RECON

Archaeological Resources Survey for the Black Mountain Road Community Plan Amendment Project San Diego, California

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RECON Number 6524
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ARCHAEOLOGICAL RESOURCE REPORT FORM

I. PROJECT DESCRIPTION AND LOCATION

The Black Mountain Road Community Plan Amendment (CPA) Project (project) proposes to reclassify a segment of Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major. The project site is located in the City of San Diego (City), in San Diego County, east of Interstate 5, west of Interstate 15, and crosses State Route 56 (SR-56; Figure 1). The project site occurs in an unsectioned portion of Los Peñasquitos landgrant, Township 14 South, Range 3 West of the U.S. Geological Survey 7.5-minute topographic maps Poway and Del Mar quadrangles, and Section 13, Township 14 South, Range 3 West of the USGS 7.5-minute map Del Mar quadrangle (Figure 2). The project segment of Black Mountain Road subject to the CPA (project roadway) stretches approximately 1.3 miles from Twin Trails Drive on the north to the southern boundary of the Rancho Peñasquitos community adjacent to the Los Peñasquitos Canyon Preserve. The project roadway currently operates as a 4-lane Major with landscaped center medians, contiguous sidewalks, and Class II bike lanes. The bridge section of Black Mountain Road over SR-56 is wider and operates as a 5-lane Primary Arterial.

The project proposes a General Plan Amendment (GPA) to Figure LU-2, Land Use and Street System Map in the Land Use and Community Planning Element of the General Plan to reclassify the project roadway from a Prime Arterial to a Major Arterial, and a CPA to the Rancho Peñasquitos Community Plan Circulation Element to reclassify the project roadway from a 6-lane Primary Arterial to a 4-lane Major[1]. The City Planning Commission initiated the Community Plan Amendment on February 27, 2014.

The project proposes the following roadway improvement as a design feature to increase the northbound to westbound left-turn pocket storage and improve the flow of northbound traffic (project design feature):

Restripe the segment of Black Mountain Road between the SR-56 westbound ramps and SR-56 eastbound ramps to include an additional northbound lane along Black Mountain Road from the SR-56 eastbound ramps to the middle of the overpass. To accommodate the additional northbound land created by this restriping on the overpass, the roadway north of the overpass bridge would need to be widened for northbound traffic. The widening would extend approximately 0.15 mile from the SR-56 westbound off-ramp to the first commercial driveway to the north of the overpass.

The following three roadway improvements identified in the Transportation Impact Study (TIS) would mitigate traffic impacts associated with the reclassification of the project roadway from a 6-lane Primary Arterial to a 4-lane Major:

MM-TRA-1: Install a traffic signal at the intersection of Sundance Avenue and Twin Trails Drive.

MM-TRA-2: Construct a continuous auxiliary lane on eastbound SR-56 between Camino del Sur and Black Mountain Road.

[1]The City of San Diego General Plan and Rancho Peñasquitos Community Plan use different nomenclature for roadway classifications. Consequently, the GPA would reclassify the project roadway as a Major Arterial, and the CPA would reclassify the project roadway as a 4-lane Major.

MM-TRA-3: Construct an additional on-ramp lane at the Rancho Peñasquitos Boulevard/SR-56 westbound on-ramp.

Figure 3 shows the locations of the survey areas for the project design feature and three traffic mitigation measures in relation to the project roadway. The footprints of the project design feature, MM-TRA-2, and MM-TRA-3 were surveyed as part of this archaeological resources survey. Although shown on Figure 3, the footprint of MM-TRA-1 is limited to installation of a traffic signal within an existing paved intersection, and therefore was not surveyed.

Concurrent with the GPA and CPA, the project would also amend the Black Mountain Ranch Subarea Plan and Transportation Phasing Plan (TPP) to remove the requirement to widen the project roadway to a 6-lane Primary Arterial and to add the project design feature and three traffic mitigation measures. As a part of this amendment, the TPP for Black Mountain Ranch would be updated to reflect the project and mitigation measures.

Implementation of the project would subsequently require amending the Rancho Peñasquitos, Black Mountain Ranch, and Pacific Highlands Ranch Public Facilities Financing Plans (PFFPs) to remove the requirement to widen the project roadway to a 6-lane Primary Arterial and to add the project design feature and three traffic mitigation measures. At such time the PFFPs are updated for the Rancho Peñasquitos, Black Mountain Ranch, and Pacific Highlands Ranch communities, any changes to reflect the project and mitigation measures adopted by this action would be incorporated.

II. SETTING

Natural Environment (Past and Present)

The project is located north of Los Peñasquitos Canyon. A tributary of Los Peñasquitos Creek runs southwest/northeast beneath the bridge section of SR-56 within the footprint of MM-TRA-2. Elevations at the footprints of the proposed roadway improvement areas range from 400 feet above mean sea level (AMSL) on the west end of MM-TRA-2 to 320 feet AMSL where the tributary is situated; 520 to 580 feet AMSL at the project design feature, and 580 to 600 feet AMSL at MM-TRA-3. The SR-56 corridor is surrounded by residential use and some commercial development.

The soil in MM-TRA-2 consists of the Redding gravelly loam series with 2 to 9 percent slope (RdC), Terrace Escarpments (TeF), and Olivenhain cobbly loam with 9 to 30 percent slope (OhE). The Redding soils series consists of well-drained, undulating to steep gravelly loams with a gravelly clay subsoil and hardpan. The Terrace Escarpment soils consist of steep to very steep escarpments, which occur on the nearly even fronts of terraces or alluvial fans. There are 4 to 10 inches of loamy or gravelly soil over soft marine sandstone, shale, or gravelly sediments. The Olivenhain cobbly loam series consists of well-drained cobbly loams with a very cobbly clay subsoil that formed in old cobbly and gravely alluvium. The soil within the project design feature consists of Olivenhain cobbly loam with 2 to 9 percent (OhC), Diablo clay with 9 to 15 percent slope (DaD), and Diablo Olivenhain complex with 9 to 30 percent slope (DoE). The Diablo series consists of well-drained, moderately deep to deep clays derived from soft, calcareous sandstone and shale and occurs on uplands. The Diablo–Olivenhain complex is 50 percent Diablo clay and 45 percent Olivenhain cobbly loam. The soil in MM-TRA-3 consists of Diablo clay with 9 to 15 percent slopes and Diablo clay with 15 to 30 percent slopes (DaE2) (U.S. Department of Agriculture 1973).

Ethnography/History

The prehistoric cultural sequence in San Diego County is generally conceived as comprising three basic periods: the Paleoindian, dated between about 11,500 and 8,500 years ago and manifested by the artifacts of the San Dieguito Complex; the Archaic, lasting from about 8,500 to 1,500 years ago (A.D. 500) and manifested by the cobble and core technology of the La Jollan Complex; and the Late Prehistoric, lasting from about 1,500 years ago to historic contact (i.e., A.D. 500 to 1769) and represented by the Cuyamaca Complex. This latest complex is marked by the appearance of ceramics, small arrow points, and cremation burial practices.

The Paleoindian Period in San Diego County is most closely associated with the San Dieguito Complex, as identified by Rogers (1938, 1939, 1945). The San Dieguito assemblage consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting (Warren et al. 1993:III-33).

The Archaic Period in coastal San Diego County is represented by the La Jolla Complex, a local manifestation of the widespread Millingstone Horizon. This period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jollan Complex along the coast and the Pauma Complex inland. Pauma Complex sites lack the shell that dominates many La Jollan sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. The La Jollan assemblage is dominated by rough, cobble-based choppers and scrapers, and slab and basin metates. Elko series projectile points appeared by about 3,500 years ago. Large deposits of marine shell at coastal sites argue for the importance of shellfish gathering to the coastal Archaic economy.

Near the coast and in the Peninsular Mountains beginning approximately 1,500 years ago, patterns began to emerge that suggest the ethnohistoric Kumeyaay. The Later Prehistoric Period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversify and intensify during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive but effective technological innovations. The late prehistoric archaeology of the San Diego coast and foothills is characterized by the Cuyamaca Complex. It is primarily known from the work of D. L. True at Cuyamaca Rancho State Park (True 1970). The Cuyamaca Complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants, steatite comales (heating stones), Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, mortars and pestles, and Desert Side-Notched (more common) and Cottonwood Series projectile points.

Ethnohistory

The Kumeyaay (also known as Kamia, Ipai, Tipai, and Diegueño) occupied the southern two-thirds of San Diego County. The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherias. Settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places (Cline 1984a and 1984b). Their economic system consisted of hunting and gathering, with a focus on small game, acorns, grass seeds, and other plant resources. The most basic social and economic unit was the patrilocal extended family. A wide range of tools was made of locally available and imported materials. A simple shoulder-height bow was utilized for hunting. Numerous other

flaked stone tools were made including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, cherts, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars, manos, metates, and pestles typically made of locally available fine-grained granite. Both portable and bedrock types are known. The Kumeyaay made fine baskets using either coiled or twined construction. The Kumeyaay also made pottery, utilizing the paddle-and-anvil technique. Most were a plain brown utility ware called Tizon Brown ware, but some were decorated (Meighan 1954; May 1976, 1978).

Spanish/Mexican/American Periods

The Spanish Period (1769–1821) represents a time of European exploration and settlement. Military and naval forces along with a religious contingent founded the San Diego Presidio, the pueblo of San Diego, and the San Diego Mission in 1769 (Rolle 1998). The mission system used forced Native American labor and introduced horses, cattle, other agricultural goods, and implements. Native American culture in the coastal strip of California rapidly deteriorated despite repeated attempts to revolt against the Spanish invaders (Cook 1976). One of the hallmarks of the Spanish colonial scheme was the rancho system. In an attempt to encourage settlement and development of the colonies, large land grants were made to meritorious or well-connected individuals.

In 1821, Mexico declared its independence from Spain. During the Mexican Period (1822–1848), the mission system was secularized by the Mexican government and these lands allowed for the dramatic expansion of the rancho system. The southern California economy became increasingly based on cattle ranching.

The Mexican period ended when Mexico signed the Treaty of Guadalupe Hidalgo on February 2, 1848, concluding the Mexican–American War (1846–1848; Rolle 1998). Just prior to the signing of the Treaty of Guadalupe Hidalgo, gold was discovered in the northern California Sierra–Nevada foothills, the news was published on March 15, 1848, and the California Gold Rush ensued the following year. The great influx of Americans and Europeans eliminated many remaining vestiges of Native American culture. California became a state in 1850.

The American homestead system encouraged settlement beyond the coastal plain into areas where Indians had retreated to avoid the worst of Spanish and Mexican influences (Carrico 1987; Cook 1976). A rural community cultural pattern existed in San Diego County from approximately 1870 to 1930. These communities were composed of an aggregate of people who lived on scattered farmsteads tied together through a common school district, church, post office, and country store (Hector and Van Wormer 1986; Pourade 1963).

III. AREA OF POTENTIAL EFFECT (APE)

The APE encompasses approximately 2.55 acres in total for the three areas surveyed (project design feature, MM-TRA-2, and MM-TRA-3).

IV. STUDY METHODS

The archaeological resources survey included both an archival search and an on-site foot survey of the project design feature and traffic mitigation measures. A records search with a one-mile radius buffer was requested from the South Coastal Information Center at San Diego State University in order to determine if previously recorded prehistoric or historic cultural resources occur within the footprints of the project design feature and traffic

mitigation measures. Historic aerial photographs were also checked in order to see past development within and near the footprints of the project design feature and traffic mitigation measures.

A letter was sent to the Native American Heritage Commission (NAHC) requesting they search their files to identify spiritually significant and/or sacred sites or traditional use areas in the vicinity of the project design feature and traffic mitigation measures. The NAHC was also asked to provide a list of local Native American tribes, bands, or individuals who may have concerns or interests in the cultural resources in the vicinity of the project design feature and traffic mitigation measures (Attachment 1).

The field survey of the project design feature, MM-TRA-2, and MM-TRA-3 was conducted on December 6, 2017, by RECON archaeologist Carmen Zepeda-Herman accompanied by Gabe Kitchen, a Native American representative from Red Tail Monitoring and Research. The spacing between the field personnel was 5 meters. The survey areas were inspected for evidence of archaeological materials such as flaked and ground stone tools, ceramics, milling features, and historic features. Photographs were taken to document the environmental setting and general conditions.

V. RESULTS OF STUDY

The record search indicated that there have been 41 archaeological investigations in the immediate vicinity of the project design feature and traffic mitigation measures, and 79 cultural resources recorded within a one-mile radius of the project design feature and traffic mitigation measures (Confidential Appendix). The cultural resources consist of 51 prehistoric sites, 22 prehistoric isolated artifacts, two historic foundations/homestead sites, and four multicomponent sites (prehistoric and historic). Prehistoric sites include bedrock milling features, lithic scatters, ceramic scatters, shell scatters, and ground stone artifacts. One prehistoric site (CA-SDI-10909) is recorded within the proposed footprint of MM-TRA-2. CA-SDI-10909 was recorded in 1988 as a lithic scatter with over 100 cores and flakes, a scraper, and a mano (Corum and Laylander 1988). The results from the NAHC files have not been received as of the writing of this report.

The survey resulted in finding no cultural material. Land within the footprint of the project design feature consists of a manufactured slope that has been landscaped with eucalyptus trees. The slope was manufactured for the commercial buildings along the east side of Black Mountain Road. Land within the footprint of TRA-1 consists of an existing paved intersection. MM-TRA-2 was impacted in the past during the construction of SR-56 and the bike path along its southern side flank. The mapped location of CA-SDI-10909 was closely inspected. No cultural material was noted. The manufactured slopes along SR-56 are covered in coastal sage scrub. The top soil has been removed and pushed aside during construction of the bike path and adjacent residential development (Photograph 1). The soils exposed consist of tan silty loam with numerous cobbles. The area beneath the bridge section of SR-56 within the footprint of MM-TRA-2 had limited ground visibility due to vegetation coverage from the freshwater marsh plant community (Photograph 2). The path had excellent visibility and contained numerous cobbles.

Land within the footprint of MM-TRA-3 consists of a manufactured slope for the residential development north of the access ramp. The slope has been landscaped with ornamental plants. In summary, the footprints of the project design feature and traffic mitigation measures have been disturbed by construction of the SR-56, a bike path, roadways, or commercial and residential developments.

VI. RECOMMENDATIONS

The cultural resource investigations summarized herein satisfy the study and documentation requirements identified by City of San Diego Development Services staff and are consistent with the goals and policies of the City of San Diego as published in the Land Development Manual. As such, the efforts to identify and document cultural resources in the project APE reveal that implementation of the project design feature and traffic mitigation measures would have no impact on previously recorded cultural resources.

The possibility of significant cultural resources, including buried deposits, being present within the footprints of the project design feature and traffic mitigation measures is considered low. All areas have been disturbed in the past. Land beneath the bridge section of SR-56 within the footprint of MM-TRA-2 was disturbed during the original construction of the state route, including installation of bridge columns within the creek canyon. The remainder of the roadway improvement footprints consists of manufactured slopes (project design feature, the remainder of MM-TRA-2, and MM-TRA-3) and an existing paved intersection (MM-TRA-1). The degree of disturbance by past grading operations suggests that no cultural resources remain intact. RECON recommends no further cultural resource work for the project. Construction monitoring is not recommended.

VII. SOURCES CONSULTED — DATE

National Register of Historic Places ☑	Month and Year: December 2017
California Register of Historical Resources ☑	Month and Year: December 2017
City of San Diego Historical Resources Register ☑	Month and Year: December 2017
Archaeological/Historical Site Records: South Coastal Information Center ☑	Month and Year: December 2017

Other Sources Consulted:

VIII. CERTIFICATION

Preparer: Carmen Zepeda-Herman, M.A.	Title: Principal Investigator
Signature: Carmen Zepeda-Herman	Date: March 25, 2019

IX. ATTACHMENTS

Bibliography
Attached.

National Archaeological Data Base Information
Attached

Maps (include all of the following maps.)
Figure 1. Regional Location
Figure 2. Project Location on USGS Map
Figure 3. Location of Survey Areas on Aerial Photograph

Photographs
Photograph 1: Top Soil Disturbed within CA-SDI-10909
Photograph 2: Dense Vegetation Cover under Bridge at MM-TRA-2

Personnel Qualifications (Include resumes if not already on file with the City.)
Resumes are already on file with the City.

Native American Heritage Commission Correspondence

X. CONFIDENTIAL APPENDICES (bound separately)

Record search results.
Maps from record search results from South Coastal Information Center (Under separate cover).

New or updated historical resource records
None.

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NATIONAL ARCHAEOLOGICAL DATA BASE INFORMATION

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Report Date:	March 25, 2019
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Prepared for:	William Dumka CalAtlantic 16465 Via Esprillo, Suite 150 San Diego, CA 92127
Contract Number:	RECON 6524
USGS Quadrangle Map:	Del Mar and Poway Quadrangles
Keywords:	Negative survey

ABSTRACT

An archaeological resources survey was conducted for Black Mountain Road CPA Project in the Rancho Peñasquitos community of the City of San Diego. The survey included a record search at the South Coastal Information Center and a sacred lands search with Native American Heritage Commission. One cultural resource has been recorded within the footprint of MM-TRA-2. A RECON archaeologist completed the field investigation on December 6, 2017, accompanied by a Native American monitor. The areas within the footprints of the project design feature and traffic mitigation measures have been impacted by the construction of State Route 56, a bike path, roadways, or commercial and residential developments. No prehistoric or historic cultural resources were found during the field survey. The possibility of significant historical resources being present is considered low; therefore, RECON recommends no further cultural resources work.

Project Location

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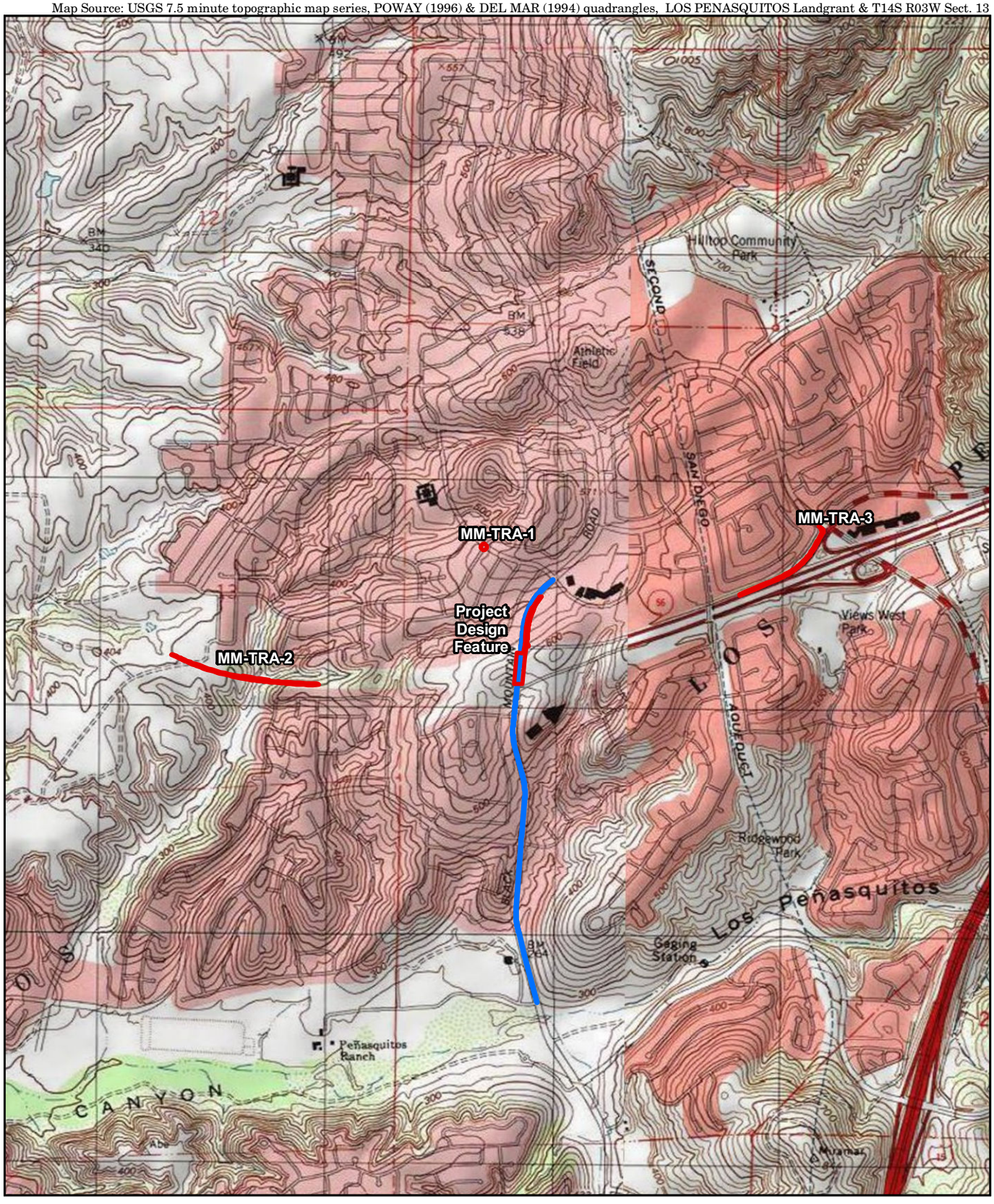
FIGURE 1

Regional Location

Map Source: USGS 7.5 minute topographic map series, POWAY (1996) & DEL MAR (1994) quadrangles, LOS PENASQUITOS Landgrant & T14S R03W Sect. 13



Project Roadway

Project Design Feature and Traffic Mitigation Measures

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FIGURE 2

Project Location on USGS Map

Image source: NearMaps (flown June 2018)

Survey Area

FIGURE 3

Location of Survey Areas on Aerial Photograph

RECON

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PHOTOGRAPH 1
Top Soil Disturbed within CA-SDI-10909

PHOTOGRAPH 2
Dense Vegetation Cover under Bridge at MM-TRA-2

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Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION
915 Capitol Mall, RM 364
Sacramento, CA 95814
(916) 653-4082
(916) 657-5390 – Fax
nahc@pacbell.net

Information Below is Required for a Sacred Lands File Search

Project: Black Mountain Road project

County: San Diego County

USGS Quadrangle

Name: Del Mar and Poway

Township: 14 South **Range:** 3 West **Section(s):** unsectioned Los Peñasquitos landgrant and Section 13

Contact Information

Company/Firm/Agency: RECON Environmental

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Project Description:

The project proposes to reclassify Black Mountain Road from a 6-lane Primary Arterial to a 4-lane Major from Twin Trails Drive to the southern boundary of the Rancho Peñasquitos community. The proposed project area stretches approximately 1.3 miles from Twin Trails Drive on the north to the southern community boundary adjacent to the Los Peñasquitos Canyon Preserve. Black Mountain Road bisects the neighborhoods of Twin Trails and Town Center north of State Route 56 (SR-56); it bisects the neighborhoods of Parkview and Ridgewood south of SR-56. Black Mountain Road currently operates as a 4-lane Major with landscaped center medians, contiguous sidewalks, and Class II bike lanes. The bridge section of Black Mountain Road over SR-56 is wider and operates as a 5-lane Primary Arterial.

CONFIDENTIAL APPENDICES
(under separate cover)

Not for Public Review