may be used for construction purposes does not contain any archaeological materials.

3. **Inadvertent Discovery of Human Remains.** If human remains are discovered during excavation or grading of the site, all activity within a 50-foot radius of the find will be stopped. The County of San Diego Coroner shall be notified immediately and will make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours of the identification. Once the NAHC identifies the most likely descendant(s) (MLD), the descendant(s) will make recommendations regarding proper burial (including the treatment of grave goods), which will be implemented in accordance with section 15064.5(e) of the California Code of Regulations, Title 14. The archaeologist will recover scientifically valuable information, as appropriate and in accordance with the recommendations of the MLD. A report of findings documenting any data recovery shall be submitted to the Director or Director's designee of the County of San Diego Department of Planning and Building Services and the South Coastal Information Center.

8. REFERENCES CITED AND CONSULTED

Note: The following includes all citations contained in the body of the report and in report Attachments C4, C-5, and C-6. These Attachments contain a massive body of research required to eliminate select Project Study Area Built Environment Features from further CRHR consideration, and preparation of DPR 523 Inventory Forms, as either being less than 50 years old and not qualifying under special circumstances or as ubiquitous features. These citations are critical to a better understanding of the methods used by staff.

Aerials

1946 – Flight ID: GS-CP, Frame: 9-65, Scale: 1:23,600, December 29, 1946, University of California, Historic Aerials. Available at: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

1953 – Flight ID: Flight ID: AXN-1953, Frame: 14M-28, Scale: 1:20,000, May 1, 1953, University of California, Historic Aerials, Available at: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

1994 – Flight ID: Flight ID: NAPP-2C, Frame: 6865-216, Scale: 1:20,000, June 1, 1994, University of California, Historic Aerials, Available at: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

1938-2020 – Various historic aerials (1938, 1946, 1953, 1967, 1978, 1980, 1981, 1982, 1984, 1985, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2018, 2020). Available at: https://www.historicaerials.com/aerial-photos

Books, Databases, Reports, and Guidelines

AECOM 2013 – Cultural Resources Evaluations of CA-SDI-4427, -13931/H, and -16198 in Support of P-1093 CERS 2, P-1094 CERS 2, and P-1094 CERS 3, Marine Corps Base Camp Pendleton, California. Prepared for: U.S. Marine Corps, Assistant Chief of Staff, Facilities, Marine Corps Base Camp Pendleton, California. Prepared by AECOM, Wayne Glenny, Andrew York, and Hillary Warren, San Diego, California, February 2013.

ASM Affiliates 2013 - Historic Context Study For Marine Corps Base Camp Pendleton San Diego County, California. Submitted to Danielle Page. Prepared by Sarah Stringer-Bowsher and Dan Killoren, ASM Affiliates, Inc. Carlsbad, California, January 2013.

ASM 2017 - Final Integrated Cultural Resources Management Plan Update for Marine Corps Base Camp Pendleton. Prepared for Marine Corps Base Camp Pendleton. Prepared by ASM Affiliates, Inc. Carlsbad, California, September 2017.

BLM GLO Records, Land Patents, Township No. 10 South, Range No. 4 West, San Bernardino Meridian. Available online at: https://glorecords.blm.gov/default.aspx

Caltrans 2020 – Caltrans Volume 2 - Standard Environmental Reference, Chapter 5; Archaeological Resource Identification, Evaluation, Effects and Treatment, 2019 Update rev: 07/15/20 built environment features.

CEC 2021 – California Energy Commission (CEC). Tribal Consultation Policy. November 2021. Sacramento, CA. CEC-700-2022-001. Available online at: https://www.energy.ca.gov/sites/default/files/2022-02/CEC-700-2022-001.pdf

Castillo 1998 – Short Overview of California Indian History. California Native American Heritage. Edward D. Castillo. The Archaeology of California.

Chartkoff 1984 – The Archaeology of California. Joseph Chartkoff and Kerry K. Chartkoff. Standford University Press, Palo Alto, CA.

County of San Diego 2011 – County of San Diego General Plan General Plan, Chapter 5: Conservation and Open Space Element, Cultural Resources, Goals and Policies, Updated 2011. Available online at: https://www.sandiegocounty.gov/pds/gpupdate/docs/BOS_Aug2011/C.1-4_Conservation_and_Open_Space.pdf

Far Western 2013 – Addendum 2: Historic Properties Treatment Plan for the Initial Phase of Construction of the P-1093 and P-1094 Communications and Electrical Upgrade Projects, Marine Corps Base Camp Pendleton, San Diego County, California. Prepared by Far Western Anthropological Research Group, Inc. Submitted to US Department of the Navy Southwest Division Naval Facilities Engineering Command, San Diego, California, April 2013.

Federal Register 2008 – Federal Register/Vol. 73, No. 219/Wednesday, November 12, 2008/Notices, Upgrades to Electrical Systems and Associated Facilities, (MILCON P-1048), pages 66880-66881.

Groundbreaker 2012 – From Main Line, to Branch Line, to Oblivion, Camp Pendleton's Railroad to Nowhere. Prepared by William Parsons, Camp Pendleton Historical Society, Groundbreaker, Volume 6, Number 3, 2012. Available online at: https://www.camppendletonhistorical society.

HDR 2014 - P-37-037966 DPR Continuation Sheet Update, Area 26 Buildings 2660, 2662, and 2669. Prepared for Marine Corps Base Camp Pendleton. Prepared by HDR Inc., Englewood, Colorado, March 2014.

HDR 2016 - Final Report Historic Resources Survey and Evaluation Marine Corps Base, Camp Pendleton. Prepared by HDR Inc. Prepared for NAVFAC Southwest, February 2016.

JRP 1999 - Inventory and Evaluation of National Register Eligibility for Buildings and Structures at Marine Corps Base, Camp Joseph H. Pendleton, San Diego County, California. Prepared for MCBCP. Prepared by JRP Historical Consulting Services.

KEA 1996 - Cultural Resources Phase I Survey Report for Conforming Storage Facility (Hazardous Materials/Waste) at Marine Corps Base Camp Pendleton, California. Prepared for MCBCP. Prepared by Rececca McCorkle and Tanya Wahoff, KEA Environmental Inc., San Diego, California, 1996.

Laylander 2000 – Early Ethnography of the Californians: 1533-1825. Don Laylander, Coyote Press Archives of California Prehistory, No. 47.

MCBCP 1994 – Data Call 65: Economic and Community Infrastructure Data Marine Corps Base Camp Pendleton, California. Signed, J. A. Brabham, Deputy Chief of Staff for Installations and Logistics, August 12, 1994.

MCAS/MCBCP 1995 – Draft Environmental Impact Statement Realignment to MCAS/MCB Camp Pendleton San Diego County, California. Prepared for: Department of the Navy Commander, Marine Corps Air Bases, Western Area, October 1995.

MCBCP 2008 – Marine Corps Base Camp Pendleton, Integrated Cultural Resources Management Plan (ICRMP), June 2008.

MCBCP 2013 – Letter from D. M. Page, Cultural Resources Environmental Security MCBCP to Ms. Carol Roland-Nawi, State Historic Preservation Officer, Department of Parks and Recreation, Amended Undertaking and 100 Percent Design, Base-Wide Utility Infrastructure Improvements P-1048 CERS 3, September 24, 2013.

MCBCP 2024 – Marine Corps Base Camp Pendleton, Pendleton Facilities Data. Last accessed on March 8, 2024. Available at: Marine Corps Base Camp Pendleton, Facilities (marines.mil).

NAVFAC 2010 – Marine Corps Base Camp Pendleton 2030, Base Master Plan, Volume III, Part 1, Cantonment Plans, Final, Nava Facilities Engineering Command, December 2010.

NPS 1997 – National Park Service (NPS). How to Apply the National Register Criteria for Evaluation. U.S. Department of the Interior, National Park Service, Washington, D.C.

OHP 2011a – 2011 California Register and National Register: A Comparison. Technical Assistance Series #6. California Office of Historic Preservation, Sacramento.

OHP 2011b – 2011 California Environmental Quality Act (CEQA) and Historical Resources. Technical Assistance Series #1, California Office of Historic Preservation, Sacramento.

Parlay and Google Earth Pro. Available online at http://reportallusa.com/.

RECON 2002 – Results of a Phase 1 Survey of Nine Cantonment Areas, U.S. Marine Corps Base, Joseph H. Pendleton. Prepared for Southwest Division Naval Facilities Engineering Command. Prepared by RECON, San Diego, California, October 21, 2002.

SDERA 2024 – Camp Pendleton Railway, Prepared by the San Diego Electric Railway Association. Available online at: https://glorecords.blm.gov/default.aspx.

Welch 1975 – An Archaeological Survey of the Santa Margarita River Valley and Adjacent Areas, Camp Pendleton, San Diego County, California. Prepared by Patrick H. A. Welch. Submitted by Paul H. Ezell, Department of Anthropology, San Diego State University, 1975.

U.S. Navy 2020 – Final Supplemental Environmental Assessment for Construction, Operation, and Decommissioning of Photovoltaic and Natural Gas Energy Generation Facilities at Marine Corps Base Camp Pendleton. Prepared for United States Department of the Navy and United States Marine Corps. Prepared by United States Department of the Navy, November 2020.

Van Bueren 2017 – Thad M Van Bueren (Van Bueren). Archaeological Survey for the Apperson Minor Subdivision in Redwood Valley California, Prepared for Jim Apperson. October 24, 2017.

DPR 523 Site Records

Primary #: P-37-014051 (UPDATE); CA-SDI-14005H (UPDATE). California Southern Railroad and the Atchison, Topeka, and Santa Fe (AT&SF) Railway. Prepared by KEA Environmental Inc., San Diego, California, 1996.

Primary #: P-37-015824 (UPDATE); Laundry: Building 2665, Prepared by Statistical Research, Inc., Redlands, California, 2022.

Primary #: P-37-037966 (UPDATE). Area 26 Buildings 2660, 2662, and 2669. Prepared for Marine Corps Base Camp Pendleton. Prepared by HDR Inc., Englewood, Colorado, March 2014.

Maps-Chronological

DISEÑO 184? – Rancho de San Onofrio, U.S. District Court. California, Southern District. Land case 367 SD, page 107; land case map D-1413 (Bancroft Library). Pio Pico, claimant. Available at U.C. Bancroft Library.

DISEÑO 1855 – No. 700-1 Pio Pico et al, Diseño Del Rancho de Sta. Margarita, A.P.L. Exhibit to the deposition of John Forster, March 14, 1855. Filed in office on March 15, 1855, Geo, Fisher. From U.S. District Court. Southern District. Reportedly depicts rancho circa 1845. Available at U.C. Bancroft Library.

PLAT 1867 – Plat of the Rancho Santa Margarita y las Flores, finally confirmed to Pio Pico, et al, Surveyed under Instructions from the U. S. Surveyor General, Prepared by Max Strobel, Deputy Surveyor, July 1867, Initially signed as approved by the U.S. Surveyor General, San Francisco, June 11, 1868, and signed as finally confirmed to Pio Pico et al on October 23, 1870.

GLO 1870 – General Land Office, Survey Plat of Township No. 10 South, Range No. 4 West, San Bernardino Meridian. Signed by Surveyor General September 27, 1870. San Francisco, CA. Surveyed 1854, 1858, 1867, 1869.

GLO 1881 – General Land Office, Survey Plat of Township No. 10 South, Range No. 4 West, San Bernardino Meridian. Signed by Surveyor General April 5, 1881. San Francisco, CA. Surveyed 1854, 1858, 1867, 1869, 1876, 1878.

SAN DIEGO COUNTY 1889 – Official Map of San Diego County, California, Compiled from latest official maps of U.S. surveys, Railroad and Irrigation surveys, county Records, and other reliable sources. Drawn by T. D. Beasley, Under Supervision of Jas. D. Schuyler C.E., 1889. Scale 3 Miles to 1 Inch. Adopted by Supervisors of the County of San Diego. Copyright T.D. Beasley 1890. Available at: https://www.loc.gov/maps

USGS 1901 – United States Geological Survey (USGS). San Luis Rey, California, Quadrangle, Scale 1:125000. Surveyed or prepared from data 1891 and 1898. Edition of 1901.

PLAT BOOK SAN DIEGO COUNTY c. 1912 – Plat Book of San Diego County, Map for Township 10 South – Range 4 West SBM. John Carbonell, Pacific Plat Book Co., Los Angeles, Circa 1912, Available at: https://www.loc.gov/maps

BLACKBURN'S 1926 – Blackburn's Map of Southern California 10 Counties, Published by O. V. Blackburn, Los Angeles, California, 1926. Available at: https://www.loc.gov/maps

DIVISION OF HIGHWAYS 1934 – Highway Transportation Survey of 1934, San Diego County. Prepared by the State of California, Department of Public Works, Division of Highways. Base map copyrighted by Rand McNally & Company, 1934.

USGS 1941 – War Department, Corps of Engineers, U.S. Army. Margarita Peak, California, Quadrangle, 15-Minute Series. Prepared under the direction of the Chief of Engineers, U.S. Army, from data gathered 1933-1941. Engineer Reproduction Plant, Washington D. C. 1941.

USGS 1942 – War Department, Corps of Engineers, U.S. Army. Margarita Peak, California, Quadrangle, Grid Zone "G,"15-Minute Topographic Series. Prepared under the direction of the Chief of Engineers, U.S. Army, from data gathered 1933-1939. Road data Revised in 1941. Engineer Reproduction Plant, Washington D. C. 1942.

USGS 1944 – War Department, Corps of Engineers, U.S. Army. Margarita Peak, California, Quadrangle, Grid Zone "G," 15-Minute Series. Prepared under the direction of the Chief of Engineers, U.S. Army, from data gathered 1933-1941. Engineer Reproduction Plant, Portland Oregon 1944.

USGS 1949 – United States Geological Survey (USGS). Morro Hill, California, Quadrangle. 7.5-minute Topographic Series. Prepared from data 1946 and 1948. Published USGS, Washington D. C. Edition of 1949.

USGS 1968 – United States Geological Survey (USGS). Morro Hill, California, Quadrangle. 7.5-minute Topographic Series. Prepared from data 1946, 1948, 1967, 1968. Published Denver CO and Washington D. C. Edition of 1968.

USGS 2021 – United States Geological Survey (USGS). Morro Hill, California, Quadrangle. 7.5-minute Topographic Series. Prepared from data 2002-2020. National Geospatial Program US Topo Product, 2021.

Newspapers

Redlands Daily Facts 1942 – *Redlands Daily Facts* (Redlands, CA), August 22, 1942, page 5.

The Register 1966 – *The Register* (Santa Ana, CA), "Vandegrift's Nephew Concludes Training, August 30, 1966, Page 9.

Websites

https://www.ancestry.com/

https://www.historicaerials.com/aerial-photos

https://www.historic-newspapers.com/

https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

https://glorecords.blm.gov/

https://ngmdb.usgs.gov/topoview/viewer/#4/39.98/-100.06

https://sdera.org/pendleton_rail.php

Attachment C-1

RECORDS SEARCH RESULTS

South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
Office: (619) 594-5682
www.scic.org
nick@scic.org

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM RECORDS SEARCH

Company: Aspen Environmental Group

Company Representative: Lauren DeOliveira

Date Processed: 8/21/2023

Project Identification: CEC-Camp Pendleton (1996)

Search Radius: 1 mile

Historical Resources: JL

Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been included for all recorded sites.

Previous Survey Report Boundaries: JL

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been included.

Historic Addresses: JL

A map and database of historic properties (formerly Geofinder) has been included.

Historic Maps: JL

The historic maps on file at the South Coastal Information Center have been reviewed, and copies have been included.

Summary of SHRC Approved CHRIS IC Records Search Elements	
RSID:	3461
RUSH:	yes
Hours:	1.5
Spatial Features:	272
Address-Mapped Shapes:	yes
Digital Database Records:	315
Quads:	2
Aerial Photos:	0
PDFs:	Yes
PDF Pages:	1184

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

Attachment C-2

NAHC RESULTS

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Vacant

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710

September 8, 2023

Lauren DeOliveira
Aspen Environmental Group

Via Email to: ldeoliveira@aspeneg.com

Re: 1996.001 Camp Pendleton Project, San Diego County

Dear Ms. DeOliveira:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were positive. Please contact the tribes on the attached list for more information. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

Attachment

Attachment C-3

DPR 523 SITE RECORDS

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial
NRHP Status Code

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 **of** 7 ***Resource Name or #:** (Assigned by recorder) Vandegrift Boulevard

P1. Other Identifier: N/A

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** San Diego County **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Morro Hill, CA **Date** 2021 T10S; R4W; Portions of Secs 17, 18, and 8; S.B.B.M.

c. Address Marine Corps Base Camp Pendleton (MCBCP) City Oceanside Zip 92055

d. UTM: South of intersection with Haybarn Access Road. Zone 11S, 468786 mE/ 3685896 mN NAD83

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
The recorded and evaluated segment of Vandegrift Boulevard is located from approximately 200 feet south of Haybarn Access Road to approximately 400 feet north of Margarita Road, for a total length of 6,562 feet.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Vandegrift Boulevard is the main or primary roadway alignment passing through various portions of MCBCP. That segment of Vandegrift Boulevard within the HERC Project Study Area is 6,562 feet long. This historic-age 50+ year old feature intersects Haybarn Access Road. Vandegrift Boulevard is an asphalt paved, four-lane road that is heavily used. It is 72 feet wide overall, including paved shoulders varying slightly in width but approximately eight feet wide. Two culverts with steel pipes and concrete headwalls were identified in the vicinity of Haybarn Access Road. The first culvert has two corrugated steel pipes measuring 3.5 feet in diameter, with a concrete headwall measuring at least four feet deep, 10-inches wide, and 17 feet long. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP37, highway

***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures and objects)

P5b. Description of Photo: (view, date, accession #) Looking NEly along Vandegrift Boulevard near intersection with Haybarn Access Road. Photo taken 4-18-24.

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both 1942

***P7. Owner and Address:**
U. S. Marine Corps Base Camp Pendleton
Oceanside, California, 92055

***P8. Recorded by:** (Name, affiliation, and address)
Roger Hatheway, Elliot D'Antin
Aspen Environmental Group
5020 Chesebro Rd. Suite 200.
Agoura Hills, CA 91301

***P9. Date Recorded:** Surveyed April 18, 2024, Form - May 4, 2024

***P10. Survey Type:** Intensive Pedestrian

***P11. Report Citation:** Haybarn Energy Reliability Project, Marine Corps Base Camp Pendleton, San Diego County, California. Prepared for California Energy Commission, Prepared by Aspen Environmental Group, May 2024.

***Attachments:** ☐ NONE ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #:** (Assigned by recorder) Vandegrift Boulevard ***NRHP Status Code** 6Z
Page 2 **of** 7

B1. Historic Name: Vandegrift Boulevard
B2. Common Name: Vandegrift Boulevard
B3. Original Use: Roadway B4. Present Use: Roadway
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Please see attached Continuation Sheet, Section B6. Construction History, for a detailed summary of historical research and a detailed construction history of Vandegrift Boulevard which was built in 1942.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** N/A **Original Location:** Same
***B8. Related Features:** Vandegrift Boulevard, within the HERC Project Study Area, remains in its original location. It is a central component of a 530-mile roadway network extending across the more than 125,000-acre Camp Pendleton. The recorded segment of Vandegrift Boulevard is located on the Morro Hill USGS 7.5 Minute Quad., in T10S; R4W; Portions of Secs 17, 18, and 8; S.B.B.M.
B9a. Architect: Hunt, Chambers, and Ellingwood – Original Architects b. Builder: Const. by J. E. Haddock, Ltd.
***B10. Significance: Theme** Transportation **Area** MCBCP
Period of Significance 1942 to Present **Property Type** Road **Applicable Criteria** None

It is here recommended that Vandegrift Boulevard be assigned the following California Historical Resource Status Code: 6Z Found ineligible for NR, CR, or Local designation through survey evaluation.

Please see attached Continuation Sheet, Section B10, for a summary of in-depth research conducted in developing a background and site-specific history of Vandegrift Boulevard using historic maps and aerials, previous cultural resource management reports, historic newspapers, and a detailed evaluation of Vandegrift Boulevard at a local, state, or national level, in accordance with CRHR Criteria 1-4.

B11. Additional Resource Attributes: (List attributes and codes) HP37, highway

***B12. References:** For complete references see: Haybarn Energy Reliability Project, Marine Corps Base Camp Pendleton, San Diego County, California. Prepared for California Energy Commission, Prepared by Aspen Environmental Group, May 2024.

B13. Remarks: Camp Pendleton Context Fully Developed

***B14. Evaluator:** Roger G. Hatheway

***Date of Evaluation:** May 4, 2024

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

Please see attached:

DPR 523 Linear Feature Record
and
DPR 523 Location Map

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

LINEAR FEATURE RECORD

Primary # _____
HRI # _____
Trinomial

 ***Resource Name or #:** (Assigned by recorder) Vandegrift Boulevard

L1. Historic and/or Common Name: Vandegrift Boulevard

L2. a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** UTM

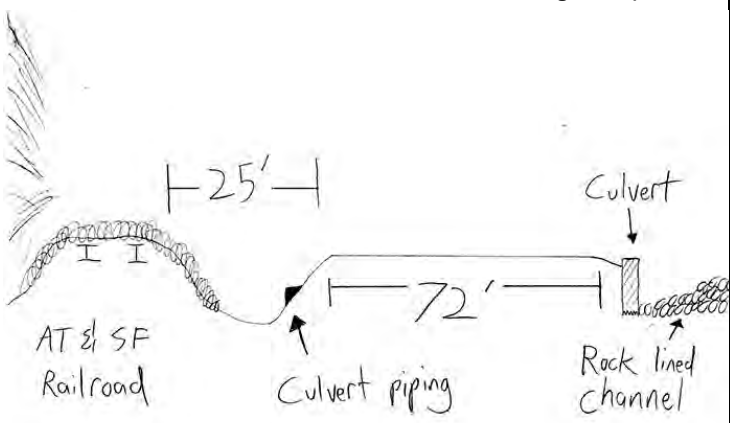
b. Location of point or segment: Photo taken at: 11S, 469865 mE/ 3687115 mN. Vandegrift Boulevard at North End of Recorded Segment Looking Southwesterly.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate)
Please see Description DPR 523 Primary Record and Continuation Sheet.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

- **a. Top Width** Overall, 72 feet wide.
- **b. Bottom Width** Shoulders approx. 8 ft. each
- **c. Height or Depth** No curbs
- **d. Length of Segment** 6,562 feet.

L4e. Sketch of Cross-Section (include scale) Facing: NEly



L5. Associated Resources: MCBCP 530-mile roadway network.

L6. Setting: Vandegrift Boulevard, within the HERC Project Study Area, is located from approximately 200 feet south of Haybarn Access Road to approximately 400 feet north of Margarita Road.

The recorded segment of Vandegrift Boulevard is located on the Morro Hill USGS 7.5 Minute Quad., in T10S; R4W; Portions of Secs 17, 18, and 8; S.B.B.M.

L7. Integrity Considerations: Roadway is well maintained by MCBCP.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing: Looking Southwesterly along Vandegrift Boulevard from approximately 400 feet north of Margarita Road, adjacent to Building 2662 Parking Lot. Photo taken on 4-18-24.

L9. Remarks: For complete references see Haybarn Energy Reliability Project, Marine Corps Base Camp Pendleton, San Diego County, California. Prepared for California Energy Commission, Prepared by Aspen Environmental Group, May 2024.

L10. Form Prepared by: Roger Hatheway, Aspen Environmental Group, 5020 Chesebro Rd. Suite 200, Agoura Hills, CA 91301

L11. Date: May 4, 2024

***P3a. Description: Continued.**

The second culvert has a single corrugated steel pipe two feet in diameter, with a headwall that is at least four feet deep, 10-inches wide, and ten feet long.

Today, Vandegrift Boulevard is in the same location as originally built in 1942. Minor modifications include new paving. The construction dates of the culverts are unknown, but they appear as at least 50 years old based on use of materials and stylistic considerations.

Note: The recorded and evaluated segment of Vandegrift Boulevard, within the HERC Project Study Area, is located from approximately 200 feet south of Haybarn Access Road to approximately 400 feet north of Margarita Road, for a total length of 6,562 feet.

***B6. Construction History: Continued.**

Research Summary
The December 7, 1941, attack on Pearl Harbor created an immediate need for a West Coast training center. The site for what would become Camp Joseph H. Pendleton, or the massive Rancho Santa Margarita y Las Flores, was selected for its varied and undeveloped inland terrain and miles of oceanfront ideal for amphibious exercises. "It was the government's goal to have the new Marine Corps training facility near Oceanside ready for occupancy and exercises in six months. J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco oversaw construction projects, while Hunt, Chambers, and Ellingwood served as the base's original Architects. The original Bureau of Yards and Docks contract anticipated construction of 518 buildings, and the labor force had to work at a breakneck pace to transform the rugged rancho lands into a staging and training area for the influx of Marine recruits and draftees. More than anything, the urgent need for war support facilities dictated the construction of so many temporary buildings and structures. In 1946, after the end of WWII, General A. A. Vandegrift, Commandant of the USMC, ordered that Camp Pendleton remain the center of all USMC activities on the West Coast." Vandegrift Boulevard is a historic-age feature greater than 45 years in age. It was built in 1942, replacing an earlier historic roadway alignment travelling in a general SW to NE direction from Home Ranch to O'Neill Lake and beyond in the vicinity of the HERC Project Site and Project Study Area. Vandegrift Boulevard should be regarded as a major if not the primary roadway alignment at MCBCP. It is a long looping roadway that connects the most heavily developed portions of the base, is the major access route to the MCAS, and has been historically referred to as the "main street" at Camp Pendleton. Finally, it is named after General Alexander A. Vandegrift, a prominent historical figure and the 18th Marine Corps Commandant. Vandegrift Boulevard has been altered at multiple locations across MCBCP.

Consultation of previous cultural surveys and reports, historic maps and aerials, and other historic data, has determined the following.

<u>USGS Historic Topo Maps</u>

- 1901-1921 – San Luis Rey, Scale 1:125,000
    - The Home Ranch is depicted with buildings to the north and south of a road generally trending NE to SW. From Home Ranch the road leads southerly to Ysidora and northerly to a body of water identified on subsequent USGS maps variously as "O Neil Lake" and "O'Neill Lake." This road passed by and possibly through the northern end of the HERC Project Site and Project Study Area at the location of the Laydown Area. This road is the precursor to Vandegrift Boulevard.
- 1941 – Margarita Peak, Scale 1:62,500
    - In the immediate vicinity of the HERC Project Site and Project Study Area an improved light duty roadway alignment is depicted directly adjacent to and north of the Project Site traveling in a generally SW to NE direction from Home Ranch to "O Neil Lake." This road has been improved to a hard surface medium duty road to the north and south of the Project Site. The road depicted is Vandegrift Boulevard.
- 1949 – Morro Hill, Scale 1:24,000
    - In the immediate vicinity of and within the HERC Project Site and Project Study Area, an unimproved dead-end W-E dirt road (today's Haybarn Access Road) is depicted leading to the east off of Vandegrift Boulevard. A small

unimproved dirt spur cuts to the south through Haybarn Canyon leading to two structures, one which is small and rectangular, and one which is much larger, longer, and rectangular. This road spur and the unimproved E-W road split into a "Y" as they approach Vandegrift Boulevard which is identified by name and depicted as a hard surface, heavy duty, road with four lanes.

- 1968 – Morro Hill, Scale 1:24,000
    - Vandegrift Boulevard is identified by name and depicted as a hard surface, medium duty, road with four lanes. Home Ranch is depicted. The Atchison Topeka and Santa Fe Railroad alignment is identified by name and immediately adjacent to and to the west of Vandegrift Boulevard in the immediate vicinity of the HERC Project Site and Project Study Area. The SDG&E substation is depicted, along with Haybarn Access Road and the spur road leading through Haybarn Canyon.

Historic Aerials

- 1938: Historicaerials.com
    - In the immediate vicinity of the HERC Project Site and Project Study Area a well-developed surface road (essentially the future location of Vandegrift Boulevard) is visible travelling in a general SW to NE direction from Home Ranch to O'Neill Lake and beyond. This aerial provides definitive data on the Project Site immediately prior to the establishment of Camp Pendleton.
- 1946: Flight ID: GS-CP, Frame: 9-65, Scale: 1:23,600
    - In the immediate vicinity of the HERC Project Site and Project Study Area Vandegrift Boulevard is depicted passing by the northern end of the Project Site at the laydown area. The older two-lane road alignment has been totally obliterated by the construction of four-lane Vandegrift Boulevard.
- 1953 to 2018: Various Images at Historicaerials.com and UCSB Historic Aerials
    - Vandegrift Boulevard appears to remain essentially the same.

Additional Documents, Cultural Reports, and Site Records Consulted

The following additional data are relevant to the history of Vandegrift Boulevard.

- According to Camp Pendleton Facilities Data available at Marine Corps Base Camp Pendleton, Facilities (marines.mil), Camp Pendleton has 530 miles of roads (MCBCP 2024).
- Following the end of WWII, General Alexander A. Vandegrift, Commandant of the USMC, ordered in 1946 that Camp Pendleton remain the center of all USMC activities on the West Coast (ASM 2017, page 50).
- Most of the development at MCBCP is in the southeast corner, and the most heavily developed areas are dispersed along Vandegrift, Basilone, and San Mateo roads (MCBCP 2008, page 1-6).
- In a draft EIR, Vandegrift Boulevard is noted as a primary roadway and described as a major north-south arterial providing the primary access route for both the MCAS and the 24 Area (MCAS/MCBCP 1995, page 3.12-8).
- A 1966 newspaper article in the Santa Ana Register, describes Vandegrift Boulevard as "the main street at Camp Pendleton," named in honor of General Vandegrift, whose 38-year career in the Corps began in 1909, and who directed the Guadalcanal campaign, "before becoming the 18th Marine Corps Commandant in 1944" (The Register August 30, 1966, page 9).

In summary, Vandegrift Boulevard should be regarded as a major if not the primary roadway alignment at MCBCP. It is a long looping roadway that connects the most heavily developed portions of the base, is the major access route to the MCAS, and has been historically referred to as the "main street" at Camp Pendleton. Finally, it is named after General Alexander A. Vandegrift, the 18th Marine Corps Commandant.

***Section B10. Significance: Continued.**

CRHR Evaluation

Aspen recommends that Vandegrift Boulevard, which is located within the HERC Project Study Area, is not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

More specifically, in accordance with CRHR (Criteria 1-4) the following recommendations are made regarding the CRHR eligibility of Vandegrift Boulevard within the HERC Project Site and Project Study Area.

CRHR Criterion (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Vandegrift Boulevard is not known to be specifically and individually related to any event or events that have made a significant contribution to the broad patterns of our history. It is generally associated with the growth and development of MCBCP, and it serves as a key transportation route on the base, but these associations do not rise to a level of meaningful significance. Any specific association of Vandegrift Boulevard with an historic event is by its very nature ubiquitous, as it would necessarily include numerous events that have taken place on MCBCP from 1942 to the Present. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (1).

CRHR Criterion (2) Is associated with the lives of persons important in our past.
In-depth historical research has not identified any historic persons of significance specifically and individually associated with the establishment of, design of, or construction of Vandegrift Boulevard. The construction of the entire base was overseen by J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco, and the prominent architectural firm of Hunt, Chambers, and Ellingwood were the base's original architects. But Vandegrift Boulevard itself was not designed by a master architect or engineer. It is a plan book design, executed quickly with no curbs and gutters in the vicinity of the Project Area. It is maintained by MCBCP like over 500 miles of other roads across the base, but this association cannot be linked with any historic individual and does not rise to a meaningful level of significance. It is named for General Alexander A. Vandegrift, a prominent historical figure and the 18th Marine Corps Commandant, but literally thousands of road alignments across America are named after historic individuals, and the simple act of naming does not, in and of itself, make Vandegrift Boulevard a significant monument. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (2).

CRHR Criterion (3) Embodies the distinctive characteristics of a type, period, region, or method of construction; or represents the work of an important creative individual; or possesses high artistic values.
Vandegrift Boulevard is not recognizable for its architectural or design merit. It is a typically built four-lane paved road like thousands of other streets and roads across the nation. It is not the work of a master architect or engineer. It has no apparent outstanding or unique design or architectural features, construction methods, or use of materials, and it cannot be regarded as having any architectural or historical importance in relation to any of these designators. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (3).

CRHR Criterion (4) Has yielded, or may be likely to yield, information important in prehistory or history.
In-depth research conducted as part of the present study reveals that the general history of Vandegrift Boulevard is well documented using various historic maps, aerial photographs, historic newspapers, and other sources of information. It is unlikely that listing this minimally altered historic-age resource on the NRHP will preserve data or yield additional information important in prehistory or history. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (d).

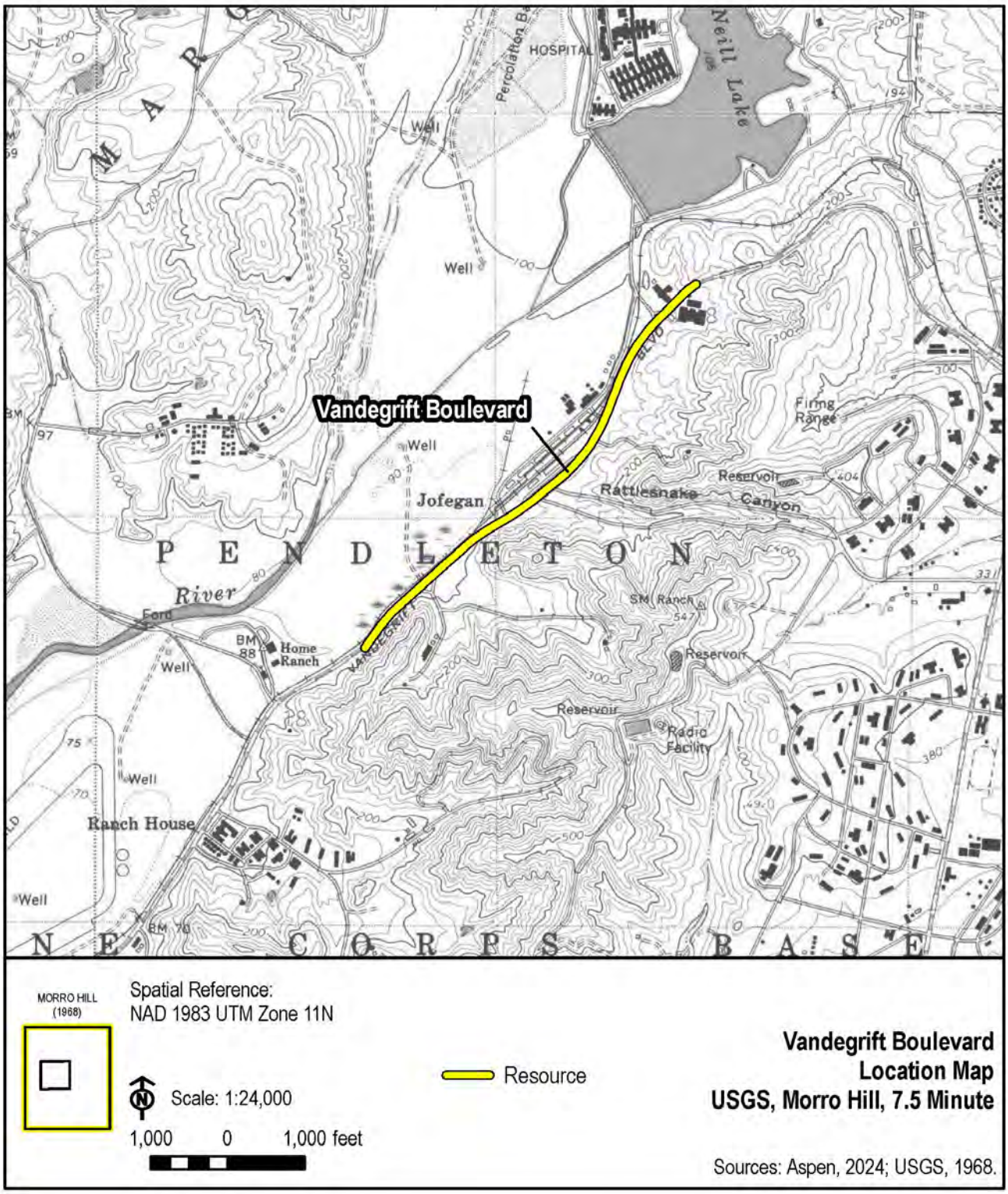
Finally, that portion of Vandegrift Boulevard in the vicinity of the HERC Project Site and Project Study Area is also recommended here as not eligible as a contributor to a larger historic district as this historic-age resource does not appear to individually qualify as a contributor to a unified entity.

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

LOCATION MAP

*Resource Name or #: (Assigned by recorder) Vandegrift Boulevard – Recorded Segment

*Map Name: Morro Hill, CA *Scale: 1:24,000 *Date of map: 1968



* Required information

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

PRIMARY RECORD

Primary # P-37-014051 (UPDATE)
HRI #
Trinomial CA-SDI-14005H (UPDATE)
NRHP Status Code
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 15 ***Resource Name or #** (Assigned by recorder): SRI-101

P1. Other Identifier: California Southern Railroad and the Atchison, Topeka, and Santa Fe (AT&SF) Railway

***P2. Location:** ☑ **Not for Publication** ☐ **Unrestricted**

***a. County** San Diego **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Fallbrook **Date** 2015 **T** 9S ; **R** 4W ; SW ¼ **of** ¼ of **Sec** 14 ; S.B. **B.M.**
USGS 7.5' Quad Fallbrook **Date** 2015 **T** 9S ; **R** 4W ; SW ¼ **of** ¼ of **Sec** 15 ; S.B. **B.M.**
USGS 7.5' Quad Fallbrook **Date** 2015 **T** 9S ; **R** 4W ; NW ¼ **of** ¼ of **Sec** 22 ; S.B. **B.M.**
USGS 7.5' Quad Fallbrook **Date** 2015 **T** 9S ; **R** 4W ; NE ¼ **of** ¼ of **Sec** 21 ; S.B. **B.M.**

c. Address 700 Ammunition Road City Fallbrook Zip 92028

d. UTM (Give more than one for large and/or linear resources):
Zone 11 , 471926.60 mE/ 3693884.84 mN (NAD 83) (Western portion, northern end)
Zone 11 , 471835.24 mE/ 3693819.58 mN (NAD 83) (Western portion, southern end)
Zone 11 , 472695.74 mE/ 3694712.84 mN (NAD 83) (Central portion, northern end)
Zone 11 , 472569.20 mE/ 3694048.30 mN (NAD 83) (Central portion, southern end)
Zone 11 , 474625.07 mE/ 3695039.16 mN (NAD 83) (Eastern portion, northern end)
Zone 11 , 474221.03 mE/ 3694662.96 mN (NAD 83) (Eastern portion, southern end)

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate):
Elevation: 65 m above mean sea level

***P3a. Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):

CA-SDI-14005H consists of 3 segments (Segments A–C) of railroad grade and 27 contributing elements (Schroth et al 1996). Segments A and B were found to form the pre-1916 railroad route, previously known as the California Southern Railroad, which had been built in 1882 and ran northeast along the Santa Margarita River floodplain (Schroth et al. 1996). A massive flood occurred in 1916 that destroyed parts of Segment A and significant portions of Segment B. Segment A was rebuilt, whereas parts of Segment B were removed. Segment C, the result of a rerouting of the railway line toward the east, was constructed in 1917. Segment B is the only segment of the three within the project area.

The recorded route of the rail line closely follows the northern boundary of Naval Weapons Station (NAVWPNSTA) Seal Beach Detachment Fallbrook, and several sections of Segment B were relocated during the current project. Its location in the bottom of a river channel means that large portions of the site were inaccessible to the survey crew, either because of their location outside the detachment boundary or because access was from the steep slopes to the south, many of which could not be safely traversed.

Pedestrian survey conducted by Statistical Research, Inc. (SRI) located three discernable portions of Segment B of the railroad alignment (Feature [F] 146), and debris associated with the rail line, including a washed-out piece of track (Point-Provenience [PP] 145) and a small collection of railroad spikes (PP 128). The site is in poor condition, with only small sections of the original route preserved, and none of the track remains in place. The site has been repeatedly impacted by the Santa Margarita River.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes** (List attributes and codes):
AH7 – Roads/trails/railroad grades

***P4. Resources Present:**
☐ Building ☐ Structure ☐ Object
☑ Site ☐ District ☐ Element of District
☐ Other (Isolates, etc.)

P5b. Description of Photo (view, date, accession #):
P1010335 – Railroad Platform Section, view facing southwest – 3/15/2022 – Accession No. SB-04

***P6. Date Constructed/Age and Source:**
☑ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Commanding Officer, NAVWPNSTA
800 Seal Beach Blvd., Seal Beach, CA 90740

***P8. Recorded by** (Name, affiliation, and address):
Luke Burnor B.S., Alyssa Canoff B.A.,
Statistical Research, Inc.
617 Texas St.,
Redlands, CA 92374

***P9. Date Recorded:** 3/9/2022, 3/11/2022, and 3/15/2022

***P10. Survey Type** (Describe): Post-fire pedestrian survey, 15-m transects

***P11. Report Citation** (Cite survey report and other sources, or enter "none."):

Statistical Research, Inc.
2023 *Post-Fire Archaeology Survey of 2,645 Acres at Naval Weapons Station Seal Beach Detachment Fallbrook, San Diego, California.* DCN SRIC-0011-4887-0004: Final Report and Appendix A. Statistical Research, Redlands, California. Prepared for Naval Weapons Station Seal Beach Detachment Fallbrook, Fallbrook, California.

***Attachments:** ☐ NONE ☑ Location Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☑ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☑ Photograph Record ☑ Other (List): Sketch Map

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): SRI-101 ***NRHP Status Code** 6Y

B1. Historic Name: California Southern Railroad and the Atchison, Topeka, and Santa Fe (AT&SF) Railway

B2. Common Name: AT&SF Railway

B3. Original Use: Railroad transportation B4. Present Use: None

***B5. Architectural Style:** N/A

***B6. Construction History** (Construction date, alterations, and date of alterations):

This segment, Segment B, of the railroad was constructed around 1882. It was mostly destroyed in a flood in 1916.

***B7. Moved?** ☑ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**

***B8. Related Features:**

PP 128: A collection of 3 railroad spikes in a pile, located on a bedrock outcrop near the railroad platform.
PP 145: A section of railroad track located near the railroad platform in a grouping of boulders.
Feature 146: 3 portions railroad alignment and debris associated with the rail line.

B9a. Architect: Unknown B9b. Builder: Unknown

***B10. Significance: Theme** nineteenth-century railroad **Area** Fallbrook, San Diego County, CA

Period of Significance 1882--1916 **Property Type** Railroad **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This resource was first recorded by Gallegos and Associates (Schroth et al. 1996) and is composed of 3 segments (Segments A–C) of railroad grade and 27 contributing elements. Segments A and B were found to form the pre-1916 railroad route, previously known as the California Southern Railroad, which had been built in 1882 and ran northeast along the Santa Margarita River floodplain (Schroth et al 1996). A massive flood occurred in 1916 that destroyed parts of Segment A and significant portions of Segment B. Segment A was rebuilt, whereas parts of Segment B were removed. Segment C, the result of a rerouting of the railway line toward the east, was constructed in 1917. Segments A and C, constructed by the AT&SF Railway, remained in use through World War II (Schroth et al. 1996). Segment B is the only segment of the three within the project area.

The recorded route of the rail line closely follows the northern boundary of NAVWPNSTA Seal Beach Detachment Fallbrook. The relocated portions of the site were recorded by SRI as containing three discernible portions of the railroad alignment (Feature 146) and debris associated with the rail line, including a washed-out piece of track (PP 145) and a small collection of railroad spikes. The site is in poor condition, with only small portions of the original route preserved, and none of the track remains in place. The site has been repeatedly impacted by the Santa Margarita River. Twenty-seven elements associated with the rail line on NAVWPNSTA Seal Beach Detachment Fallbrook were evaluated in 1997 (Phillips et al. 1997) and were recommended contributing elements of the resource; the State Historic Preservation Office (SHPO) did not concur, and that portion of the rail line was determined not eligible for listing in the NRHP.

B11. Additional Resource Attributes (List attributes and codes):

***B12. References:**

Becker, Mark S., and Tony Quach
2016 *A 2015 Archaeological Survey of 5,000 Acres for 2014 Section 110 Compliance on Marine Corps Base Camp Pendleton, San Diego County, California*. ASM Affiliates, Carlsbad, California.

Phillips, Roxanna, Adella B. Schroth, and Dennis Gallegos
1997 *Historical/Archaeological Eligibility Determination for the Atchison, Topeka and Santa Fe's Transcontinental Railroad Route within Camp Pendleton, San Diego, California*. Gallegos & Associates, Phoenix. Prepared for Tetra Tech, Inc., Pasadena, California. On file, South Coastal Information Center, San Diego State University, San Diego.

Schroth, Adella B., Roxana L. Philips, and Dennis R. Gallegos
1996 *Cultural Resource Inventory of the Santa Margarita River Valley, Camp Pendleton*. Gallegos and Associates. On file, Office of Environmental Security, Marine Corps Base Camp Pendleton, California.

B13. Remarks: None

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder)**:** SRI-101 ***NRHP Status Code** 6Y

Page 3 **of** 115

***B14. Evaluator:** Joy Vyhmeister and Patrick Stanton

***Date of Evaluation:** July 2022

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

L1. Historic and/or Common Name:

L2a. Portion Described: ☐ Entire Resource ☑ Segment ☐ Point Observation **Designation:** Segment B

b. Location of point or segment (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)**:**

Zone 11 , 471926.60 mE/ 3693884.84 mN (Western portion, northern end)
Zone 11 , 471835.24 mE/ 3693819.58 mN (Western portion, southern end)

Zone 11 , 472695.74 mE/ 3694712.84 mN (Central portion, northern end)
Zone 11 , 472569.20 mE/ 3694048.30 mN (Central portion, southern end)

Zone 11 , 474625.07 mE/ 3695039.16 mN (Eastern portion, northern end)
Zone 11 , 474221.03 mE/ 3694662.96 mN (Eastern portion, southern end)

L3. Description (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)**:**

All three portions of the California Southern Railroad (Segment B) are heavily disturbed from flood waters of the Santa Margarita River. A 1916 flood destroyed Segment B, and it was never rebuilt. Railroad spikes and debris associated with the rail line, including a washed-out piece of track, were identified within this segment of the railroad alignment.

L4. Dimensions (In feet for historic features and meters for prehistoric features)**:**

a. Top Width 7.9 feet

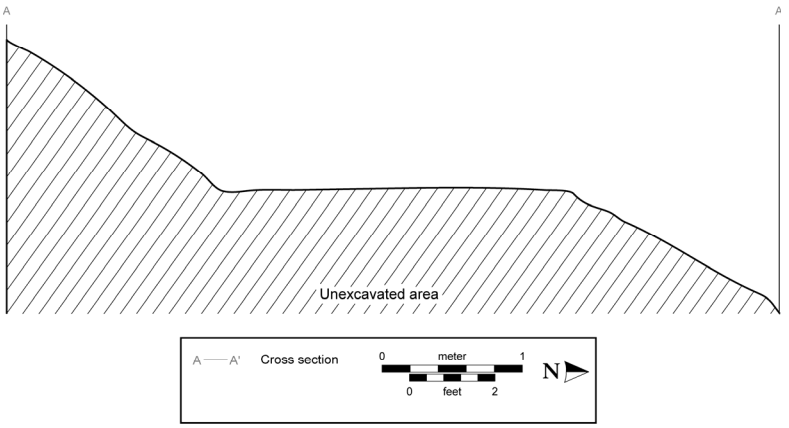
b. Bottom Width 15 feet

c. Height or Depth variable

d. Length of Segment
Western portion: 113 feet
Central portion: 752 feet
Eastern portion: 583 feet

L5. Associated Resources: None

L4e. Sketch of Cross-Section (include scale) Facing: west



L6. Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate)**:**

The railroad portion follows the floodplain of the Santa Margarita River.

L7. Integrity Considerations:

The site has poor integrity, as Segment B was destroyed during a 1916 flood of the Santa Margarita River.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)**:**

View of central portion of Segment B facing west. Photo number P1010335. 03/15/2022. Accession No. SB-04.

L9. Remarks:

L10. Form Prepared by (Name, affiliation, and address)**:**

Felicia V. De Peña
Statistical Research Inc.
617 Texas St.
Redlands, CA 92374

L11. Date: 11/8/2022

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

PHOTOGRAPH RECORD

Primary # P-37-014051 (UPDATE)
HRI #
Trinomial CA-SDI-14005H (UPDATE)

Page 7 **of** 15 **Project Name:** Fallbrook Post-Fire Survey **Year:** 2022

Camera Format: Digital Lens Size: N/A

Film Type and Speed: N/A **Negatives Kept At:** San Diego Archaeological Center, 16666 San Pasqual Valley Rd., Escondido, CA 92027

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
3	11	11:00 am	P1010274	F 146: Railroad grade overview	North	SB-04
3	11	11:32 am	P1010275	F 146: Railroad grade overview	North	SB-04
3	11	11:38 am	P1010276	PP 128: Railroad spikes (x3)	Down	SB-04
3	15	7:49 am	P1010328	F 146: Railroad grade overview	North	SB-04
3	15	8:01 am	P1010329	Metal scrap found near railroad grade	North	SB-04
3	15	8:15 am	P1010330	PP 145: Railroad track fragment	South	SB-04
3	15	8:15 am	P1010331	PP 145: Railroad track fragment overview, Santa Margarita River to right	Southwest	SB-04
3	15	8:19 am	P1010332	PP 145: Railroad track fragment overview, Santa Margarita River in background	Northeast	SB-04
3	15	8:19 am	P1010333	PP 145: Railroad track fragment overview, Santa Margarita River in background	North	SB-04
3	15	8:31 am	P1010334	F 146: Washed out portion of railroad grade, overview	West	SB-04
3	15	8:43 am	P1010335	F 146: Railroad grade overview	Southwest	SB-04

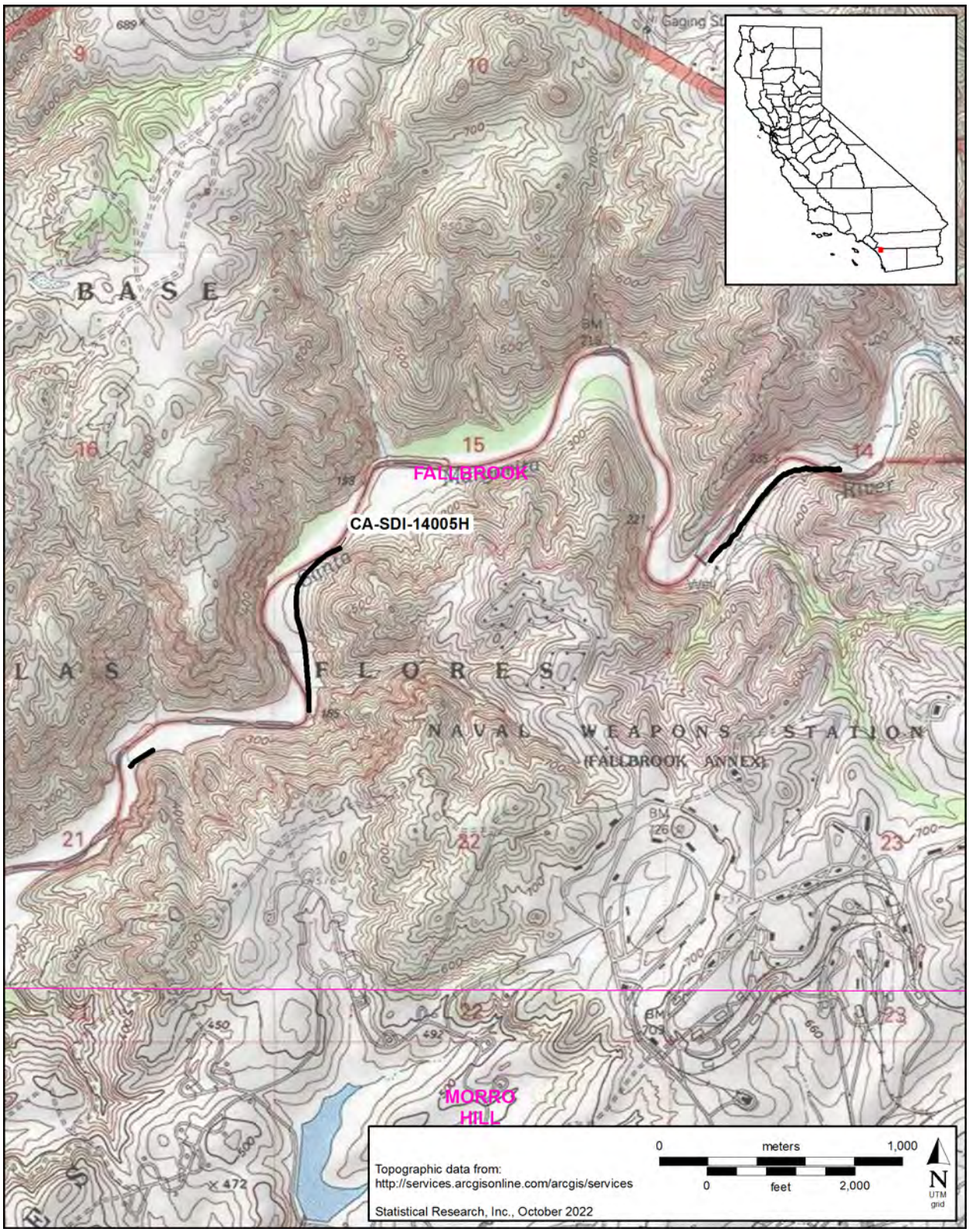
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37-014051 (UPDATE)
HRI #
Trinomial CA-SDI-14005H (UPDATE)

Page 8 **of** 15 ***Resource Name or #:** (Assigned by recorder) SRI-101

***Map Name:** Fallbrook, California ***Scale:** 1:24,000 ***Date of map:** 2015



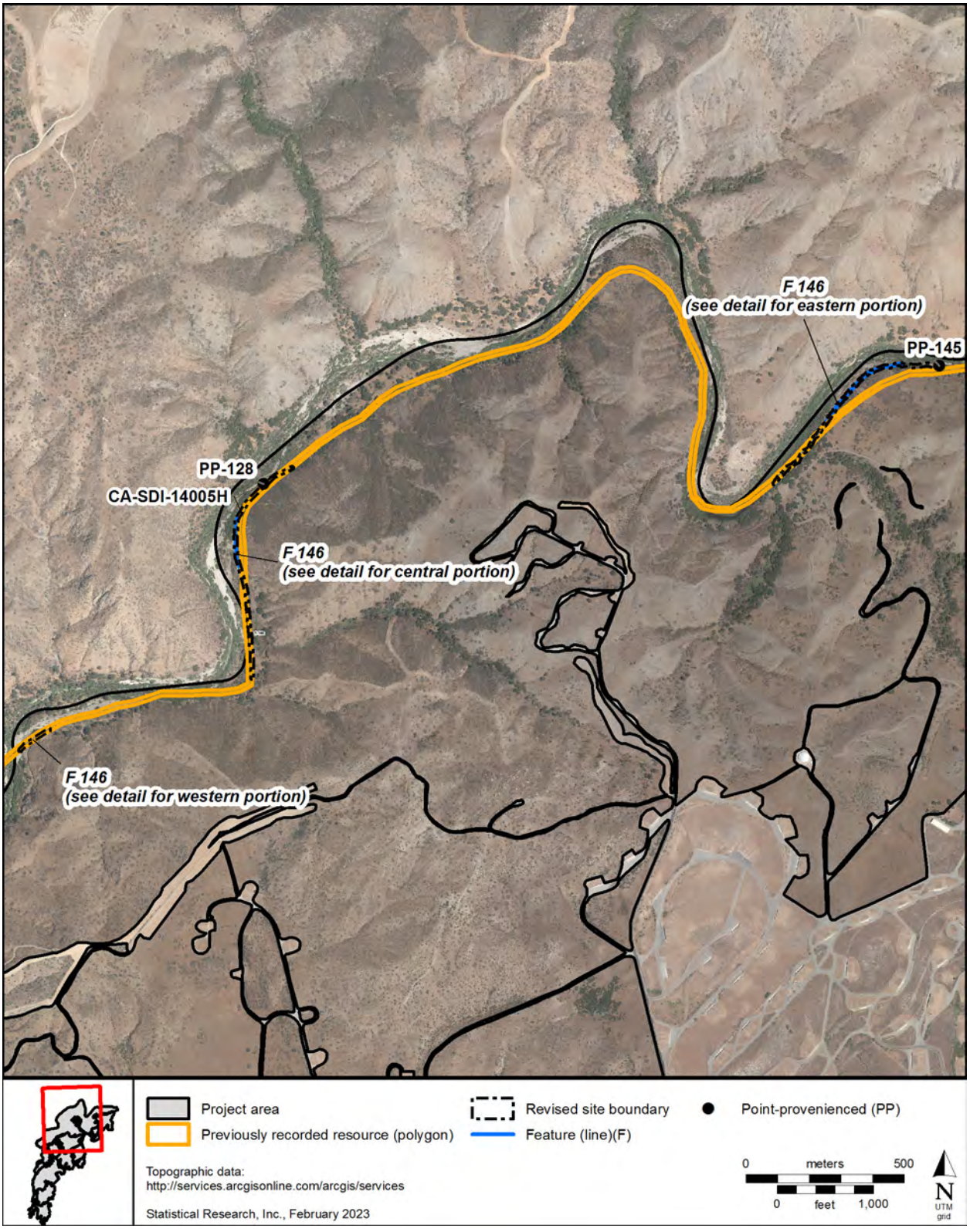
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary # P-37-014051 (UPDATE)
HRI #
Trinomial CA-SDI-14005H (UPDATE)

Page 9 **of** 15 ***Resource Name or #:** (Assigned by recorder) SRI-101

***Drawn by:** Statistical Research, Inc. ***Date of map:** February 2023



DPR 523K (Rev. 1/1995) (Word 9/2013) **NOTE: Include bar scale and north arrow.**

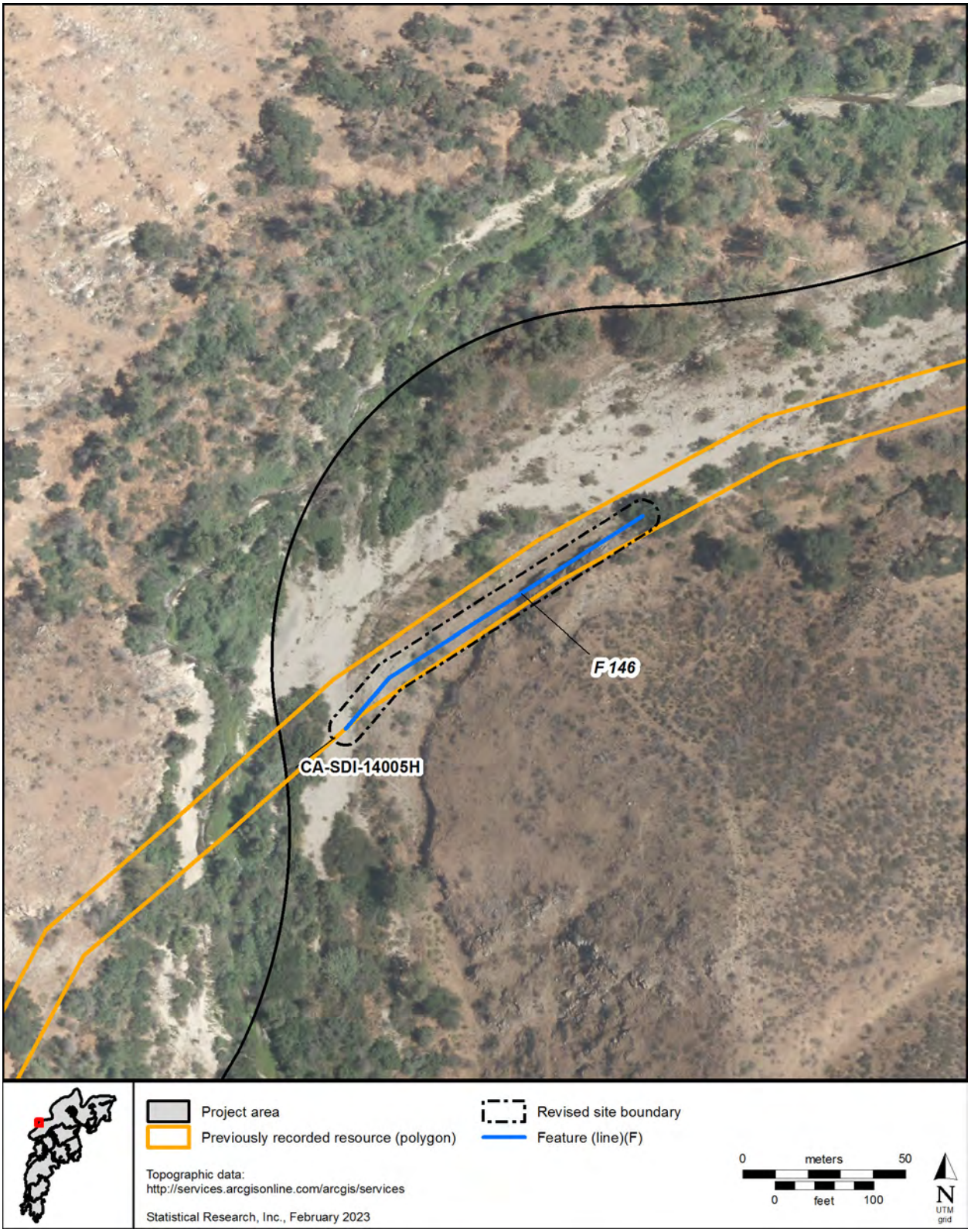
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary # P-37-014051 (UPDATE)
HRI #
Trinomial CA-SDI-14005H (UPDATE)

Page 10 **of** 15 ***Resource Name or #:** (Assigned by recorder) SRI-101

***Drawn by:** Statistical Research, Inc. ***Date of map:** February 2023



Western portion of Feature 146.

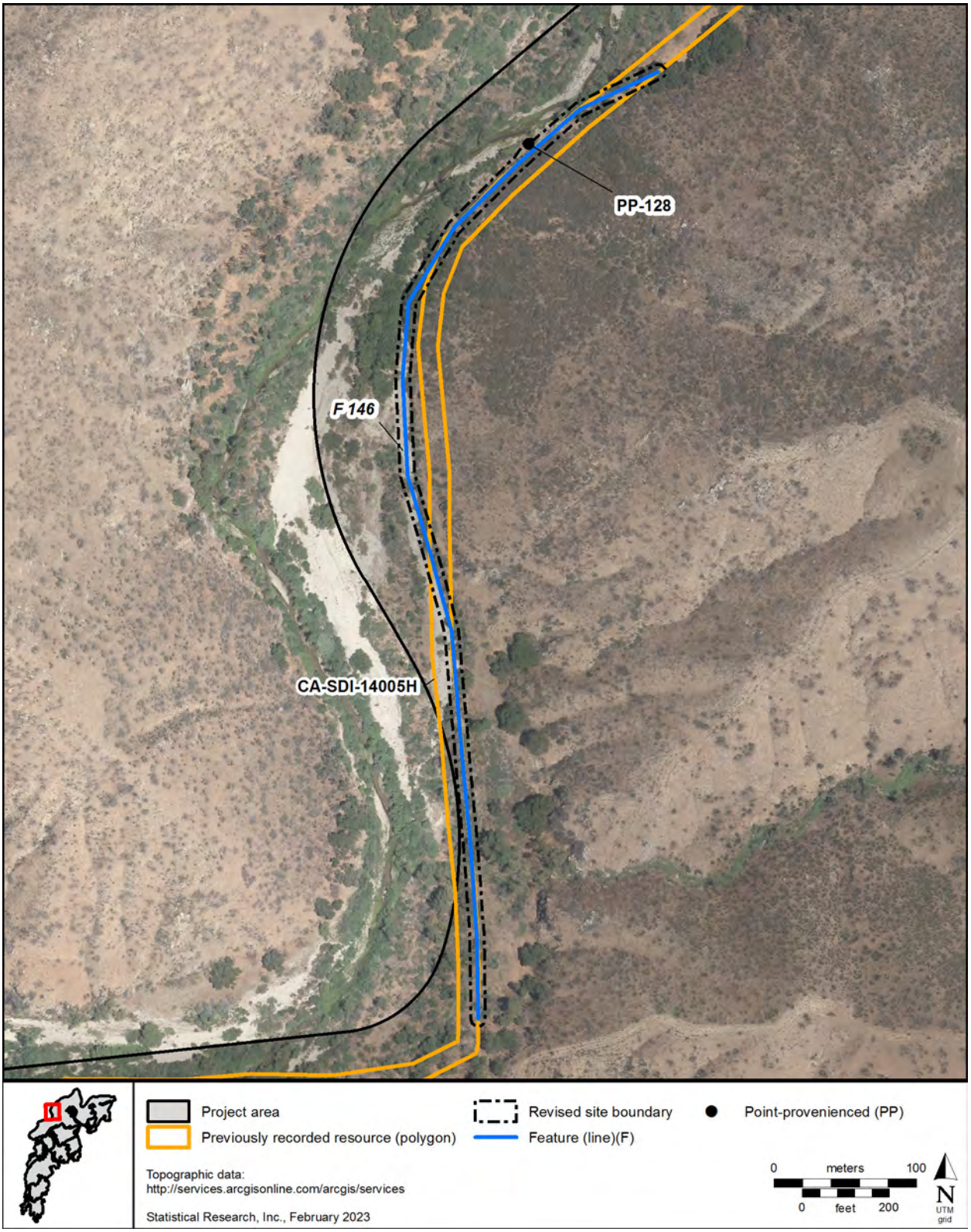
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary # P-37-014051 (UPDATE)
HRI #
Trinomial CA-SDI-14005H (UPDATE)

Page 11 **of** 15 ***Resource Name or #:** (Assigned by recorder) SRI-101

***Drawn by:** Statistical Research, Inc. ***Date of map:** February 2023



Central portion of Feature 146.

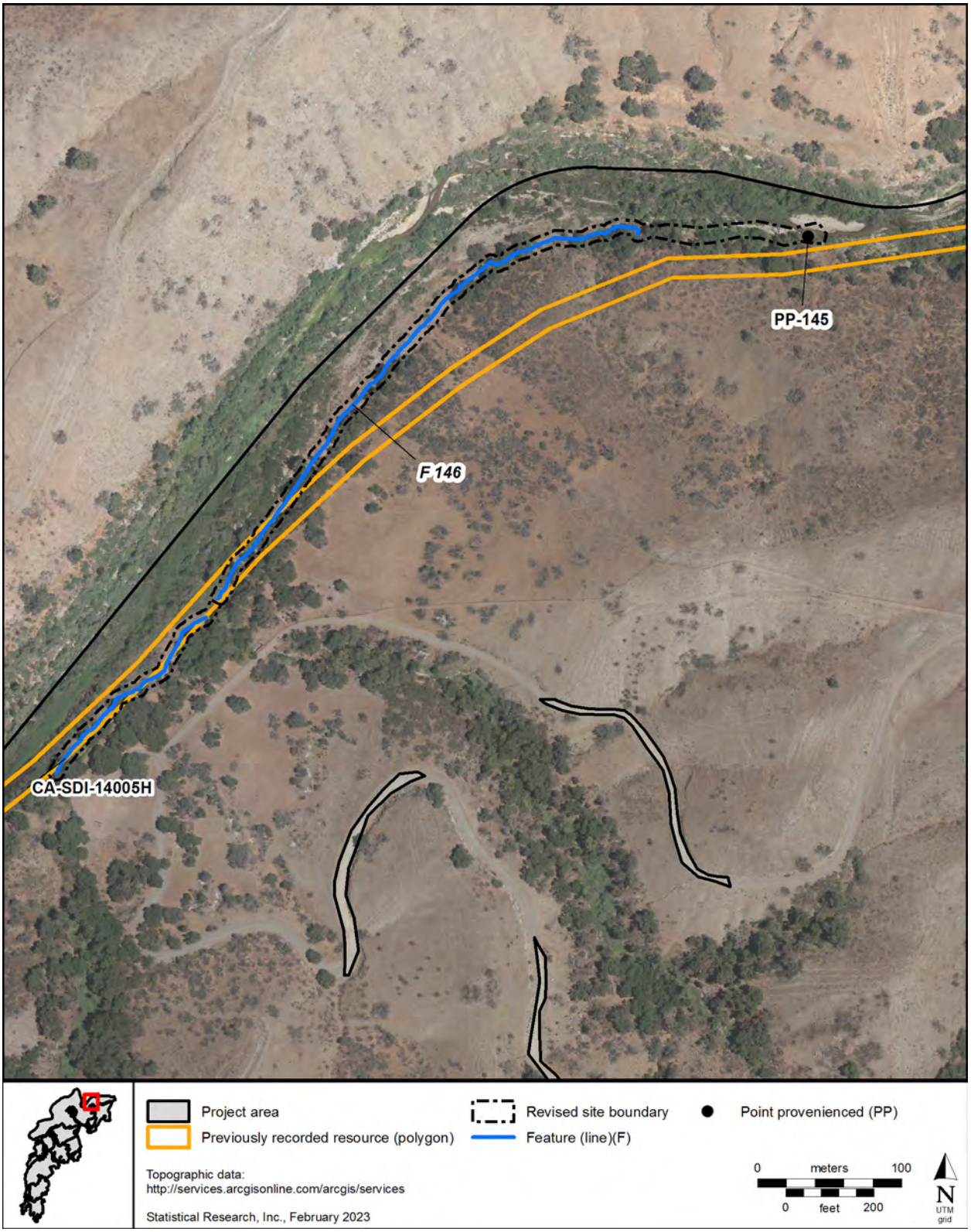
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary # P-37-014051 (UPDATE)
HRI #
Trinomial CA-SDI-14005H (UPDATE)

 ***Resource Name or #:** (Assigned by recorder) SRI-101

***Drawn by:** Statistical Research, Inc. ***Date of map:** February 2023



Eastern portion of Feature 146.

Figure 1 – P1010274 – Feature 146: Railroad Grade, Overgrown Section – Facing North – 3/11/2022

Figure 2 – P1010276 – PP 128: Railroad Spikes Near Railroad Grade Area – Plan View – 3/11/2022

Figure 3 – P1010328 – Feature 146: Railroad Grade Overview – Facing North – 3/15/2022

Figure 4 – P1010333 – PP 145: Railroad Track Segment, Santa Margarita River in Background – Facing North – 3/15/2022

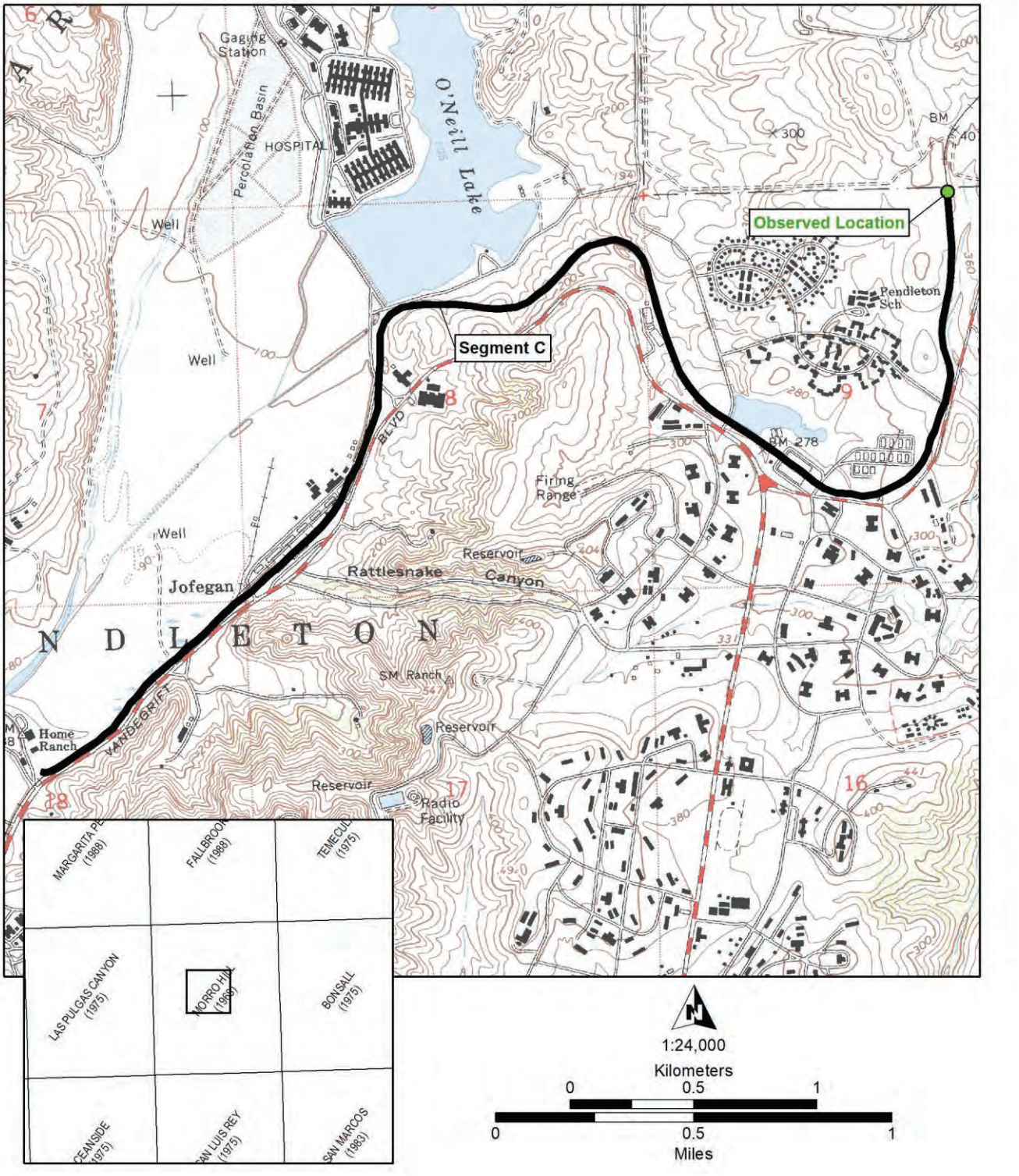
Figure 5 - Feature 146: Washed-out Portion of Railroad Grade, Overview – Facing West – 3/15/2022

***Recorded By:** C. Higgins, Far Western Anthropological Research Group, Inc. ***Date:** 4/22/2021

Previous Work
CA-SDI-14005 was originally recorded in 1995 by Gallegos Associates as three linear segments (A,B,C) of the California Southern Railroad. This included portions of both the pre-1916 (A, B) and post-1916 railroads (A,C). This railroad was built in 1882 to as the first direct route from San Diego and Colton. Based on its importance to the economic development of the region as a major transportation route, Gallegos Associates recommended the pre-1916 segments, A and B, as eligible for listing in the National Register. Segment C was recommend not eligible. The resource as originally recorded was entirely contained within Camp Pendleton. A 2013 pedestrian survey by HDR, Inc. observed a previously unrecorded length of railroad at the northern extent of Segment B and updated the site boundaries to reflect this.

Wildfire Prevention Plan at MCB Camp Pendleton
Far Western visited the site during survey for the Wildfire Prevention Plan at MCB Camp Pendleton on April 22, 2021. Far Western identified a continuation Segment C of the railroad as it intersects Juliet Training Area's dirt access road in a northwest/southeast direction. The railroad was observed to be in poor to fair condition. In some places, the railroad ties, spikes, and rails are still in situ. Where railroad and the access road intersect only rails are visible and are mostly covered by dirt. The northwest end of the present railroad is overgrown with heavy vegetation. The southeast portion of documented railroad is overgrown with moderate vegetation. The rail road appears to continue north outside of the survey parcel and MCB Camp Pendleton property. The observed railroad segments were documented with GPS points and photographed.

Report Citation:
Higgins, Courtney 2022. Cultural Resources Survey in Support of the Wildfire Prevention Plan in Accordance with Section 106 of the National Historic Preservation Act, MCB Camp Pendleton, San Diego County, California. Contract# N6247320D0009. Far Western Anthropological Research Group, Inc. Davis, California



chelsea 10/25/2021 12:15:43 PM

Folder: TO 12 CP Survey_Stylus 12 April 22-23 File: P4220001
Rail ties overview (View: 180°)

Folder: TO 12 CP Survey_Stylus 12 April 22-23 File: P4220002
Rail ties overview (View: 200°)

Previously mapped portions of Segment A of CA-SDI-14005H were monitored by ASM Affiliates in association with the archaeological and Native American monitoring of ground disturbing construction activities conducted in support of the MILCON P-1046 Reclaimed Water and Wastewater Conveyance Project. No significant cultural deposits or diagnostic cultural material was identified during the course of the archaeological or Native American monitoring conducted within and in the vicinity of CA-SDI-14005H.

In January 2018, ASM Affiliates revisited the portion of CA-SDI-14005H that intersects the survey area. The portion of the site that intersects the survey area passes through the Santa Margarita River One area along the west side of Vandegrift Road, parallel to the southern boundary of the survey area. The previously recorded portion of the site that runs parallel to Vandegrift Road within the survey area is no longer evident on the ground surface, and appears to have been covered by road fill in association with the construction of Vandegrift Road. At the southern edge of the survey area, a short (<50 ft.) segment of wooden railroad tie remains was observed. No physical components of the site were observed within the survey area.

Lennen, Joel (2018). 2018 Archaeological Survey (FY2016), 2,471 Acres for Section 110 Compliance, Marine Corps Base Camp Pendleton, San Diego County, California.

***Recorded By:** Gina Caretti, Kathrine Eadie, Far Western Anthropological Research Group, Inc. ***Date:** 7/22/2017

The site is an alignment of the California Southern Railroad, completed in 1882 to connect San Diego to the transcontinental railroad. First recorded in 1995, it consisted of three segments (A-C) with numerous cuts, tracks, spikes, and other remnants. The segment relevant to the present project follows the Santa Margarita River through the Santa Margarita River Valley and MCB Camp Pendleton.

On July 22, 2017, Far Western staff archaeologists Gina Caretti and Kathrine Eadie conducted a pedestrian field survey focused on the location where the P-1046 pipeline is slated to cross Segment A of the grade. The survey area is approximately 40 meters long and 12 meters wide and includes a section of Stuart Mesa Road. The area has been disturbed by roadway construction, utility installation, and the construction of asphalt drainage channels adjacent to the roadway. The land north of Stuart Mesa Road and west of the railroad alignment lies two meters below road grade. Most of the rest of the area on the north side of Stuart Mesa has been graded even with the road grade, with evidence of re-planting adjacent to the railroad grade. Vegetation in the swales outside of the cleared areas is largely impassable, and often hides large rocks and rip-rap. Due to these disturbances, the survey area was confined to a maximum of 11 meters east and west of Stuart Mesa Road.

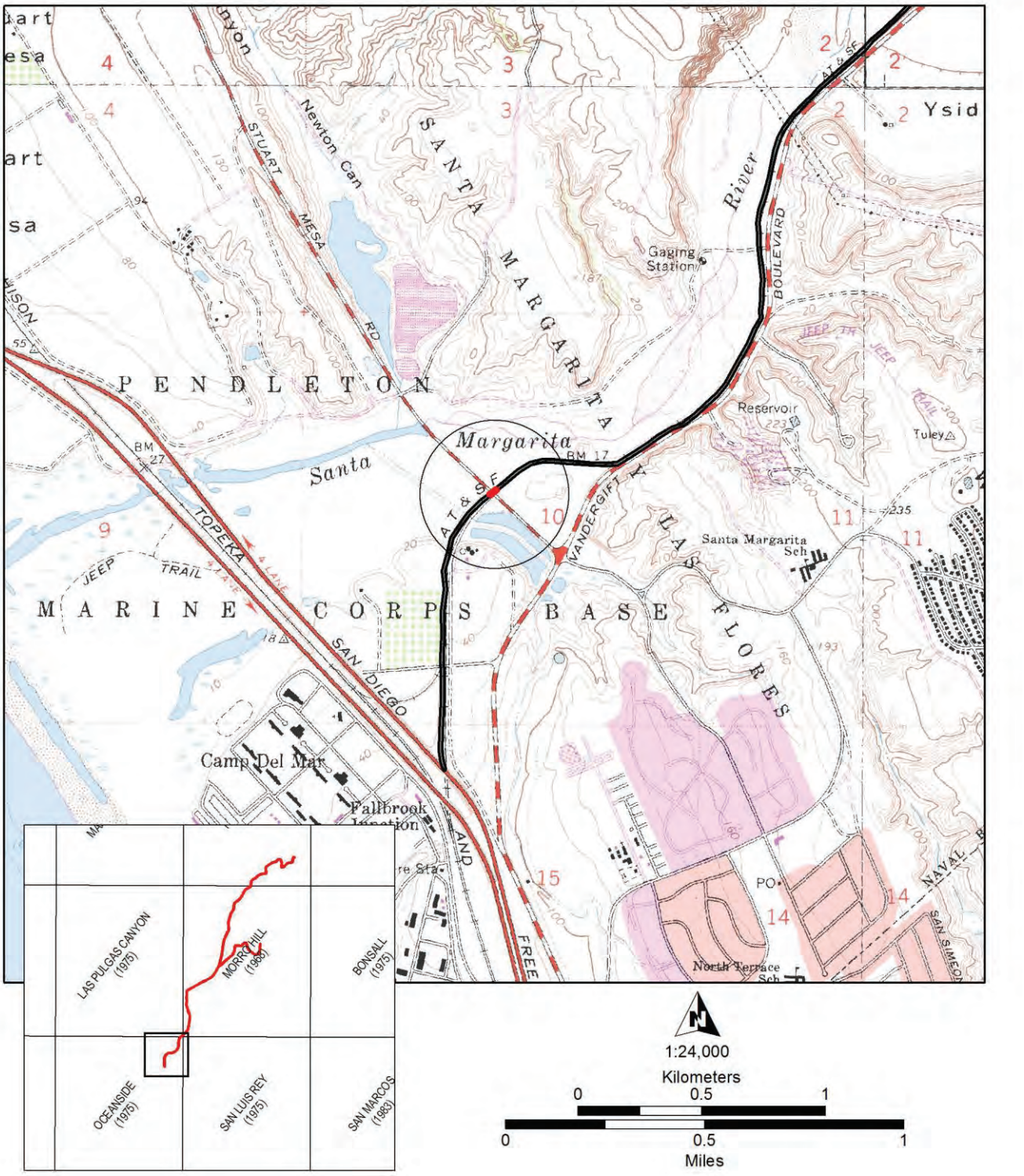
No intact rails or railroad-associated artifacts were located during survey. Three new historic features were identified, however, including one nearly intact electrical utility box and two concrete foundations. The box, Feature 1, is located west of Stuart Mesa Road and appears to be a train signal (see photos). The structure consists of a 25-x-25-inch concrete foundation formed by two 10-inch-thick stacked concrete sections. On top of this foundation is a 26-x-34-inch metal box, measuring 42 inches high. A seven-foot metal pole with a bell-shaped device is attached to the top of the 42-inch high box. Multiple electrical junctions can be found within the main box, some of which are encased in glass with historic-era wiring and wood. These include a Union Switch and Signal Company Style W-10 lighting transformer for providing low-voltage power to railway signal lights. These utilities are no longer in use. Two additional concrete foundation features can be found 30 feet northwest and 50 feet northeast of the standing electrical feature. These foundations are the same size and shape as the foundation for the intact utility: 25-x-25-inches, with two stacked 10-inch sections of concrete. All features were photographed and recorded. No other historic or prehistoric cultural resources were identified during survey.

Report Citation:
Ugan, Andrew and Brian Byrd (2018). Data Recovery Excavations at CA-SDI-09561/H, CA-SDI-13926, CA-SDI-13928H, CA-SDI-14005H, and CA-SDI-21805 for the P-1046 Reclaimed Water Conveyance Facilities Project, Marine Corps Base Camp Pendleton, San Diego County, California. Report prepared for the US Department of the Navy, Southwest Division, Naval Facilities Engineering Command. Davis, California: Far Western Anthropological Research Group.

Folder: #1625 2017-07 July 22-25 Optio 37 File: RIMG0306
Survey area west of Stuart Mesa Road. Utility to the left of the modern day utility pole is likely a historic utility feature. (View: West)

Folder: #1625 2017-07 July 22-25 Optio 37 File: RIMG0319
Survey area east of Stuart Mesa, from southern edge of survey boundary. Vegetation has been recently cleared, with evidence of re-planting efforts. Majority of survey area enclosed by orange fence. (View: Northwest)

Folder: #1625 2017-07 July 22-25 Optio 37 File: RIMG0312
Historic electrical utility, a railroad signal box or switch. Tape at one foot. (View: South)



shannon 7/3/2018 1:25:12 PM

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

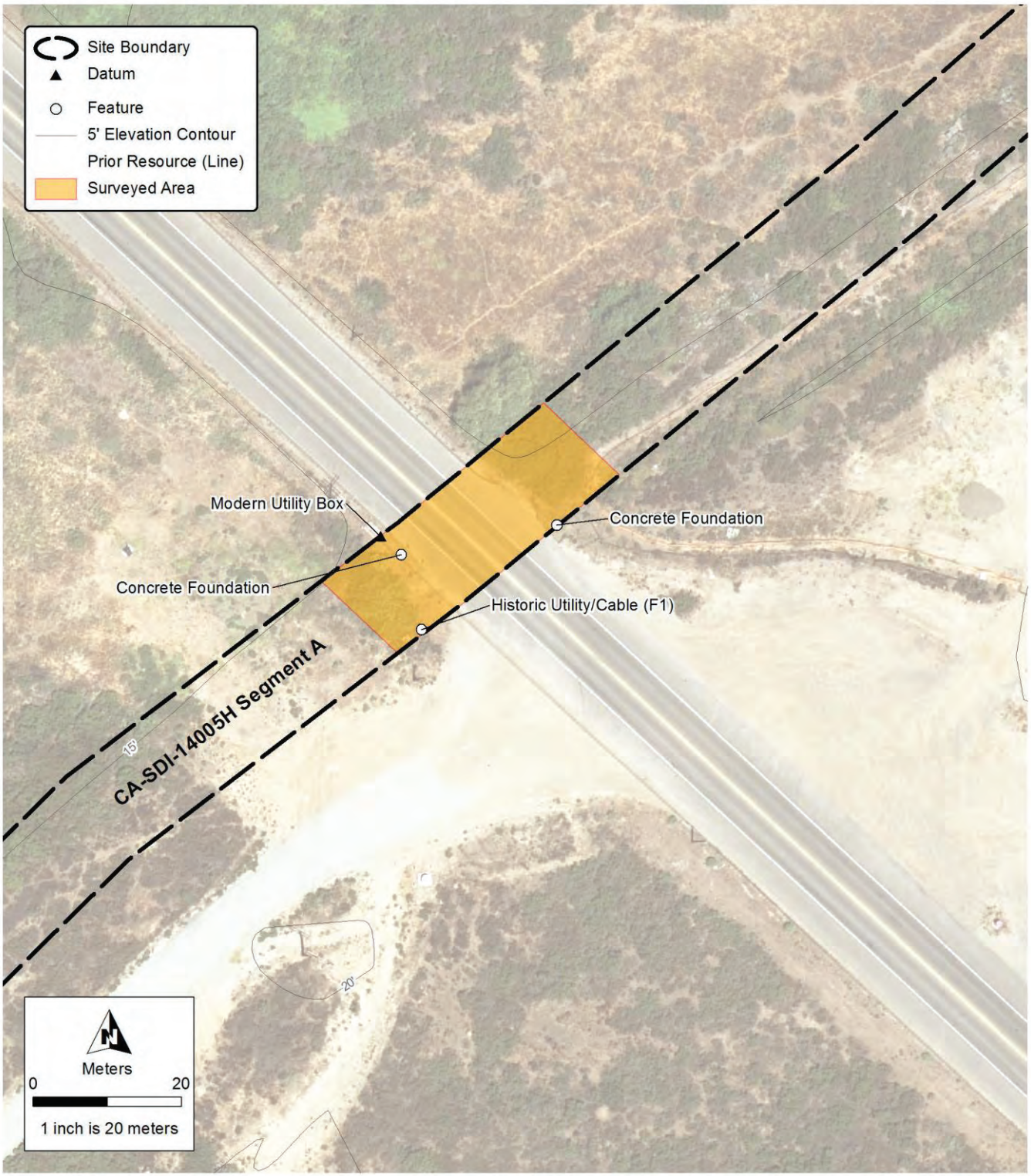
SKETCH MAP

Primary # _____
HRI # _____
Trinomial CA-SDI-14005H (UPDATE)

*Resource Name or #: (UPDATE)

*Drawn by: Shannon DeArmond

*Date: 7/22/2017



shannon 7/3/2018 1:25:50 PM

*Required Information

P-37-014051 (CA-SDI-14005H)

Previous Investigations: This resource is the former alignment of the California Southern Railroad (with later Segments A and C becoming incorporated as a part of the Atchinson, Topeka, and Santa Fe Railroad). It was first recorded by Gallegos and Associates in 1995 and subsequently evaluated (Schroth et al. 1996; Schroth et al. 1997; and Phillips et al. 1997) as three interconnected segments (Segments A-C). Segment A and B form the route of the pre-1916 railroad route while Segments A and C form the rebuilt and redirected railroad route after the massive 1916 flood. Only Segment A has been continuously utilized during both eras.

The overlapping segment in the current survey is Segment B which Gallegos and Associates characterized as the route of the pre-1916 railroad. In 1916, the Santa Margarita River flooded and destroyed much of the structures within segment B. A salvage expedition was also conducted in 1916 on the destroyed alignment where the last remaining remnants of Segment B were removed. Several areas mapped by Gallegos and Associates still contain some structural traces of the Segment B railway alignment in the form of railroad cuts, grades, and the occasional spike. Segments A and C were used up until the flood of 1993 when the railroad was finally abandoned. Other investigations have resurveyed various portions of the railway alignment since then typically resulting in negative findings for Segment B (the removed segment) and positive findings or successful relocations along Segment A and C (the intact alignment).

Current Survey Findings: In the current survey, the overlapping sections of two of the railroad segments (portions of Segment B and Segment C) were revisited. The overlapping portion of segment C intersects the current survey area just south of Lake O'Neill. This intersecting portion of Segment C was found to be as previously recorded with intact track segments noted throughout most of the resurveyed alignment. A break in the tracks was noted at the intersection of the railway alignment and an unnamed dirt road running north to south from Lake O'Neill. Two unmarked and undated concrete culverts of unknown age were also noted along two points of the track.

An overlapping section of Segment B was identified as intersecting the current survey area north of the Naval Weapons station in the Hotel Training Area. In this section the alignment is mapped as occurring within the heavily vegetated and active watercourse of the Santa Margarita River and was not accessible. Another portion of Segment B intersects the survey area just west of the old Naval Hospital. This intersecting portion was also found to be primarily mapped in the active watercourse of the Santa Margarita River.

References

Phillips, Roxana L., Adella B. Schroth, and Dennis R. Gallegos
1997 Historical/ Archaeoloigcal Eligibility Detemrination for the Atchison, Topeka, and Santa Fe's Transcontinental Railroad Route within Camp Pendleton, San Diego County, California. Gallegos & Associates.

Schroth, Adella B., Roxana L. Phillips, and Dennis R. Gallegos
1996 Cultural Resource Inventory of the Santa Margarita River Valley, Camp Pendleton. Gallegos & Associates.
1997 Historical/ Archaeological Test Report for Five Sites within the Santa Margarita Flood Control Project, San Diego County, California. Gallegos & Associates. Report prepared for Tetra Tech, Inc.

***P8.** **Field Update by:** T. Quach, J. Toenjes, K. Smolik, M. Schimkus, D. Drake & A. Majel
ASM Affiliates, 2034 Corte Del Nogal, Carlsbad, CA

***P9.** **Field Recordation:** December 16, 2015

***P10.** **Survey Type:** Intensive Pedestrian

***P11.** **Report Citation:** Becker, Mark S. and Tony Quach
2016 A 2015 Archaeological Survey of 5,000 Acres for 2014 Section 110 Compliance on Marine Corps Base Camp Pendleton, San Diego County, California. *DRAFT REPORT

A17. **Form Prepared by**: Tony Quach **ASM Project Reference** #: 21700.05 **Form Prepared on:** June 1, 2016

***Attachments:** ☐NONE ■Location Map ■Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

Photo #2262 Site overview looking north towards Segment C adjacent to lake O'Neil

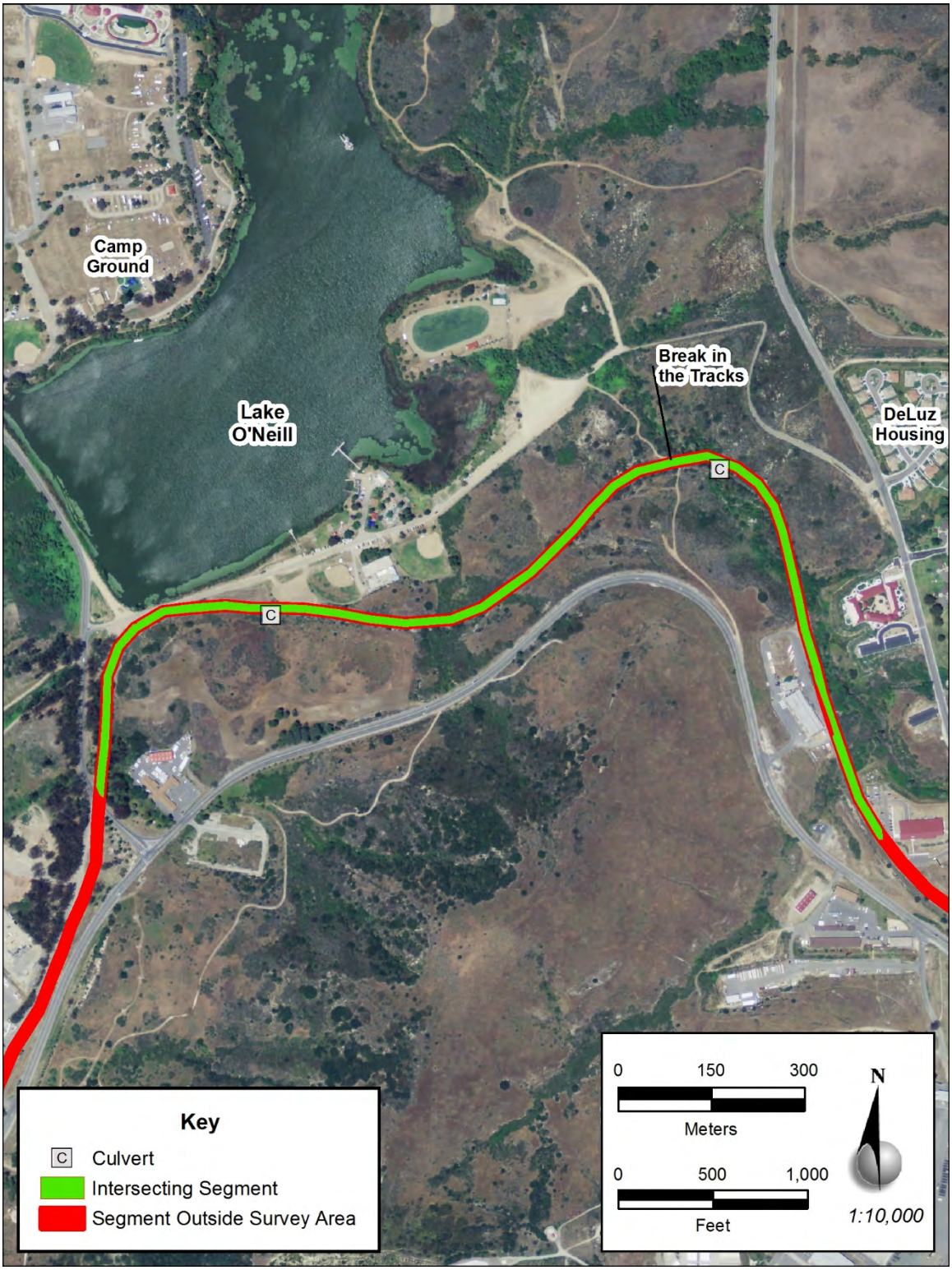
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary#: P-37-014051
HRI#:
Trinomial: CA-SDI-14005H UPDATE

*__Drawn By__: Tony Quach

*__Resource Name or #:__ CA-SDI-14005H Update
*__Date__: June 1, 2016



*__Note: Include scale bar and north arrow__

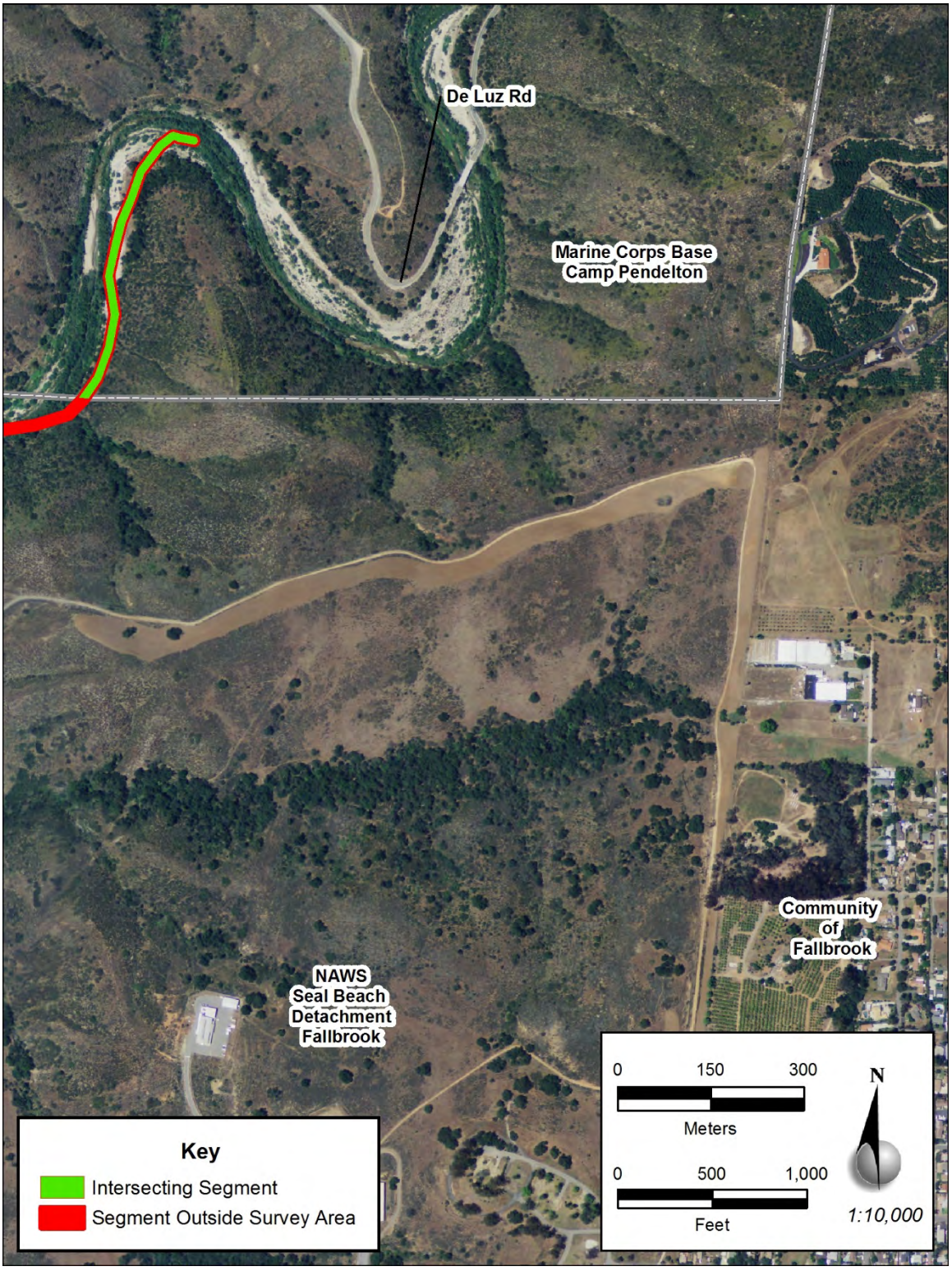
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary#: P-37-014051
HRI#:
Trinomial: CA-SDI-14005H UPDATE

***Drawn By**: Tony Quach

***Resource Name or #:** CA-SDI-14005H Update
***Date**: June 1, 2016



***Note: Include scale bar and north arrow**

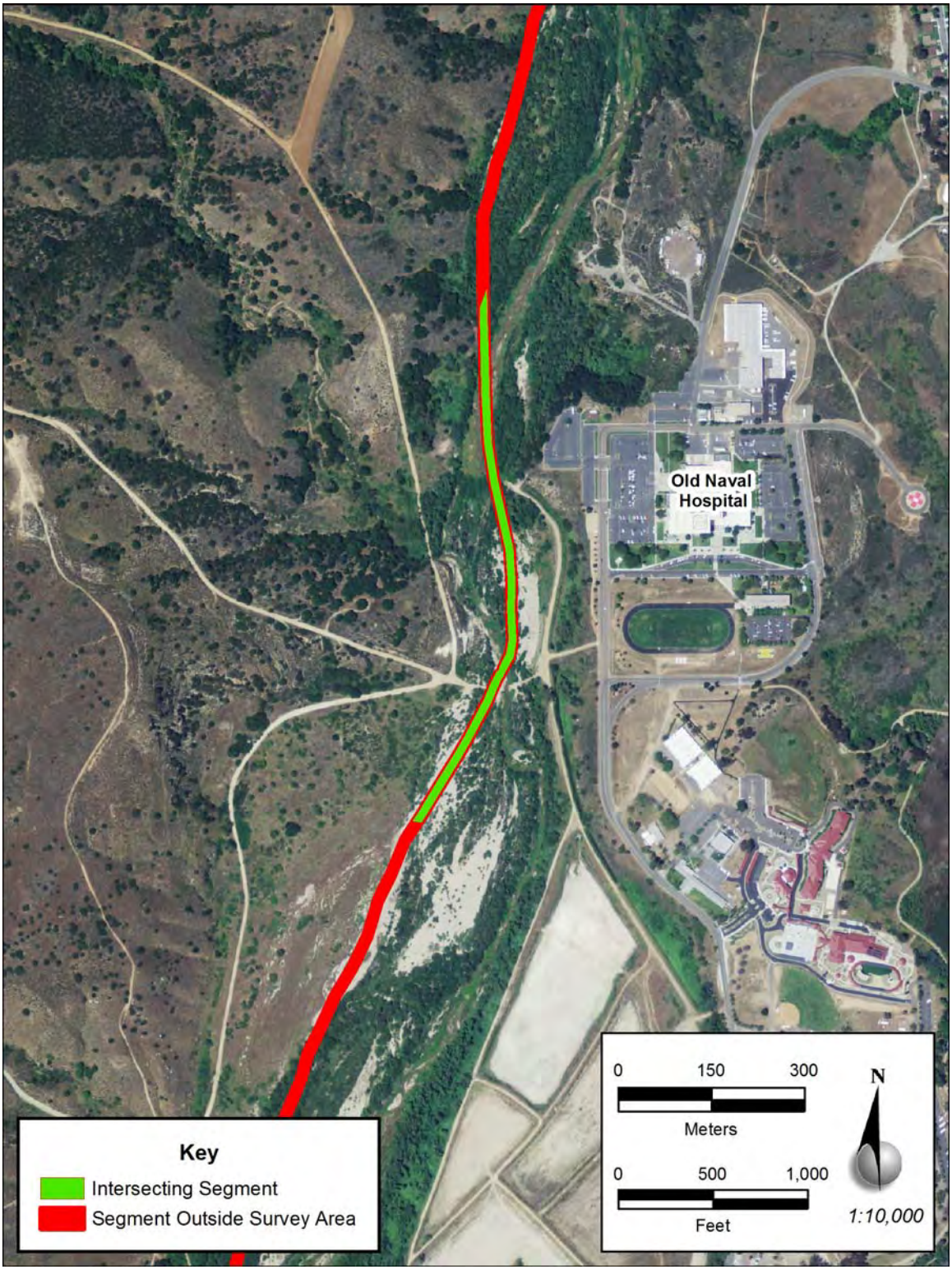
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary#: P-37-014051
HRI#:
Trinomial: CA-SDI-14005H UPDATE

*__Drawn By__: Tony Quach

*__Resource Name or #:__ CA-SDI-14005H Update
*__Date__: June 1, 2016



*__Note: Include scale bar and north arrow__

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

PRIMARY RECORD

Primary # P-37-014051
HRI #
Trinomial CA-SDI-14005 UPDATE
NRHP Status Code

Other Listings
Review Code Reviewer Date

P1. **Other Identifier:** California Southern Railroad/ Atchinson, Topeka, and Santa Fe Railroad

P2. **Location:** ■ **Not for Publication** ☐ **Unrestricted**

- **a.** **County:** San Diego
- **b.** **USGS 7.5' Quad** Morro Hill **Date** 1969 **T** 9S; **R** 4W; **Crosses through Sections** 29 & 32 ; **B.M.** S.B
  USGS 7.5' Quad Morro Hill **Date** 1969 **T** 10S; **R** 4W; **Crosses through Sections** 6, 7, 8, 9, 18, & 19; **B.M.** S.B
  USGS 7.5' Quad Morro Hill **Date** 1969 **T** 10S; **R** 5W; **Crosses through Sections** 2, 23, 24, 26, & 35; **B.M.** S.B
  USGS 7.5' Quad Fallbrook **Date** 1968 **T** 9S; **R** 4W; **Crosses through Sections** 14, 15, 22, & 21; **B.M.** S.B
  USGS 7.5' Quad Oceanside **Date** 1968 **T** 11S; **R** 5W; **Crosses through Sections** 2, 11, 10 & 15; **B.M.** S.B
- **c.** **Address** **City** **Zip**
- **d**. **UTM**: NAD83 **Zone** 11**,** 468293 **mE/** 3685566 **mN; Arbitrary Point-** the junction of all three segments
- **e**. **Other Locational Data**: The railroad generally follows the contours of the Santa Margarita River..

P3a. **Description:** This site is consists of the several segments (A, B, & C) of the historic California Southern Railroad/ Atchinson, Topeka, and Santa Fe Railroad. No DPR 523A primary form has been previously submitted prior to current update.

P3b. **Resource Attributes:** AH7. Railroad grade

P4. **Resources Present:** ☐ Building ☐ Structure ☐ Object ■ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. **Photograph or Drawing**:

P5b. **Description of Photo**: Photo #1253 Overview of railway alignment. View NE

P6. **Date Constructed/Age and Source:**
■ Historic ☐ Prehistoric ☐ Both

P7. **Owner and Address:**
U.S. Marine Corps Base
Camp Pendleton
Oceanside, CA 92055

P8. **Recorded by:**
T. Quach, J. Toenjes, T. Garfin, & M. Herrera
ASM Affiliates, 2034 Corte Del Nogal,
Carlsbad, CA 92011

P9. **Date Recorded:**
Mar. 13, 2015

P10. **Survey Type:**
Intensive Pedestrian

P11. **Report Citation:** Becker, Mark S. and Tony Quach
2015 Archaeological Survey of a 2,500-Acre Portion of the Basilone Complex Wildland Fire Marine Corps Base Camp Pendleton San Diego County, California. *DRAFT REPORT

Attachments: ☐ NONE ☐ Location Map ■ Sketch Map ■ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

***P3a. Description:**

P-37-014051 (CA-SDI-14005H Segment B)

Previous Work: This resource is the former alignment of the California Southern Railroad (with later Segments A and C becoming incorporated as part of the Atchison, Topeka, and Santa Fe Railroad). It was first recorded by Gallegos and Associates in 1995 (Schroth et al. 1996) as three interconnected segments (Segments A-C). Segment A and B form the route of the pre-1916 railroad route while Segments A and C form the rebuilt and redirected railroad route after the massive 1916 flood. The overlapping segment in the current survey is Segment B, which Gallegos and Associates characterized as the route of the pre-1916 railroad. In 1916, the Santa Margarita River flooded and destroyed almost all of the structures within this segment. Several areas mapped by Gallegos and Associates still contain some structural traces of the Segment B railway alignment in the form of railroad cuts, spikes, and disconnected track segments.

Current Survey: A segment of this resource (Segment B) partially overlaps into the far easternmost boundary of the current survey area. Within the boundary of the current survey this resource was found to be mapped primarily within the currently active watercourse of the Santa Margarita River and no traces of the railway were found due to inundation, sand deposition, and vegetation overgrowth at the time of the survey. No intact remnants of the railway alignment were identified within the examined intersecting portions. Ground visibility was noted to be approximately 20 percent due to thickets of overgrown vegetation. Ground visibility within the sandy floodplain was slightly better, at approximately 40 percent. The original site form is missing the primary record, but does include a linear feature record. The available information regarding this site was synthesized, and a DPR 523A primary form was completed

References

Phillips, Roxana L., Adella B. Schroth, and Dennis R. Gallegos
1997 Historical/ Archaeoloigcal Eligibility Detemrination for the Atchison, Topeka, and Santa Fe's Transcontinental Railroad Route within Camp Pendleton, San Diego County, California. Gallegos & Associates.

Schroth, Adella B., Roxana L. Phillips, and Dennis R. Gallegos
1996 Cultural Resource Inventory of the Santa Margarita River Valley, Camp Pendleton. Gallegos & Associates.

***P11. Report Citation:** Becker, Mark S. and Tony Quach
2015 Archaeological Survey of 2,500 Acres in the 2014 Basilone Fire Burn Areas Marine Corps Base Camp Pendleton San Diego County, California. *DRAFT REPORT

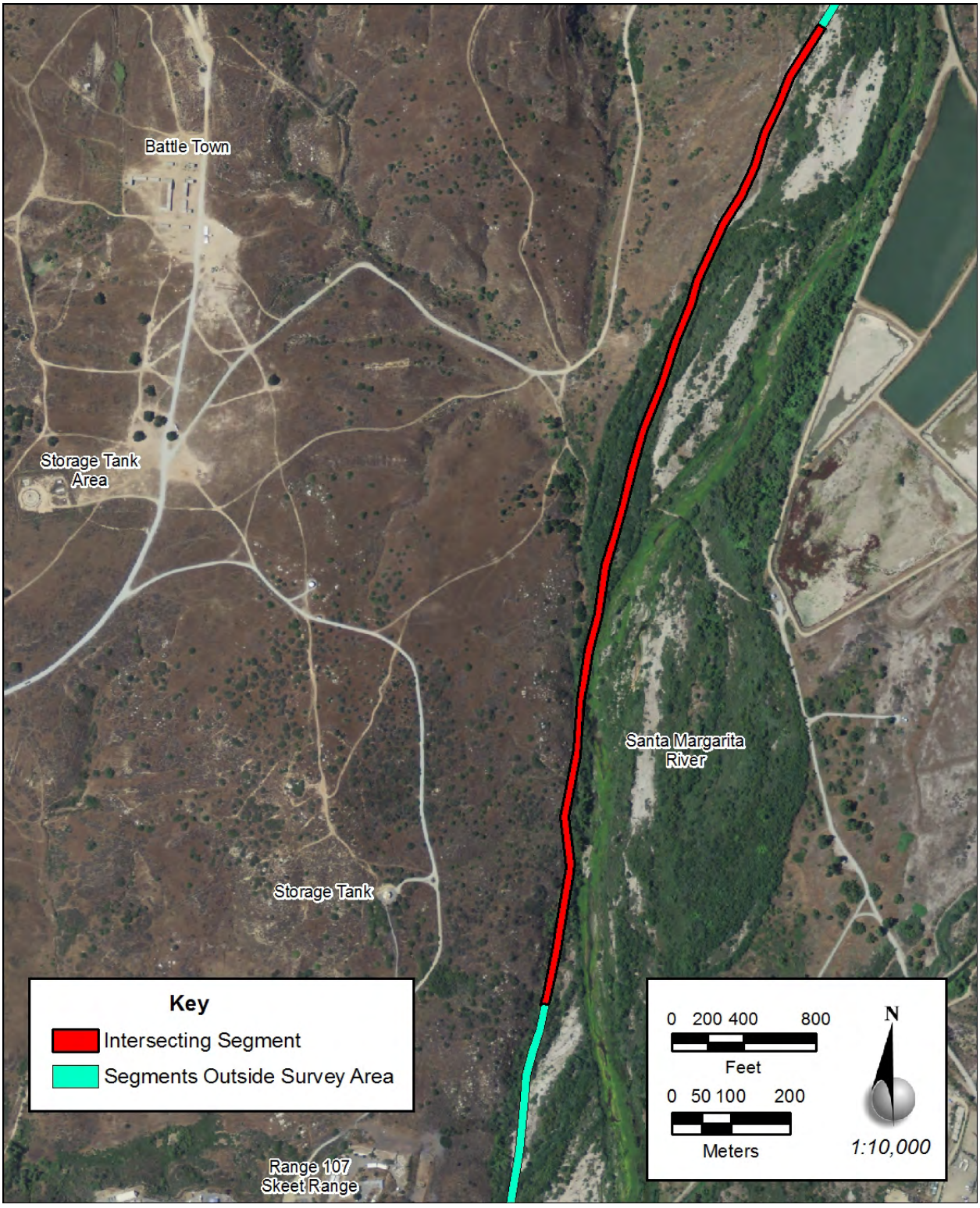
A17. **Form Prepared by**: Tony Quach **ASM Project Reference #**: 21700.04 **Form Prepared on:** May 1, 2015

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary#: P-37-014051
HRI#:
Trinomial: CA-SDI-14005H UPDATE

*__Drawn By__: Tony Quach

*__Resource Name or #:__ CA-SDI-14005H Update
*__Date__: May 1, 2015



***Map showing resurveyed segment of segment B**

NOTE: Include bar scale and north arrow.

***Recorded by:** J. Whitaker ***Date:** 01/ 2015 ☐ Continuation ■ Update

Site CA-SDI-14005 was visited as a part of a survey for the SDG&E Tie Line 691 wood to steel project. CA-SDI-14005 was relocated; a segment of the railroad was observed crossing the dirt access road approximately 10 m west of SDG&E pole Z123378. A second segment was observed between SDG&E poles Z28620 and Z28621.

Reference: 2015 Whitaker, James. *SDG&E eTS #28998, Cultural Resources Survey for the TL 691 Wood to Steel Project, San Diego County, California*. Prepared by HDR Inc.

***Recorded By:** E. Wohlgemuth, C. Higgins, G. Caretti, S. Stenberg, and J. Noel, Far Western Anthropological Research Group, Inc. ***Date:** 12/11/2014

The site is an alignment of the California Southern Railroad, an important early transportation route in southern California. Completed in 1882, the line began in National City, leading north along the coast and turning inland up the Santa Margarita River to Fallbrook, and from there to its terminus at Colton. The portion along the river was largely destroyed by the 1916 flood, after which it was partially rerouted and replaced by the Atchison, Topeka, and Santa Fe Railroad. The line continued to be used through World War II, and portions were used for military purposes into the 1980s (Phillips and Coons 1997; Phillips et al. 1997; York et al. 2001). Currently, only portions of the tracks remain, the rest having been removed to make way for various construction projects.

Site CA-SDI-14005H was evaluated for its National Register eligibility by Gallegos Associates in support of proposed flood control efforts along the Santa Margarita River (Phillips et al. 1997). Three separate segments were defined and evaluated: segments A and B follow the original route along the river and were assessed as eligible for listing to the National Register, while Segment C, a 1917 reroute constructed as a result of the 1916 flood, was assessed as ineligible.

Segment B of the railroad overlaps the current inventory and Far Western encountered evidence of it during the survey. For most of the alignment within the survey area, no evidence of the railroad grade or construction materilas (rails or ties) were seen. There were small segments(~100 feet) that could possibly be portions of the alignment because they were uncharacteristically level. However, since they were not very long or sometimes not near the plotted GIS alignment, they were hard to confirm as the railroad and not a bulldozer scrape. Due to the railroad's location adjacent to the Santa Margarita River, the area is more densely vegetated, which also complicated relcoation efforts.

One 150-foot-long segment of railroad grade was observed near the Santa Margarita River. No evidence of rails, ties, or other mechanical components was seen at this location. The 10-foot-wide, gentle, grade was cut into the dirt hillslope. It is situated slightly west of the GIS shapefile plotted location of the railroad line. The grade is overgrown, but the vegetation in the cut is relatively new compared to the dense vegetation and mature trees in the vicinity.

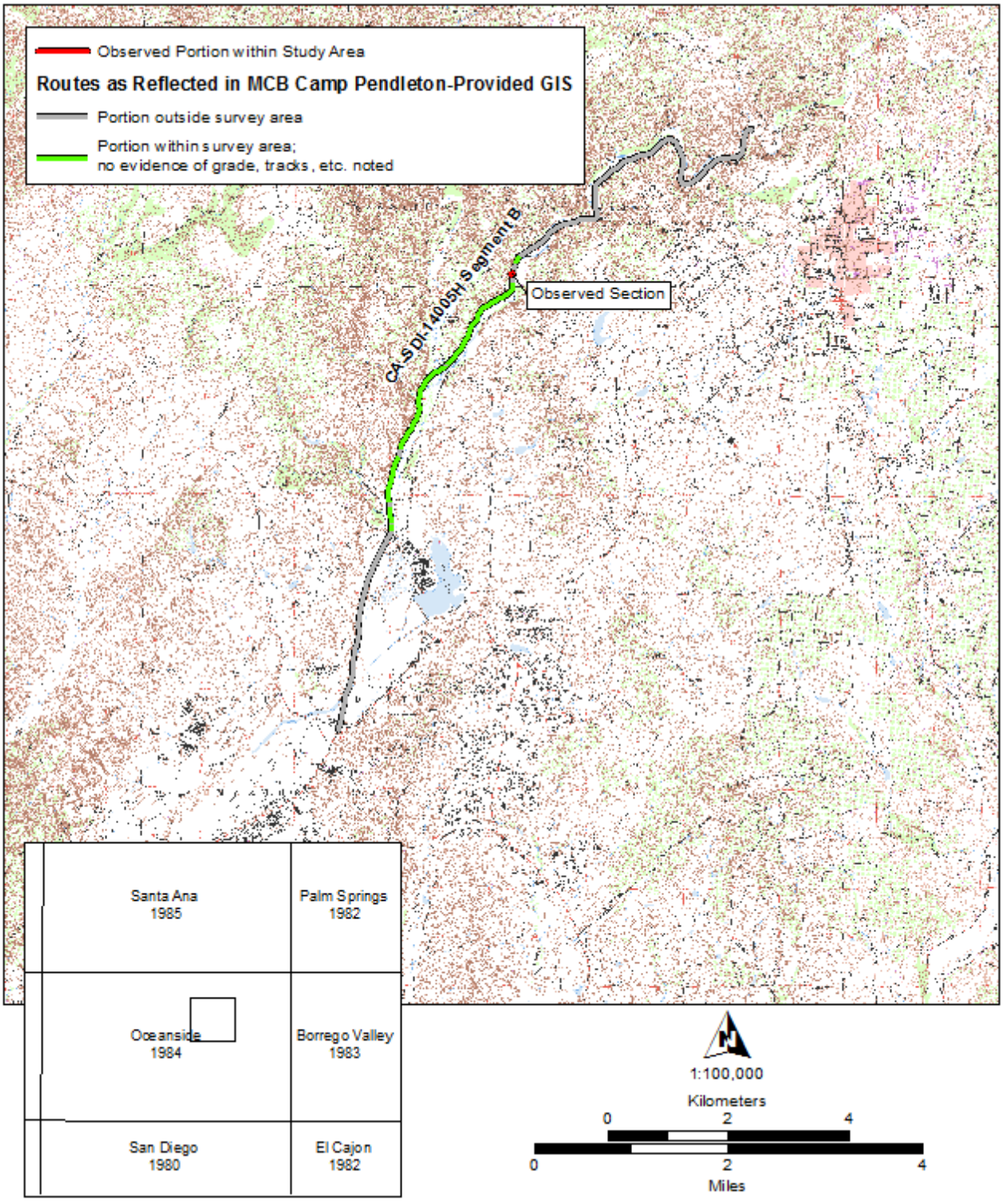
Report Citations:
Higgins, C. (2015) Cultural Resources Inventory of 2,000 Acres of Wildland Burn Areas at Marine Corps Base Camp Pendleton, San Diego County, California.

References:

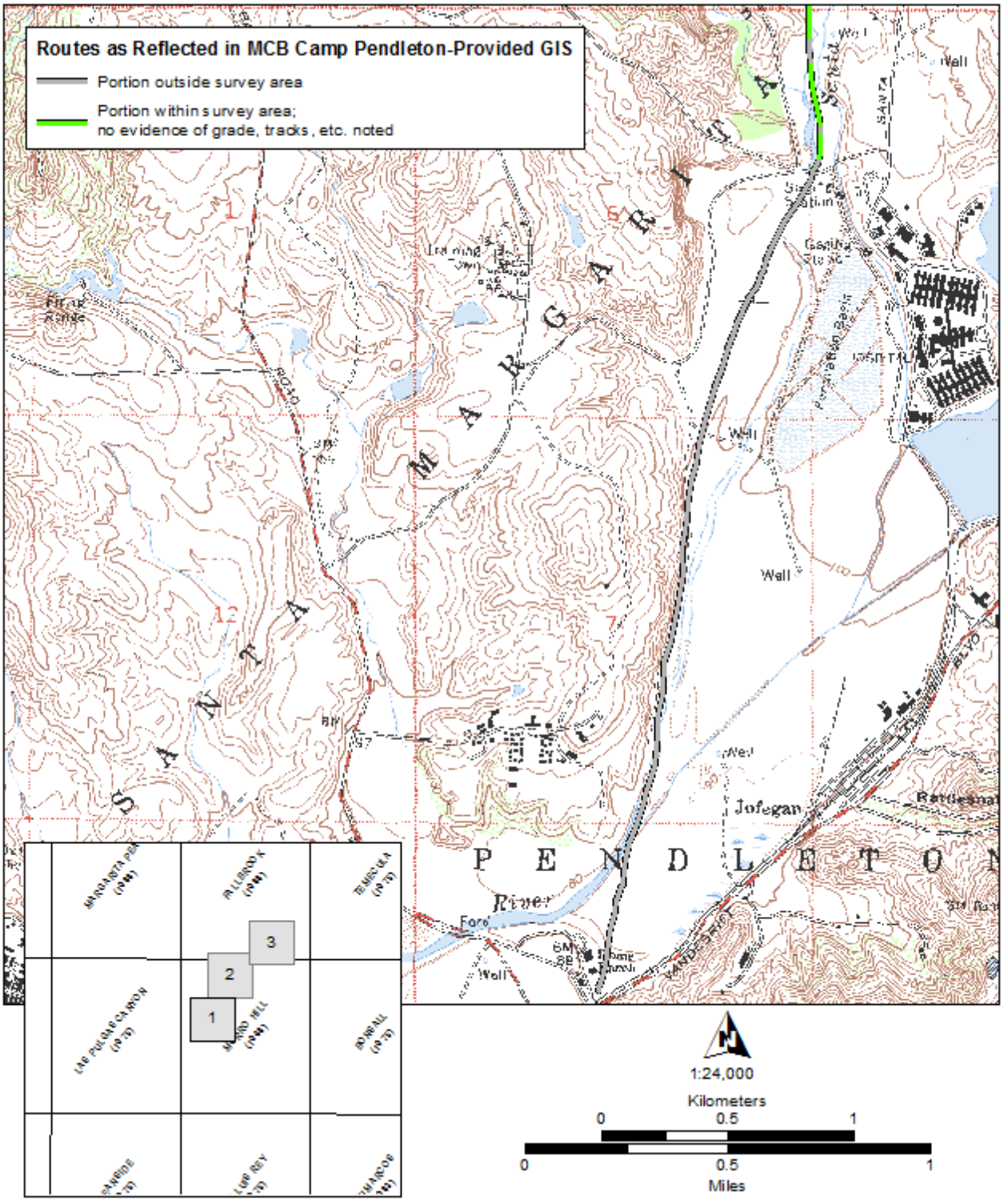
Phillips, R., and B. Coons (1997) Section 8: Historic Resources. In Historical/Archaeological Test Report for Five Sites within the Santa Margarita Flood Control Project, San Diego County, California, pp. 8-1 to 8-38. On file, South Coastal Information Center, San Diego, California.

Phillips, R., A. B. Schroth, and D. R. Gallegos (1997). Historical/Archaeological Eligibility Determination for the Atchison, Topeka, and Santa Fe's Transcontinental Railroad Route within Camp Pendleton, San Diego County, California. Gallegos & Associates, Carlsbad. Submitted to Naval Facilities Engineering Command, Southwest Division.

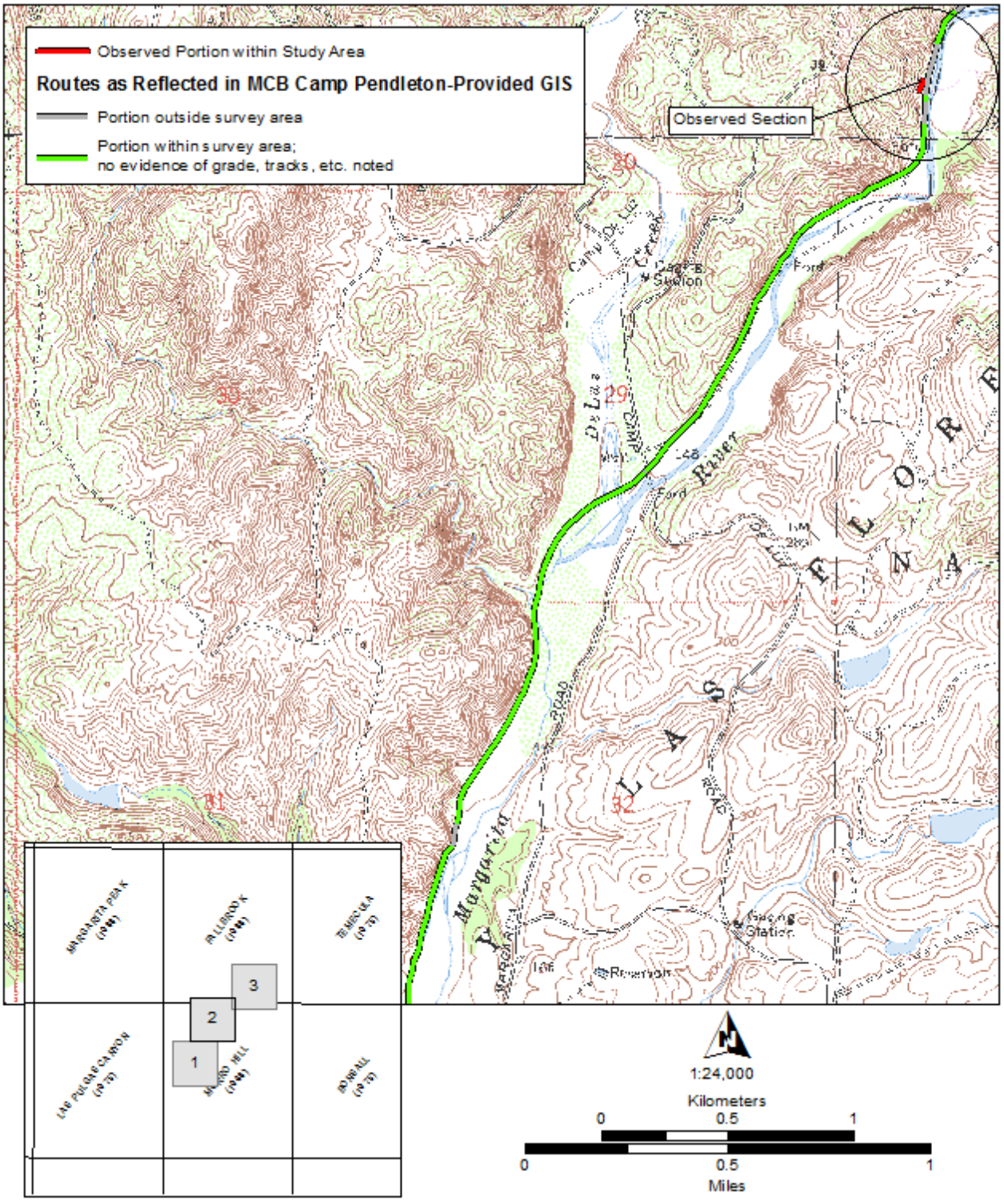
York, A., C. Dolan, J. Underwood, and T. Wahoff (2001). Archaeological Investigations along the Lower Santa Margarita River, San Diego County, California. KEA Environmental, Inc., San Diego. On file at the U.S. Department of the Navy, Southwest Division.



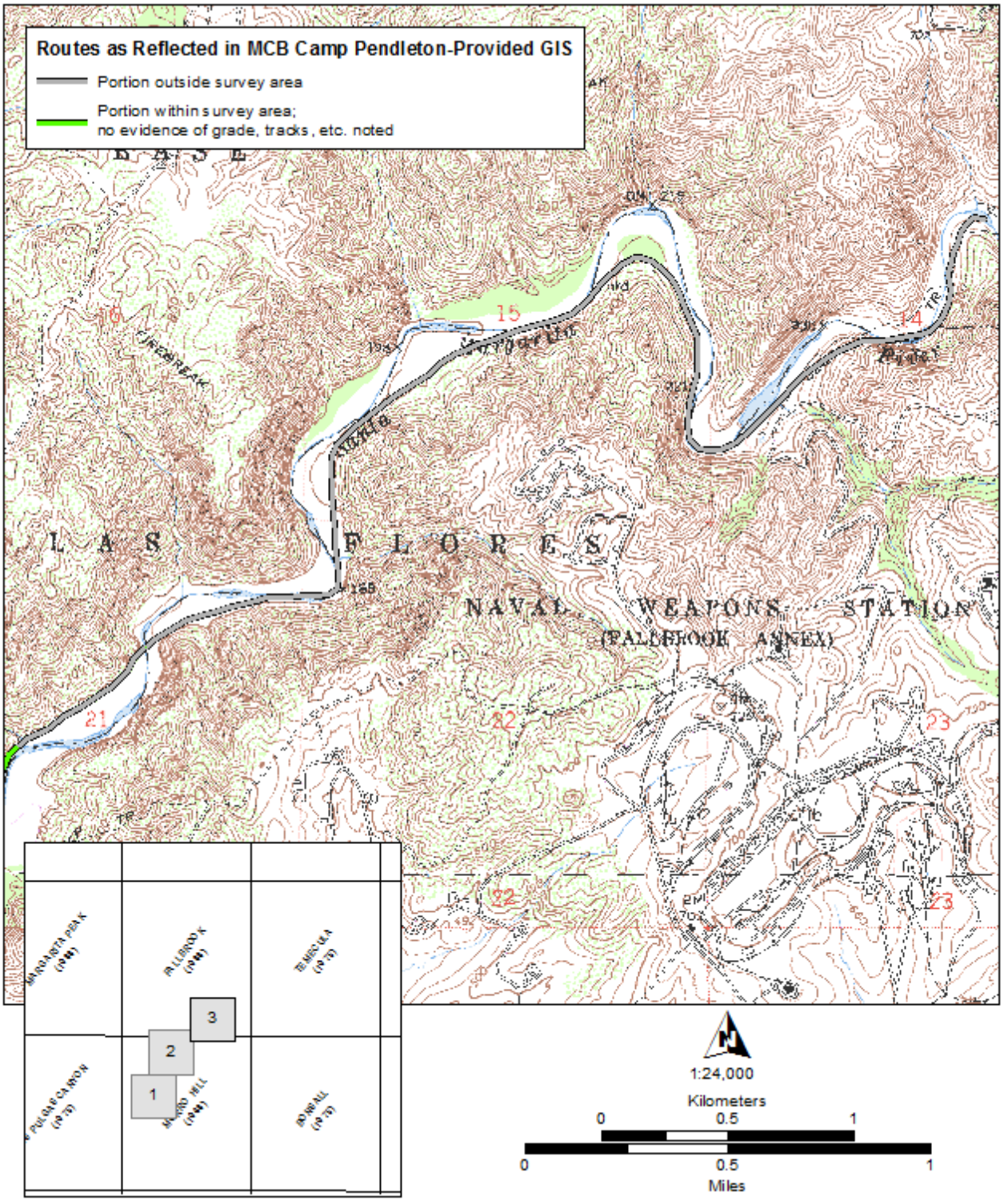
shannon 5/12/2015 10:30:10 AM



shannon 5/12/2015 10:30:17 AM



shannon 5/12/2015 10:30:24 AM



shannon 5/12/2015 10:30:33 AM

*Recorded By: G. Caretti, O. Dorantes, Far Western, 2727 Del Rio Place Suite A, Davis CA 95618 *Date: 11/25/2013

Site CA-SDI-14,005H was initially recorded by Schroth in 1995, who provides a detailed narrative on the construction and history of the three segments (A, B, and C) of the California Southern Railroad on Marine Corps Base Camp Pendleton. Phillips et al. (1997) recommended segments A and B eligible for listing on the National Register of Historic Places (NHRP) because they are the original routes through the Santa Margarita River Valley between the communities of Oceanside and Fallbrook. The third segment, C, was not recommended eligible for listing on the NHRP, because it is a route built after a portion of the original route was destroyed by floods in 1916. Approximately four miles of track in Segment A, between the Marine Corps Airfield in the 22 Area west to the intersection of Vandegrift Boulevard and Stuart Mesa Road, were documented and removed for the P-527 Sewage Effluent Compliance Project (York et al. 2001).

Between February 2012 and November 2013, Far Western archaeologists monitored construction associated with the P-1093/P-1094 BUI Communications and Electrical Upgrades projects. Construction occurred in numerous locations along Segment A between Stuart Mesa Road and Basilone Road, and along Segment C south of Lake O'Neill to 19th Street. Construction did not impact previously recorded railroad segments.

In 2012, construction crews working in the 22 Area exposed previously unrecorded railroad tracks in three locations, points 1-3 (see map). Points 1 and 2 were discovered in association with the P-1093 project (Byrd et al. 2014), and Point 3 in association with the P-113 project (Byrd and Sistrunk 2014). These newly exposed tracks are 'side track' alignments depicted in the "Supply Depot" on the Morro Hill 7.5' USGS Quadrangle, 1948 and 1968. Point 3 is on the 1948 and 1968 maps while points 1 and 2 are only on the 1968 map, postdating 1948. Exposed tracks at points 1 and 2 are running in a southwest-northeast direction and were paved over with a thin layer of asphalt. These two points are part of the same alignment, which is now under an unnamed paved road that parallels D Avenue approximately 150 feet to the south.

Point 1, located at the intersection of 3rd Street and the unnamed paved road, is the westernmost exposure of track. A thin layer of asphalt covers the top of the rails and the trajectory of the track is outlined in the asphalt. The rails are standard gauge and were fastened to wooden cross-ties with tie plates and spikes. The cross-ties are resting on 16 inches of ballast. One cross-tie was removed from the trench during construction but the rails were left in place.

Point 2, located at the intersection of 5th Street and the unnamed paved road, comprises three sets of track exposed during construction. All three sets are parallel to one another in a northeast-southwest alignment. The rails are standard gauge fastened with tie plates and spikes to wooden cross-ties resting on 12 inches of ballast. The two easternmost tracks share wooden cross-ties, while the western track has its own wooden cross-ties. Of interest is that one rail of each track has been unworked from the cross-tie and turned on its side.

Point 3, located in the westbound lane of Vandegrift Boulevard approximately 650 feet west of its intersection with 11th Street, contains one track. The track was capped with a concrete slab approximately four inches thick and this was overlain with six inches of asphalt. The rails are standard gauge, fastened with tie plates and spikes to wooden cross-ties resting on 12 inches of ballast. One cross-tie was removed from the trench during construction but the rails were left in place.

Report Citations:

Byrd, Brian F.,Hannah Sistrunk, and Courtney Higgins (2014). DRAFT Archaeological Monitoring for the P-113 Advance Water Treatment Facility and Utility Corridor Project., Marine Corps Base Camp Pendleton, San Diego California.

Byrd et al. (2014). Data Recovery Investigations at 15 Cultural Resources for the P-1093 and P-1094 BUI Communications and Electrical Upgrade Projects, Marine Corps Base Camp Pendleton, San Diego County, California.

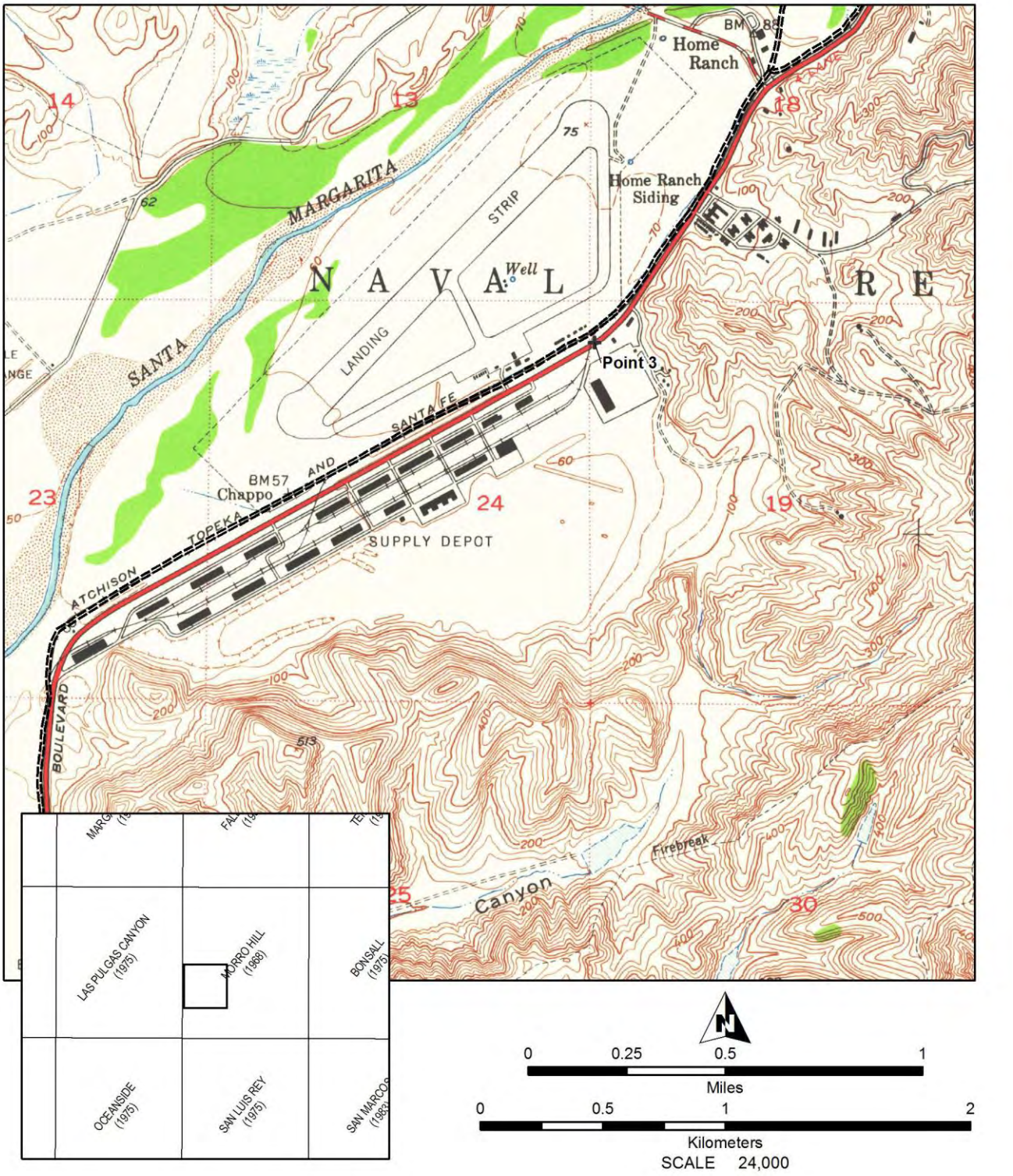
Sistrunk, Hannah, Courtney Higgins, and Brian F. Byrd (2014). Archaeological Monitoring Completion and Unanticipated Discoveries Evaluation Report for the P-1093 and P-1094 BUI Communications and Electrical Upgrades Projects, Marine Corps Base Camp Pendleton, San Diego County, California.

References:

Phillips, R., A. B. Schroth, and D. R. Gallegos (1997). Historical/Archaeological Eligibility Determination for the Atchison, Topeka, and Santa Fe's Transcontinental Railroad Route within Camp Pendleton, San Diego County, California. Gallegos & Associates, Carlsbad. Submitted to Naval Facilities Engineering Command, Southwest Division.

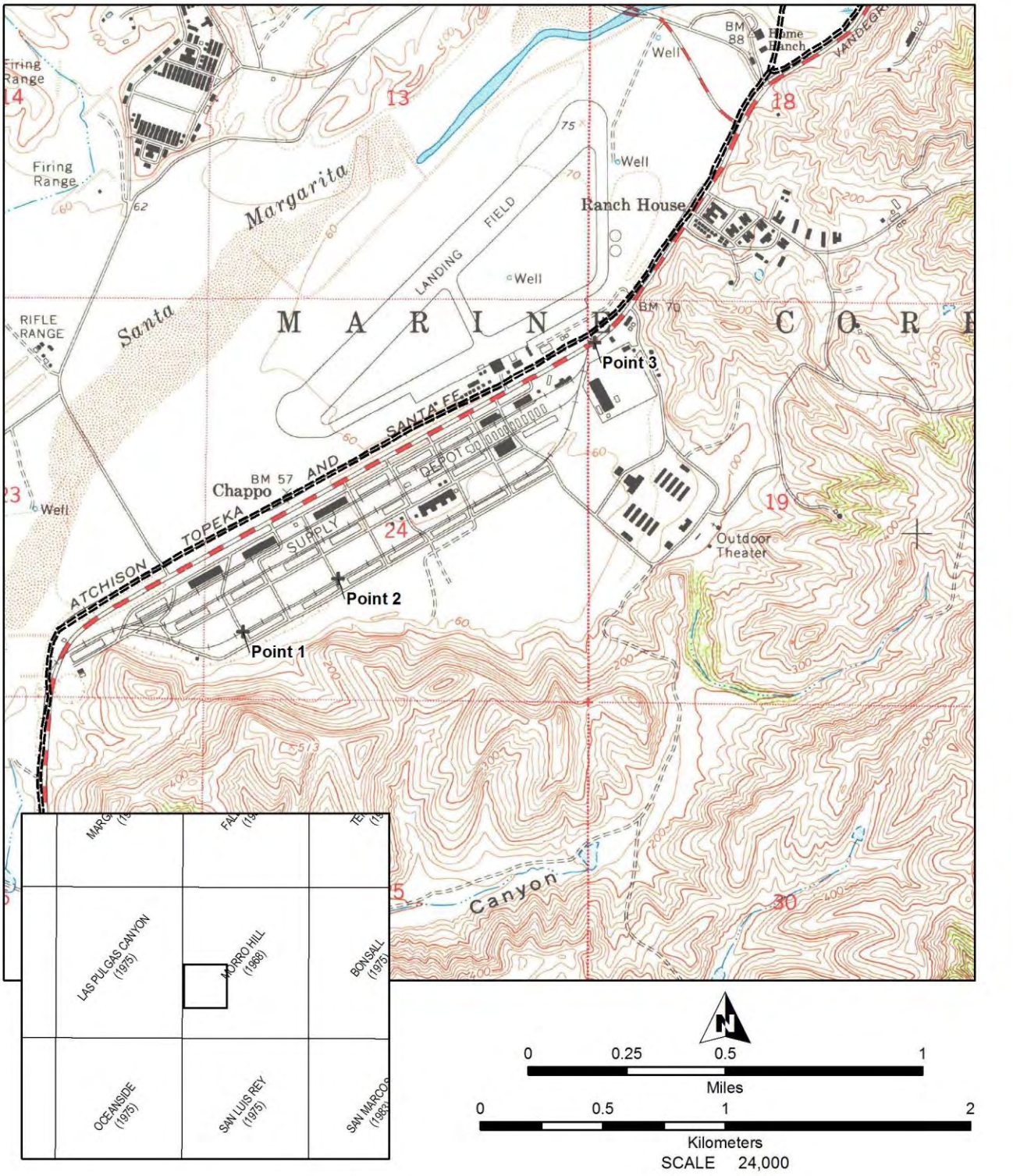
York, A., C. Dolan, J. Underwood, and T. Wahoff (2001). Archaeological Investigations along the Lower Santa Margarita River, San

Diego County, California. KEA Environmental, Inc., San Diego. On file at the U.S. Department of the Navy, Southwest Division.



shannon 2/4/2014 1:09:06 PM

Morro Hill 7.5' USGS Quadrangle, 1948



shannon 2/4/2014 1:09:54 PM

Morro Hill 7.5' USGS Quadrangle, 1968

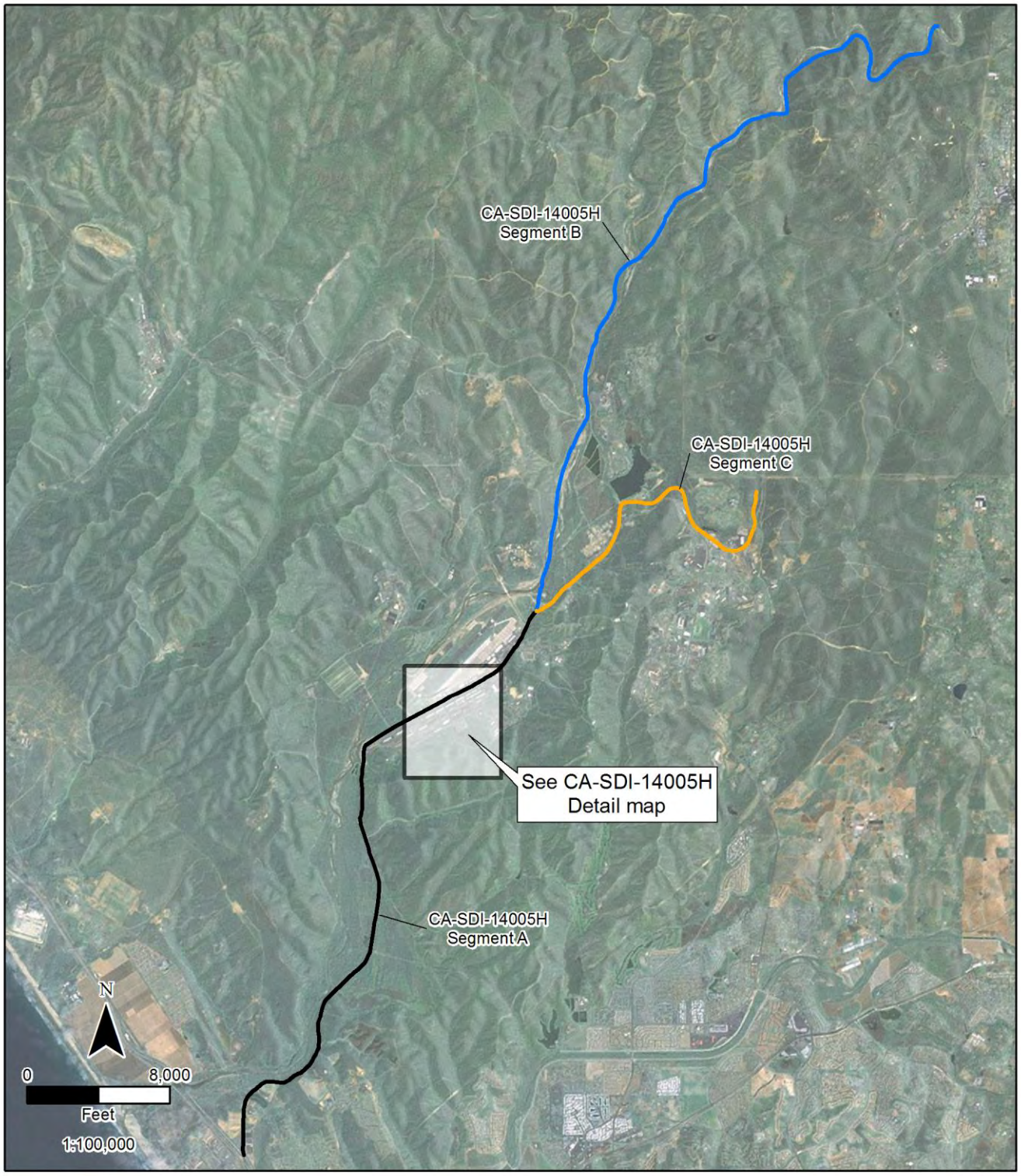
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary # _____
HRI # _____
Trinomial CA-SDI-14005H (UPDATE)

 ***Resource Name or #:** (UPDATE)

***Drawn by:** Far Western Anthropological Research Group, Inc. ***Date:** 11/25/2013



shannon 2/19/2014 3:56:10 PM

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

SKETCH MAP

Primary #
HRI #
Trinomial CA-SDI-14005H (UPDATE)

***Resource Name or #:** (UPDATE)

***Drawn by:** Far Western Anthropological Research Group, Inc.

***Date:** 11/25/2013

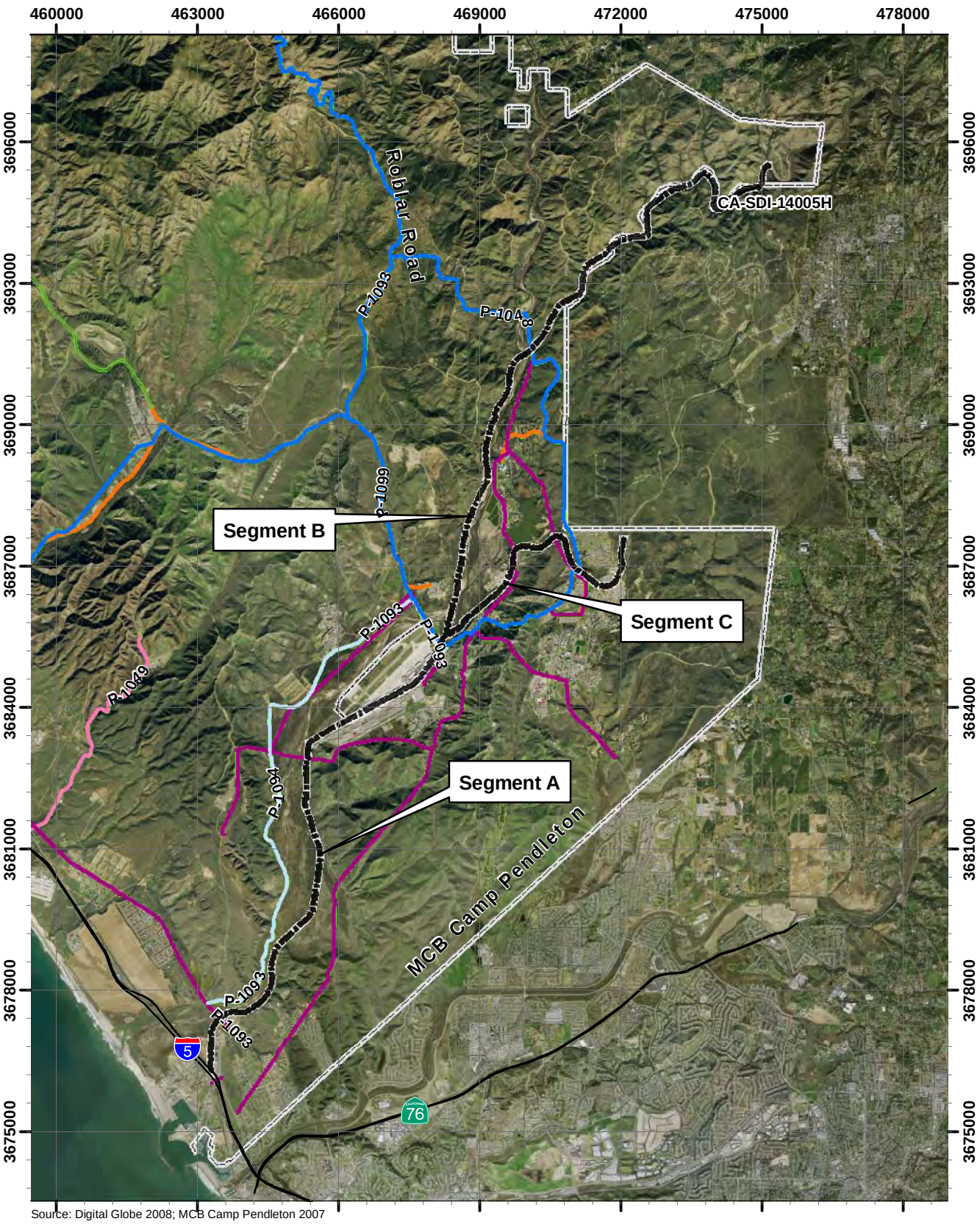
shannon 2/22/2014 9:58:44 AM

***Recorded by:** James T. Daniels, Jr. ***Date:** 03/30/2011 ☐ Continuation ☒ Update

This particular cultural resource is the historic California Southern Railroad, also known as the Atchison, Topeka & Santa Fe Railroad. The most recent site record update made for this resource was by Schroth of Gallegos & Associates in 1995. The railroad was built in 1882 to provide the first direct route from San Diego to Colton, a railroad hub in the Riverside area. This railroad connected with lines to the east coast as well as Los Angeles and points to the north in California, including San Francisco, Fresno, and Sacramento. The California Southern Railroad line was destroyed in 1916 in the area of the Santa Margarita River by flood waters, and was replaced by the Atchison, Topeka and Santa Fe Railroad, which continued to be used through World War II. During Schroth's investigation, the pre-1916 portion of the rail line was found to be almost destroyed, while some portions of the post-1916 rail line were in excellent condition.

During the current investigation, the assessments made by Schroth in 1995 appeared to remain valid. No new impacts to the historic railroad were noted.

Daniels, James T., Megan Black, Tony Quach, Mark Becker
2011 Results of the Condition Assessment, Site Monitoring, and Effects Treatment Plan (CASMET) Marine Corps Base Camp Pendleton, San Diego County, California. ASM Affiliates. Submitted to the Department of the Navy NAVFAC.



Source: Digital Globe 2008; MCB Camp Pendleton 2007

3,000 1,500 0 3,000 Meters

Scale: 1 = 118,110; 1 inch = 3,000 meters

Appendix B
CA-SDI-14005H
Site Map

Basewide Utilities Infrastructure Improvements Cultural Resources Survey

Path: P:\2007\07080423 MCB CP Grow the Force Env Studies\5GIS\MXD\Cultural\Figures\AppendixB\sdi_14005.mxd, 02/01/10, janssenn

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

PRIMARY RECORD

Primary # P-37-014051
HRI #
Trinomial CA-SDI-14005 UPDATE
NRHP Status Code

Other Listings
Review Code Reviewer Date

P1. **Other Identifier:** California Southern Railroad/ Atchinson, Topeka, and Santa Fe Railroad

P2. **Location:** ■ **Not for Publication** ☐ **Unrestricted**

- **a.** **County:** San Diego
- **b.** **USGS 7.5' Quad** Morro Hill **Date** 1969 **T** 9S; **R** 4W; **Crosses through Sections** 29 & 32 ; **B.M.** S.B
  USGS 7.5' Quad Morro Hill **Date** 1969 **T** 10S; **R** 4W; **Crosses through Sections** 6, 7, 8, 9, 18, & 19; **B.M.** S.B
  USGS 7.5' Quad Morro Hill **Date** 1969 **T** 10S; **R** 5W; **Crosses through Sections** 2, 23, 24, 26, & 35; **B.M.** S.B
  USGS 7.5' Quad Fallbrook **Date** 1968 **T** 9S; **R** 4W; **Crosses through Sections** 14, 15, 22, & 21; **B.M.** S.B
  USGS 7.5' Quad Oceanside **Date** 1968 **T** 11S; **R** 5W; **Crosses through Sections** 2, 11, 10 & 15; **B.M.** S.B
- **c.** **Address** **City** **Zip**
- **d**. **UTM**: NAD83 **Zone** 11**,** 468293 **mE/** 3685566 **mN; Arbitrary Point-** the junction of all three segments
- **e**. **Other Locational Data**: The railroad generally follows the contours of the Santa Margarita River..

P3a. **Description:** This site is consists of the several segments (A, B, & C) of the historic California Southern Railroad/ Atchinson, Topeka, and Santa Fe Railroad. No DPR 523A primary form has been previously submitted prior to current update.

P3b. **Resource Attributes:** AH7. Railroad grade

P4. **Resources Present:** ☐ Building ☐ Structure ☐ Object ■ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. **Photograph or Drawing**:

P5b. **Description of Photo**: Photo #1253 Overview of railway alignment. View NE

P6. **Date Constructed/Age and Source:**
■ Historic ☐ Prehistoric ☐ Both

P7. **Owner and Address:**
U.S. Marine Corps Base
Camp Pendleton
Oceanside, CA 92055

P8. **Recorded by:**
T. Quach, J. Toenjes, T. Garfin, & M. Herrera
ASM Affiliates, 2034 Corte Del Nogal,
Carlsbad, CA 92011

P9. **Date Recorded:**
Mar. 13, 2015

P10. **Survey Type:**
Intensive Pedestrian

P11. **Report Citation:** Becker, Mark S. and Tony Quach
2015 Archaeological Survey of a 2,500-Acre Portion of the Basilone Complex Wildland Fire Marine Corps Base Camp Pendleton San Diego County, California. *DRAFT REPORT

Attachments: ☐ NONE ☐ Location Map ■ Sketch Map ■ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

***P3a. Description:**

P-37-014051 (CA-SDI-14005H Segment B)

Previous Work: This resource is the former alignment of the California Southern Railroad (with later Segments A and C becoming incorporated as part of the Atchison, Topeka, and Santa Fe Railroad). It was first recorded by Gallegos and Associates in 1995 (Schroth et al. 1996) as three interconnected segments (Segments A-C). Segment A and B form the route of the pre-1916 railroad route while Segments A and C form the rebuilt and redirected railroad route after the massive 1916 flood. The overlapping segment in the current survey is Segment B, which Gallegos and Associates characterized as the route of the pre-1916 railroad. In 1916, the Santa Margarita River flooded and destroyed almost all of the structures within this segment. Several areas mapped by Gallegos and Associates still contain some structural traces of the Segment B railway alignment in the form of railroad cuts, spikes, and disconnected track segments.

Current Survey: A segment of this resource (Segment B) partially overlaps into the far easternmost boundary of the current survey area. Within the boundary of the current survey this resource was found to be mapped primarily within the currently active watercourse of the Santa Margarita River and no traces of the railway were found due to inundation, sand deposition, and vegetation overgrowth at the time of the survey. No intact remnants of the railway alignment were identified within the examined intersecting portions. Ground visibility was noted to be approximately 20 percent due to thickets of overgrown vegetation. Ground visibility within the floodplain was slightly better, at approximately 40 percent. The original site form is missing the primary record, but does include a linear feature record. The available information regarding this site was synthesized, and a DPR 523A primary form was completed

References

Phillips, Roxana L., Adella B. Schroth, and Dennis R. Gallegos
1997 Historical/ Archaeoloigcal Eligibility Detemrination for the Atchison, Topeka, and Santa Fe's Transcontinental Railroad Route within Camp Pendleton, San Diego County, California. Gallegos & Associates.

Schroth, Adella B., Roxana L. Phillips, and Dennis R. Gallegos
1996 Cultural Resource Inventory of the Santa Margarita River Valley, Camp Pendleton. Gallegos & Associates.

***P11. Report Citation:** Becker, Mark S. and Tony Quach
2015 Archaeological Survey of 2,500 Acres in the 2014 Basilone Fire Burn Areas Marine Corps Base Camp Pendleton San Diego County, California. *DRAFT REPORT

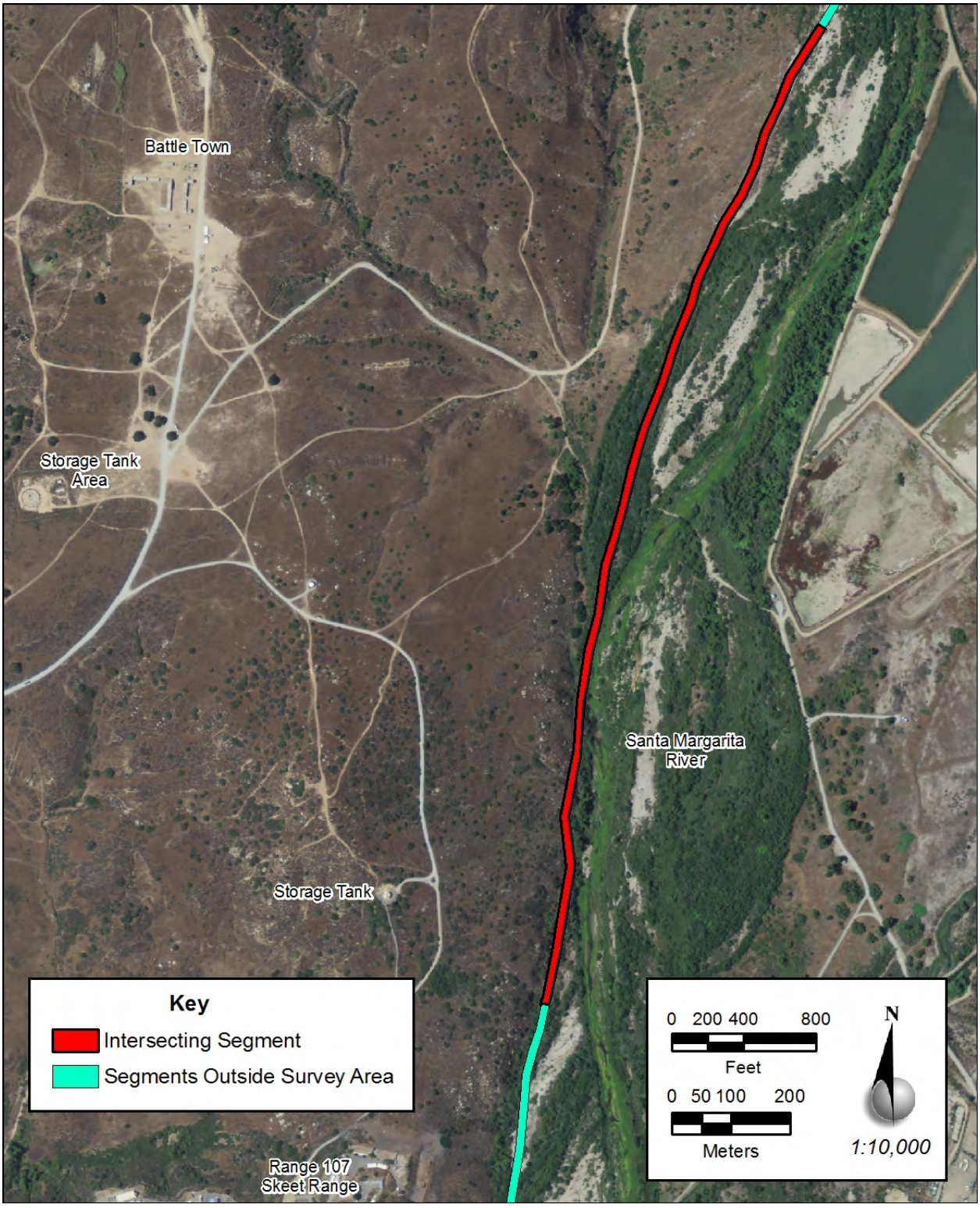
A17. **Form Prepared by**: Tony Quach **ASM Project Reference #**: 21700.04 **Form Prepared on:** May 1, 2015

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary#: P-37-014051
HRI#:
Trinomial: CA-SDI-14005H UPDATE

*Drawn By: Tony Quach

*Resource Name or #: CA-SDI-14005H Update
*Date: May 1, 2015



Map showing resurveyed segment of the alignment

NOTE: Include bar scale and north arrow.

State of California — The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI#
CONTINUATION SHEET	Trinomial CA-SDI-14005

Page 1 **of** 3 ***Resource Name or #** CA-SDI-14005 Update

***Recorded by:** K. Tennesen ***Date:** 09/ 2013 ☐ Continuation ■ Update

As a part of surveys of SDG&E access roads aboard Marine Corps Base Camp Pendleton a small unrecorded section of the California Southern Railroad was observed. The survey encompassed the existing access road and up to 15 meters on either side of access roads, depending on terrain and ground visibility.

Based on the boundaries provided to us by SDG&E (from the SCIC), the currently mapped boundary ends shortly before reaching this SDG&E access road. During the survey the track was observed to cross the access road and continue north through an iron gate into Naval Weapons Station Fallbrook.

This is the only section of the railroad observed on this survey. No other artifacts were observed. Topo and aerial maps attached showing the newly added section of railroad.

Reference:
2014 Tennesen, Kristin. *Cultural Resources Inventory and Survey of the Access Road Grading Project*. Prepared by HDR Inc.

Track crossing SDG&E access road, facing east

Gate associated with track, facing northwest

DPR 523L (1/95) *Required information

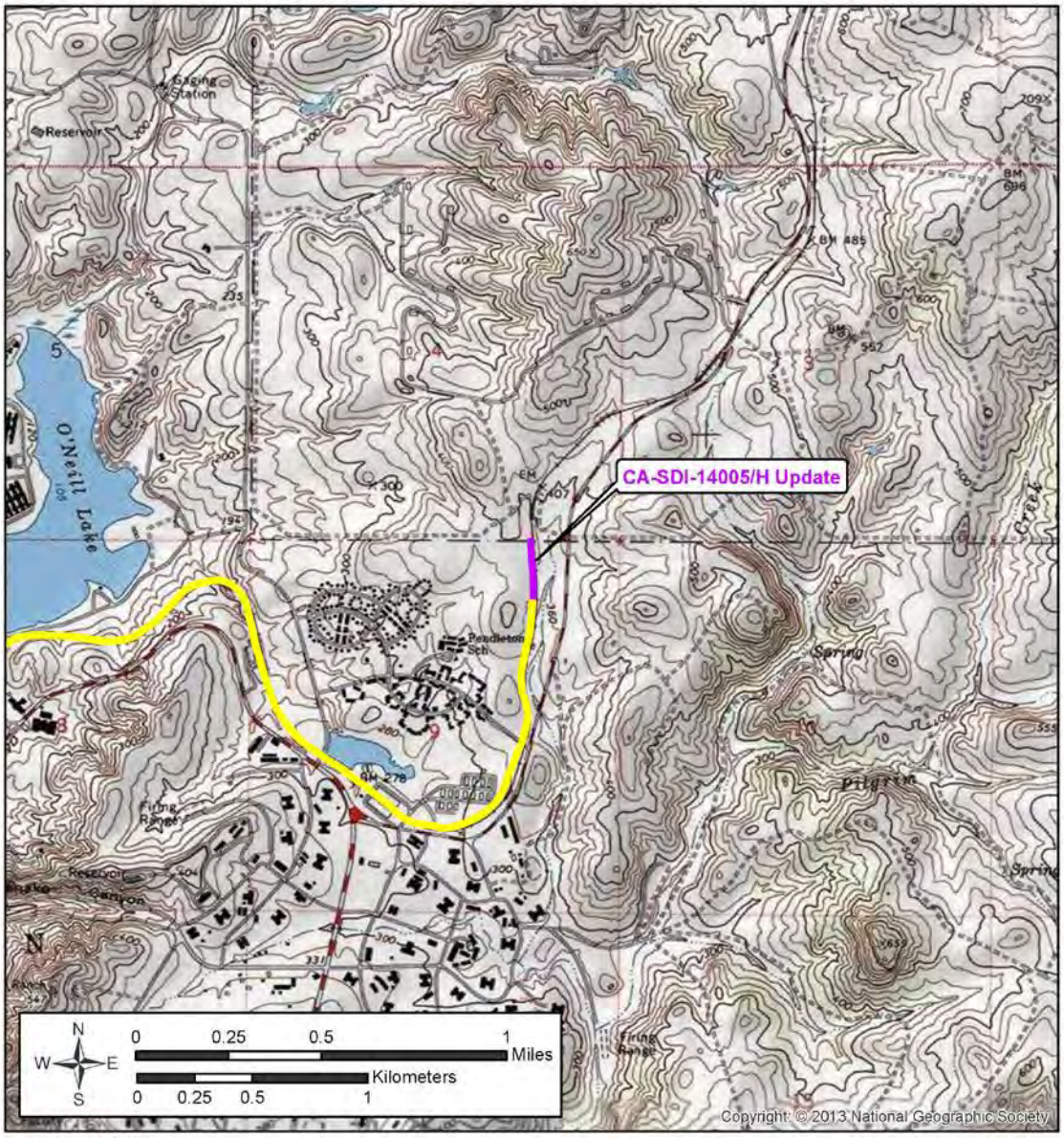
State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial: CA-SDI-14005/H

Page 2 of 3 *Resource Name or #: CA-SDI-14005/H

*Map Name: Morro Hill, CA 7.5 min Quadrangle *Scale: 1:24,000 *Date of Map: 1968



DPR 523K (1/95)

*Required information

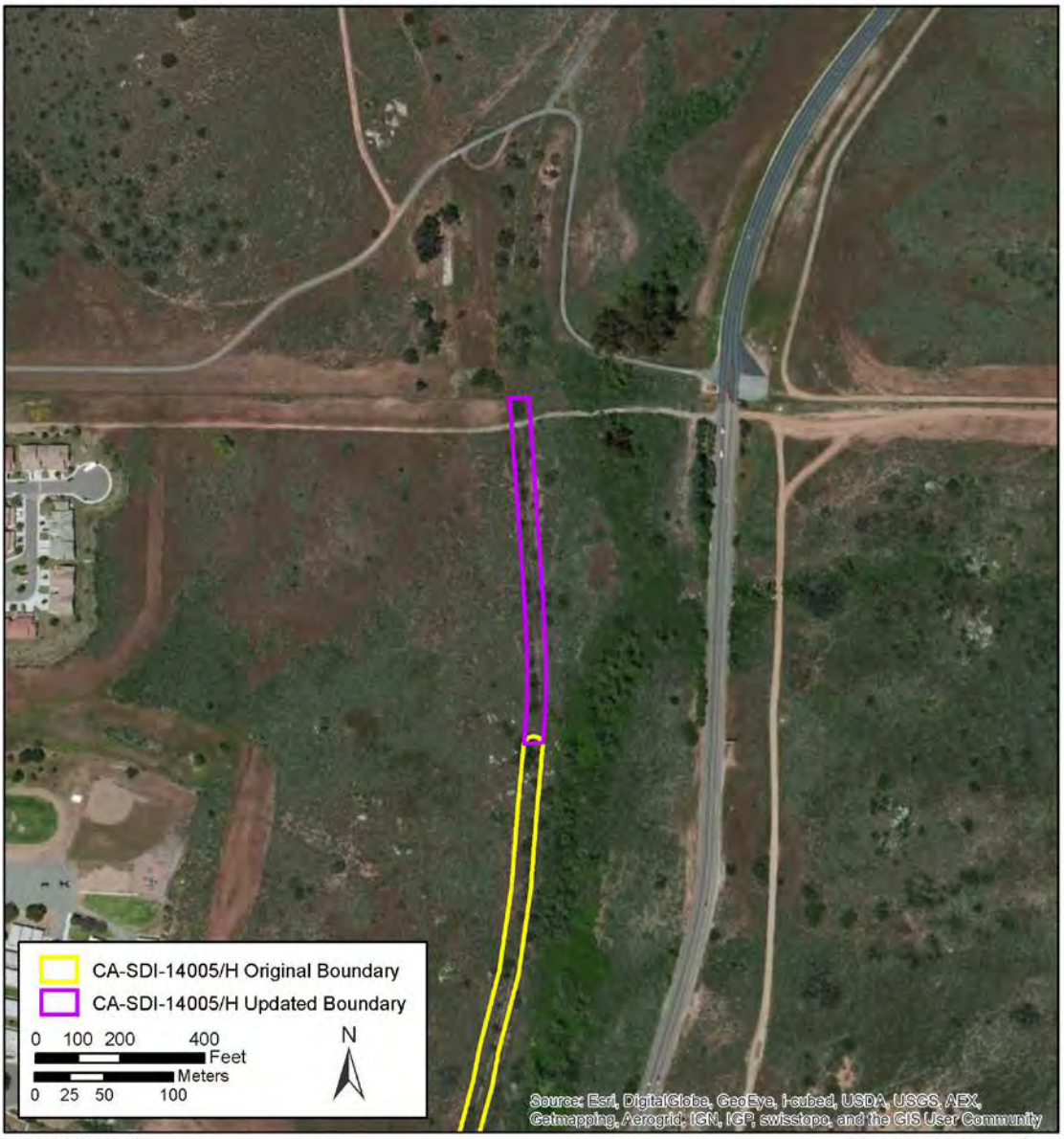
HDR

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

Primary #
HRI#
Trinomial: CA-SDI-14005/H

Page 3 of 3 *Resource Name or #: CA-SDI-14005/H

*Drawn By: N. Stadille *Scale: 1:4000 *Date of Aerial: 2012



DPR 523K (1/95)

*Required information

***Recorded by:** James T. Daniels, Jr. ***Date:** 03/30/2011 ☐ Continuation ☒ Update

This particular cultural resource is the historic California Southern Railroad, also known as the Atchison, Topeka & Santa Fe Railroad. The most recent site record update made for this resource was by Schroth of Gallegos & Associates in 1995. The railroad was built in 1882 to provide the first direct route from San Diego to Colton, a railroad hub in the Riverside area. This railroad connected with lines to the east coast as well as Los Angeles and points to the north in California, including San Francisco, Fresno, and Sacramento. The California Southern Railroad line was destroyed in 1916 in the area of the Santa Margarita River by flood waters, and was replaced by the Atchison, Topeka and Santa Fe Railroad, which continued to be used through World War II. During Schroth's investigation, the pre-1916 portion of the rail line was found to be almost destroyed, while some portions of the post-1916 rail line were in excellent condition.

During the current investigation, the assessments made by Schroth in 1995 appeared to remain valid. No new impacts to the historic railroad were noted.

Daniels, James T., Megan Black, Tony Quach, Mark Becker
2011 Results of the Condition Assessment, Site Monitoring, and Effects Treatment Plan (CASMET) Marine Corps Base Camp Pendleton, San Diego County, California. ASM Affiliates. Submitted to the Department of the Navy NAVFAC.

14,005

P-37-014051

7/21/95

Thea 2 linear forms are waiting for primary page and full sized maps. I called about them today again — they should be forthcoming. (CPSM-484+47)

Also CPSM-45 may be an update- they will let us know.

7/21/95

Thea 2 linear forms are waiting for primary page and full sized maps. I called about them today again — they should be forthcoming. (CPSM-484+47)

Also CPSM-45 may be an update- they will let us know.

P-37-014051

ITE-NUMBER. PRIMARY-NUM	NRS EVL-DATE	PROGRAM REF.....	EVAL	OTHER NAMES AND NUMBERS.....
DI-013690	6Y2 01/04/96	BLM951019A	SGPR	
D[3692	6Y2 01/04/96	BLM951019A	SGPR	
693	6Y2 01/04/96	BLM951019A	SGPR	
694	6Y2 01/04/96	BLM951019A	SGPR	
D[-013695	6Y2 01/04/96	BLM951019A	SGPR	
DI-013696	6Y2 01/04/96	BLM951019A	SGPR	
DI-013697	6Y2 01/04/96	BLM951019A	SGPR	
DI-013698	6Y2 01/04/96	BLM951019A	SGPR	
DI-013699	6Y2 01/04/96	BLM951019A	SGPR	
DI-013700	6Y2 01/04/96	BLM951019A	SGPR	
DI-013709	6Y2 06/27/95	ADOE-37-95-001-00	NDPR	
	6Y2 06/27/95	USMC940815B	NDPR	
DI-013787/H	6Y2 04/23/96	USN950228A	NDPR	
DI-013789	6Y2 04/23/96	USN950228A	NDPR	
DI-013790	6Y2 04/23/96	USN950228A	NDPR	
DI-013791	6Y2 04/23/96	USN950228A	NDPR	
DI-013792	6Y2 04/23/96	USN950228A	NDPR	
DI-013793	6Y2 04/23/96	USN950228A	NDPR	
DI-013794	6Y2 04/23/96	USN950228A	NDPR	
DI-013795	6Y2 04/23/96	USN950228A	NDPR	
DI-013796	6Y2 04/23/96	USN950228A	NDPR	
DI-013797	6Y2 04/23/96	USN950228A	NDPR	
	6Y2 01/02/96	USN941114Z	NDPR	
DI-013798	6Y2 04/23/96	USN950228A	NDPR	
DI-013799	6Y2 04/23/96	USN950228A	NDPR	
	6Y2 01/02/96	USN941114Z	NDPR	
DI-013800	6Y2 04/23/96	USN950228A	NDPR	
DI-013801H	6Y2 04/23/96	USN950228A	NDPR	
DI-013802	6Y2 04/23/96	USN950228A	NDPR	
DI-013803	6Y2 04/23/96	USN950228A	NDPR	
DI-013804	6Y2 04/23/96	USN950228A	NDPR	
DI-013805	6Y2 04/23/96	USN950228A	NDPR	
DI-013806	6Y2 04/23/96	USN950228A	NDPR	
DI-013807	6Y2 04/23/96	USN950228A	NDPR	
DI-013808	6Y2 04/23/96	USN950228A	NDPR	
	6Y2 01/02/96	USN941114Z	NDPR	
309	6Y2 04/23/96	USN950228A	NDPR	
811	2S2 04/23/96	USN950228A	NDPR	
DI-013816	6Y2 04/23/96	USN950228A	NDPR	
DI-013817H	6Y2 04/23/96	USN950228A	NDPR	
DI-013831	6Y2 01/04/96	BLM951019A	SGPR	
DI-013832	6Y2 01/04/96	BLM951019A	SGPR	
DI-013833	6Y2 01/04/96	BLM951019A	SGPR	
DI-013834	6Y2 01/04/96	BLM951019A	SGPR	
DI-013835	6Y2 01/04/96	BLM951019A	SGPR	
DI-013836	6Y2 01/04/96	BLM951019A	SGPR	
DI-013837	6Y2 01/04/96	BLM951019A	SGPR	
DI-013838	6Y2 01/04/96	BLM951019A	SGPR	
DI-013839	6Y2 01/04/96	BLM951019A	SGPR	
DI-013898	6Y2 08/13/98	ADOE-37-98-025-00	SGPR	BUILDING 114, POINT LOMA NAVAL COMPLEX, AP-10
	6Y2 08/13/98	USN980722A	SGPR	
DI-013902	6Y2 12/28/95	EPA931018A	GRPR	
DI-013903	2S2 12/28/95	EPA931018A	GRPR	
DI-013986	2S2 09/15/97	ADOE-37-97-003-00	SGPR	
	2S2 09/15/97	USMC970806A	SGPR	
DI-014005H	2S2 03/03/97	USMC961217A	SGPR	
DI-014010	6Y2 08/23/95	USFS950804A	SGPR	
DI-014011	6Y2 08/23/95	USFS950804A	SGPR	
DI-014012	6Y2 08/23/95	USFS950804A	SGPR	
DI-014013	6Y2 08/23/95	USFS950804A	SGPR	
DI-014014	6Y2 08/23/95	USFS950804A	SGPR	
DI-014059	6Y2 03/03/97	USMC961217A	SGPR	
DI-014060	6Y2 03/03/97	USMC961217A	SGPR	
DI-014061	6Y2 03/03/97	USMC961217A	SGPR	
DI-014069	6Y2 02/13/96	USFS940531H	SGPR	
DI-014070	6Y2 02/13/96	USFS940531H	SGPR	
DI-014071	6Y2 02/13/96	USFS940531H	SGPR	
DI-014072	6Y2 02/13/96	USFS940531H	SGPR	
DI-014073	6Y2 02/13/96	USFS940531H	SGPR	
DI [illegible]45H	6Y2 09/14/98	ADOE-37-98-024-00	SGPR	WIRE MOUNTAIN SITE 1, LOCUS H
	6Y2 09/14/98	USMC980908A	SGPR	
176	2S2 03/03/97	USMC961217A	SGPR	
DI-014283	2S2 07/29/96	USFS960617W	SGPR	W-203B
DI-014284	2S2 07/29/96	USFS960617W	SGPR	LOVELAND SITE 2
DI-014291H	2D2 07/21/97	FHWA960411B	GRPR	
DI-014292H	2D2 07/21/97	FHWA960411B	GRPR	

P-37-014051

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION Trinomial CA-SDI-14005H
LINEAR SITE RECORD (Part 1) Museum-of-Man Number W-
Page 1 of 8 Temporary Number: CPSM-47

A1. Counties &/or States Involved in Complete Site: San Diego, Riverside, San Bernardino Counties, California

A2. USGS Topographic Maps: ~~COMPLETE~~ SEGMENT Oceanside, Fallbrook, Morro Hill, 7.5' Quadrangles

A3. Dimensions: Segment A: 7.5 miles, Segment B: 10.3 miles, Segment C: 8 miles

A4. UTM Coordinates: Zone 11 /

	Easting	Northing
Segment A, Beginning:	463390	3675900
Segment A, End and Segts B/C Beginning	465470	3692090
Segment C, Ending	476280	3695740
Segment B, Ending	468330	3685300

A5. Human Remains: N/A

A6. Features: See discussion No. L8

A7. Cultural Constituents (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.): N/A

A8. Were Specimens Collected? □ No ~~□ Yes~~

A9. Site Condition: see No. L8

A10. Historical Information: See maps pgs. 3 & 4 this form

A11. Age: ~~□ Prehistoric~~ ~~□ Pre-Colonial (1500-1769)~~ ~~□ Spanish/Mexican (1769-1848)~~ ~~□ Early American (1848-1880)~~ □ Turn of century (1880-1914) □ Early 20th century (1914-1945) ~~□ Post-WWII (1945+)~~ ~~□ Undetermined~~

A12. Photographs : on file with Camp Pendleton, US Marine Corp & Gallegos & Assoc.

Roll P-8 #2 Railroad spike, RR-1 #3 Railroad spike, RR-1 #15 View of track RR-7, south
#16 Metal fragment, RR-7 #17 View of track, RR-7 #18 RR-7 view of track, north
#19 Railroad spike, RR-7 #20 Railroad cut, RR-7 #21 RR tracks used as dam, RR-8
#22 Concrete structure, RR-7 #23 Concrete structure, RR-7 #24 RR cut, RR-7
#25 Santa Margarita River with railroad cut and tracks

Roll P-9 #22 pathway and cut band, RR-2 #23 Cut bank, RR-3, view West #24 Cut bank, RR-4, view north
#25 post, RR-5, view NW #26 Post, RR-5, view NW

Roll P-10 #7 Railroad cut, SE #8 Concrete structure, RR-7, SE #10 RR tracks in bank, RR-9, West
#11 Railroad tracks protruding from bank, RR-9

Roll P-11 #2 E, 3 E, 4 E, 5 NE, 6 E Dam made from RR tracks, RR-8
#17 & 18, SDi-4421 and RR cut, view NW, RR-7

Role P-16 #6 Railroad cut, RR-11, view S #7 RR-10, overview, view SW #8 RR-10 overview, view SE
#11 railroad cut, RR-12, NW #12 Railroad track, RR-13, NW #13 Railroad cut, RR-14, N
#15 Railroad track, RR-15, N #16 Railroad cut, RR-16, W #17 Railroad cut, RR-17, SW
#20 Railroad cut, RR-18, SW

NOTE: RR-# refers to points plotted on Segment B, page 7 this form.

A13. Form Prepared by: Adella Schroth **Date:** June 1995
Affiliation and Address: Gallegos & Assoc., 5671 Palmer Way, Suite A, Carlsbad, CA 92008

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR RESOURCE RECORD
Page 1 of 7

Permanent Number: CA-SDI- 12054
Museum-of-Man Number: W-
Temporary Number: CPSM-47
P-37-012854

L1. USGS Quadrangles: Portion of resource addressed in this form passes through USGS Oceanside, Morro Hill, and Fallbrook 7.5' Quadrangles.

L2. Historic Name: California Southern Railroad

L3. Common Name: Atchison Topeka and Santa Fe Railroad

L4. Detailed Record of: ☐~~Entire Resource~~ ☐three Segments: A, B, and C

L5. Length: Segment A = 7.5 mi; Segment B = 10.3 mi; Segment C = 8 mi
Method of Determination: Measurements on USGS maps

L6. Width: 10-15 feet **Method of Determination**: estimation in field

L7. Depth/Height: various, dependent on amount of fill **Method of Determination**: estimation in field

L8. Features (Describe construction details, dimensions, and artifacts found with each feature. Provide plans/sections as appropriate.): Date spikes of 1929; 1931 and railroad as well as railroad bed and hill side cuts

Segment A is the route of the pre-1916 railroad and the post-1916 railroad; Segment B is the route of the pre-1916 railroad; and Segment C is the route of the post-1916 railroad.

L9. Natural Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate.): The railroad follows the flood plain of the Santa Margarita River from the ocean to Fallbrook prior to 1916. After the 1916 flood, the railroad detoured inland from the Santa Margarita River at the Ranch House location, approximately 7.5 miles from the ocean.

L10. Historical Information: The information for the route of the railroad and the various names are found on several historical maps. Two of these are shown on the following pages.

L11. Resource Attributes (List attributes and codes.):

L12. Significance: **Theme** transportation **Area** growth and economy of southern California
Period of Significance 1880-1942 **Property Type** Private
Applicable Criteria (Discuss importance of resource within a historic context as defined by theme, period of significance, and geographic scope when appropriate.)
The California Southern Railroad was built in 1882 to provide the first direct route from San Diego to Colton. Colton was then the hub of the Riverside area, and the railroad connected with rail lines to the east coast, to the west (Los Angeles), and to points north (San Francisco, Fresno, Sacramento). It was the first rail connection between San Diego and the interstate lines. The full line began in National City, traveled north along the coast to the Santa Margarita River Valley. At that point, it turned inland and followed the Santa Margarita River past Fallbrook to the Temecula Valley. It continued up the Elsinore Valley and northward to Colton where it terminated. It was destroyed in 1916 in the area of the Santa Margarita River by flood waters and was replace by the Atchison Topeka and Santa Fe Railroad which continued to be used through World War II.

L13. Resource Integrity: In the Santa Margarita River Valley, the pre-1916 rail line is almost destroyed. The post-1916 rail line is partially destroyed but some portions remain in excellent conditions.

L14. Associated Resources: None noted

L15. References: see maps, pages 2, and 3 this form; Cultural Resource Inventory of the Santa Margarita River

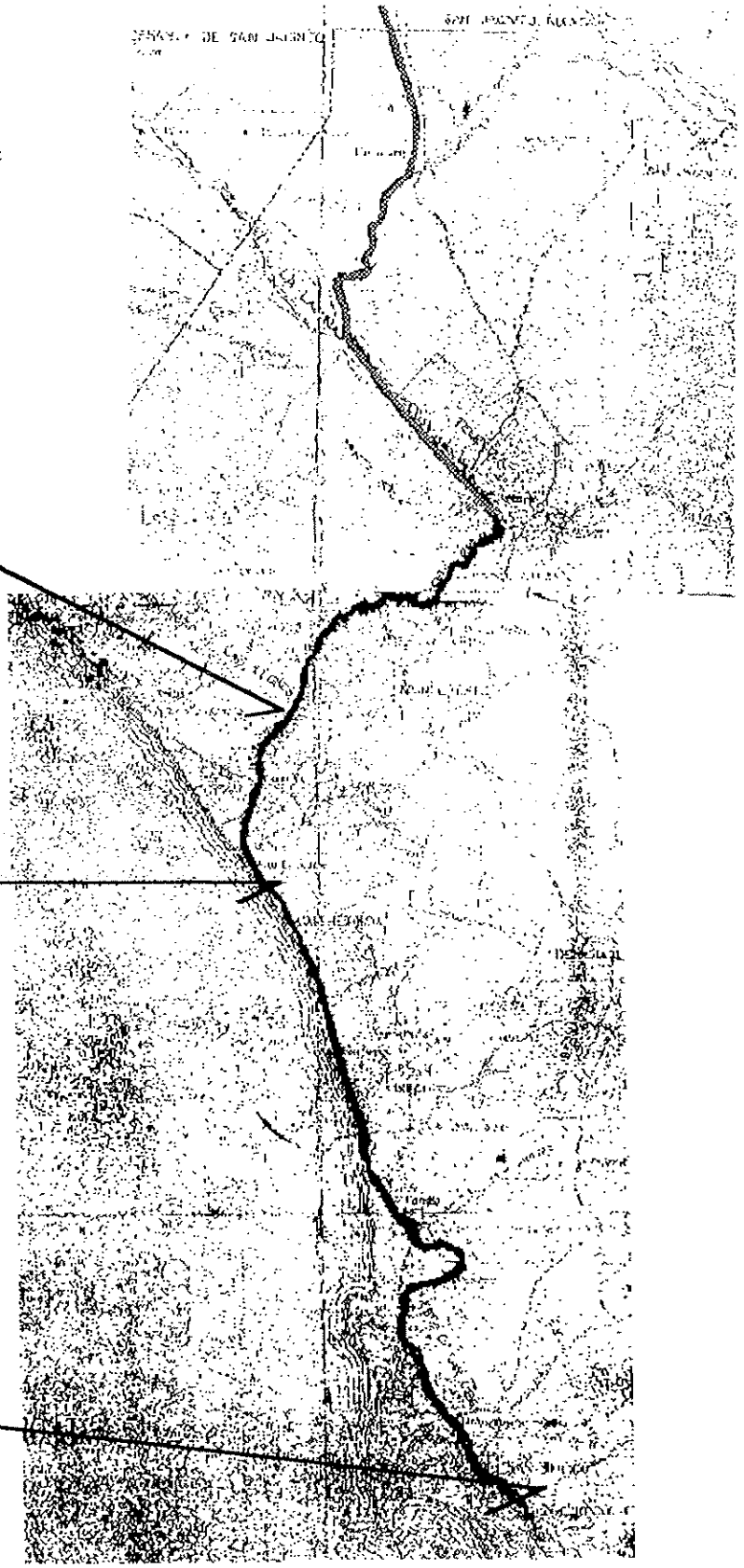
L16. Form Prepared by: Adella Schroth **Date:** May 1995
Affiliation and Address: Gallegos and Associates, 5671 Palmer Way, Suite A, Carlsbad, CA 92008

L17. Comments: At 18 points along the pre-1916 railroad (Segment B), evidence of the railroad is still present. These have been photographed and the photographs are on file with US Marine Corp, Camp Pendleton. These are listed along with appropriate UTMS on page 4. In addition, a few UTM points along Segments A and C are also given. The portion included in this study is contained within the Camp Pendleton boundary; no attempt was made in the field to determine the existence of evidence at other portions of the rail line.

P-37-014051

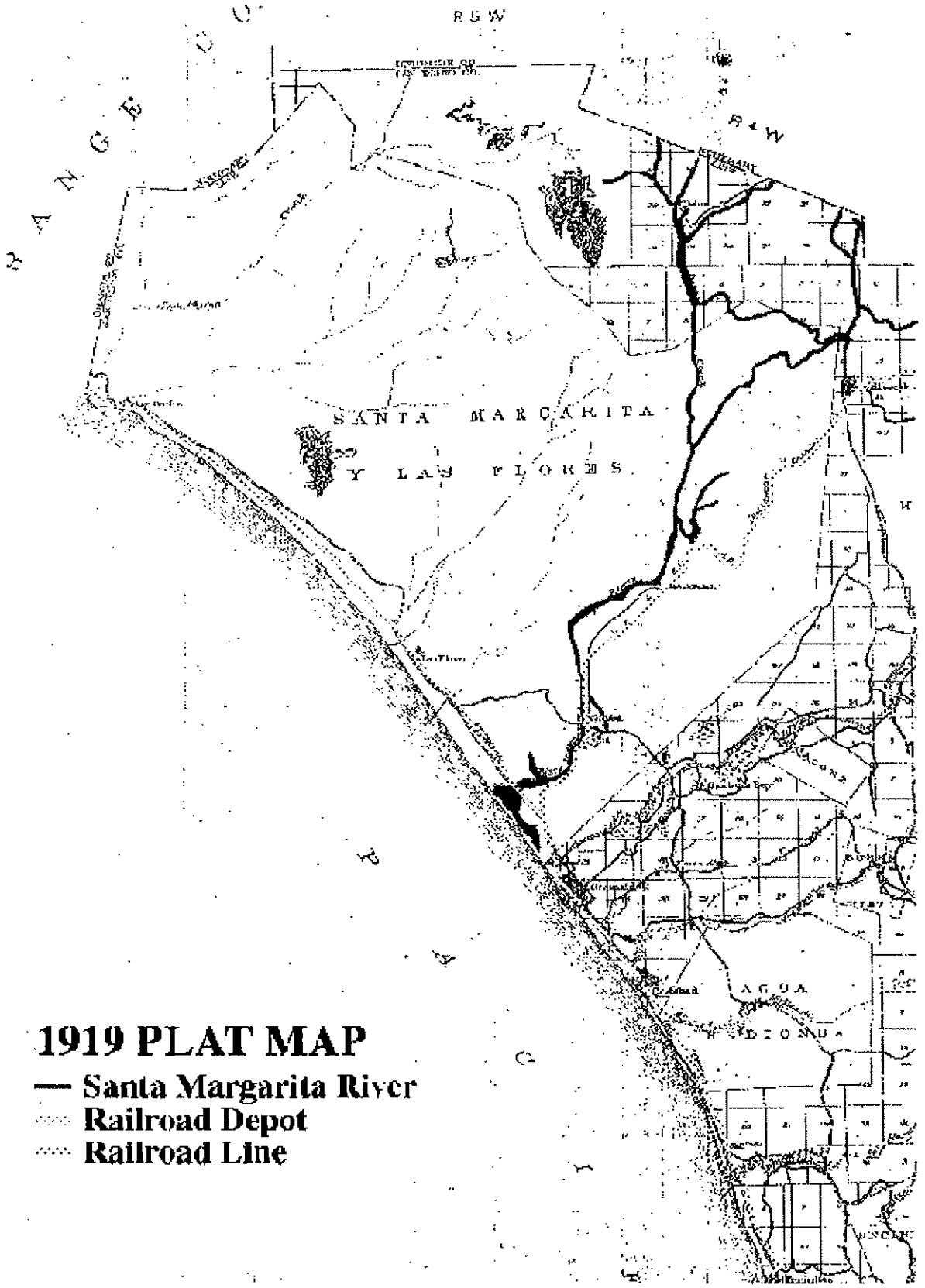
Permanent Number: CA-SDI-14005H
Temporary Number: CPSM-47
May 1995

1882 Map of California Southern Railroad



P-37-014051

Permanent Number: CA-SDI- 14005H
Museum of Man Number: W-
Other Designation: CPSM-47
May 1995



1919 PLAT MAP
— Santa Margarita River
Railroad Depot
Railroad Line

P-33-014951

Permanent Number: CA-SDI-14005H
M-O-M Number: _____
Temporary Number: CPSM-47

Cultural Resources Inventory of the Santa Margarita River Valley
UTM Coordinates for CPSM-47

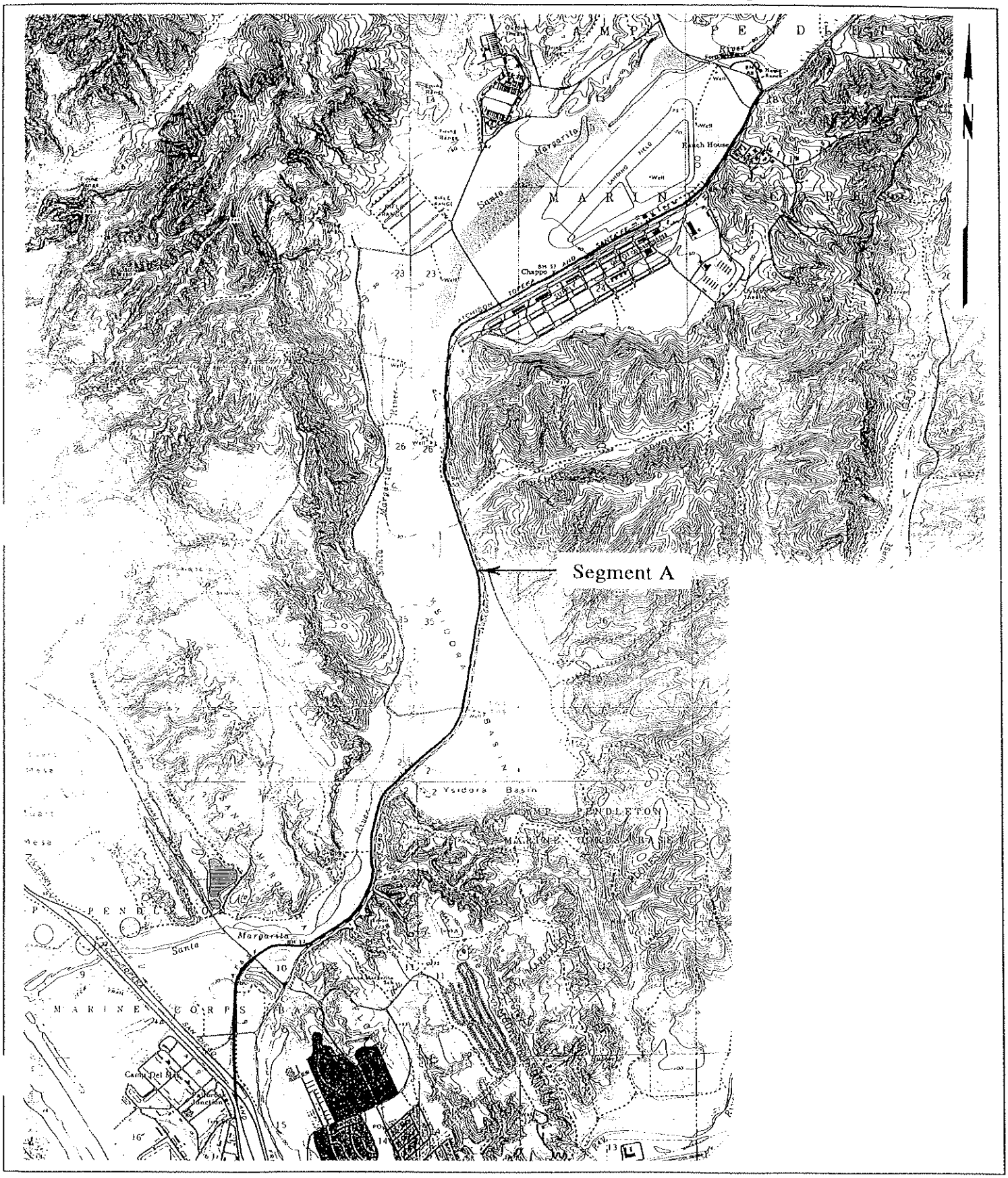
Railroad Number	Description	Easting	Northing
RR-1	Railroad spike	468170	3685860
RR-2	Railroad cut	468700	3687180
RR-3	Railroad cut	468680	3687080
RR-4	Railroad cut	468650	3686960
RR-5	Wooden post	468630	3686810
RR-6	Railroad spike	469030	3688460
RR-7	Railroad tracks, spike, metal fragment, and cut	469170	3688730
RR-8	Spillway constructed from tracks	469150	3688940
RR-9	Railroad tracks protruding from river bank	469040	3687810
RR-10	Railroad tracks, spikes, and metal fragments	471200	3692640
RR-11	Railroad cut	471240	3692890
RR-12	Railroad cut	475120	3695370
RR-13	Railroad track	475010	3695180
RR-14	Railroad cut	474710	3694860
RR-15	Railroad track and spike	474240	3694540
RR-16	Railroad cut, stacked rocks, and a metal pipe	474020	3694960
RR-17	Railroad cut	473310	3694840
RR-18	Railroad cut	472030	3693680
Section A-1	Reference point	463390	3675900
Section A-2	Reference point	465100	3679060
Section A-3	Reference point	465470	3683090
Section B-1	Reference point	468330	3685300
Section B-2	Reference point	469460	3690220
Section B-3	Reference point	472510	3693790
Section B-4	Reference point; camp boundary	468330	3685300
Section C-1	Reference point	471830	3686400
Section C-2	Reference point	473430	3690200
Section C-3	Reference point	475800	3691900
Section C-4	Reference point; camp boundary	476280	3695740

Gallegos & Associates
Site Location Map 1 of 3
Segment A
ge 5 of 7

P-37-014051

Permanent Number: CA-SDI-14005H
Museum of Man Number: W-
Other Designation: CPSM-47
May 1995

Oceanside, Fallbrook, and Morro Hill 7.5' USGS Quadrangles

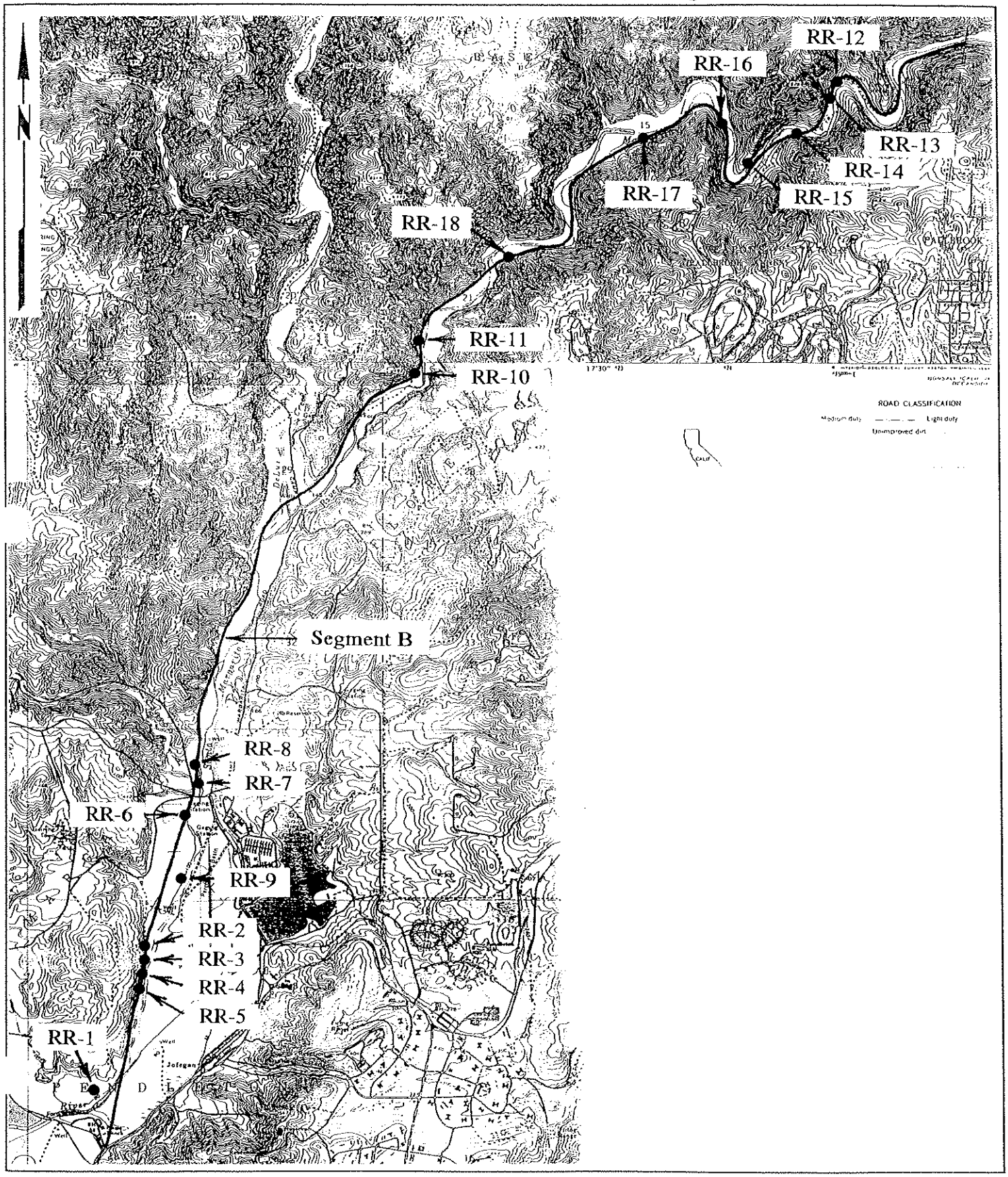


Gallegos & Associates
Site Location Map 2 of 3
Segment B
Page 6 of 7

P-37-014051

Permanent Number: CA-SDI-14005H
Museum of Man Number: W-
Other Designation: CPSM-47
May 1995

Fallbrook and Morro Hill 7.5' USGS Quadrangles

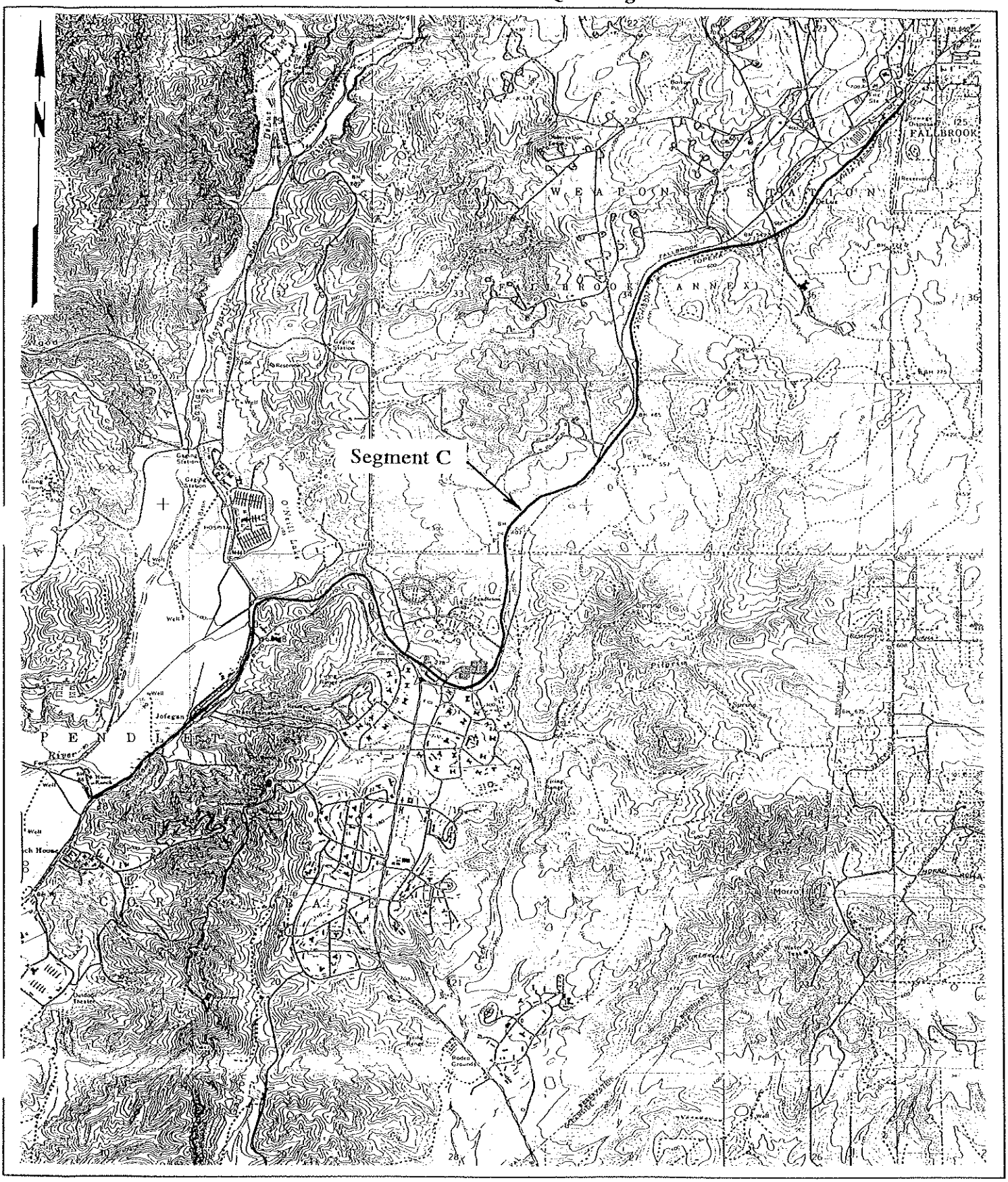


Gallegos & Associates
Site Location Map 3 of 3
Segment C
ge 7 of 7

P-37-014051

Permanent Number: CA-SDI-14005H
Museum of Man Number: W-
Other Designation: CPSM-47
May 1995

Morro Hill 7.5' USGS Quadrangles



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 015824
HRI #
Trinomial
NRHP Status Code 7
Other Listings
Review Code Reviewer Date

Page 1 of 2 *Resource Name or #: (Assigned by recorder) KEA-I-1

P1. Other Identifier: Laundry; Building 2665

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Diego

and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Morro Hill, CA Date1968 T 10S; R 4W : NE ¼ of SW ¼ of Sec 8 ; SBM B.M.

c. Address Vandegrift Blvd. City Camp Pendleton Zip 92055

d. UTM: (Give more than one for large and/or linear resources) Zone: 11 ; 469990 mE/ 3686800 mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

120' elevation. Camp Pendleton/South Base/From the south gate drive in a generally NE direction on Vandegrift Blvd. for about 11 miles to a point about 90 m NE of the intersection with River Rd. The pit is located in a hollow on the SE side of Vandegrift Blvd., about 110 m SE of the road. Asphalt pavement is adjacent to the south side of the pit.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A square, concrete-lined pit measuring 6'3" x 6'4", and at least 7'9" deep. A partition of 2" x 10" boards divides the pit, and an 8" diameter black ABS pipe enters the pit through the south wall of the pit. Chunks of concrete and lumber partially fill the pit, which is missing portions of the north edge of the concrete lining. The pit is the remnants of a laundry facility constructed in 1944, which burned down in 1994, along with the nearby dry cleaners and some outbuildings.

*P3b. Resource Attributes: (See attributes and codes) AH16, concrete-lined pit

*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) View SSE, Roll #CSF-96-BW-1, 08/20/96

*P6. Date Constructed / Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1944; John Williams, Public Works ofc., Camp Pendleton

*P7. Owner and Address:
Camp Pendleton Marine Corps Base

*P8. Recorded by: (Name, affiliation, and address) T. Wahoff, KEA Environmental, Inc. 1420 Kettner Blvd. Ste. 620, San Diego, CA 92101

*P9. Date Recorded: 08/20/96

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Apple, Rebecca McCorkle and Tanya Wahoff, 1996, *Cultural Resources Phase I Survey Report for Conforming Storage Facility (Hazardous Materials/Waste) at Marine Corps Base, Camp Pendleton, California*.

*Attachments: ☐ None ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List)

*Required Information

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

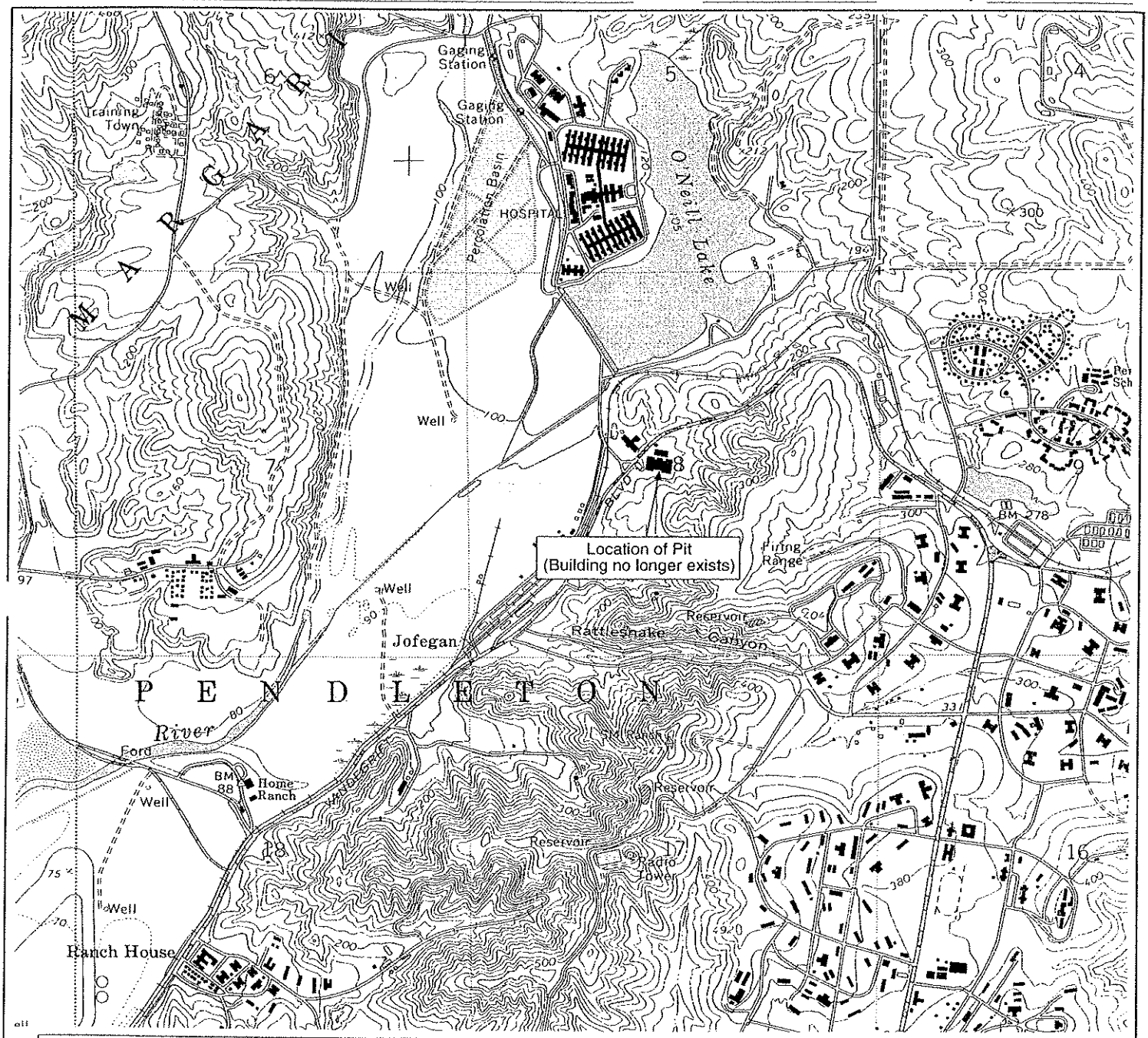
LOCATION MAP

Primary # P-37 015824
HRI#
Trinomial

Page 2 of 2

*Resource Name or # (Assigned by recorder) KEA-I-1

*Map Name: Morro Hill Quadrangle *Scale: 1:24,000 *Date of Map: 1968

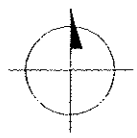


1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - Morro Hill, CALIF.

QUADRANGLE LOCATION



*Required Information

P2. b. USGS 7.5′ Quad Morro Hill, CA; Date 1968; T10; R4; NE ¼ of NE ¼ of SE ¼ of Section 8; SBBM

P2. d. UTM: Zone 11S, 469922 mE, 3687001 mN

P2. e. Other Locational Data: The resource is located within the Marine Corps Base Camp Pendleton, 478 feet east (95 degrees) from the intersection of Vandegrift Blvd. and Santa Margarita Rd. The resource is located within the Project Site laydown area for the proposed Haybarn Energy Reliability Center Project (HERC), currently a vacant parking lot (Figure 4) across the street from the MCBCP Logistics Division Building, building number 2662.

P3a. Description: This resource was previously recorded as a square, concrete-lined pit measuring 6 feet 3 inches by 6 feet 4 inches, and 7 feet 9 inches deep associated with the laundry facility that was built in 1944 and burned down in either 1993 or 1994 (Figure 1). For additional information regarding the date of the fire see below In-Depth Historical Research Relevant Data, discussion of 1993 Historic Aerial from Historicaerials.com. The concrete-lined pit was relocated and found to have deteriorated further, with the wood board partitions gone, and a portion of the north wall further collapsed than previously recorded. Additional features of Building 2665 and fragmentary remains of the two ancillary buildings in the original three-building complex (dry cleaners and outbuilding), were noted in the general vicinity during this update, including a concrete foundation with five black ABS pipes protruding from the foundation floor (Figure 2). The concrete foundation measures 6 feet 5 inches by 15 feet and has a concrete pillar and board fence abutted to it on the north. Three wooden utility poles are also scattered across the vacant parking lot (Figure 3).

Laundry: Building 2665, Previously Recorded Building Fragments
A building fragment, originally associated with MCBCP as Laundry: Building 2665, was previously recorded on a DPR 523 Primary Record (P-37-015824). This fragment was recorded as part of a Cultural Resources Phase I Survey Report for Conforming Storage Facility (Hazardous Materials/Waste) at Marine Corps Base Camp Pendleton, California. Prepared for MCBCP. Prepared by Rececca McCorkle and Tanya Wahoff, KEA Environmental Inc., San Diego, California, 1996 (KEA 1996).

The building fragment is described on the Primary Record as "A square, concrete-lined pit measuring 6'3" x 6'4", and at least 7'9" deep. A partition of 2" x 10 boards divides the pit, and an 8" diameter black ABS pipe enters the pit through the south wall of the pit. Chunks of concrete and lumber partially fill the pit, which is missing portions of the north edge of the concrete lining. The pit is the remnants of a laundry facility constructed in 1944, which burned down in 1994, along with the nearby dry cleaners and some outbuildings."

This historic-age feature was not evaluated. KEA staff assigned it NRHP Status Code 7, Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation.

Aspen Update P-37-015824: CRHR Findings: Building 2665, Building Fragments at Project Site Laydown Area

The December 7, 1941, attack on Pearl Harbor created an immediate need for a West Coast training center. The site for what would become Camp Joseph H. Pendleton, or the massive Rancho Santa Margarita y Las Flores, was selected for its varied and undeveloped inland terrain and miles of oceanfront ideal for amphibious exercises. "It was the government's goal to have the new Marine Corps training facility near Oceanside ready for occupancy and exercises in six months. J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco oversaw construction projects, while Hunt, Chambers, and Ellingwood served as the base's original Architects. The original Bureau of Yards and Docks contract anticipated construction of 518 buildings, and the labor force had to work at a breakneck pace to transform the rugged rancho lands into a staging and training area for the influx of Marine recruits and draftees" (ASM 2017, page 49).

CRHR Evaluation

Aspen recommends that the Laundry: Building 2665, Previously Recorded Building Fragments, which are located within the Project Site laydown area are not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research, and in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

More specifically, in accordance with CRHR (Criteria 1-4) the following recommendations are made regarding the CRHR eligibility of the Laundry: Building 2665, Previously Recorded Building Fragments within the Project Site laydown area.

CRHR Criterion (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

The site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1993/1994, are not known to be specifically and individually related to any event or events that have made a significant contribution to the broad patterns of our history. The building site is generally associated with original construction of and the growth and development of MCBCP, but this association does not rise to a level of meaningful significance. Any specific association of these building fragments with a significant historic event is currently unknown and highly unlikely. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (1).

CRHR Criterion (2) Is associated with the lives of persons important in our past.

The site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1993/1994, are not known to be specifically and individually related to with the lives of persons important in our past. In-depth historical research has not identified any historic persons of significance specifically and individually associated with the establishment of, design of, or construction of Building 2665. The construction of the entire base was overseen by J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco, and the prominent architectural firm of Hunt, Chambers, and Ellingwood were the base's original architects. But, like all hastily constructed WW II era buildings at MCBCP, Building 2665 was not individually designed by a master architect or engineer. Any specific association of these building fragments with an historic individual is currently unknown and highly unlikely. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (2).

CRHR Criterion (3) Embodies the distinctive characteristics of a type, period, region, or method of construction; or represents the work of an important creative individual; or possesses high artistic values.

The site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1993/1994, are not recognizable for their architectural or design merit. They are minor fragments and have no apparent outstanding or unique design or architectural features, construction methods, or use of materials, and cannot be regarded as having any architectural or historical importance in relation to any of these designators. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (3).

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

In-depth research conducted as part of the present study reveals that the general history of the site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1994, is well documented following in-depth research using historic maps and aerial photographs, and on the original 1996 KEA Environmental Inc., DPR 523 Primary Record (P-37-015824), and the 2024 Aspen Environmental Group 2024 (P-37-015824 UPDATE.) It is unlikely that listing this resource on the NRHP will preserve data or yield additional information important in prehistory or history. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (4).

In conclusion, based on the below noted in-depth historical research and a field survey, Aspen's Secretary of the Interior qualified architectural historian has determined the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing in the CRHR in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

In-Depth Historical Research Relevant Data

USGS Historic Topo Maps

- USGS Historic Topo Maps
    - 1941 – Margarita Peak, Scale 1:62,500: An unnamed hard surfaced roadway alignment and the AT&SF Railroad alignment are depicted in the immediate vicinity of the Project Site laydown area, and future location of MCBCP Laundry: Building 2665.
    - 1942 – Margarita Peak, Scale 1:62,500 (Historic Image #10): The 1942 edition of Margarita Peak remains much the same as the 1941 edition in the immediate vicinity of the Project Site laydown area, However, an electrical transmission line is depicted following and directly adjacent to the Atchison Topeka and Santa Fe Railroad alignment.
    - 1944 – Margarita Peak, Scale 1:62,500: No new information is added to this edition in the immediate vicinity of the Project Site laydown area, although the transmission line is no longer depicted.
    - 1949 – Morro Hill, Scale 1:24,000: In the immediate vicinity of the Project Site laydown area, Building 2665 is depicted as an extremely large building, along with Vandegrift Boulevard, and Building 2662 to the north of Vandegrift Boulevard. The Margarita Road alignment is depicted as intersecting Vandegrift Boulevard.
    - 1968 – Morro Hill, Scale 1:24,000: No new information is added to this edition in the immediate vicinity of the Project Site laydown area.

Historic Aerials

- Historicaerials.com
    - 1938: A narrow dirt road is depicted in the vicinity of the future location of Building 2665. This road forks to the right around the east side of O'Neill Lake with a small spur splitting off to the west side of O'Neill Lake.
    - 1946: Building 2665 is depicted along with four-lane Vandegrift Boulevard and Building 2662 directly across Vandegrift Boulevard from Building 2665. Two ancillary buildings, one to the north and to the west of the main building, are also visible to create a three-building complex. The Margarita Road alignment is also depicted as intersecting Vandegrift Boulevard.
    - 1953 to 1989: Conditions remain essentially the same at the Project Site laydown area.
    - 1993: This image clearly depicts Building 2665, the main building of the three-building complex, as almost entirely demolished. This contradicts the 1994 fire date assigned by KEA in their DPR 523 Primary Record (P-37-015824) for Laundry: Building 2665 (KEA 1996). This is a minor discrepancy, and the determination of an exact date that the fire took place is unimportant to the CRHR evaluation of the remaining Laundry Building fragments.
    - 1994: The fire-ravaged portion of Building 2665 has been removed. The two ancillary buildings remain.
    - 1997: The two ancillary buildings no longer appear. Some rubble remains spread across portions of the Project Site laydown area.
    - 1998 to 2003: Conditions remain essentially the same in the immediate vicinity of the Project Site laydown area.
    - 2005: Some of the debris remaining at the former site of Building 2665, three-building Laundry complex, appears to have been removed.

2009 to Present: Conditions remain essentially the same.

Figure 1. TH001587, Feature overview, view east.

Figure 2. Concrete Pad with 5 black ABS pipes. View north.

Figure 3. Utility poles located across vacant parking lot.

Figure 4. Overview of vacant parking lot.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 015824
HRI #
Trinomial
NRHP Status Code 7
Other Listings
Review Code Reviewer Date

Page 1 of 2 *Resource Name or #: (Assigned by recorder) KEA-I-1

P1. Other Identifier: Laundry; Building 2665

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Diego

and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

*b. USGS 7.5' Quad Morro Hill, CA Date1968 T 10S; R 4W : NE ¼ of SW ¼ of Sec 8 ; SBM B.M.

c. Address Vandegrift Blvd. City Camp Pendleton Zip 92055

d. UTM: (Give more than one for large and/or linear resources) Zone: 11 ; 469990 mE/ 3686800 mN

*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

120' elevation. Camp Pendleton/South Base/From the south gate drive in a generally NE direction on Vandegrift Blvd. for about 11 miles to a point about 90 m NE of the intersection with River Rd. The pit is located in a hollow on the SE side of Vandegrift Blvd., about 110 m SE of the road. Asphalt pavement is adjacent to the south side of the pit.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A square, concrete-lined pit measuring 6'3" x 6'4", and at least 7'9" deep. A partition of 2" x 10" boards divides the pit, and an 8" diameter black ABS pipe enters the pit through the south wall of the pit. Chunks of concrete and lumber partially fill the pit, which is missing portions of the north edge of the concrete lining. The pit is the remnants of a laundry facility constructed in 1944, which burned down in 1994, along with the nearby dry cleaners and some outbuildings.

*P3b. Resource Attributes: (See attributes and codes) AH16, concrete-lined pit

*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) View SSE, Roll #CSF-96-BW-1, 08/20/96

*P6. Date Constructed / Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1944; John Williams, Public Works ofc., Camp Pendleton

*P7. Owner and Address:
Camp Pendleton Marine Corps Base

*P8. Recorded by: (Name, affiliation, and address) T. Wahoff, KEA Environmental, Inc. 1420 Kettner Blvd. Ste. 620, San Diego, CA 92101

*P9. Date Recorded: 08/20/96

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Apple, Rebecca McCorkle and Tanya Wahoff, 1996, *Cultural Resources Phase I Survey Report for Conforming Storage Facility (Hazardous Materials/Waste) at Marine Corps Base, Camp Pendleton, California*.

*Attachments: ☐ None ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List)

*Required Information

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

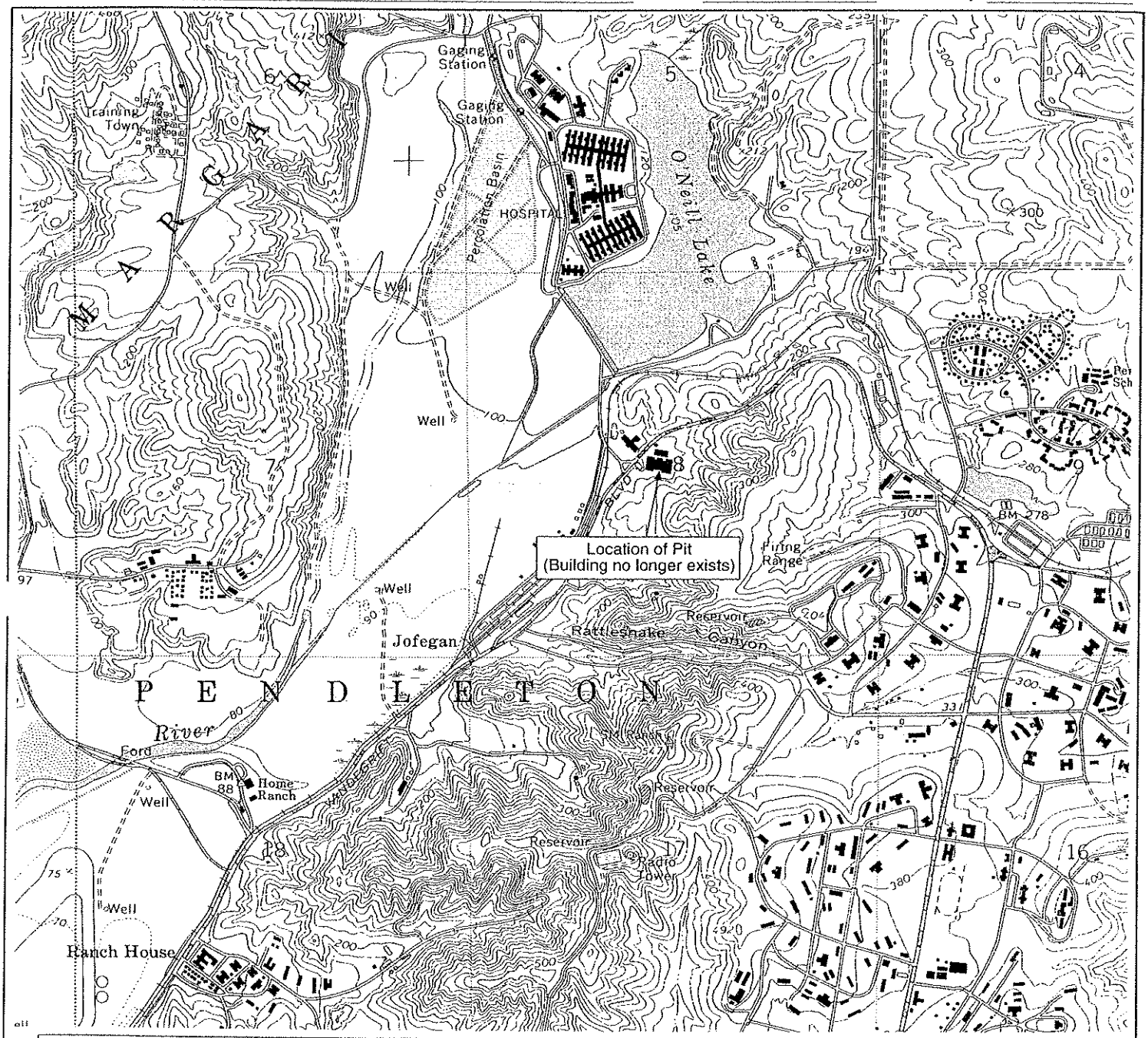
LOCATION MAP

Primary # P-37 015824
HRI#
Trinomial

Page 2 of 2

*Resource Name or # (Assigned by recorder) KEA-I-1

*Map Name: Morro Hill Quadrangle *Scale: 1:24,000 *Date of Map: 1968

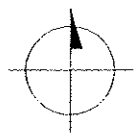


1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - Morro Hill, CALIF.

QUADRANGLE LOCATION



*Required Information

P1. Other Identifier	Maintenance				
***P2. Location:**	☐ Not for Publication ☒Unrestricted				
***b. USGS 7.5' Quad**	Morro Hill	**Date**	1968		
c. Address	Marine Corps Base, Camp Pendleton	**City**	Camp Pendleton	**Zip**	92055

***P7. Owner and Address**	Marine Corps Base Camp Pendleton
***P8. Recorded By**	JRP Historical Consulting Services, 1490 Drew Avenue, Suite 110, Davis, CA 95616
***P9. Date Recorded**	February 1999

Updated by:	HDR Inc, 9781 S Kingston Ct, Suite 400, Englewood, CO 80112
Date Updated:	March 2014

In 1998, JRP Historical Consulting Services surveyed Buildings 2660, 2662, and 2669, and recorded them on a single DPR 523 form (JRP 2000). According to USMC Camp Pendleton records, Buildings 2660 and 2669 were demolished in 2013. In March 2014, HDR Inc. conducted a comprehensive historic buildings update survey and evaluation of Camp Pendleton.

Building 2662 retains the design documented in the previous form. It has been heavily altered since its 1942 construction and now includes a massive east addition. Since the 1998 survey, the building has been clad in stucco.

JRP considered Buildings 2660, 2662, and 2669 ineligible for NRHP due to lack of architectural and historical significance and loss of integrity. The 2014 reevaluation confirmed that Building 2662 is not eligible under Criteria A–D due to the reasons stated in the previous form.

Summary Update Table

Facility Number	Year of Construction	JRP 2000 Evaluation	HDR 2014 Survey	HDR 2014 Evaluation
2660	1952	Not eligible	Demolished	N/A
2662	1942	Not eligible	Altered- stucco cladding	Not eligible, Criteria A–D
2669	1944	Not eligible	Demolished	N/A

Figure 1. Building 2662, view to northwest, 2014. (HDR Inc.)

Figure 2. Building 2662, view to southwest, 2014. (HDR Inc.)

Figure 3. Building 2662, view to west, 2014. (HDR Inc.)

P-37-037966

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6

Other Listings
Review Code _____ Reviewer _____ Date _____

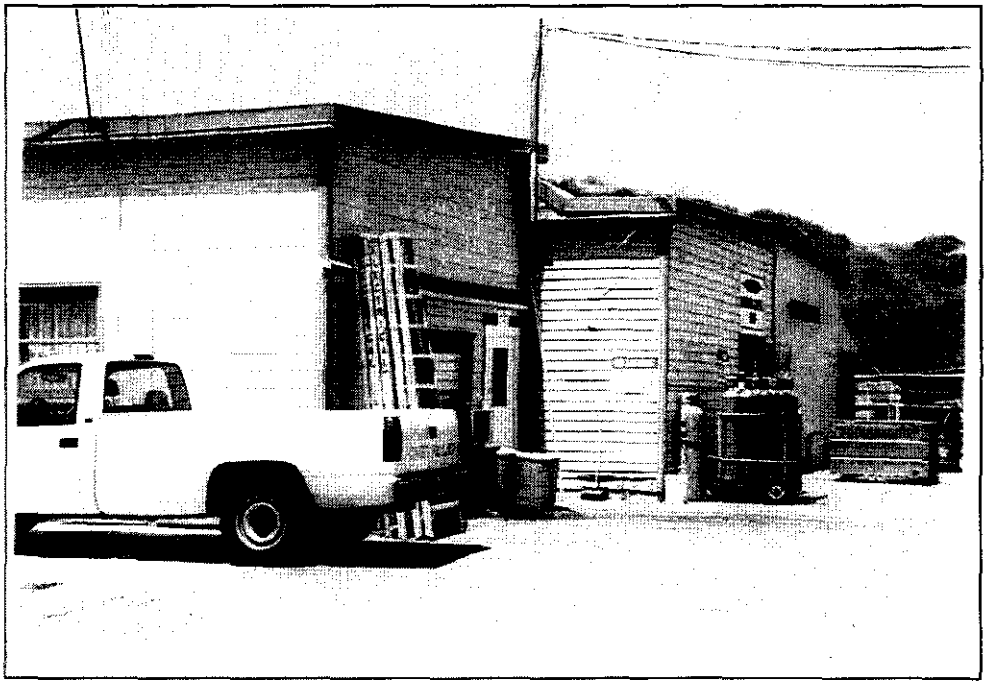
Page 1 *Resource Name or #: (Assigned by recorder) Buildings 2660, 2662, 2669

P1. Other Identifier: Maintenance
*P2. Location: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary)
*b. USGS 7.5' Quad Morro Hill Date 1968 T ___; R ___; __ ¼ of __ ¼ of Sec _____; ____ B.M.
c. Address Marine Corps Base, Camp Pendleton City Camp Pendleton Zip92055
d. UTM: (Give more than one for large and/or linear resources) Zone __ ; _____mE/ _____mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)

Building 2660 is a 1,500 square foot machine and metal shop comprising two elements. One element features a shed roof and the other an extremely shallow gabled roof. The shed roofed element is made of drop siding and features a slight eave with exposed rafters. The original eight-light sliders have either been barred or replaced with 1/1 double hung wood frame windows. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP34
P4. Resources Present: ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other



P5b. Description of Photo: (View, date, accession #) Feb. 1999, Building 2660 shown here.
*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both See Description
*P7. Owner and Address: U.S. Marine Corps Base Camp Pendleton, CA 92055

*P8. Recorded by: (Name, affiliation, and address) JRP JRP Historical Consulting Services 1490 Drew Avenue, Suite 110 Davis, CA 95616
*P9. Date Recorded: Feb. 1999
*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") Inventory & Evaluation of NRHP Eligibility for Buildings and Structures at MCB Camp Joseph H. Pendleton, San Diego Cty., CA (1999)

*Attachments: ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List)

State of California – The Resources Agency Primary # _____
DEPARTMENT OF PARKS AND RECREATION HRI # _____
BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Buildings 2660, 2662, 2669

B1. Historic Name: _____
B2. Common Name: _
B3. Original Use: Exchange B4. Present Use: Maintenance/Paint Shops
*B5. Architectural Style: See Significance
*B6. Construction History: (Construction date, alteration, and date of alterations) See Description
*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _
*B8. Related Features: _____
B9a. Architect: Unknown b. Builder: See Description
*B10. Significance: Theme _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

Originally constructed in 1952 as an exchange, Building 2660 now functions as a maintenance shop. Building 2662, constructed in 1944 by NAVFEC as a cafeteria now serves as property maintenance and Building 2669, currently a paint shop, was constructed in 1944 an exchange. The architects for the three buildings are unknown. These buildings do not appear to meet the criteria for listing in the National Register of Historic Places. While each structure provides a useful function for Camp Pendleton, none appear to have made a significant contribution to the history of the base or the Marine Corps overall. Lacking such significance, Buildings 2660, 2662, and 2669 do not appear to meet the criteria for listing in the National Register.

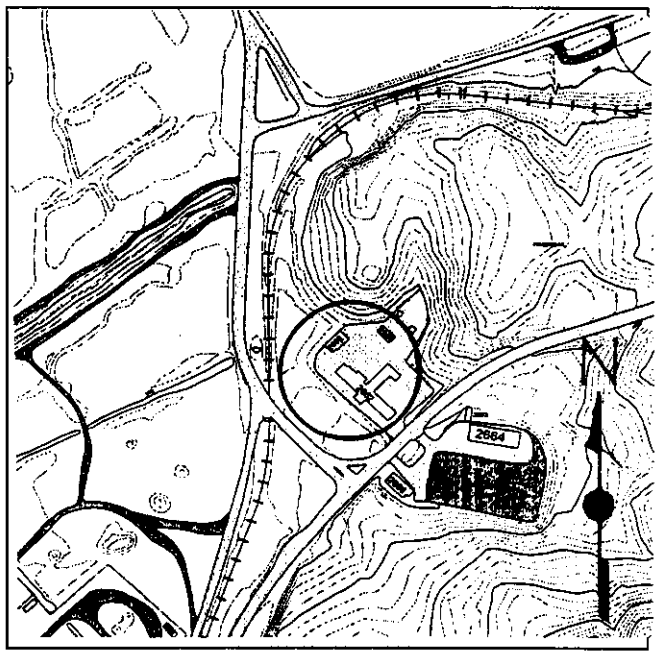
B11. Additional Resource Attributes (List attributes and codes): _____

*B12. References: JRP Historical Consulting Services, "Inventory and Evaluation of National Register Eligibility for Buildings and Structures at Marine Corps Base, Camp Joseph H. Pendleton, San Diego County, California" (1999)

B13. Remarks:

*B14. Evaluator: Madeline R. Lanz

*Date of Evaluation: February 1999



(This space reserved for official comments.)

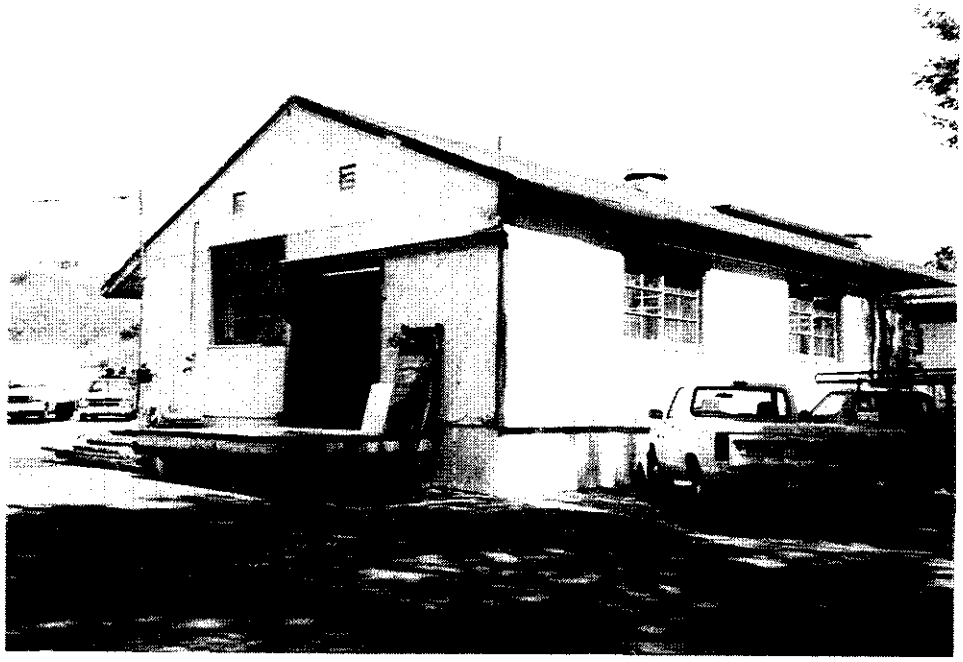
Description (Continued)

The gable-roofed element is made partially of horizontal wood siding and partially of corrugated metal. It also includes a corrugated metal door and a shed roofed extension. Both elements rest on a concrete foundation. Building 2660 was constructed in 1952 and is shown in the attached photograph.

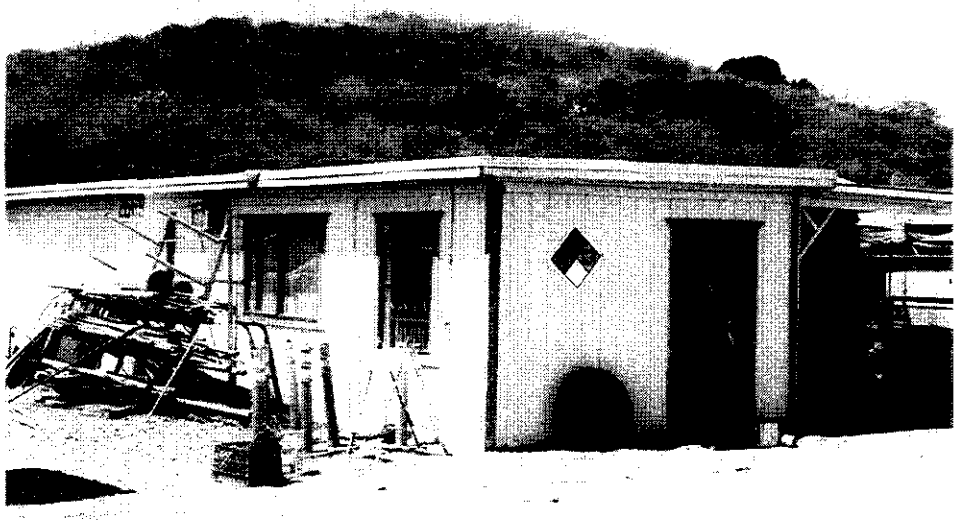
Building 2662 is a 13, 372 square foot "Logistics Division: Construction and Maintenance Department." It is a T-shaped structure with a rolled composition gabled roof with wide eaves and exposed rafters and plywood siding. The original windows are eight-light sliders grouped in twos, some of which have been replaced with four-light metal frame sliders, also grouped in twos. A bay with an industrial door has replaced two windows at the rear. A wooden platform has been added to this elevation as well. A metal frame awning shades each window and some windows are barred. The building includes both metal double doors and wood doors with single-light windows. A wood ridge vent is located on the roof, at the gabled peak. Building 2662 is supported by a high concrete foundation and was built in 1944 by NAVFAC as a cafeteria. It measures 240' x 160' and is shown in **photograph 2**.

Building 2669 is a 2,014 square foot industrial paint shop. It comprises vertical and horizontal wood siding and a shed roof. Windows are anodized aluminum sliding sash and 8/8 double hung. It includes a single wood personnel door and an awning at the front and side elevations. The building also features a shed roofed extension at the rear. Building 2669 was constructed in 1944 and is shown in **photograph 3.**

Photographs (Continued)



Photograph 2. Building 2662



Photograph 3. Building 2669

Attachment C-4

INDIVIDUAL PROPERTY DESCRIPTIONS AND DETAILED RESEARCH SUMMARIES

INDIVIDUAL PROPERTY DESCRIPTIONS AND DETAILED RESEARCH SUMMARIES WITHIN HERC PROJECT SITE AND STUDY AREA

HISTORIC-AGE FEATURES PREVIOUSLY DETERMINED NOT ELIGIBLE TO THE NRHP

- Atchison Topeka and Santa Fe Railroad – Built 1917. (Report Photo 7)
- Building 2662 – Logistics Division Maintenance – Built 1942. (Report Photo 20)

HISTORIC-AGE FEATURE PREVIOUSLY RECORDED REQUIRING CRHR EVALUATION

- P-37-015824: Laundry: Building 2665, Building Fragments at Project Site laydown area – Built 1944, Demolished by Fire Circa 1993/1994 (Photos 23, 24, and 25)

HISTORIC-AGE BUILT ENVIRONMENT FEATURE REQUIRING CRHR EVALUATION

- Vandegrift Boulevard; Year Built – 1942. (Report Photos 8, 9, and 21)

BUILT ENVIRONMENT FEATURES LESS THAN 45 YEARS OLD

- SDG&E Elec. Switching Station; Building Number – 140164; Year Built – 1993. (Report Photo 10)
- SDG&E owned 69 kV Transmission Line and MCBCP owned 12 kV Distribution Lines; Year Built – Various 1993 to 2008. (Report Photos 11, 12, and 22)
- MCBCP Water Treatment Plant; Building Number – 240162; Year Built – 2004, and Water Treatment Plant addition built circa 2011. (Report Photos 13 and 14)
- MCBCP MS1 Metering Station; Year Built - Circa 2012--2014. Report (Report Photo 15)
- MCBCP Buildings on Vandegrift Boulevard near Haybarn Canyon Road; Year Built – Circa 2018. (Report Photo 16)

UBIQUITOUS HISTORIC-AGE PROPERTIES

- Haybarn Access Road; Year Built – Circa 1942. (Report Photos 17 and 18)

Note: Select year-built dates have been assigned using data presented in the NAVFAC 2010, Marine Corps Base Camp Pendleton 2030, Base Master Plan, Volume III, Part 1, Cantonment Plans. In addition, the term "historic-age," as utilized herein and within the body of Aspen's 2024 Cultural Resources Assessment for the Haybarn Energy Reliability Center Project, Marine Corps Base Camp Pendleton, California, utilizes both federal and California state guidelines. More specifically, as a means of establishing the historical significance of features less than 50 years old, the California Office of Historic Preservation recommends that "sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource" (California OHP 2011a). The National Park Service provides National Register Criteria guidance in considering properties of exceptional importance that achieved significance within the past 50 years under Criteria Consideration G (NPS 1997). Similarly, resources less than 50 years old may be considered for listing in the CRHR if it is demonstrated that sufficient time has passed to understand its historical importance (California OHP 2011b). CEQA generally defines potentially historic properties as being 45+ years in age, and a 50+ year cut-off is generally utilized herein in determining the significance of any built environment feature in consideration of special circumstances. In reconciling the 5-year "gap" for built environment resources within the HERC Project Site and Project Study Area, CEC staff have applied 50+ year old special circumstances criteria to CRHR 45+ year old evaluations.

HISTORIC-AGE FEATURES PREVIOUSLY DETERMINED NOT ELIGIBLE TO THE NRHP

Out of the ten (10) total built environment features recorded within the Project Site and Project Study Area, two historic-age built environment features within the HERC Project Study Area were previously determined to not qualify as eligible to the NRHP. These are the old Atchison Topeka and Santa Fe Railroad alignment and Building 2662 – Logistics Division Maintenance. The AT&SF railroad alignment was previously recorded and evaluated in considerable detail as P-37-014051 and CA-SDI-014005. Likewise, Building 2662 was previously recorded and evaluated on a DPR 523 form in 1999 as P-37-037966 by JRP Historical Consulting Services. A P-37-037966 update was prepared in March 2014 by HDR, Inc. Accordingly, DPR 523 historic resource inventory forms or updates were not prepared for these two historic-age properties. These two historic-age properties are:

1. Feature Name – Atchison Topeka and Santa Fe Railroad alignment roadbed remains. Built 1917.
    a. Within Project Study Area (Photo 7).
        i. Location: Project Study Area.
        ii. Previously evaluated as not eligible to the NRHP. Aspen concurs with this finding with regards to the CRHR.
2. Feature Name – Building 2662 – Logistics Divisions Maintenance. Built 1942.
    a. Within Project Study Area (Photo 20).
        i. Location: Project Study Area.
        ii. Previously surveyed and evaluated as not eligible to the NRHP in 1999 and 2014 (HDR 2014). Aspen concurs with this finding with regards to the CRHR.

Fieldwork findings and a summary of detailed research conducted for the two historic-age properties includes the following.

■ Atchison Topeka and Santa Fe Railroad – Built 1917.

Description (Report Photo 7)

This highly altered historic-age 45+ year old feature is adjacent to and to the north side of Vandegrift Boulevard. It consists of a railroad bed constructed in 1917 by the Atchison Topeka and Santa Fe Railroad as a realignment, to the south side of the Santa Margarita River, of the original California Southern Railroad alignment on the north side of the Santa Margarita River. The railroad was relocated due to a massive flood in 1916.

The rails and railbed are intact within the HERC Project Study Area. The feature has become completely overgrown with heavy vegetation making measurements difficult. However, the railbed is approximately 5 feet tall and 15 feet wide.

Research Summary and CRHR Findings

As noted on the DPR 523 historic resource inventory form for the California Southern Railroad and the Atchison, Topeka, and Santa Fe (AT&SF) Railway, Primary #: P-37-014051 (UPDATE); CA-SDI-14005H (UPDATE), the California SHPO has previously determined that the portion of the Atchison Topeka and Santa Fe Railroad alignment within the HERC Project Study Area is not eligible for listing in the NRHP.

In conclusion, based on the below noted in-depth historical research, a field survey, and an evaluation of the historic and architectural integrity of this resource within the HERC Project Study Area, Aspen's Secretary of the Interior qualified architectural historian concurs with the previous SHPO determination that the Atchison Topeka and Santa Fe Railroad alignment is not eligible for listing in the NRHP, and concludes that this evaluation applies equally to the CRHR.

In-Depth Historical Research Relevant Data

Consultation of previous cultural surveys and reports, historic maps and aerials, and other historic data, has determined the following.

Historic Maps

- 1889: Official Map of San Diego County, California. (Historic Image #4)
    - In the immediate vicinity of the HERC Project Site battery installation location and Project Study Area, the Southern California Railroad alignment and the Don Juan Forster residence (future location of Home Ranch) are depicted. The closest RR station to the north of the Forster residence is De Luz, and the RR station to the south is Ysidora. The railroad alignment is depicted to the west/north of the river. No surface roads are depicted in the vicinity of the Project Site battery installation location.
- 1926: Blackburn's Map of Southern California 10 Counties.
    - In the immediate vicinity of the HERC Project Site battery installation location and Project Study Area the location of Home Ranch is depicted, as is the Santa Margarita River, the lake to the north of Home Ranch, and the A. T. & S. F. railroad alignment which has been realigned to the south of the Santa Margarita River.
- 1934: Highway Transportation Survey of 1934, San Diego County. (Historic Image #7)
    - In the immediate vicinity of the HERC Project Site battery installation location and Project Study Area, the Atchison Topeka & Santa Fe railroad alignment is depicted. De Luz is the first station to the north of the Ranch House, and Chappo is the first station to the south of the Ranch House.

USGS Historic Topo Maps

- 1901-1921 – San Luis Rey, Scale 1:125,000 (Historic Image #5)
    - The Santa Margarita River flow line is depicted. The Fallbrook Branch of the California Southern Railroad alignment is depicted to the north/west of the Santa Margarita River flow line.
- 1941 – Margarita Peak, Scale 1:62,500 (Historic Image #9)
    - The original California Southern Railroad alignment has been moved to the east/south of the Santa Margarita River in the vicinity of the HERC Project Site battery installation location and Project Study Area, and it is now identified as the Atchison Topeka and Santa Fe Railroad alignment. A new De Luz Station has been identified. This railroad alignment is depicted immediately adjacent to and to the west of a roadway alignment passing to the north of the Project Site battery installation location.
- 1942 – Margarita Peak, Scale 1:62,500 (Historic Image #10):

- The 1942 edition of Margarita Peak remains much the same as the 1941 edition in the immediate vicinity of the HERC Project Site battery installation location and Project Study Area. However, an electrical transmission line is depicted following and directly adjacent to the Atchison Topeka and Santa Fe Railroad alignment.

- 1968 – Morro Hill, Scale 1:24,000 (Historic Image #14)
  - The Atchison Topeka and Santa Fe Railroad alignment is identified by name and is immediately adjacent to and to the west of Vandegrift Boulevard in the immediate vicinity of the HERC Project Site battery installation location and Project Study Area.

<u>Previous Environmental Documents, Cultural Reports, and Site Records</u>

- The DPR 523 historic resource inventory form for the California Southern Railroad and the Atchison, Topeka, and Santa Fe (AT&SF) Railway, Primary #: P-37-014051 (UPDATE); CA-SDI-14005H (UPDATE). Statistical Research, Inc., Redlands, California, 2022., contains the following relevant information.
  - (Page 1 of 15): CA-SDI-14005H consists of 3 segments (Segments A–C) of railroad grade and 27 contributing elements (Schroth et al 1996). Segments A and B were found to form the pre-1916 railroad route, previously known as the California Southern Railroad, which had been built in 1882 and ran northeast along the Santa Margarita River floodplain (Schroth et al. 1996). A massive flood occurred in 1916 that destroyed parts of Segment A and significant portions of Segment B. Segment A was rebuilt, whereas parts of Segment B were removed. Segment C, the result of a rerouting of the railway line toward the east, was constructed in 1917.
    - **Note:** A portion of Segment C passes by the Project Study Area immediately adjacent to Vandegrift Boulevard.
  - (Page 3 of 15): This resource was first recorded by Gallegos and Associates (Schroth et al. 1996) and is composed of 3 segments (Segments A–C) of railroad grade and 27 contributing elements. Segments A and B were found to form the pre-1916 railroad route, previously known as the California Southern Railroad, which had been built in 1882 and ran northeast along the Santa Margarita River floodplain (Schroth et al 1996). A massive flood occurred in 1916 that destroyed parts of Segment A and significant portions of Segment B. Segment A was rebuilt, whereas parts of Segment B were removed. Segment C, the result of a rerouting of the railway line toward the east, was constructed in 1917. Segments A and C, constructed by the AT&SF Railway, remained in use through World War II (Schroth et al. 1996). Segment B is the only segment of the three within the project area.
  - (Page 3 of 15): The recorded route of the rail line closely follows the northern boundary of NAVWPNSTA Seal Beach Detachment Fallbrook. The relocated portions of the site were recorded by SRI as containing three discernible portions of the railroad alignment (Feature 146) and debris associated with the rail line, including a washed-out piece of track (PP 145) and a small collection of railroad spikes. The site is in poor condition, with only small portions of the original route preserved, and none of the track remains in place. The site has been repeatedly impacted by the Santa Margarita River. Twenty-seven elements associated with the rail line on NAVWPNSTA Seal Beach Detachment Fallbrook were evaluated in 1997 (Phillips et al. 1997) and were recommended contributing

elements of the resource; the State Historic Preservation Office (SHPO) did not concur, and that portion of the rail line was determined not eligible for listing in the NRHP.

Additional Documents, Cultural Reports, and Site Records

- The history of the railroad at Camp Pendleton is well documented using data prepared, in part, by the San Diego Electric Railway Association (SDERA 2024), available at https://sdera.org/pendleton_rail.php), and from data assembled by the Camp Pendleton Historical Society (Groundbreaker 2012) available at https://www.camppendletonhistorical society. Key chronological events include the following.
    - Frank Kimball facilitates an agreement with the Atchison, Topeka, and Santa Fe (AT&SF) Railway Company, to connect Barstow to National City, immediately south of San Diego. Construction began in 1881 on the California Southern Railroad alignment, a subsidiary of the (AT&SF), across today's Camp Pendleton. This original alignment followed and/or crossed the Santa Margarita River at various locations and it was subject to periodic flooding. The alignment was raised and realigned several times, most notably in the vicinity of the HERC Project Site battery installation location and Project Study Area in 1917, when the alignment was moved to the south side of the river following a massive 1916 flood.
    - The establishment of MCBCP beginning in 1941 created numerous railroad facilities on base. These were expanded over time, but another massive 1979 flood resulted in a lengthy rebuild and a complicated change of ownership between the AT&SF and MCBCP whereby the railroad across the base was operated by the Marines. This continued until circa 1993 when yet another flood damaged the alignment and the Marine Corps decided to abandon railroad operations across the base. In the vicinity of the HERC Project Site battery installation location and Project Study Area the tracks have been removed.

■ Building 2662 – Logistics Division Maintenance – Built 1917. (Report Photo 20)

Description (Report Photo 20)

Building 2662 is constructed in an irregular "T" shaped building plan. This one-story building is very simply designed with a medium pitched or gabled roof, stucco siding, and flat window and doorway openings. There are no decorative architectural features. It is constructed on a concrete pad. The building originally had wood siding with multi-pane wooden window frames. Alterations include window replacements, stucco, siding, and doorway replacements. The existing building has been massively altered since it was originally built in 1944.

Research Summary and CRHR Findings

Building 2662 – Logistics Division Maintenance is located across Vandegrift Boulevard from the Project Site laydown area at the extreme northerly end of the Project Study Area. This building is identified in the 26 Area, Table 3 Building Index, as "MCX PROPERTY MAINT." It is noted, erroneously, as having been constructed in 1944 (NAVFAC 2010, 26 Area, page 5).

Building 2662 was built in 1942. It was previously surveyed and recorded on a DPR 523 form in 1999 as P-37-037966 by JRP Historical Consulting Services. A P-37-037966 update was prepared in March 2014 by HDR, Inc. The HDR update reads in part, "In 1998, JRP Historical Consulting Services surveyed Buildings

2660, 2662, and 2669, and recorded them on a single DPR 523 form (JRP 2000). According to USMC Camp Pendleton records, Buildings 2660 and 2669 were demolished in 2013. In March 2014, HDR Inc. conducted a comprehensive historic buildings update survey and evaluation of Camp Pendleton. Building 2662 retains the design documented in the previous form. It has been heavily altered since its 1942 construction and now includes a massive east addition. Since the 1998 survey, the building has been clad in stucco. JRP considered Buildings 2660, 2662, and 2669 ineligible for NRHP due to lack of architectural and historical significance and loss of integrity. The 2014 reevaluation confirmed that Building 2662 is not eligible under Criteria A–D due to the reasons stated in the previous form" (HDR 2014).

Note: The JRP and HDR construction date assigned to Building 2662 is 1942, whereas the construction date assigned in the previously noted NAVFAC 2010 report is 1944. The earlier 1942 date is utilized herein as the site record prepared for P-37-037966 appears to have been based on more reliable in-depth research conducted by JRP.

HISTORIC-AGE FEATURE PREVIOUSLY RECORDED REQUIRING CRHR EVALUATION

Out of the ten (10) total built environment features recorded within the Project Site and Project Study Area, one previously recorded historic-age feature was not evaluated in accordance with NRHP and/or CRHR guidelines. This feature is:

1. Feature Name – P-37-015824: Laundry: Building 2665, Building Fragments at Project Site laydown area– Built 1944, Demolished by Fire Circa 1993/1994.
    a. Within Project Site laydown area (report Photos 23, 24, and 25).
        i. Project Site laydown area.
        ii. Eliminated from CRHR evaluation as altered and ubiquitous historic-age features.

Note: A DPR 523 P-37-015824 UPDATE was prepared for this property. Fieldwork findings and a summary of detailed research conducted for this historic-age properties includes the following.

■ P-37-015824: Laundry: Building 2665, Building Fragments at Project Site laydown area – Built 1944, Destroyed by Fire 1993/1994 (Photos 22, 23, and 24)

Building 2665, Previously Recorded Building Fragments

A building fragment, originally associated with MCBCP as Laundry: Building 2665, was previously recorded on a DPR 523 Primary Record (P-37-015824) at the HERC Project Site laydown area. This fragment was recorded as part of a *Cultural Resources Phase I Survey Report for Conforming Storage Facility (Hazardous Materials/Waste) at Marine Corps Base Camp Pendleton, California*. Prepared for MCBCP. Prepared by Rececca McCorkle and Tanya Wahoff, KEA Environmental Inc., San Diego, California, 1996 (KEA 1996).

The building fragment is described on the Primary Record as “A square, concrete-lined pit measuring 6'3" x 6'4", and at least 7'9" deep. A partition of 2" x 10 boards divides the pit, and an 8" diameter black ABS pipe enters the pit through the south wall of the pit. Chunks of concrete and lumber partially fill the pit, which is missing portions of the north edge of the concrete lining. The pit is the remnants of a laundry facility constructed in 1944, which burned down in 1994, along with the nearby dry cleaners and some outbuildings.”

This historic-age feature was not evaluated. KEA staff assigned it NRHP Status Code 7, Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation.

Aspen Update P-37-015824: Laundry: Building 2665, Building Fragments at Project Site Laydown Area

On April 18, 2024, Elliot D’Antin surveyed the Project Site laydown area. The condition of the concrete-lined pit was updated, and additional building fragments were recorded as P-37-015824 UPDATE.

Updated Description and Location

USGS 7.5’ Quad Morro Hill, CA; Date 1968; T10; R4; NE ¼ of NE ¼ of SE ¼ of Section 8; SBBM

UTM: Zone 11S, 469922 mE, 3687001 mN

The resource is located within the Marine Corps Base Camp Pendleton, 478 feet east (95 degrees) from the intersection of Vandegrift Blvd. and Santa Margarita Rd. The resource is located within the Project Site laydown area. It is a vacant parking lot across the street from the MCBCP Logistics Division Building, building number 2662.

This resource was previously recorded as a square, concrete-lined pit measuring 6 feet 3 inches by 6 feet 4 inches, and 7 feet 9 inches deep associated with the laundry facility that was built in 1944 and burned down in either 1993 or 1994. See below In-Depth Historical Research Relevant Data, discussion of 1993 Historic Aerial from Historicaerials.com. The concrete-lined pit was relocated and found to have deteriorated further, with the wood board partitions gone, and a portion of the north wall further collapsed than previously recorded. Additional features of Building 2665 and fragmentary remains of the two ancillary buildings in the original three-building complex (dry cleaners and outbuilding), were noted in the general vicinity during this update, including a concrete foundation with five black ABS pipes protruding from the foundation floor. The concrete foundation measures 6 feet 5 inches by 15 feet and has a concrete pillar and board fence abutted to it on the north. Three wooden utility poles are also scattered across the vacant parking lot.

Aspen Update P-37-015824: CRHR Findings: Building 2665, Building Fragments at Project Site Laydown Area

The December 7, 1941, attack on Pearl Harbor created an immediate need for a West Coast training center. The site for what would become Camp Joseph H. Pendleton, or the massive Rancho Santa Margarita y Las Flores, was selected for its varied and undeveloped inland terrain and miles of oceanfront ideal for amphibious exercises. “It was the government’s goal to have the new Marine Corps training facility near Oceanside ready for occupancy and exercises in six months. J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco oversaw construction projects, while Hunt, Chambers, and Ellingwood served as the base’s original Architects. The original Bureau of Yards and Docks contract anticipated construction of 518 buildings, and the labor force had to work at a breakneck pace to transform the rugged rancho lands into a staging and training area for the influx of Marine recruits and draftees“ (ASM 2017, page 49).

CRHR Evaluation

Aspen recommends that the Laundry: Building 2665, Previously Recorded Building Fragments, which are located within the Project Site laydown area are not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research, and in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

More specifically, in accordance with CRHR (Criteria 1-4) the following recommendations are made regarding the CRHR eligibility of the Laundry: Building 2665, Previously Recorded Building Fragments within the Project Site laydown area.

CRHR Criterion (1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.

The site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1993/1994, are not known to be specifically and individually related to any event or events that have made a significant contribution to the broad patterns of our history. The building site is generally associated with original construction of and the growth and development of MCBCP, but this association does not rise to a level of meaningful significance. Any

specific association of these building fragments with a significant historic event is currently unknown and highly unlikely. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (1).

CRHR Criterion (2) Is associated with the lives of persons important in our past.

The site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1993/1994, are not known to be specifically and individually related to with the lives of persons important in our past. In-depth historical research has not identified any historic persons of significance specifically and individually associated with the establishment of, design of, or construction of Building 2665. The construction of the entire base was overseen by J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco, and the prominent architectural firm of Hunt, Chambers, and Ellingwood were the base's original architects. But, like all hastily constructed WW II era buildings at MCBCP, Building 2665 was not individually designed by a master architect or engineer. Any specific association of these building fragments with an historic individual is currently unknown and highly unlikely. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (2).

CRHR Criterion (3) Embodies the distinctive characteristics of a type, period, region, or method of construction; or represents the work of an important creative individual; or possesses high artistic values.

The site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1993/1994, are not recognizable for their architectural or design merit. They are minor fragments and have no apparent outstanding or unique design or architectural features, construction methods, or use of materials, and cannot be regarded as having any architectural or historical importance in relation to any of these designators. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (3).

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

In-depth research conducted as part of the present study reveals that the general history of the site of the original MCBCP Laundry: Building 2665, or the building fragments remaining after the building was demolished following a fire in 1994, is well documented following in-depth research using historic maps and aerial photographs, and on the original 1996 KEA Environmental Inc., DPR 523 Primary Record (P-37-015824), and the 2024 Aspen Environmental Group 2024 (P-37-015824 UPDATE.) It is unlikely that listing this resource on the NRHP will preserve data or yield additional information important in prehistory or history. Therefore, Aspen recommends that the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site laydown area, are ineligible for listing under CRHR Criterion (4).

In conclusion, based on the below noted in-depth historical research and a field survey, Aspen's Secretary of the Interior qualified architectural historian has determined the site of the original MCBCP Laundry: Building 2665, and the building fragments remaining at the original building site, today's Project Site

laydown area, are ineligible for listing in the CRHR in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

In-Depth Historical Research Relevant Data

USGS Historic Topo Maps

- USGS Historic Topo Maps
    - 1941 – Margarita Peak, Scale 1:62,500: An unnamed hard surfaced roadway alignment and the AT&SF Railroad alignment are depicted in the immediate vicinity of the Project Site laydown area, and future location of MCBCP Laundry: Building 2665.
    - 1942 – Margarita Peak, Scale 1:62,500 (Historic Image #10): The 1942 edition of Margarita Peak remains much the same as the 1941 edition in the immediate vicinity of the Project Site laydown area, However, an electrical transmission line is depicted following and directly adjacent to the Atchison Topeka and Santa Fe Railroad alignment.
    - 1944 – Margarita Peak, Scale 1:62,500: No new information is added to this edition in the immediate vicinity of the Project Site laydown area, although the transmission line is no longer depicted.
    - 1949 – Morro Hill, Scale 1:24,000: In the immediate vicinity of the Project Site laydown area, Building 2665 is depicted as an extremely large building, along with Vandegrift Boulevard, and Building 2662 to the north of Vandegrift Boulevard. The Margarita Road alignment is depicted as intersecting Vandegrift Boulevard.
    - 1968 – Morro Hill, Scale 1:24,000: No new information is added to this edition in the immediate vicinity of the Project Site laydown area.

Historic Aerials

- Historicaerials.com
    - 1938: A narrow dirt road is depicted in the vicinity of the future location of Building 2665. This road forks to the right around the east side of O'Neill Lake with a small spur splitting off to the west side of O'Neill Lake.
    - 1946: Building 2665 is depicted along with four-lane Vandegrift Boulevard and Building 2662 directly across Vandegrift Boulevard from Building 2665. Two ancillary buildings, one to the north and to the west of the main building, are also visible to create a three-building complex. The Margarita Road alignment is also depicted as intersecting Vandegrift Boulevard.
    - 1953 to 1989: Conditions remain essentially the same at the Project Site laydown area.
    - 1993: This image clearly depicts Building 2665, the main building of the three-building complex, as almost entirely demolished. This contradicts the 1994 fire date assigned by KEA in their DPR 523 Primary Record (P-37-015824) for Laundry: Building 2665 (KEA 1996). This is a minor discrepancy, and the determination of an exact date that the fire took place is unimportant to the CRHR evaluation of the remaining Laundry Building fragments.
    - 1994: The fire-ravaged portion of Building 2665 has been removed. The two ancillary buildings remain.
    - 1997: The two ancillary buildings no longer appear. Some rubble remains spread across portions of the Project Site laydown area.
    - 1998 to 2003: Conditions remain essentially the same in the immediate vicinity of the Project Site laydown area.
    - 2005: Some of the debris remaining at the former site of Building 2665, three-building Laundry complex, appears to have been removed.
    - 2009 to Present: Conditions remain essentially the same.

HISTORIC-AGE BUILT ENVIRONMENT FEATURE REQUIRING CRHR EVALUATION

Out of the ten (10) total built environment features recorded within the Project Site and Project Study Area, one historic-age or 50+ year old built environment feature was identified that had not been previously recorded or evaluated. This historic-age resource is Vandegrift Boulevard, a major roadway alignment on Camp Pendleton identified as follows.

1. Feature Name – Vandegrift Boulevard; Year Built – 1942.
    a. Within Project Site. (Photos 8, 9, and 21).
        i. Location: Project Study Area.
        ii. Recorded on a DPR 523 inventory form as not eligible to the CRHR.

That portion of Vandegrift Boulevard within the HERC Project Study Area, following in-depth historical research and an evaluation of stylistic, materials, and construction qualities, was determined to not qualify as eligible to the CRHR.

■ Vandegrift Boulevard; Year Built – 1942.

Description (Report Photos 8, 9, and 21)

Vandegrift Boulevard is the main or primary roadway alignment passing through various portions of MCBCP. That segment of Vandegrift Boulevard within the HERC Project Study Area is 6,562 feet long. This historic-age 45+ year old feature intersects Haybarn Access Road. Vandegrift Boulevard is an asphalt paved, four-lane road that is heavily used. It is 72 feet wide overall, including paved shoulders varying slightly in width but approximately eight feet wide each. Two culverts with steel pipes and concrete headwalls were identified in the vicinity of Haybarn Access Road. The first culvert has two corrugated steel pipes measuring 3.5 feet in diameter, with a concrete headwall measuring at least four feet deep, 10-inches wide, and 17 feet long. The second culvert has a single corrugated steel pipe two feet in diameter, with a headwall that is at least four feet deep, 10-inches wide, and ten feet long.

Today, Vandegrift Boulevard is in the same location as originally built in 1942. Minor modifications include new paving. The construction dates of the culverts are unknown, but they appear as at least 45 years old based on use of materials and stylistic considerations.

Note: The recorded and evaluated segment of Vandegrift Boulevard, within the HERC Project Study Area, is located from approximately 200 feet south of Haybarn Access Road to approximately 400 feet north of Margarita Road, for a total length of 6,562 feet.

In-Depth Historical Research Relevant Data

Consultation of previous cultural surveys and reports, historic maps and aerials, and other historic data, has determined the following.

<u>USGS Historic Topo Maps</u>

- 1901-1921 – San Luis Rey, Scale 1:125,000
    - The Home Ranch is depicted with buildings to the north and south of a road generally trending NE to SW. From Home Ranch the road leads southerly to Ysidora and northerly to a body of water identified on subsequent USGS maps variously as “O Neil Lake” and

"O'Neill Lake." This road passed by and possibly through the northern end of the HERC Project Site and Project Study Area. This road is the precursor to Vandegrift Boulevard.

- 1941 – Margarita Peak, Scale 1:62,500
    - In the immediate vicinity of the HERC Project Site and Project Study Area an improved light duty roadway alignment is depicted directly adjacent to and north of the Project Site traveling in a generally SW to NE direction from Home Ranch to "O Neil Lake." This road has been improved to a hard surface medium duty road to the north and south of the Project Site. The road depicted is Vandegrift Boulevard.
- 1949 – Morro Hill, Scale 1:24,000
    - In the immediate vicinity of and within the HERC Project Site and Project Study Area, an unimproved dead-end W-E dirt road (today's Haybarn Access Road) is depicted leading to the east off of Vandegrift Boulevard. A small unimproved dirt spur cuts to the south through Haybarn Canyon leading to two structures, one which is small and rectangular, and one which is much larger, longer, and rectangular. This road spur and the unimproved E-W road split into a "Y" as they approach Vandegrift Boulevard which is identified by name and depicted as a hard surface, heavy duty, road with four lanes.
- 1968 – Morro Hill, Scale 1:24,000
    - Vandegrift Boulevard is identified by name and depicted as a hard surface, medium duty, road with four lanes. Home Ranch is depicted. The Atchison Topeka and Santa Fe Railroad alignment is identified by name and immediately adjacent to and to the west of Vandegrift Boulevard in the immediate vicinity of the HERC Project Site and Project Study Area. The SDG&E substation is depicted, along with Haybarn Access Road and the spur road leading through Haybarn Canyon.

Historic Aerials

- 1938: Historicaerials.com
    - In the immediate vicinity of the HERC Project Site and Project Study Area a well-developed surface road (essentially the future location of Vandegrift Boulevard) is visible travelling in a general SW to NE direction from Home Ranch to O'Neill Lake and beyond. This aerial provides definitive data on the Project Site immediately prior to the establishment of Camp Pendleton.
- 1946: Flight ID: GS-CP, Frame: 9-65, Scale: 1:23,600
    - In the immediate vicinity of the HERC Project Site and Project Study Area Vandegrift Boulevard is depicted passing by the northern end of the Project Site. The older two-lane road alignment has been totally obliterated by the construction of four-lane Vandegrift Boulevard.
- 1953 to 2018: Various Images at Historicaerials.com and UCSB Historic Aerials
    - Vandegrift Boulevard appears to remain essentially the same.

Additional Documents, Cultural Reports, and Site Records

The following additional data are relevant to the history of Vandegrift Boulevard.

- According to MCBCP Facilities Data available at Marine Corps Base Camp Pendleton, Facilities (marines.mil), MCBCP has 530 miles of roads (MCBCP 2024).
- Following the end of WWII, General Alexander A. Vandegrift, Commandant of the USMC, ordered in 1946 that Camp Pendleton remain the center of all USMC activities on the West Coast (ASM 2017, page 50).
- Most of the development at MCBCP is in the southeast corner, and the most heavily developed areas are dispersed along Vandegrift, Basilone, and San Mateo roads (MCBCP 2008, page 1-6).
- In a draft EIR, Vandegrift Boulevard is noted as a primary roadway and described as a major north-south arterial providing the primary access route for both the MCAS and the 24 Area (MCAS/MCBCP 1995, page 3.12-8).
- A 1966 newspaper article in the Santa Ana Register, describes Vandegrift Boulevard as "the main street at Camp Pendleton," named in honor of General Vandegrift, whose 38-year career in the Corps began in 1909, and who directed the Guadalcanal campaign, "before becoming the 18th Marine Corps Commandant in 1944" (The Register August 30, 1966, page 9).

In summary, Vandegrift Boulevard should be regarded as a major if not the primary roadway alignment at MCBCP. It is a long looping roadway that connects the most heavily developed portions of the base, is the major access route to the MCAS, and has been historically referred to as the "main street" at Camp Pendleton. Finally, it is named after General Alexander A. Vandegrift, the 18th Marine Corps Commandant.

Research Summary and CRHR Findings

The December 7, 1941, attack on Pearl Harbor created an immediate need for a West Coast training center. The site for what would become Camp Joseph H. Pendleton, or the massive Rancho Santa Margarita y Las Flores, was selected for its varied and undeveloped inland terrain and miles of oceanfront ideal for amphibious exercises. "It was the government's goal to have the new Marine Corps training facility near Oceanside ready for occupancy and exercises in six months. J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco oversaw construction projects, while Hunt, Chambers, and Ellingwood served as the base's original Architects. The original Bureau of Yards and Docks contract anticipated construction of 518 buildings, and the labor force had to work at a breakneck pace to transform the rugged rancho lands into a staging and training area for the influx of Marine recruits and draftees. More than anything, the urgent need for war support facilities dictated the construction of so many temporary buildings and structures" (ASM 2017, page 49).

Vandegrift Boulevard is a historic-age feature greater than 45 years in age. It was built in 1942, replacing an earlier historic roadway alignment travelling in a general SW to NE direction from Home Ranch to O'Neill Lake and beyond in the vicinity of the HERC Project Site and Project Study Area. Vandegrift Boulevard should be regarded as a major if not the primary roadway alignment at MCBCP. It is a long looping roadway that connects the most heavily developed portions of the base, is the major access route to the MCAS, and has been historically referred to as the "main street" at Camp Pendleton. Finally, it is named after General Alexander A. Vandegrift, a prominent historical figure and the 18th Marine Corps Commandant. Vandegrift Boulevard has been altered at multiple locations across MCBCP.

CRHR Evaluation

Aspen recommends that Vandegrift Boulevard, which is located within the HERC Project Study Area, is not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

More specifically, in accordance with CRHR (Criteria 1-4) the following recommendations are made regarding the CRHR eligibility of Vandegrift Boulevard within the HERC Project Site and Project Study Area.

CRHR Criterion (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Vandegrift Boulevard is not known to be specifically and individually related to any event or events that have made a significant contribution to the broad patterns of our history. It is generally associated with the growth and development of MCBCP, and it serves as a key transportation route on the base, but these associations do not rise to a level of meaningful significance. Any specific association of Vandegrift Boulevard with an historic event is by its very nature ubiquitous, as it would necessarily include numerous events that have taken place on MCBCP from 1942 to the Present. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (1).

CRHR Criterion (2) Is associated with the lives of persons important in our past.

In-depth historical research has not identified any historic persons of significance specifically and individually associated with the establishment of, design of, or construction of Vandegrift Boulevard. The construction of the entire base was overseen by J. E. Haddock, Ltd. of Pasadena and Engineers, Ltd., of Los Angeles and San Francisco, and the prominent architectural firm of Hunt, Chambers, and Ellingwood were the base's original architects. But Vandegrift Boulevard itself was not designed by a master architect or engineer. It is a plan book design, executed quickly with no curbs and gutters in the vicinity of the Project Study Area. It is maintained by MCBCP like over 500 miles of other roads across the base, but this association cannot be linked with any historic individual and does not rise to a meaningful level of significance. It is named for General Alexander A. Vandegrift, a prominent historical figure and the 18th Marine Corps Commandant, but literally thousands of road alignments across America are named after historic individuals, and the simple act of naming does not, in and of itself, make Vandegrift Boulevard a significant monument. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (2).

CRHR Criterion (3) Embodies the distinctive characteristics of a type, period, region, or method of construction; or represents the work of an important creative individual; or possesses high artistic values.

Vandegrift Boulevard is not recognizable for its architectural or design merit. It is a typically built four-lane paved road like thousands of other streets and roads across the nation. It is not the work of a master architect or engineer. It has no apparent outstanding or unique design or architectural features, construction methods, or use of materials, and it cannot be regarded as having any architectural or historical importance in relation to any of these designators. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (3).

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

In-depth research conducted as part of the present study reveals that the general history of Vandegrift Boulevard is well documented using various historic maps, aerial photographs, historic newspapers, and

other sources of information. It is unlikely that listing this minimally altered historic-age resource on the NRHP will preserve data or yield additional information important in prehistory or history. Therefore, Aspen recommends that Vandegrift Boulevard is ineligible for listing under CRHR Criterion (d).

Finally, that portion of Vandegrift Boulevard in the vicinity of the HERC Project Site and Project Study Area is also recommended here as not eligible as a contributor to a larger historic district as this historic-age resource does not appear to individually qualify as a contributor to a unified entity.

BUILT ENVIRONMENT FEATURES LESS THAN 45 YEARS OLD

As a means of establishing the historical significance of features less than 45 years old, the California Office of Historic Preservation recommends that "sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource" (California OHP 2011a). The National Park Service provides National Register Criteria guidance in considering properties of exceptional importance that achieved significance within the past 50 years under Criteria Consideration G (NPS 1997). Similarly, resources less than 50 years old may be considered for listing in the CRHR if it is demonstrated that sufficient time has passed to understand its historical importance (California OHP 2011b).

Five built environment features/properties less than 45 years in age are within the HERC Project Site or Project Study Area. DPR 523 Inventory Form sets were not prepared for these properties as they did not appear to qualify as eligible to the CRHR in accordance with special circumstances regarding properties less than 50 years in age. These five features are:

1. Feature Name – SDG&E Elec. Switching Station; Building Number – 140164; Year Built – 1993.
    a. Within Project Study Area (report Photo 10).
        i. Location: Project Study Area.
        ii. Less than 50 years old. Eliminated from CRHR evaluation.
2. Feature Name – SDG&E owned 69 kV Transmission Line and MCBCP owned 12 kV Distribution Lines; Year Built – Various 1993 to 2008.
    a. Within Project Site and Project Study Area (Photos 11, 12, and 22). This includes multiple poles, lines, and towers.
        i. Eliminated from CRHR evaluation as less than 50 years old or highly altered ubiquitous features.
3. Feature Name – MCBCP Water Treatment Plant; Building Number – 240162; Year Built – 2004.
    a. Within Project Study Area (report Photos 13 and 14).
        i. Location: Project Study Area.
        ii. Less than 50 years old. Eliminated from CRHR evaluation.
4. Feature Name – MCBCP MS1 Metering Station; Year Built - Circa 2012--2014.
    a. Within Project Site (report Photo 15).
        i. Location: Project Site battery installation location.
        ii. Less than 50 years old. Eliminated from CRHR evaluation.
5. Feature Name – MCBCP Buildings on Vandegrift Boulevard; Year Built – Circa 2018.
    a. Within Project Site report (Photo 16).
        i. Project Site battery installation location.
        ii. Less than 50 years old. Eliminated from CRHR evaluation.

A summary of fieldwork findings and a summary of detailed research conducted for these five properties includes the following.

■ SDG&E Elec. Switching/Substation; Building Number – 140164; Built – 1993.

Description (Report Photo 10)

The existing SDG&E Elec. Switching/Substation; Building Number – 140164, was built in 1993, replacing an earlier SDG&E substation built in 1942. The existing facility, which is less than 45 years old, appears to have undergone several minor upgrades since it was completed in 1993.

The substation encompasses a total of 0.75 acres of land, measuring 208 feet long, 155 feet wide, and orientated northeast-southwest within Haybarn Canyon. The substation is the focal point of all activities and disturbances within Haybarn Canyon. Structures within the substation include all necessary electrical and power converting components, and two buildings; a control building, and a storage facility. Both buildings are made of smooth, concrete cinderblocks and mortar built atop a slab foundation with pent roofs. The storage facility's roof slopes towards its southwest façade, and the control building slopes towards its northwest façade. The storage facility has a door on its northwest façade, and a garage door on its southeast façade facing Haybarn Road.

The SDG&E Elec. Switching Station or substation is designed in a strictly functional manner with no architectural detailing.

Research Summary and CRHR Findings

Electrical facilities were a construction priority at Camp Pendleton. Electricity was provided by the San Diego Gas and Electrical Company (SDG&E). The original SDG&E substation was likely completed in 1942, as were all major power lines and smaller distribution lines. Many of these original facilities were built by electricians from International Brotherhood of Electrical Workers (Redlands Daily Facts, August 22, 1942, page 5). The original 1942 substation was replaced in 1993.

As a result of the fact that the SDG&E Elec. Switching Station; Building Number – 140164, which is located within the HERC Project Study Area, is less than 45 years in age, Aspen's Secretary of the Interior qualified architectural historian believes that insufficient time has passed to understand and currently landmark the importance of this building feature from an architectural, engineering, or historical standpoint. Accordingly, DPR 523 historic resource inventory forms have not been prepared for this non-historic built environment feature.

In conclusion, Aspen recommends that SDG&E Elec. Switching Station; Building Number – 140164, which is located within the HERC Project Study Area, is not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

In-Depth Historical Research Relevant Data

Consultation of previous cultural surveys and reports, historic maps and aerials, and other historic data, has determined the following regarding the original and now demolished SDG&E Substation and the current SDG&E Elec. Switching Station; Building Number – 140164.

<u>USGS Historic Topo Maps</u>

- 1942 – Margarita Peak, Scale 1:62,500 (Historic Image #10)
    - An electrical transmission line is depicted following and directly adjacent to the Atchison Topeka and Santa Fe Railroad alignment. This would indicate that the SDG&E electrical mainline had already been constructed, and it may well be assumed that the SDG&E Substation had also been built. No surface roads are identified by name in the vicinity of the Project Site.
- 1949 – Morro Hill, Scale 1:24,000 (Historic Image #12)
    - The SDG&E Substation is not depicted, but a small unimproved dirt spur cuts to the south leading to two structures, one which is small and rectangular, and one which is much

larger, longer, and rectangular. This is essentially the road that leads to the current Project Site.

- 1968 – Morro Hill, Scale 1:24,000 (Historic Image #14)
    - The original SDG&E substation is depicted.

Historic Aerials

- 1946: Flight ID: GS-CP, Frame: 9-65, Scale: 1:23,600 (Historic Image #11)
    - In Haybarn Canyon, or at the future proposed battery installation location, several features are depicted including a dirt road spur, a long rectangular structure (perhaps a barn/shed) with a parking area, additional graded storage areas with a large number of what appear to be parked vehicles, and/or bins, boxes or other items, and a small improvement at the original SDG&E substation location.
- 1953: Flight ID: AXN-1953, Frame: 14M-28, Scale: 1:20,000
    - Conditions remain essentially the same in the immediate vicinity of the HERC Project Site battery installation location and Project Study Area with the exception that fewer items are being stored. Also, the original SDG&E substation configuration is much easier to see.
- 1978: (Historic Image #15)
    - In the immediate vicinity of the HERC Project Site battery installation location and Project Study Area, the long rectangular structure (perhaps a barn or storage shed) with a parking area has been removed. Several small structures (possibly storage units) have been moved onto the site.
- 1993: (Historic Image #17)
    - A new SDG&E substation appears to be under construction.
- 1994: Flight ID: NAPP-2C, Frame: 6865-216, Scale: 1:20,000
    - A new SDG&E substation has been completed. This is the current SDG&E Elec. Switching Station; Building Number – 140164.

Additional Documents, Cultural Reports, and Site Records

The following additional data are relevant to the history of the SDG&E Elec. Switching Station; Building Number – 140164.

- According to Camp Pendleton Facilities Data available at Marine Corps Base Camp Pendleton, Facilities (marines.mil), Camp Pendleton has 215 electrical substations (MCBCP 2024). The great majority are small units maintained and operated by the Marine Corps, while the SDG&E Elec. Switching Station in Haybarn Canyon is the primary substation at MCBCP and it is maintained by San Diego Gas and Electric.
- Electrical power is purchased from the regional utility company, San Diego Gas and Electric Company (SDG&E). SDG&E has two major tower-mounted lines crossing MCB Camp Pendleton: one line runs north from Oceanside along the coast to the San Mateo Substation at the northern County line near San Clemente; the second line runs from Fallbrook onto the base. Power is

supplied to the Base by a 69 kilovolt (kV) feed to the main MCB Camp Pendleton substation at Haybarn, located northeast of the MCAS. The Haybarn Substation provides approximately 70 percent of the total Base electrical load and operates at 100 percent capacity during peak demand conditions. An alternate 69 kV line provides back-up power to the substation in the case of main line failure. From the Haybarn Substation, 12-kV lines carry power to the MCAS, 24 Area, and 32 Area. The four powerlines serving the MCAS are currently operating near capacity. Electric power at the 24 Area and 32 Area is distributed to facilities by 4.16 kV substations; electric source and line capacity are generally adequate for these areas (MCAS/MCBCP 1995, Pages 3.14-7 and 3.14-9). As part of the MCB Camp Pendleton Capital Improvements Plan, an upgrade of the Haybarn Substation under MILCON project P- 932 has been completed (MCB Camp Pendleton, Public Works Office, 1995 personal communication). The upgrade of Haybarn Substation involved the construction of a new substation and switchgear, and the extensive rewiring of MCAS Camp Pendleton to accommodate new 12kV power lines. Obsolete electrical components were also removed in accordance with 40 Code of Federal Regulations (CFR) 761 and Chief of Naval Operations Instruction (OPNAVINST) 5090.1, Chapter 11, Part 3. This project upgraded the electrical system at Vado del Rio as well. With the upgrade of these facilities, sufficient electrical capacity exists to accommodate the increase in personnel loading at MCAS/MCB Camp Pendleton; therefore, impacts on electrical service will not occur. (MCAS/MCBCP 1995, Pages 4.14-5)

- SDG&E provides most of the electricity and all of the natural gas to MCB Camp Pendleton. SDG&E owns and maintains most of the electric transmission, power and distribution lines and related infrastructure within the installation boundaries, but MCB Camp Pendleton also has many of their own electric transmission, power and distribution lines. SDG&E currently provides power to MCB Camp Pendleton. In addition, SDG&E holds more than 1,300 acres (526 ha) of leases/right-of-way agreements within the Base for transmission lines and various associated facilities (U.S. Navy 2020, page 3-80).

- An August 1942 article in the Redlands Daily Facts records that the 11th naval district reported that “approximately half” of the electricians working at Camp Pendleton had walked off the job. They are noted as being members of the International Brotherhood of Electrical Workers. (Redlands Daily Facts, August 22, 1942, page 5).

■ SDG&E owned 69kV Transmission Line and MCBCP owned 12kV Distribution Lines; Year Built – Various 1993 to 2008.

Description (Report Photos 11 and 12)

A large number of power lines connect to the SDG&E Elec. Switching Station; Building Number – 140164, in Haybarn Canyon, and/or pass through other portions of the HERC Project Study Area and Project Site. The great majority of these features are less than 45 years old, and/or they have been substantially altered within the last 45 years.

Note: Many of the below and individually described Transmission Lines and Distribution Lines may, in fact, be regarded as a single “line” by each owner. They are described individually below as determining the exact character of, origin of, and ownership of each line described was impossible due to the limited size of the Project Study Area.

Distribution Line 1 has a wooden T-frame post with a single cross bar carrying three powered lines. The distribution line is connected to the SDG&E Substation via an underground tie-in.

Distribution Line 2 & 3 share the same utility poles within the vicinity of the Project and have a wooden T-frame post with two cross bars carrying three powered lines each. The distribution lines are connected to the SDG&E Substation via an underground tie-in.

Distribution Line 4 has a wooden T-frame post with a single cross bar carrying three powered lines. The distribution line is connected to the SDG&E Substation via an underground tie-in.

Distribution Line 5 & 6 share the same utility poles within the vicinity of the Project and have a wooden T-frame post with two cross bars carrying three powered lines each. The distribution lines are connected to the SDG&E Substation via an underground tie-in.

Distribution Line 7 has a wooden T-frame post with a single cross bar carrying three powered lines. The distribution line is connected to the SDG&E Substation via an underground tie-in.

Distribution Line 8 has a wooden T-frame post with a single cross bar carrying three powered lines. The distribution line is connected to the SDG&E Substation via an underground tie-in.

Distribution Line 9 has a wooden T-frame post with a single cross bar carrying three powered lines. The distribution line is connected to the SDG&E Substation via an underground tie-in. Distribution Line 9 also shares its utility poles with a telecommunications line within the vicinity of the project.

Distribution Line 10 has a wooden T-frame post with a single cross bar carrying three lines. The distribution line is currently disconnected from a power source, but still has its lines connected to a live/ hot distribution line that follows Vandegrift Blvd.

Transmission Line 1 is carried by Tubular Steel Poles (TSP) and is connected directly to the SDG&E Substation.

Transmission Line 2 is carried by TSP's and is connected directly to the SDG&E Substation.

Distribution Line 11 shares the TSPs of Transmission Lines 1 & 2, and only retains one steel T-frame pole with three cross bars for its own use. It appears Distribution Line 11 is connected to the SDG&E Substation via an underground tie-in at this T-frame pole. The pole is labeled P294380 and was built in 2023.

Distribution Line 12 follows along Vandegrift Blvd. within the Project on the east/south side of the road. The distribution line is a T-frame pole. Within the Project the poles are a rust-colored steel, but elsewhere along the distribution line the T-frame poles are made of typical wood frames.

In summary, the above-described Transmission Lines and Distribution Lines exhibit no apparent outstanding or unique design or engineering features, construction methods, or use of materials, and they cannot be regarded as having any architectural, engineering, or historical importance in relation to any of these designators.

Research Summary and CRHR Findings

Electrical facilities were a construction priority at Camp Pendleton. Electricity was provided by the San Diego Gas and Electrical Company (SDG&E). The original SDG&E substation was likely completed in 1942, as were all major power lines and smaller distribution lines. Many of these original facilities were built by electricians from the International Brotherhood of Electrical Workers (Redlands Daily Facts, August 22, 1942, page 5).

The SDG&E owned 69kV Transmission Line and MCBCP owned 12 kV Distribution Lines within and extending well beyond the HERC Project Study Area and Project Site, are generally less than 45 years old.

They have been rebuilt several times, and any remaining older features are inconsequential due to the overwhelmingly compromised integrity of the original. In addition, they are ubiquitous in nature. There are literally thousands of miles of similar minor distribution lines found across the State of California and hundreds of thousands across the United States. These resources exhibit no unusual construction or engineering features. They have no apparent outstanding or unique design or engineering features, construction methods, or use of materials, and they cannot be regarded as having any architectural, engineering, or historical importance in relation to any of these designators. Ubiquitous is here defined as "existing or being everywhere," "widespread," and "constantly encountered."

As a result of the fact that these ubiquitous properties are less than 45 years in age, Aspen's Secretary of the Interior qualified architectural historian believes that insufficient time has passed to understand and currently landmark the importance of the SDG&E owned 69kV Transmission Line and MCBCP owned 12kV Distribution Lines within and extending well beyond the HERC Project Study Area and Project Site from an architectural, engineering, or historical standpoint. Accordingly, DPR 523 historic resource inventory forms have not been prepared for these non-historic built environment features.

In conclusion, Aspen recommends that the SDG&E owned 69kV Transmission Line and MCBCP owned 12kV Distribution Lines within the HERC Project Study Area are not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

In-Depth Historical Research Relevant Data

Consultation of previous cultural surveys and reports, historic maps and aerials, and other historic data, has determined the following regarding the SDG&E owned 69kV Transmission Line and MCBCP owned 12 kV Distribution Lines in the vicinity of the HERC Project Study Area and Project Site.

<u>USGS Historic Topo Maps</u>

- 1942 – Margarita Peak, Scale 1:62,500 (Historic Image #10)
    - An electrical transmission line is depicted following and directly adjacent to the Atchison Topeka and Santa Fe Railroad alignment. This would indicate that the SDG&E electrical mainline had already been constructed, and that distribution lines had also been constructed.
- 1968 – Morro Hill, Scale 1:24,000 (Historic Image #14)
    - The original SDG&E substation is depicted. This presumes the existence of power lines.

<u>Historic Aerials</u>

- 1946: Flight ID: GS-CP, Frame: 9-65, Scale: 1:23,600 (Historic Image #11)
    - In Haybarn Canyon, or at the future proposed battery installation location, several features are depicted including a dirt road spur, a long rectangular structure (perhaps a barn/shed) with a parking area, additional graded storage areas with a large number of what appear to be parked vehicles, and/or bins, boxes or other items, and a small improvement at the original SDG&E substation location. This presumes the existence of power lines.
- 1953: Flight ID: AXN-1953, Frame: 14M-28, Scale: 1:20,000

- Conditions remain essentially the same in the immediate vicinity of the HERC Project Site and Project Study Area with the exception that fewer items are being stored. Also, the original SDG&E substation configuration is much easier to see.

- 1978: (Historic Image #15)
  - In the immediate vicinity of the HERC Project Site and Project Study Area, the long rectangular structure (perhaps a barn or storage shed) with a parking area has been removed. Several small structures (possibly storage units) have been moved onto the site.

- 1993: (Historic Image #17)
  - A new SDG&E substation appears to be under construction.

- 1994: Flight ID: NAPP-2C, Frame: 6865-216, Scale: 1:20,000
  - A new SDG&E substation has been completed. This is the current SDG&E Elec. Switching Station; Building Number – 140164.

Additional Documents, Cultural Reports, and Site Records

- According to Camp Pendleton Facilities Data available at Marine Corps Base Camp Pendleton, Facilities (marines.mil), Camp Pendleton has 335 miles of electrical lines (MCBCP 2024).

- Electrical power is purchased from the regional utility company, San Diego Gas and Electric Company (SDG&E). SDG&E has two major tower-mounted lines crossing MCB Camp Pendleton: one line runs north from Oceanside along the coast to the San Mateo Substation at the northern County line near San Clemente; the second line runs from Fallbrook onto the base. Power is supplied to the Base by a 69 kilovolt (kV) feed to the main MCB Camp Pendleton substation at Haybarn, located northeast of the MCAS. The Haybarn Substation provides approximately 70 percent of the total Base electrical load and operates at 100 percent capacity during peak demand conditions. An alternate 69 kV line provides back-up power to the substation in the case of main line failure. From the Haybarn Substation, 12-kV lines carry power to the MCAS, 24 Area, and 32 Area. The four powerlines serving the MCAS are currently operating near capacity. Electric power at the 24 Area and 32 Area is distributed to facilities by 4.16 kV substations; electric source and line capacity are generally adequate for these areas (MCAS/MCBCP 1995, Pages 3.14-7 and 3.14-9). As part of the MCB Camp Pendleton Capital Improvements Plan, an upgrade of the Haybarn Substation under MILCON project P- 932 has been completed (MCB Camp Pendleton, Public Works Office, 1995 personal communication). The upgrade of Haybarn Substation involved the construction of a new substation and switchgear, and the extensive rewiring of MCAS Camp Pendleton to accommodate new 12kV power lines. Obsolete electrical components were also removed in accordance with 40 Code of Federal Regulations (CFR) 761 and Chief of Naval Operations Instruction (OPNAVINST) 5090.1, Chapter 11, Part 3. This project upgraded the electrical system at Vado del Rio as well. With the upgrade of these facilities, sufficient electrical capacity exists to accommodate the increase in personnel loading at MCAS/MCB Camp Pendleton; therefore, impacts on electrical service will not occur (MCAS/MCBCP 1995, Pages 4.14-5).

- SDG&E provides most of the electricity and all of the natural gas to MCB Camp Pendleton. SDG&E owns and maintains most of the electric transmission, power and distribution lines and related infrastructure within the installation boundaries, but MCB Camp Pendleton also has many of their own electric transmission, power and distribution lines. SDG&E currently provides power to MCB Camp Pendleton. In addition, SDG&E holds more than 1,300 acres (526 ha) of leases/right-of-way

agreements within the Base for transmission lines and various associated facilities (U.S. Navy 2020, page 3-80).

■ MCBCP Water Treatment Plant; Building Number – 240162; Year Built – 2004, and Water Treatment Plant addition built circa 2011.

Description (Report Photos 13 and 14)

The MCBCP Water Treatment Plant consists of two separate building complexes, the first and smallest was built in 2004 and the second and largest was built circa 2011. Both of these built environment features are less than 45 years old. The area that the Water Treatment Facility occupies totals about 4.63 acres. The property is fenced.

The smaller 2004 building complex consists of a garage built of corrugated metal walls, and a white, gabled, corrugated metal roof. This portion of the property is identified as Property/Building 240162. It also contains three large cylindrical tanks, and five smaller tanks.

The larger circa 2011 building complex (Property/Building 240162U1) consists of two large buildings, at least 20 large capacity tanks varying in size, an open shed, and ancillary facilities (pipes, meters, etc.). The main building is a large, rectangular garage built of a wooden frame, corrugated metal walls, and a red, gabled, seam metal roof. The garage measures 160 feet long, 88 feet wide, and is orientated north-northeast to south-southwest. The building number for the garage is 2470. East of the garage is the largest tank on the property measuring 65 feet in diameter, and an estimated 30 feet tall. West of the garage is the open shed built of metal I-beams, with a red, gabled, seam metal roof. The shed houses eight tanks. The building number for the shed is 247S1. West of, and adjacent to the shed are eight circular tanks, and one larger cylindrical tank.

The entire MCBCP Water Treatment Plant complex appears much as originally built. All building features are utilitarian in nature. None appear as the work of a master architect, builder, or engineer, and the individual building components do not display unusual design, construction methods, engineering techniques or use of materials.

Research Summary and CRHR Findings

As a result of the fact that the MCBCP Water Treatment Plant is less than 45 years in age, Aspen's Secretary of the Interior qualified architectural historian believes that insufficient time has passed to understand and currently landmark the importance of this building feature from an architectural, engineering, or historical standpoint. Accordingly, DPR 523 historic resource inventory forms have not been prepared for these non-historic built environment features.

In conclusion, Aspen recommends that the MCBCP Water Treatment Plant, which is located within the HERC Project Study Area, is not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

In-Depth Historical Research Relevant Data

Consultation of previous cultural surveys and reports, historic maps and aerials, and other historic data, has determined the following.

Historic Maps

- Not depicted on any consulted.

USGS Historic Topo Maps

- Not depicted on any consulted.

Historic Aerials

- 1938 to 2003: Not depicted.
- 2005: Portions of the future MCBCP Water Treatment Plant, various small buildings and tanks to the west of the future main plant, appear as built.
- 2010: The larger Water Treatment Plant building complex is not depicted.
- 2012: The larger Water Treatment Plant building complex appears as built.

■ MCBCP MS1 Metering Station; Year Built - Circa 2012--2014.

Description (Report Photo 15)

The MCBCP MS1 Metering Station was built circa 2012-2014. This built environment feature primarily consists of a single building (Property/Building 24164). The building is rectangular in shape measuring 68 feet by 46 feet, and orientated northeast-southwest. The building is constructed of concrete cinderblocks with a textured cinderblock utilized for the lower half of the building, and a clean cinderblock utilized for the upper half of the building. The building has a red hipped roof made of seam metal sheets. Several equipment and door openings exist. The building is constructed atop a modified landscape where soil was built up and compacted to create a flat surface abutted against the northward aspect of the adjacent hillside. As such, a retaining wall built of cinderblocks lines the southeast façade of the building, and slightly wraps along the northeast façade. On the opposite side of the retaining wall is a concrete ditch that guides water either to a rock lined channel (imported material) on the northeast side of the building, or a culvert along the southwest façade that is also lined with imported rock material. In total, about 0.57 acres were modified to construct this building.

The MCBCP MS1 Metering Station appears unaltered since it was constructed circa 2012-2014. All building features are utilitarian in nature. None appear as the work of a master architect, builder, or engineer, and the individual building components do not display unusual design, construction methods, engineering techniques or use of materials.

Research Summary and CRHR Findings

The MS1 Metering Station was built between 2012 and 2014. It is a simply designed building unit that does not appear as the work of a master architect, builder, or engineer, and no individual building components display unusual design, construction methods, engineering techniques or use of materials.

As a result of the fact that the MCBCP MS1 Metering Station is less than 45 years in age, Aspen's Secretary of the Interior qualified architectural historian believes that insufficient time has passed to understand and currently landmark the importance of this building feature from an architectural, engineering, or historical standpoint. Accordingly, DPR 523 historic resource inventory forms have not been prepared for this non-historic built environment feature.

In conclusion, Aspen recommends that the MCBCP MS1 Metering Station, which is located within the HERC Project Study Area, is not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

In-Depth Historical Research Relevant Data

Consultation of previous cultural surveys and reports, historic maps and aerials, and other historic data, has determined the following.

Historic Maps

- Not depicted on any consulted.

USGS Historic Topo Maps

- Not depicted on any consulted.

Historic Aerials

- 1938 to 2012: MCBCP MS1 Metering Station not depicted.
- 2014: The MCBCP MS1 Metering Station is first depicted.

■ MCBCP Utilitarian Building, Structures, and Equipment on Vandegrift Blvd; Built – Circa 2016-2018.

Description (Report Photo 16)

The MCBCP Utilitarian Building, Structures, and Equipment on Vandegrift Boulevard were built between 2016 and 2018. They consist of a set of utilitarian buildings, structures, and equipment. All features are designed in a strictly functional manner with no architectural detailing. Major building features include a rectangular metal sided shed with metal pitched roof, an offset entrance for personnel, a larger centrally located equipment entrance in the building end, another equipment door on the building side, and metal ducts. Structures include several large concrete pads, and equipment consists of two metal tanks, a set of above and below-ground connecting pipes, and sets of valves attached to the pipes. The facility has metal fencing topped by barbed wire. The surrounding area has been heavily modified in construction for this facility with a paved access road and large concrete ditch. The ditch encompasses the entire property's southern flank extending from the access road's intersection with Vandegrift Blvd to the north, and the access road's intersection with Haybarn Road to the west. The ditch measures about 605 feet long and varies from one foot wide to 18 feet wide, and 1 foot deep to at least 6 feet deep. In total, the area disturbed by this property is about 1.1 acres.

The MCBCP Utilitarian Building, Structures, and Equipment on Vandegrift Boulevard appear as unaltered since they were constructed circa 2016-2018. All building features are utilitarian in nature. None appear as the work of a master architect, builder, or engineer, and the individual building components do not display unusual design, construction methods, engineering techniques or use of materials.

Research Summary and CRHR Findings

The MCBCP Utilitarian Building, Structures, and Equipment on Vandegrift Blvd. were built between 2016 and 2018. The building features appear as simply designed in a strictly functional manner displaying no unusual design, construction methods, engineering techniques or use of materials. This facility is not the work of a master architect or builder.

As a result of the fact that the MCBCP Utilitarian Building, Structures, and Equipment on Vandegrift Boulevard near Haybarn Canyon Road are less than 50 years in age, Aspen's Secretary of the Interior qualified architectural historian believes that insufficient time has passed to understand and currently landmark the importance of these building features from an architectural, engineering, or historical standpoint. Accordingly, DPR 523 historic resource inventory forms have not been prepared for these non-historic built environment features.

In conclusion, Aspen recommends that the MCBCP Utilitarian Building, Structures, and Equipment on Vandegrift Boulevard near Haybarn Canyon Road, which are located within the HERC Project Study Area, are not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

In-Depth Historical Research Relevant Data

Consultation of previous cultural surveys and reports, historic maps and aerials, and other historic data, has determined the following regarding the MCBCP Utilitarian Buildings, Structures, and Equipment on Vandegrift Boulevard near Haybarn Canyon Road.

Historic Maps

- Not depicted on any consulted.

USGS Historic Topo Maps

- Not depicted on any consulted.

Historic Aerials

- 1938 to 2016: Not depicted.
- 2018: The MCBCP Buildings on Vandegrift Blvd. are first depicted.

UBIQUITOUS HISTORIC-AGE PROPERTIES

Ubiquitous is here defined as "existing or being everywhere," "widespread," and "constantly encountered." Such properties are common throughout the State of California and across the United States. Caltrans has established a precedent for employing ubiquitous exemptions as stated, in part, in Standard Environmental Reference (SER) Volume 2, Chapter 5, as being based on "industry best practices," the Secretary of Interior's Standards and Guidelines for Archeology and Historic Preservation, guidance from the Advisory Council on Historic Preservation (ACHP), California Office of Historic Preservation (OHP) publications Archaeological Resource Management Reports (ARMR): Recommended Contents and Format (1990) and Guidelines for Archaeological Research Designs (1991), and the National Park Service (NPS) National Register Bulletins Guidelines for Evaluating and Registering Archaeological Properties and Guidelines for Evaluating and Registering Traditional Cultural Properties.

Aspen's architectural historian and Principal Investigator for the Haybarn Energy Reliability Center Project, who is a Secretary of the Interior qualified Historian and Architectural Historian, has concluded that the Project Site battery installation area and the Project Study Area contains one ubiquitous 45+ year old historic-age built environment feature. This is an apparently unnamed roadway alignment, referred to herein as Haybarn Access Road and Road Spur. A DPR 523 Inventory Form set was not prepared for this feature as it did not appear to qualify as eligible to the CRHR in consideration of the fact that it is a ubiquitous and common example of its type. This historic-age feature is identified as:

1. Feature Name – Haybarn Access Road and Road Spur; Year Built – Circa 1942.
    a. Within Project Site (Photos 17 and 18).
        i. Project Site battery installation location.
        ii. Eliminated from CRHR evaluation as altered and ubiquitous historic-age features.

A summary of fieldwork findings and a summary of detailed research conducted for this property includes the following.

■ Haybarn Access Road and Road Spur; Year Built – Circa 1942.

Description (Report Photos 17 and 18)

Haybarn Access Road provides access to Haybarn Canyon, and those facilities found within the canyon. The road is 0.28 miles long, and on average is 18 feet wide. The southern portion of the road, for 375 feet, has a paved curb on its east side, about six inches tall. That portion of the road that surrounds the SDG&E Substation has a concrete culvert on the west side, a length of about 157 feet. On the northern portion, from its intersection with Vandegrift Boulevard, Haybarn Access Road has a paved, shallow, and rounded ditch on its west side extending for 720 feet. As the roadway alignment approaches Vandegrift Boulevard it splits into a "Y" to allow for an easier transition for heavy vehicles headed either northbound or southbound.

Haybarn Access Road is entirely utilitarian in nature. It does not appear as the work of a master architect, builder, or engineer, and its individual building components do not display unusual design, construction methods, engineering techniques or use of materials.

Research Summary and CRHR Findings

Haybarn Access Road and Road Spur did not exist prior to 1942, although a trace trail did lead through Haybarn Canyon as depicted on 1938 aerial photograph. Both road alignments are depicted on a 1946 historic aerial, indicating that they were built during initial construction of MCBCP and most likely in 1942. The alignments are first depicted on a USGS topo map in 1949. The alignments are depicted on many subsequent historic maps and aerials.

Haybarn Access Road is a ubiquitous roadway alignment maintained by MCBCP. Ubiquitous is here defined as "existing or being everywhere," "widespread," and "constantly encountered." There are literally dozens of miles of similar minor roadway alignments across MCBCP, and thousands of miles of similar roadway alignments found across the State of California. Within the HERC Project Study Area these built environment features exhibit no unusual construction or engineering features. They have or display no apparent outstanding or unique design or architectural features, construction methods, or use of materials, and cannot be regarded as having any architectural or historical importance in relation to any of these designators. Accordingly, DPR 523 historic resource inventory forms have not been prepared for these historic-age built environment features.

In conclusion, Aspen's Secretary of the Interior qualified architectural historian recommends that within the HERC Project Study Area, Haybarn Access Road is not eligible to the California Register of Historical Resources. This finding is made based on the results of a field survey and in-depth historical research in accordance with California Historical Resource Status Code 6Z: Found ineligible to NR, CR, or Local designation through survey evaluation.

In-Depth Historical Research

Consultation of previous cultural surveys and reports, historic maps and aerials, and other historic data, has determined the following regarding Haybarn Access Road and the road spur through Haybarn Canyon.

<u>USGS Historic Topo Maps</u>

- 1949 – Morro Hill, Scale 1:24,000 (Historic Image #12)
    - In the immediate vicinity of and within the HERC Project Site and Project Study Area, an unimproved dead-end W-E dirt road (today's Haybarn Access Road) is depicted leading to the east off of Vandegrift Boulevard. A small unimproved dirt spur cuts to the south through Haybarn Canyon leading to two structures, one which is small and rectangular, and one which is much larger, longer, and rectangular. This road spur and the unimproved E-W road split into a "Y" as they approach Vandegrift Boulevard which is identified by name and depicted as a hard surface, heavy duty, road with four lanes.
- 1968 – Morro Hill, Scale 1:24,000 (Historic Image #14):
    - Vandegrift Boulevard is identified by name and depicted as a hard surface, medium duty, road with four lanes. Home Ranch is depicted. The Atchison Topeka and Santa Fe Railroad alignment is identified by name and immediately adjacent to and to the west of Vandegrift Boulevard in the immediate vicinity of the HERC Project Site and Project Study Area. The SDG&E substation is depicted, along with Haybarn Access Road and the spur road leading through Haybarn Canyon.

Historic Aerials

- 1938 (Historic Image #8)
    - There are no built environment improvements in what is generally referred to today as Haybarn Canyon, although the trace of a trail is visible traveling through the middle of the canyon. This aerial provides definitive data on the Project Site immediately prior to the establishment of Camp Pendleton.
- 1946: Flight ID: GS-CP, Frame: 9-65, Scale: 1:23,600 (Historic Image #11)
    - In the immediate vicinity of the HERC Project Site and Project Study Area Vandegrift Boulevard is depicted passing by the northern end of the Project Site. Today's Haybarn Access Road and the spur leading through Haybarn Canyon are depicted. A new "Y" entry/exit has been created at Vandegrift Boulevard.

Additional Documents, Cultural Reports, and Site Records

- According to Camp Pendleton Facilities Data available at Marine Corps Base Camp Pendleton, Facilities (marines.mil), Camp Pendleton has 530 miles of roads (MCBCP 2024).

Attachment C-5

HISTORIC IMAGES- MAP AND AERIALS

HISTORIC IMAGES: MAPS & AERIALS

HISTORIC IMAGE #1: DETAIL – MAP OF RANCHO DE SAN ONOFRIO CIRCA 1840

HISTORIC IMAGE #2: DETAIL - DISEÑO DEL RANCHO DE STA. MARGARITA 1855

HISTORIC IMAGE #3: DETAIL - 1867 PLAT OF THE RANCHO SANTA MARGARITA

HISTORIC IMAGE #4: DETAIL - 1889 OFFICIAL MAP OF SAN DIEGO COUNTY

HISTORIC IMAGE #5: DETAIL - 1901 USGS MAP

HISTORIC IMAGE #6: DETAIL - 1926 BLACKBURN'S MAP OF SOUTHERN CALIFORNIA

HISTORIC IMAGE #7: DETAIL - 1934 HIGHWAY MAP OF SAN DIEGO COUNTY

HISTORIC IMAGE #8: DETAIL - 1938 HISTORIC AERIAL

HISTORIC IMAGE #9: DETAIL - 1941 USGS MAP

HISTORIC IMAGE #10: DETAIL - 1942 USGS MAP

HISTORIC IMAGE #11: DETAIL - 1946 HISTORIC AERIAL

HISTORIC IMAGE #12: DETAIL - 1949 USGS MAP

HISTORIC IMAGE #13: DETAIL - 1953 HISTORIC AERIAL

HISTORIC IMAGE #14: DETAIL - 1968 USGS MAP

HISTORIC IMAGE #15: DETAIL - 1978 HISTORIC AERIAL

HISTORIC IMAGE #16: DETAIL - 1980 HISTORIC AERIAL

HISTORIC IMAGE #17: DETAIL - 1993 HISTORIC AERIAL

HISTORIC IMAGE #18: DETAIL - 2005 HISTORIC AERIAL

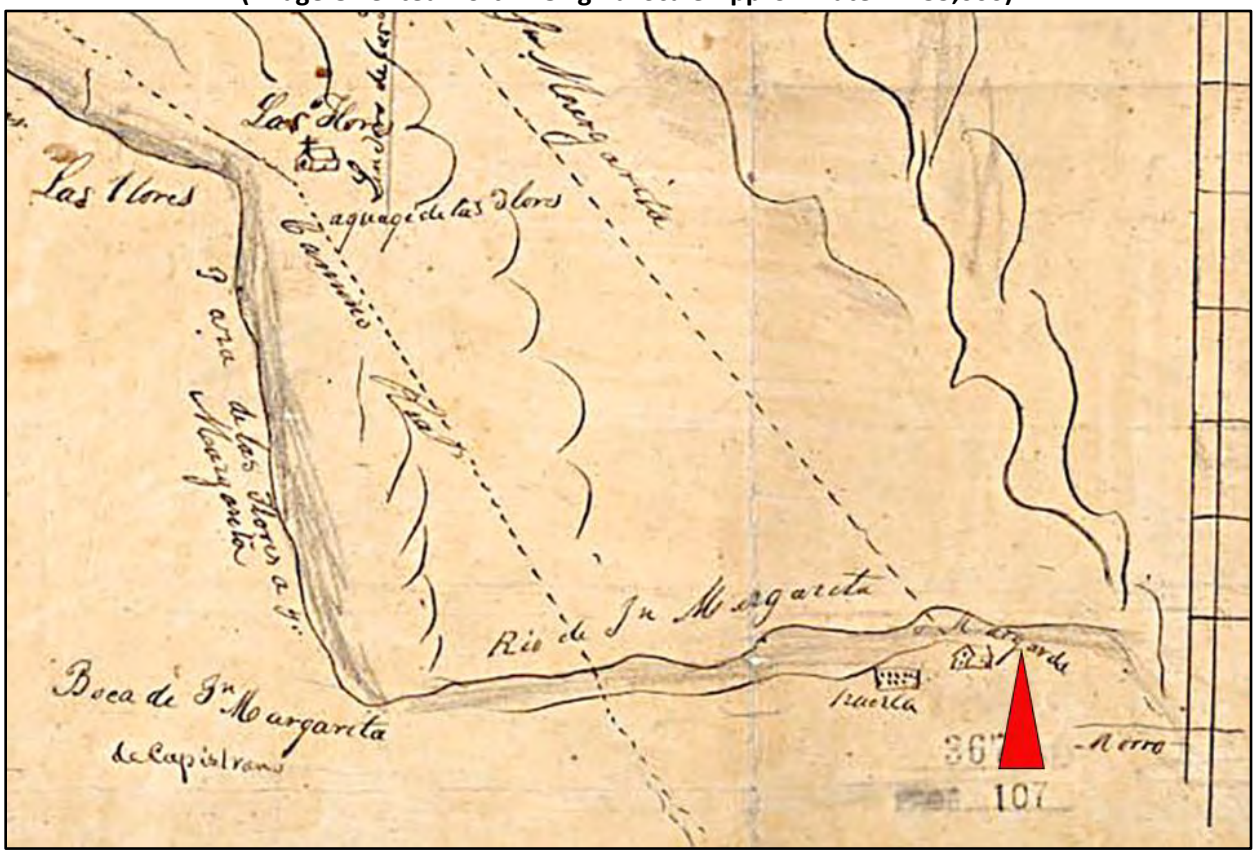
HISTORIC IMAGE #19: DETAIL - 2012 HISTORIC AERIAL

HISTORIC IMAGE #20: DETAIL - 2014 HISTORIC AERIAL

HISTORIC IMAGE #21: DETAIL - 2018 HISTORIC AERIAL

HISTORIC IMAGE #1: DETAIL – RANCHO DE SAN ONOFRIO CIRCA 1840

(Image Oriented North - Original Scale Approximate = 1:55,000)



RANCHO DE SAN ONOFRIO Circa 1840 – Map of Rancho de San Onofrio, U.S. District Court. California, Southern District. Land case 367 SD, page 107; land case map D-1413 (Bancroft Library). Pio Pico, claimant.

- The overall map, likely prepared in the early 1840's, depicts Rancho de San Onofrio as granted to Pio Pico in 1836. Pico would later consolidate his interests in the region through receipt of the Rancho Santa Margarita y Las Flores grant in 1844. The above map detail in the vicinity of the Project Site, depicts the Santa Margarita River, a house (Margarita), a "puebla," and a route between San Onofrio and Santa Margarita. The Camino Real is depicted to the west of the Project Site.

The **RED TRIANGLE** marks the approximate location of the Project Site relative to the location of Santa Margarita Ranch House as depicted on the map.

HISTORIC IMAGE #2: DETAIL – DISEÑO 1855

(Image Oriented North - Original Scale Approximate = 1:66,000)

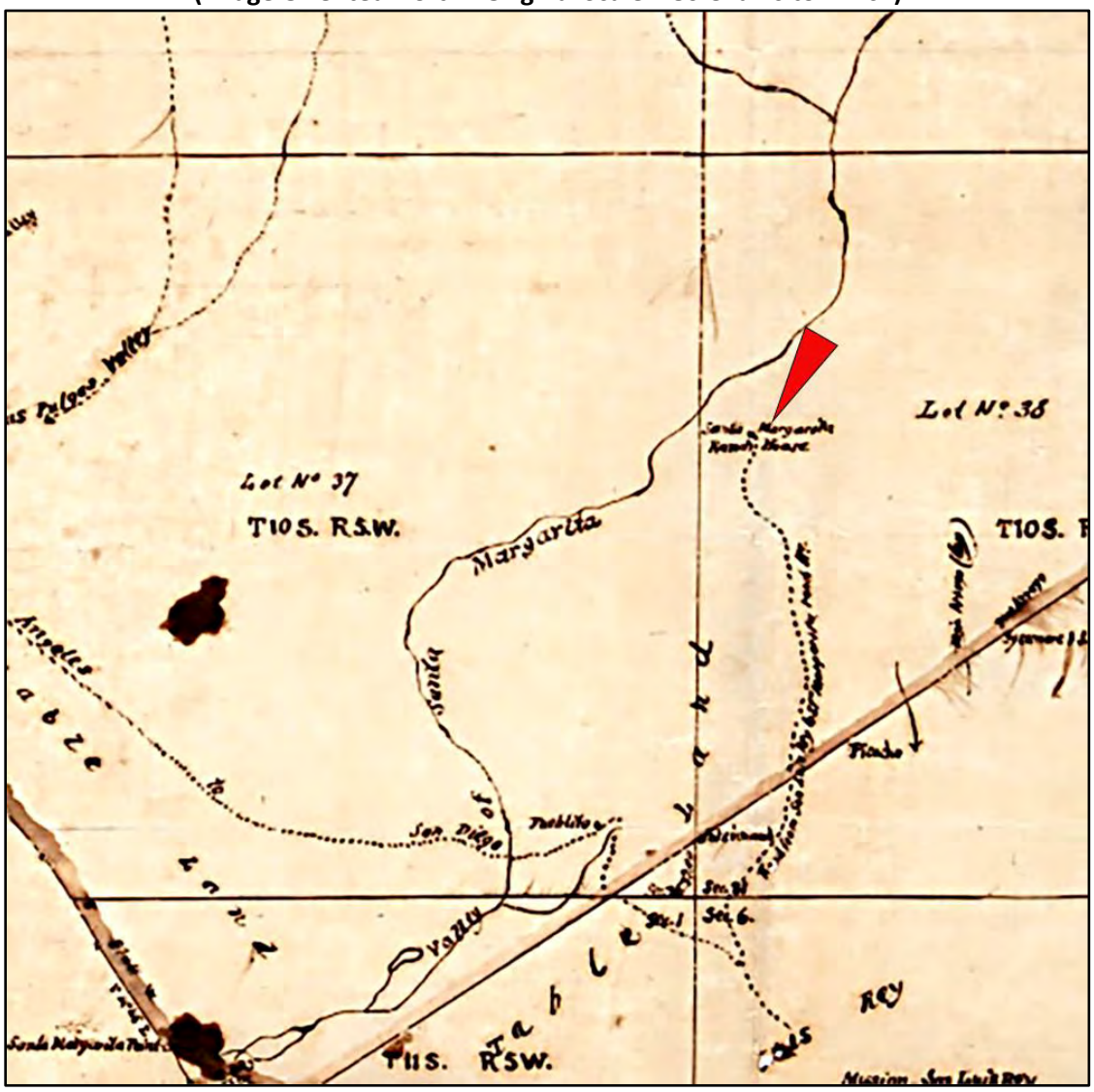
DISEÑO 1855 – No. 700-1 Pio Pico et al, Diseño Del Rancho de Sta. Margarita, A.P.L. Exhibit to the deposition of John Forster, March 14, 1855. Filed in office on March 15, 1855, Geo, Fisher. From U.S. District Court. Southern District. Reportedly depicts rancho circa 1845.

- The overall map depicts the entirety of Rancho Santa Margarita y Las Flores as confirmed to Pio Pico in 1844, along with various topographical features, roads, trails, rivers, streams, and valleys. Locations are approximate. The above map detail in the immediate vicinity of the HERC Project Site and Project Study Area, depicts the Santa Margarita valley and river, along with several trails in the general vicinity. To the south of the Santa Margarita River flow line, what appears to be an agricultural field, a fenced area, a circular corral, and a house location along with a trail identified as the “Camino de San Luis” are depicted. In addition, a “pueblita” is depicted to the south and west of the house and agricultural field, and a “Laguna” is depicted to the north and east.

The **RED TRIANGLE** marks the approximate location of the Project Site.

HISTORIC IMAGE #3: DETAIL – 1867 PLAT OF THE RANCHO SANTA MARGARITA

(Image Oriented North - Original Scale = 80 Chains to 1 Inch)



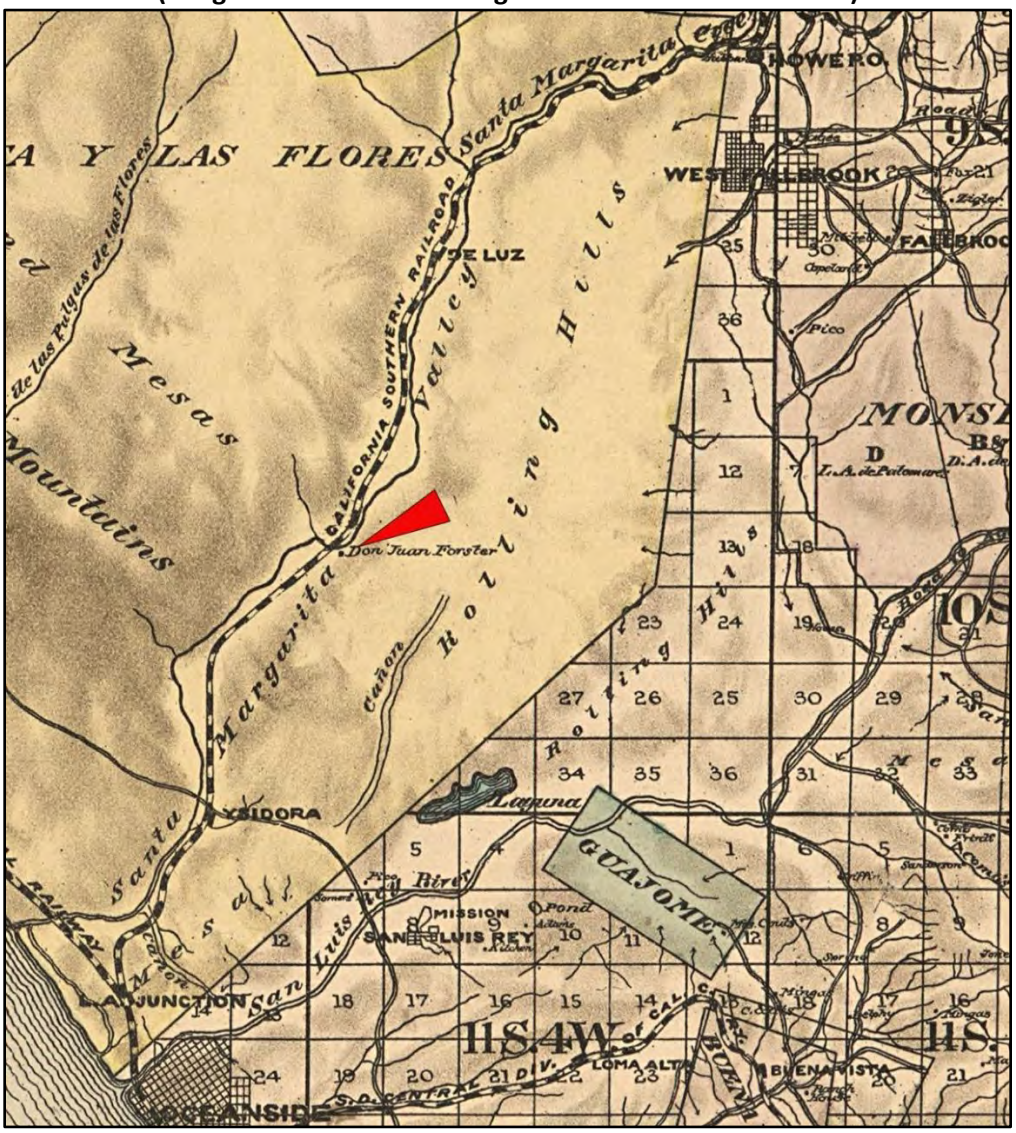
PLAT 1867 – Plat of the Rancho Santa Margarita y las Flores, finally confirmed to Pio Pico, et al, Surveyed under Instructions from the U. S. Surveyor General, Prepared by Max Strobel, Deputy Surveyor, July 1867, Initially signed as approved by the U.S. Surveyor General, San Francisco, June 11, 1868, and signed as finally confirmed to Pio Pico et al on October 23, 1870.

- The entirety of "Rancho Santa Margarita y Las Flores" is depicted on the overall map. In the above detail in the immediate vicinity of the HERC Project Site and Project Study Area, the Santa Margarita Valley is depicted, Lot No. 38, T10S R4W is depicted, the location of "Santa Margarita Ranch House" is depicted, and a "Road from San Luis Rey to St. Margarita Ranch He." is depicted ending at the ranch house.

The **RED TRIANGLE** marks the approximate location of the Project Site.

HISTORIC IMAGE #4: DETAIL – 1889 OFFICIAL MAP OF SAN DIEGO COUNTY

(Image Oriented North - Original Scale = 3 Miles to 1 Inch)



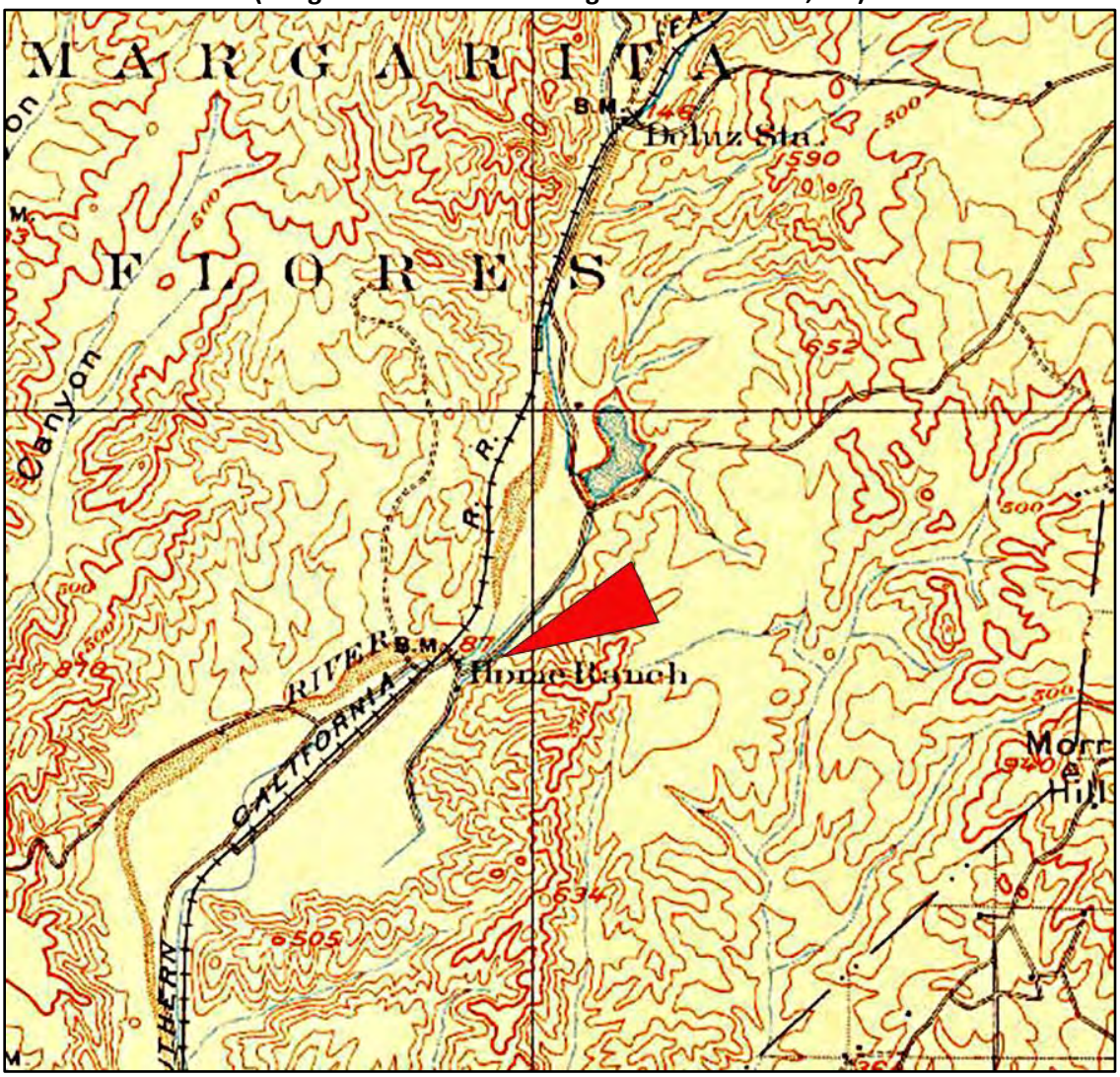
SAN DIEGO COUNTY 1889 – Official Map of San Diego County, California, Compiled from latest official maps of U.S. surveys, Railroad and Irrigation surveys, county Records, and other reliable sources. Drawn by T. D. Beasley, Under Supervision of Jas. D. Schuyler C.E., 1889. Scale 3 Miles to 1 Inch. Adopted by Supervisors of the County of San Diego. Copyright T.D. Beasley 1890.

- The above map detail in the immediate vicinity of the HERC Project Site and Project Study Area, depicts the Santa Margarita Valley, the Santa Margarita River, the Southern California Railroad alignment, and the Don Juan Forster residence (future location of Home Ranch). The closest RR station to the north of the Forster residence is De Luz, and the RR station to the south is Ysidora. The railroad alignment is depicted to the west/north of the river. No surface roads are depicted in the vicinity of the Project Site. These features are all depicted as within the boundaries of "Santa Margarita Y Las Flores."

The **RED TRIANGLE** marks the approximate location of the Project Site battery installation location.

HISTORIC IMAGE #5: DETAIL – 1901 USGS MAP

(Image Oriented North - Original Scale = 1:125,000)



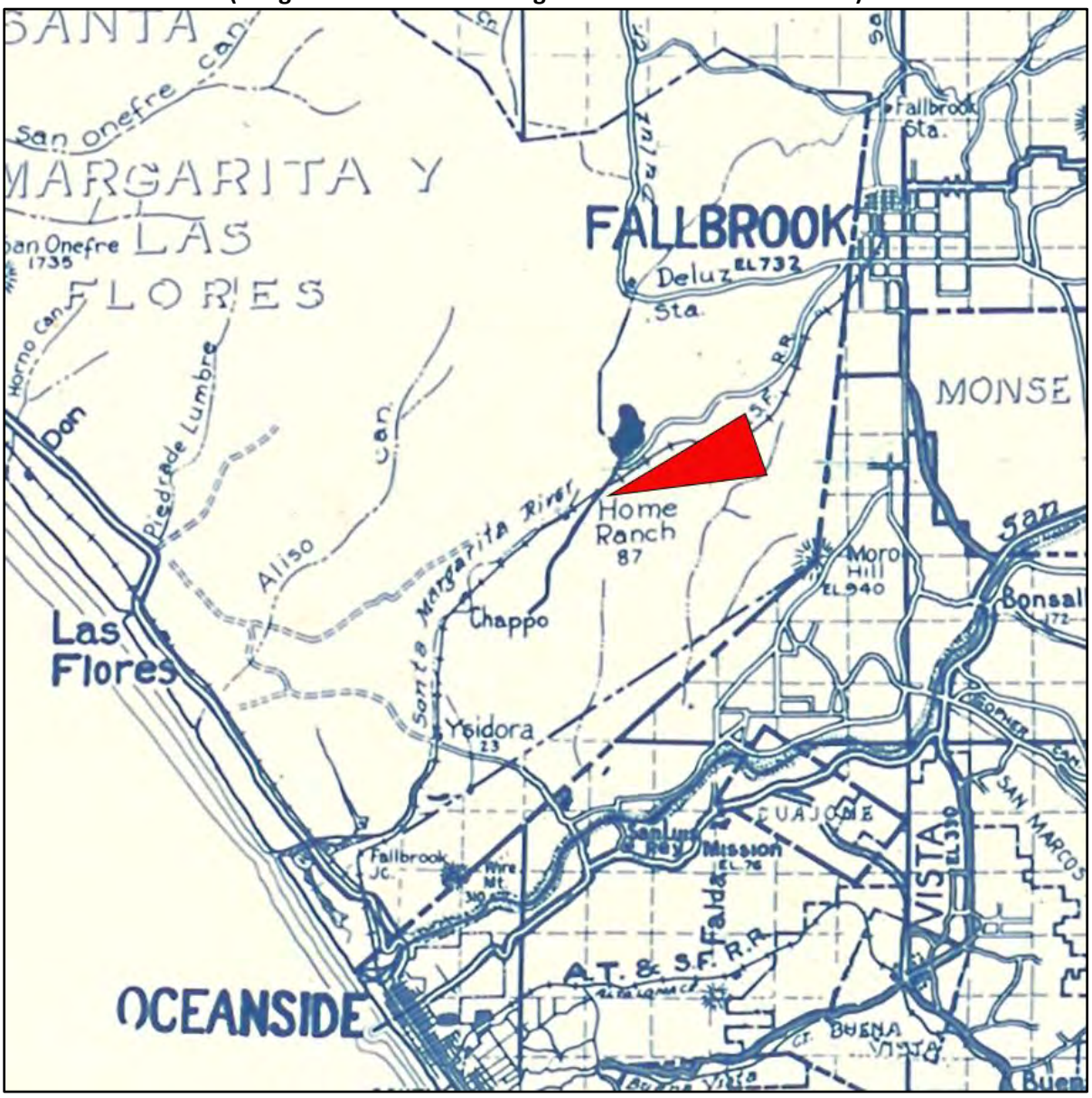
USGS 1901 – United States Geological Survey (USGS). San Luis Rey, California, Quadrangle, Scale 1:125000. Surveyed or prepared from data 1891 and 1898. Edition of 1901.

- The above USGS map detail depicts the Santa Margarita River flow line, and Home Ranch with buildings to the north and south of a road generally trending NE to SW. From Home Ranch the road leads southerly to Ysidora and northerly to a body of water identified on subsequent USGS maps variously as “O Neil Lake” and “O’Neill Lake” near the Project Site laydown area. This road passed by and possibly through the northern end of the HERC Project Site battery installation area. The road splits at the lake near the Project Site laydown area, with the easterly branch continuing to Fallbrook and the westerly branch continuing to Deluz Station. The Fallbrook Branch of the Southern California Railroad alignment is depicted to the west of the Santa Margarita River flow line.

The **RED TRIANGLE** marks the approximate location of the Project Site battery installation location.

HISTORIC IMAGE #6: DETAIL – 1926 BLACKBURN'S MAP

(Image Oriented North - Original Scale = 1 Inch to 6 Miles)



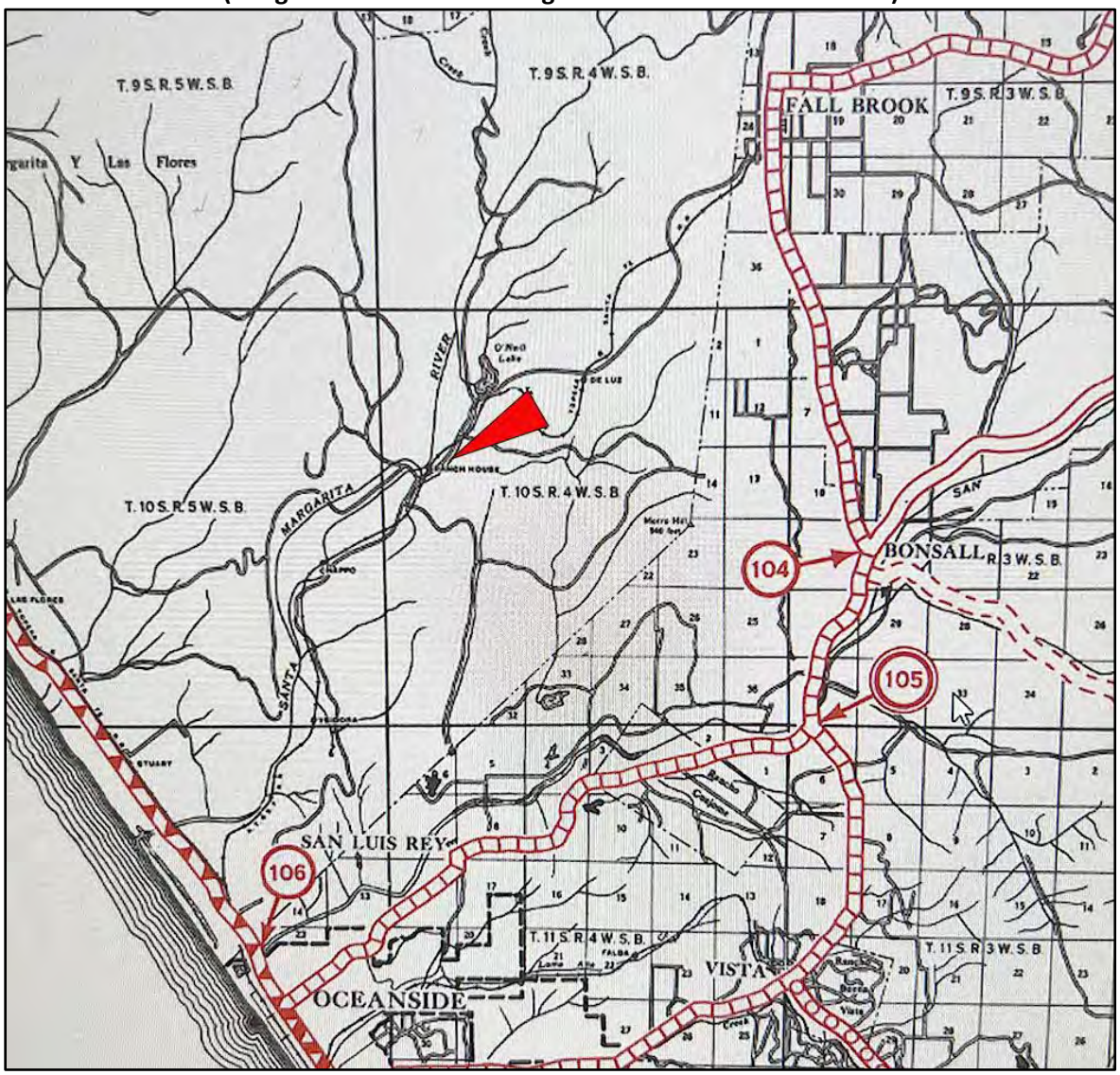
BLACKBURN'S 1926 – Blackburn's Map of Southern California 10 Counties, Published by O. V. Blackburn, Los Angeles, California, 1926.

- In the immediate vicinity of the HERC Project Site and Project Study Area the location of Home Ranch is depicted, as is the Santa Margarita River, the lake to the north of Home Ranch near the Project Site laydown area, and the A. T. & S. F. railroad alignment which has been realigned to the south of the Santa Margarita River near the collective Project Sites. An unnamed surface road traveling in a NE to SW direction leads from Fallbrook to Home Ranch. These features are depicted as within the boundaries of "Santa Margarita Y Las Flores."

The **RED TRIANGLE** marks the approximate location of the Project Site battery installation location.

HISTORIC IMAGE #7: DETAIL - 1934 DIVISION OF HIGHWAYS MAP

(Image Oriented North - Original Scale = Bar Scale in Miles)



DIVISION OF HIGHWAYS 1934 – Highway Transportation Survey of 1934, San Diego County. Prepared by the State of California, Department of Public Works, Division of Highways. Base map copyrighted by Rand McNally & Company, 1934.

- In the immediate vicinity of the Project Site and Project Study Area the location of a Ranch House (presumably the O'Neill Ranch or Home Ranch) is depicted, as is the Santa Margarita River, O'Neill Lake to the north of the ranch house near the Project Site laydown area, and the Atchison Topeka & Santa Fe railroad alignment. De Luz is the first station to the north of the Ranch House, and Chappo is the first station to the south of the Ranch House. A well-developed network of surface roads links the Ranch House to the coast, to points on the south, and to Fallbrook and points beyond on the north.

The **RED TRIANGLE** marks the approximate location of the Project Site battery installation location.

HISTORIC IMAGE #8: DETAIL - 1938 HISTORIC AERIAL

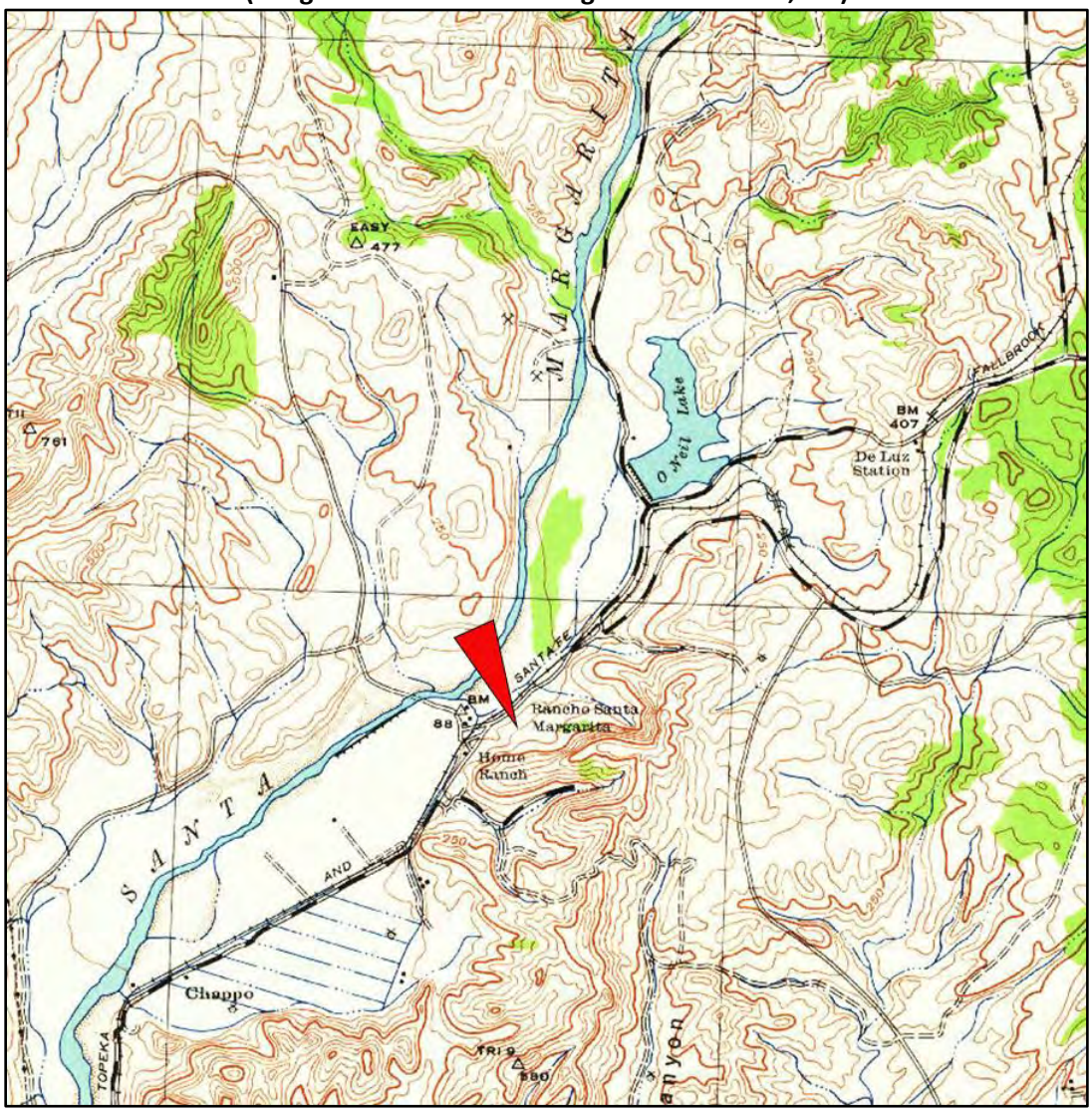
Image Oriented North. 1938 Historic Aerial from Historcaerials.com.

- In the immediate vicinity of the Project Site battery installation location, and southern portion of the Project Study Area, a well-developed surface road is visible travelling in a general SW to NE direction from Home Ranch to O'Neill Lake and beyond. A long rectangular structure (probably a barn or shed) and corral are visible. The road jogs out with a small spur leading to the barn and corral. This is the first known built environment feature within the Project Site battery installation location. The AT&SF RR alignment is also visible to the north of the road. There are no built environment improvements in what is generally referred to today as Haybarn Canyon, although the trace of a trail is visible traveling down the middle of the canyon. This aerial provides definitive data on the Project Site battery installation location immediately prior to the establishment of Camp Pendleton.

The **RED TRIANGLE** marks the approximate location of the Project Site battery installation location.

HISTORIC IMAGE #9: DETAIL – 1941 USGS MAP

(Image Oriented North - Original Scale = 1:62,500)



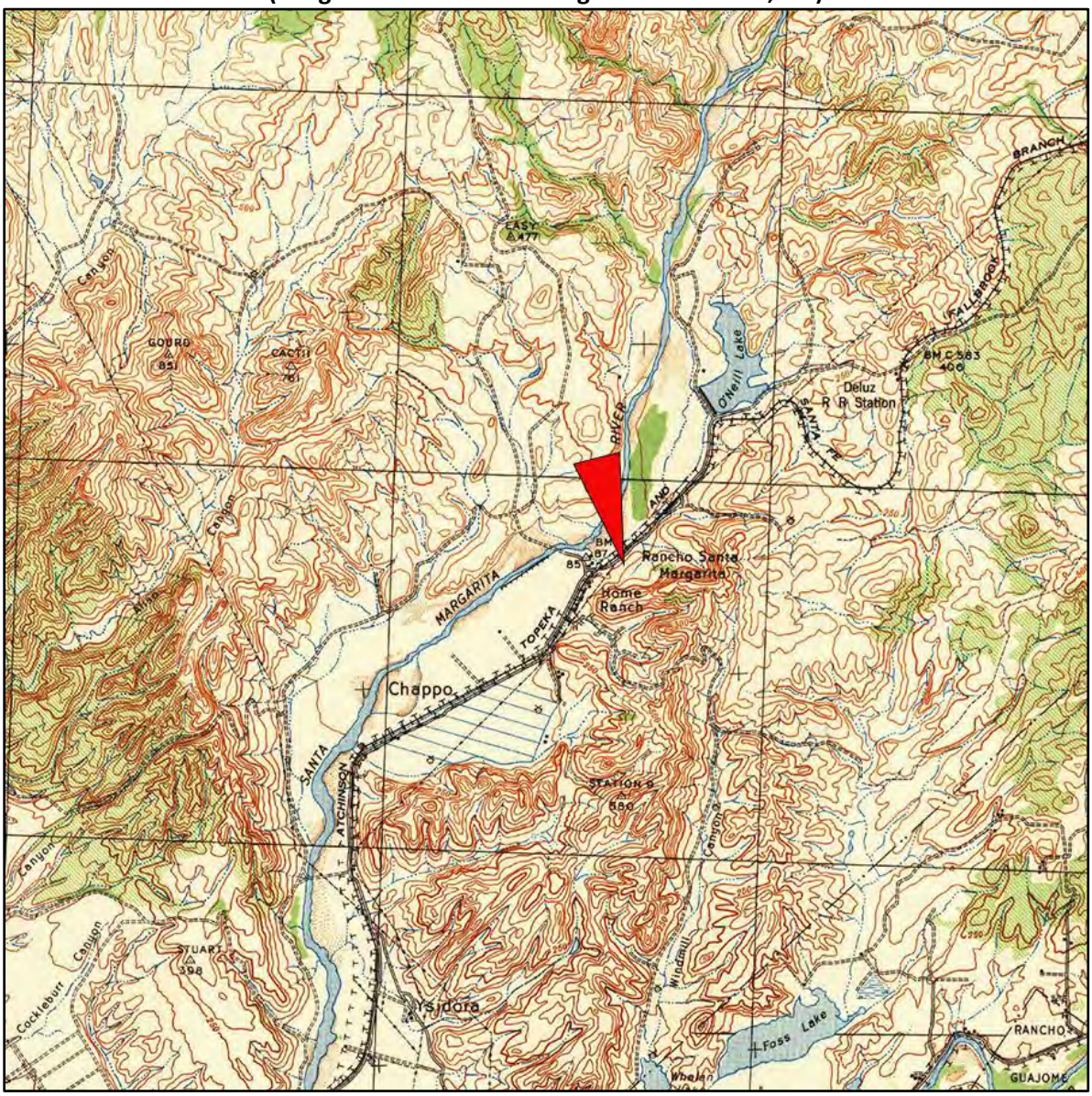
USGS 1941 – War Department, Corps of Engineers, U.S. Army. Margarita Peak, California, Quadrangle, 15-Minute Series. Prepared under the direction of the Chief of Engineers, U.S. Army, from data gathered 1933-1941. Engineer Reproduction Plant, Washington D. C. 1941.

- In the immediate vicinity of the Project Site and Project Study Area an improved light duty roadway alignment is depicted directly adjacent to and north of the Project Site battery installation location, traveling in a generally SW to NE direction from Home Ranch to "O Neil Lake," near the Project Site laydown area. This road has been improved to a hard surface medium duty road. The California Southern Railroad alignment has been moved to the east of the Santa Margarita River and is now identified as the Atchison Topeka and Santa Fe Railroad alignment. A new De Luz Station has been identified. The location of Home Ranch is also depicted. No surface roads are identified by name in the vicinity of the Project Site.

The **RED TRIANGLE** marks the approximate location of the Project Site battery installation location.

HISTORIC IMAGE #10: DETAIL – 1942 USGS MAP

(Image Oriented North - Original Scale = 1:62,500)



USGS 1942 – War Department, Corps of Engineers, U.S. Army. Margarita Peak, California, Quadrangle, Grid Zone "G,"15-Minute Topographic Series. Prepared under the direction of the Chief of Engineers, U.S. Army, from data gathered 1933-1939. Road data Revised in 1941. Engineer Reproduction Plant, Washington D. C. 1942.

- The USGS 1942 edition of Margarita Peak remains much the same as the USGS 1941 edition in the immediate vicinity of the Project Site and Project Study Area. However, an electrical transmission line is depicted following and directly adjacent to the Atchison Topeka and Santa Fe Railroad alignment. This would indicate that the SDG&E electrical mainline had already been constructed. No surface roads are identified by name in the vicinity of the Project Site and Project Study Area.

The **RED TRIANGLE** marks the approximate location of the Project Site battery installation location.

HISTORIC IMAGE #11: DETAIL - 1946 HISTORIC AERIAL

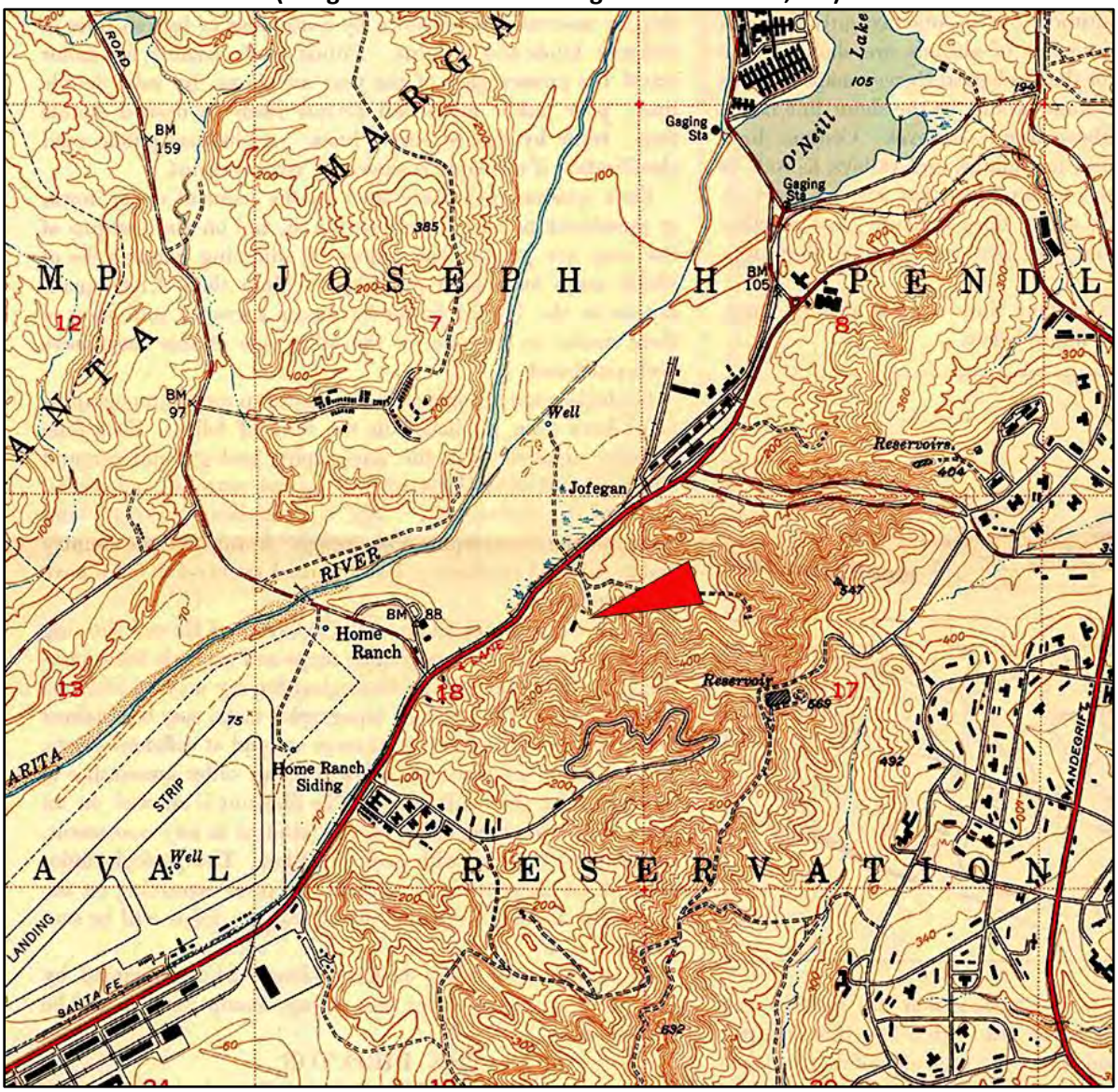
Image Oriented North. 1946 Historic Aerial from Historcaerials.com.

- Vandegrift Boulevard is depicted passing by the northern end of the future Project Site battery installation location. The barn/shed and corral depicted in the 1938 aerial have been removed and the older two-lane road alignment has been totally obliterated by the construction of four-lane Vandegrift Boulevard. The AT&SF RR alignment is visible adjacent to and to the north of Vandegrift Boulevard. A line of what appear to be trees has been planted on the north side of the E-W two-lane dirt road (Haybarn Access Road), and a new "Y" roadway entry/exit has been created at Vandegrift Boulevard. In Haybarn Canyon, or at the future proposed battery installation location, several features are depicted including a dirt road spur, a long rectangular structure, perhaps a barn/shed with a parking area, additional graded storage areas with a large number of what appear to be parked vehicles, and/or bins, boxes or other items, and a small improvement at the original SDG&E substation location.

The **RED TRIANGLE** marks the approximate location of the Project Site battery installation location.

HISTORIC IMAGE #12: DETAIL – 1949 USGS MAP

(Image Oriented North - Original Scale = 1:24,000)



USGS 1949 – United States Geological Survey (USGS). Morro Hill, California, Quadrangle. 7.5-minute Topographic Series. Prepared from 1946 and 1948 data. Published USGS, Washington D. C. Edition of 1949.

- In the immediate vicinity of the Project Site battery installation location, an unimproved dead-end W-E dirt road is depicted leading to the east off of Vandegrift Boulevard. This road leads to two buildings at the easterly end of the alignment. A small unimproved dirt spur cuts to the south leading to two structures, one which is small and one which is larger. The southernmost structure is presumed to be the original SDG&E substation. To the north, near the Project Site laydown area, Building 2665 (Laundry) and Building 2662 (Logistics Division) are depicted.

The **RED TRIANGLE** marks the approximate center of the Project Site battery installation location.

HISTORIC IMAGE #13: DETAIL - 1953 HISTORIC AERIAL

Image Oriented North. 1953 Historic Aerial from Historcaerials.com.

- In 1953, conditions remain essentially the same in the immediate vicinity of the HERC Project Site and Project Study Area with the exception that fewer items are being stored. Also, the original SDG&E substation configuration is much easier to see, and it appears to have been expanded in size.

The **RED TRIANGLE** marks the approximate center of the Project Site battery installation location.

HISTORIC IMAGE #14: DETAIL – 1968 USGS MAP

(Image Oriented North - Original Scale = 1:24,000)

USGS 1968 – United States Geological Survey (USGS). Morro Hill, California, Quadrangle. 7.5-minute Topographic Series. Prepared from data 1946, 1948, 1967, 1968. Published Denver CO and Washington D. C. Edition of 1968.

- Vandegrift Boulevard is identified by name and depicted as a hard surface, medium duty, road with four lanes. Home Ranch is depicted. The Atchison Topeka and Santa Fe Railroad alignment is identified by name and immediately adjacent to and to the west of Vandegrift Boulevard in the immediate vicinity of the HERC Project Site and Project Study Area. The SDG&E substation is depicted. At the Project Site battery installation location, a small structure is depicted at the extreme southern end of the Haybarn Canyon Road Spur. This is presumed to be the original SDG&E substation. Near the Project Site laydown area, Building 2665 (Laundry) and Building 2662 (Logistics Division), continue to be depicted.

The **RED TRIANGLE** marks the approximate center of the Project Site battery installation location.

HISTORIC IMAGE #15: DETAIL - 1978 HISTORIC AERIAL

Image Oriented North. 1978 Historic Aerial from Historcaerials.com

The following changes have taken place to various built environment features in the vicinity of the Project Site battery installation location.

- The long rectangular structure (perhaps a barn or storage shed) with a parking area has been removed.
- Several small structures (possibly storage units) have been moved onto the site.

The **RED TRIANGLE** marks the approximate center of the Project Site battery installation location.

HISTORIC IMAGE #16: DETAIL - 1980 HISTORIC AERIAL

Image Oriented North. 1980 Historic Aerial from Historcaerials.com

The following changes have taken place to various built environment features in the vicinity of the Project Site battery installation location.

- Much of the site appears to have been cleared of debris and graded.
- Additional small structures (possibly storage units) have been moved onto the site for a total of 12 small structures.

The **RED TRIANGLE** marks the approximate center of the Project Site battery installation location.

HISTORIC IMAGE #17: DETAIL - 1993 HISTORIC AERIAL

Image Oriented North. 1993 Historic Aerial from Historcaerials.com

The following changes have taken place to various built environment features in the vicinity of the Project Site battery installation location.

- A new SDG&E substation appears to be under construction.
- The new substation appears as completed in the 1994 historic aerial.

The **RED TRIANGLE** marks the approximate center of the Project Site battery installation location.

HISTORIC IMAGE #18: DETAIL - 2005 HISTORIC AERIAL

Image Oriented North. 2005 Historic Aerial from Historcaerials.com

The following changes have taken place to various built environment features in the vicinity of the Project Site battery installation location.

- Conditions remain essentially the same In the immediate vicinity of the HERC Project Site and Project Study Area from 1994-2003, although portions of the original SDG&E substation appear to have been removed or modified.
- By 2005, however, several small buildings/structures have been built to the north of "Haybarn Road."

The **RED TRIANGLE** marks the approximate center of the Project Site battery installation location.

HISTORIC IMAGE #19: DETAIL - 2012 HISTORIC AERIAL

Image Oriented North. 2012 Historic Aerial from Historcaerials.com

The following changes have taken place to various built environment features in the vicinity of the Project Site battery installation location.

- The Water Treatment Plant appears as built.

The **RED TRIANGLE** marks the approximate center of the Project Site battery installation location.

HISTORIC IMAGE #20: DETAIL - 2014 HISTORIC AERIAL

Image Oriented North. 2014 Historic Aerial from Historcaerials.com

The following changes have taken place to various built environment features in the vicinity of the Project Site battery installation location.

- A new Camp Pendleton owned MS1 Metering Station is depicted, directly adjacent to the new SDG&E substation.

The **RED TRIANGLE** marks the approximate center of the Project Site battery installation location.

HISTORIC IMAGE #21: DETAIL - 2018 HISTORIC AERIAL

Image Oriented North. 2018 Historic Aerial from Historcaerials.com

The following changes have taken place to various built environment in the vicinity of the Project Site battery installation location.

- A new building and several associated structures appear as being under construction to the south side of Vandegrift Boulevard to the immediate north of its intersection with Haybarn Access Road This small building complex appears as completed in a 2020 aerial.

The **RED TRIANGLE** marks the approximate center of the Project Site battery installation location.