

April 18, 2022

Project Number: 01213320.07

Mr. Nico Gemigniani, Associate - Finance
Midway Rising, LLC
12100 Wilshire Boulevard, Suite 1135
Los Angeles, California 90025

Subject: Off-Site Right-of-Way Soil Management Letter (ROW Soil Management Letter)

**Site: Midway Rising
Off-Site Right-of-Way Improvement Areas
3220, 3240, 3250, 3350, and 3500 Sports Arena Boulevard, and 3467, 3487, and
3495 Kurtz Street
San Diego, California**

Dear Mr. Gemigniani:

SCS Engineers (SCS) is pleased to present this ROW Soil Management Letter to Midway Rising, LLC (Client) that addresses soil management procedures for the proposed off-site right-of-way improvements work as part of the Midway Rising project, in the event that impacted soils are encountered during subsurface construction activities. This ROW Soil Management Letter discusses proposed off-site improvement plans for various right-of-way locations along Kurtz Street, Sports Arena Boulevard, and Rosecrans Street, to discuss potential environmental concerns that may be present in these areas associated with planned excavation work, and to provide environmental recommendations for the assessment and proper handling of impacted soils that may be encountered.

Description of Project and Proposed Off-Site Improvements

SCS understands that the Client is planning to redevelop the site at 3220, 3240, 3250, 3350, and 3500 Sports Arena Boulevard and 3467, 3487, and 3495 Kurtz Street in San Diego, California (Site) (Figure 1) into an entertainment-anchored mixed-use development that includes new residential, office, and retail uses, as well as a new arena identified as the Midway Rising project (Project). The Project is currently proposing a mixed-use development that will include a new 16,000-seat arena, 12 mixed-use and multifamily housing buildings with up to 4,250 apartments, and a multi-acre central urban park.

Several off-site improvements are proposed to be completed in the public right-of-ways (i.e., roadways, intersections, and/or sidewalk areas) along Sports Arena Boulevard, Kurtz Street, and Rosecrans Street within the vicinity of the Project to improve traffic flow – these locations are depicted on Figure 1 that is provided in Appendix 1, and the nature of the improvements are further described in Client-provided documents that are also included in Appendix 1.

Off-Site Improvements Anticipated to Require Subsurface Excavation

Based on SCS's review of the Client-provided documents related to off-site improvements, the following areas are interpreted to require demolition on portions of the existing right-of-way improvements, which may require limited excavation within the upper approximately 1 to 2 feet of

roadway materials (i.e., aggregate base and underlying subgrade soils) in order to achieve the proposed Project grades and to follow engineering recommendations related to soil compaction and other engineering requirements. The locations of these improvements are depicted on Figure 1 within Appendix 1.

Note that the remaining off-site Project improvements that are not included below were reported to consist of activities such as road striping, intersection traffic signal related work, and other at-or above-grade improvements that are not interpreted to require subsurface excavation.

- Sports Arena Boulevard – changing from a 6-lane to four-lane with bus-only lanes, with other bicycle/landscaping/walking use improvements.
- Kurtz Street - The Project would convert the segment of the street from one-way to two-way travel from Sherman Street westward to Hancock Street. A 30-foot promenade would be provided along the Project's frontage. In addition, a single-lane roundabout is proposed for the three-way intersection of Kurtz Street and Hancock Street.
- Rosecrans Street - is envisioned as a pedestrian, bicycle and bus connection from Kurtz Street to the Old Town Transit Center (OTTC) that would change the roadway classification for Rosecrans Street from four-lane major to a two-lane collector with a center left-turn lane from Kurtz Street to Pacific Highway. Other improvements include a two-way separated bikeway, sidewalks, landscaping, bus-only lanes, street parking, and signalized pedestrian and bicycle crossings that would be installed at the Rosecrans Street and Kurtz Street intersection.

In addition, off-site intersection Project improvements that are interpreted to require subsurface excavation are bulleted below:

- Sports Arena Boulevard and Midway Drive and West Point Loma Boulevard Intersection.
- MyPoint Driveway/Hancock Street and Sports Arena Boulevard Intersection.
- Camino Del Rio West and Sports Arena Boulevard/Rosecrans Street Intersection.
- Rosecrans Street and Lytton Street Intersection.

Potential Environmental Concerns in Off-Site Improvement Excavation Areas

SCS previously prepared the following reports for the Site, which were reviewed to assess for possible on- or off-site environmental concerns that could potentially be a source of environmental constituents of concern (CoCs) such as hazardous materials or petroleum products in the subsurface within proposed off-site improvement excavation areas:

- *Phase I Environmental Site Assessment*, dated April 28, 2023 (Phase I ESA)
- *Phase II Environmental Site Assessment Report*, dated July 10, 2023 (Phase II ESA)
- *Phase II Environmental Site Assessment Report #2 (Assessment), Geophysical Survey and Trenching Assessment*, dated September 22, 2023 (Trenching Phase II ESA)

In addition, the following Client-provided report was provided that was reviewed:

- *Draft Cultural Resources Technical Report – Positive Findings, Midway Rising Project*, prepared by Harris & Associates, dated April 2024 (Cultural Resources Report)

Various records sources were reviewed within the above-referenced reports, including the environmental regulatory database report within the Phase I ESA that could potentially have information regarding surface spills of hazardous materials or petroleum products, as well as soil sample analytical data collected during the Phase II ESAs that were completed at the Site that indicate soil impacts could extend off-site into Project right-of-way areas proposed for excavation. Note that although several of the on-Site and off-site facilities identified in the prior reports may have potential for subsurface impacts from hazardous materials and/or petroleum products, SCS evaluated each of the off-site facilities listed in the reports as to their potential to impact the Project right-of-way areas proposed for excavation, based on the following factors:

- Reported distance of the facility or environmental concern from the Project right-of-way areas proposed for excavation
- The potential for shallow soil impacts in the Project right-of-way areas proposed for excavation
- The nature of the database on which a facility is listed, and/or whether the facility was listed on a database reporting unauthorized releases of hazardous materials, petroleum products, or hazardous wastes
- Reported regulatory agency case type (e.g., soil only, failed UST test only)
- Reported substance released (e.g., chlorinated solvents, gasoline, metals)
- Reported regulatory agency status (e.g., case closed, “no further action”)
- Location of the facility or environmental concern with respect to the reported groundwater flow direction and depth to groundwater, considering that groundwater in the Site vicinity is approximately 8 to 10 feet deep, and groundwater is not anticipated to be encountered during Project right-of-way excavation work.

Based on one or more of the factors listed above, and with possible exceptions discussed below, there is a low likelihood that the on- or off-site facilities or environmental concerns listed in the prior reports represent a potential for shallow soil impacts in the Project right-of-way areas proposed for excavation.

Point Loma Dump – Southwestern Portion of Site Along Sports Arena Boulevard

Based on information provided in the Cultural Resources Report as well as the Trenching Phase II ESA, the southwestern portion of the Project Site is part of the former West Point Loma Dump or Pueblo Lands Dump, which was in operation from 1899 and 1908 and possibly longer (Point Loma Dump). Based on trenching activities conducted by SCS in the southwestern portion of the Site where it intersects with the Point Loma Dump, this feature is interpreted to be a historic open burn pit area that was subsequently covered with approximately 2 to 3 feet of fill soils, and was reported to be present prior to the development of Frontier Housing. Burn ash soils with elevated concentrations of metals including antimony, arsenic, cobalt, lead, and/or mercury that exceed residential health risk-based screening levels were discovered in this area of the Site during the

Phase II ESAs completed by SCS, buried at depths of approximately 2 to 5 feet deep along with old household debris including bottles, ceramics, and other trash. Note that the Cultural Resources Report indicates that the depth that refuse is buried in the Point Loma Dump ranges from approximately 8-inches deep to 36-inches deep. Portions of the burn ash soils are considered a California hazardous waste. Although several soil borings as well as trenching were completed in this area for delineation as part of the Phase II ESA and Trenching Phase II ESA, additional delineation is required to further determine the lateral extent of these soils.

Based on information obtained by SCS from the Phase II ESA Trenching report, as well as Client-provided information, the interpreted extent of the Point Loma Burn Dump that potentially underlies the Project right-of-way areas proposed for excavation is depicted on Figure 2. The following recommendation is provided regarding potential off-site Project work in these areas:

- If excavation in these areas is proposed to extend to depths of approximately 8-inches deep or deeper, periodic environmental oversight by SCS should be conducted to assess excavated soils for indications of burn ash soils and/or former burn dump debris. If these materials are encountered, representative soil sampling should be conducted by SCS per the procedures discussed in the “Required Environmental Oversight for Excavation in Areas with Soil Impacts” section below.

Other Potential Shallow Impacts from Possible Surface Spills or Impacted Fill Soils

Although records regarding surficial spills or impacted fill soils in the vicinity of Project right-of-way areas proposed for excavation were not obtained from the prior reports (with the exception of the Point Loma Dump as discussed above), there is still the potential for unknown impacts to these soils to have previously occurred.

Sources of potential surficial spills that could have caused impacts to these soils include vehicle or tanker truck spills, or other spills of hazardous substance or petroleum products that may have occurred during the transit of these materials. If these spills were significant in quantity or volume, although they were likely cleaned up to the extent practical and were possibly conveyed to the stormwater system, it is possible that hazardous materials or petroleum products entered the subsurface soils through cracks or joints in concrete or asphalt, or if these materials were released on previously unpaved or landscaped areas, resulting in CoC-bearing soils.

Additionally, there is the potential that fill soils were imported for roadway improvement work that is possibly impacted with CoCs, such as petroleum products, volatile organic compounds, pesticides, or metals (e.g., if the fill came from a contaminated property).

If indications of soil impacts are discovered during off-site improvement work during excavation activities, such as obvious indications of petroleum hydrocarbon staining or odors, the following recommendation is provided regarding potential off-site Project work in these areas:

- Environmental oversight by SCS should be conducted to assess excavated soils for indications of burn ash soils and/or petroleum hydrocarbon-bearing soil. If these materials are encountered, representative soil sampling should be conducted by SCS per the procedures discussed in the “Required Environmental Oversight for Excavation in Areas with Soil Impacts” section below.

Required Environmental Oversight for Excavation in Areas with Soil Impacts

Periodic environmental oversight by a competent environmental consultant¹ (Environmental Monitor) such as SCS Engineers should be conducted for the following situations:

1. If subsurface excavation work is taking place in the areas interpreted to be within the footprint of the former Point Loma Dump that are depicted on Figure 2 if excavation in these areas is proposed to extend to depths of approximately 8-inches deep or deeper, or
2. For excavation work taking place in the other Ground Disturbance Areas as depicted on Figure 1 within Appendix 1, in the event that obvious indications of soil impacts are encountered during construction and shallow soil earthwork, such as obvious petroleum hydrocarbon staining or odors or indications of burn ash or excessive trash or debris.

The sections below provide procedures to follow for the sampling and laboratory analysis of potentially impacted soil, as well as procedures to follow in the event that impacted soil has concentrations of CoCs that exceed applicable Mitigation Criteria (i.e., Health Risk-Based Mitigation Criteria, Waste-Based Mitigation Criteria, and/or Hazardous Waste Criteria) that is further described below.

Environmental Oversight of Impacted Soil Handling

Environmental oversight efforts will consist of visual observations of excavated soil for staining or odors, screening with a photoionization detector (PID) for soil with excessive vapors such as petroleum hydrocarbon-bearing soil, and/or screening with an x-ray fluorescence meter (XRF) to assess for soil with elevated concentrations of metals. In the event that suspect soil is encountered, representative soil samples of either stockpiled soil or in-situ samples will be collected for characterization purposes and analyzed for various CoCs at the discretion of the Environmental Monitor (as further discussed in the “Soil Sampling and Analysis Procedures” section below) at a minimum of one sample per 1,000 square feet or one sample per 50 cubic yards of stockpiled soil. If excavations extend 5 vertical feet or deeper in assessing petroleum hydrocarbons, soil samples will be collected from the sidewalls of the excavation every 5 vertical feet. If in the unlikely event that a larger volume or area of impacted soil is encountered, the overseeing regulatory agency (anticipated to be the County of San Diego Department of Environmental Health and Quality [DEHQ]) will be contacted to discuss sampling requirements.

Soil Sampling and Analysis Procedures

In the event that potentially impacted soil is encountered in the above-described locations or scenarios, such as obvious petroleum hydrocarbon staining or odors, or indications of burn ash or

1 A “competent environmental consultant” is person having demonstrated knowledge of and professional experience in the observation and documentation of environmental excavating activities, environmental and geologic conditions, including burn ash, petroleum hydrocarbons, and releases of petroleum hydrocarbon-containing materials in the Site, and recognition of and testing for hazardous materials and conditions. A competent person also must have current Occupational Safety and Health Administration (OSHA) training and certificates pertinent to this type of work, and the delegated authority to respond to changed conditions. A competent environmental consultant will be a state-licensed geologist or engineer with sufficient knowledge of local conditions and environmental regulations, or a person working under the direct supervision of such a professional geologist or engineer.

excessive trash or debris, representative soil samples should be collected. The soil sampling and analysis laboratory procedures shall be at the discretion of the Environmental Monitor. Below are guidelines for various laboratory analyses that can be completed.

Potential Burn Ash Soils

- Title 22 Metals (EPA Method 8015)
- Total petroleum hydrocarbons (TPH) (EPA Method 8015B)
- Volatile organic compounds (VOCs) (EPA Method 8260B)
- If metals concentrations exceed Hazardous Waste Criteria thresholds, additional leachability analyses such as the Waste Extraction Test (WET) and/or Toxicity Characteristic Leaching Procedure (TCLP) may be necessary
- Additional laboratory analyses may be required by the overseeing regulatory agency, which is anticipated to be the DEHQ

Other CoC-Bearing Soils Possible Analyses

- Title 22 Metals (EPA Method 8015)
- TPH (EPA Method 8015B)
- VOCs (EPA Method 8260B)
- Organochlorine pesticides (OCPs) (EPA Method 8081A)
- Semi-volatile organic compounds (SVOCs) (EPA Method 8270)
- Polychlorinated biphenyls (PCBs) (EPA Method 8082)
- WET and TCLP

Comparison of Soil Sample Results to Mitigation Criteria

Concentrations of CoCs that are reported by the laboratory in soils at the Site will be compared to applicable regulatory screening values to assess whether certain soils will require segregation and proper management during the off-site improvement work.

There are two categories of mitigation work that may be required and are principally based upon risk-based corrective action. These categories include:

- **Health Risk-Based Mitigation Criteria** - risk-driven remediation required by future land uses and protection of workers, and
- **Waste-Based Mitigation Criteria** - in the event that soil is exported offsite, in which case soil may be considered regulated waste provided it contains detectable concentrations of CoCs or elevated concentrations of metals.
- **Hazardous Waste Criteria** - Applies to soil that is exported from the Site for proper disposal purposes. In addition, based on our experience working with the DEHQ and other regulatory agencies, it is recommended that soil that is classified as a hazardous waste be exported to an appropriately licensed facility rather than be left on the Site.

Soil screening criteria are used in this ROW Soil Management Letter for comparison of the reported soil sample results to applicable Mitigation Criteria for the detected CoCs. The applicable soil screening regulatory criteria used for each of the Mitigation Criteria include the following:

Health Risk-Based Mitigation Criteria

For health risk-based screening purposes, to screen soil for possible risks to residential or commercial users and workers at the Site, the most recent version of the following screening levels are to be used:

- **For OCPs**, the DTSC Human and Ecological Risk Office (HERO) Human Health Risk Assessment (HHRA) Note Number 3 – DTSC-Modified Screening Levels – June 2020 (Revised May 2022): DTSC Recommended Screening Levels (DTSC-SLs).
- **For metals and VOCs**, the DTSC HERO HHRA Note Number 3 – DTSC-Modified Screening Levels – June 2020 (Revised May 2022): DTSC Recommended Screening Levels (DTSC-SLs).
- **For metals and VOCs for which DTSC-SLs are not established**, the EPA Regional Screening Levels (RSLs), using the most recent published version.
- **For arsenic**, the DTSC HHRA Note Number 11, released December 28, 2020, which stipulates a Southern California Ambient Arsenic Screening Level of 12 mg/kg.
- **For TPH**, the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) Environmental Screening Levels (ESLs), using the most recent published version.

Waste-Based Mitigation Criteria

For waste-based screening purposes (i.e., for soil that is exported from the Site), the below criteria are applied in the event that soil is exported from the Site.

- **For “clean” or inert (Inert²) soil that is exported from the Site**, the San Diego RWQCB Tier 1 Soil Screening Levels³ (SSLs) established in the RWQCB *Order No. R9-2019-0005, Conditional Waivers of Waste Discharge Requirements for Low Threat Discharges in the San Diego Region, Waiver No. 9, Discharges/Disposal of Solid Wastes to Land*, May 2019 (Waiver)

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- 2 Inert soil - For the purposes of this ROW Soil Management Letter, Inert is defined as soil that does not contain detectable concentrations of constituents of concern with the possible exception of California Code Regulations Title 22 metals (with metals concentrations below the San Diego Regional Water Quality Control Board [RWQCB] Tier 1 Soil Screening Levels using a 90 percent upper confidence limit), or leachable concentrations of organic constituents that are consistent with the definition of “inert waste” specified in California Code of Regulations Title 27, section 20230, consistent with the RWQCB *Order No. R9-2019-0005, Conditional Waivers of Waste Discharge Requirements for Low Threat Discharges in the San Diego Region, May 2019 (Waiver)*. This soil may consist of native/formational material as well as fill soil that does not have significant quantities of debris.
 - 3 The Tier 1 SSLs presented in the RWQCB Waiver are intended to be the criteria by which soils are judged to be Inert waste soils that can be reused without restriction, subject to the General Waiver Conditions. The General Waiver Conditions stipulate that discharges/disposal of solid wastes to land must not be allowed to directly or indirectly enter any municipal separate storm sewer system (MS4s) or surface waters of the State, must not cause or threaten to cause a condition of contamination, pollution, or nuisance, and must comply with local, state, and federal ordinances and regulations and obtain any required permits, certifications, and/or licenses.

9) are intended to be the criteria by which exported waste soil is judged to be inert, described within the Waiver as “inert waste soils that can be reused without restriction.”

- For chemical CoCs including OCPs, TPH, and VOCs, all soil containing any detectable or leachable concentrations of chemical CoCs proposed for export offsite would need to be disposed of as regulated, non-hazardous waste at a minimum per Waiver 9.
- For California Code of Regulations Title 22 metals that are naturally occurring, concentrations must be equal to or lower than the Tier 1 SSLs provided in Table 2 of Waiver 9. If soil is to be exported as inert, excavated site soils must be shown through the collection of soil samples and analysis with the 90% upper confidence limit (UCL) to be below Tier 1 SSLs.
- The Tier 1 SSL for arsenic is 3.5 mg/kg, however given that the DTSC upper-bound background concentration for arsenic is generally accepted to be 12 mg/kg, it is assumed that soil containing arsenic below 12 mg/kg may be accepted for unrestricted use.
- **Non-hazardous regulated waste soils** are exported soils that have concentrations of CoCs that exceed the Tier 1 SSLs (discussed above), and also have concentrations of CoCs below hazardous waste-based criteria (discussed below). Non-hazardous regulated soils must be disposed of at a properly licensed facility, such as a landfill. The acceptance of non-hazardous soils at disposal facilities are subject to the acceptance criteria established by these facilities.

Hazardous Waste Criteria

For characterizing soil as a California hazardous waste, the California Code of Regulations, Title 22 Article 3, are used.

- Soil is characterized as a California hazardous waste, at a minimum, if the total concentration of a CoC exceeds the Total Threshold Limit Concentration (TTLC), and/or if the results of a Waste Extraction Test (WET) exceeds the Soluble Threshold Limit Concentration (STLC).
- If the total concentration of a CoC exceeds 10 times the STLC, the sample must undergo the WET test to determine if it represents a California hazardous waste.

For characterizing soil as a Federal hazardous waste, title 40 of the Code of Federal Regulations (CFR), part 261, is used.

- Soil is characterized as a federal or Resource, Conservation, and Recovery Act (RCRA) hazardous waste through an exceedance of Toxicity Characteristic Leaching Procedure (TCLP) laboratory results upon comparison to the respective Maximum Contaminant Concentration for the Toxicity Characteristic (MCCTC).
- If the total concentration of the CoC exceeds 10 times the MCCTC, the sample must undergo TCLP to determine if the soil is a RCRA hazardous waste.

Mitigation Measures

Based on the results of the screening of soil sample analytical results to the applicable Mitigation Criteria, the following soil mitigation measures are recommended:

Exceedance of Health-Risk-Based Mitigation Criteria or Hazardous Waste Criteria – if one or more CoCs are reported to exceed either the Health-Risk-Based Mitigation Criteria or Hazardous Waste Criteria, this soil should be segregated and either exported from the Site to a properly licensed facility (e.g. landfill or treatment facility), or reused on-Site under a soil buffer within a Soil Management Zone with regulatory agency approval, per the procedures that will be more fully described in the forthcoming Soil Management Plan for the Project.

Exceedance of Waste-Based Mitigation Criteria– if one or more CoCs are reported to exceed the Waste-Based Mitigation Criteria (i.e., the RWQCB Tier 1 SSLs), but concentrations of CoCs are below the Health-Risk-Based Mitigation Criteria or Hazardous Waste Criteria, the following apply:

- If this soil is not proposed for export, this soil can be freely reused, graded, or backfilled within the Project right-of-ways or on-Site Project areas.
- If soil with exceedances to the Waste-Based Mitigation Criteria is proposed for export off-site, this soil should be segregated and disposed of at a properly licensed facility (e.g. landfill) as a regulated waste.

Soil Excavation, Handling, Loading, and Export Recommendations

CoC-impacted soil that is observed during grading operations that has obvious indications of staining and/or odors will be segregated from non-impacted soil by field screening with a photoionization detector (PID) and/or X-ray fluorescence meter (XRF) and ultimately by confirmation sampling. Representative soil sampling should be conducted of CoC-impacted soil for screening of the samples to the Mitigation Criteria to ensure proper handling of the soils.

If the results of confirmation sampling indicate the CoC-impacted soil has been removed or is demonstrated to be below the Mitigation Criteria, then the remaining soil in that area will be considered non-impacted. If the confirmation sampling indicates CoC-impacted soil is still present, then additional rounds of excavation and confirmation sampling will be conducted if impacted soils are within the planned excavation areas until all the CoC-impacted soil has been removed. Excavation of non-impacted soil will continue to be monitored in case isolated pockets of CoCs not previously identified are present.

Provided that soil stockpiling of CoC-bearing soil is required, stormwater control measures will be implemented and maintained by the Site general contractor during the mitigation and subsequent stockpile maintenance program. Any CoC-bearing soil stockpiles generated during the mitigation process will be stored on and covered with plastic sheeting, which will be secured with sandbags. In addition, appropriate best management practices will be placed along the Site boundary. Any generated stockpiles will be maintained by the Site grading contractor representatives, unless they are being added to or loaded for off-Site disposal.

Regulated soil that is exported from the Site requires that waste manifests be utilized for each truck load of regulated waste soil that is to be signed by a generator representative, as well as by the transportation/trucking operator and disposal facility representatives.

We hope that this information meets your needs. Please contact us if you need further clarification or data.

Sincerely,

SCS ENGINEERS



Luke Montague, MESM, PG 8071
Vice President
SCS ENGINEERS



Chuck Houser, PG 5781
Project Manager
SCS ENGINEERS

Enclosures

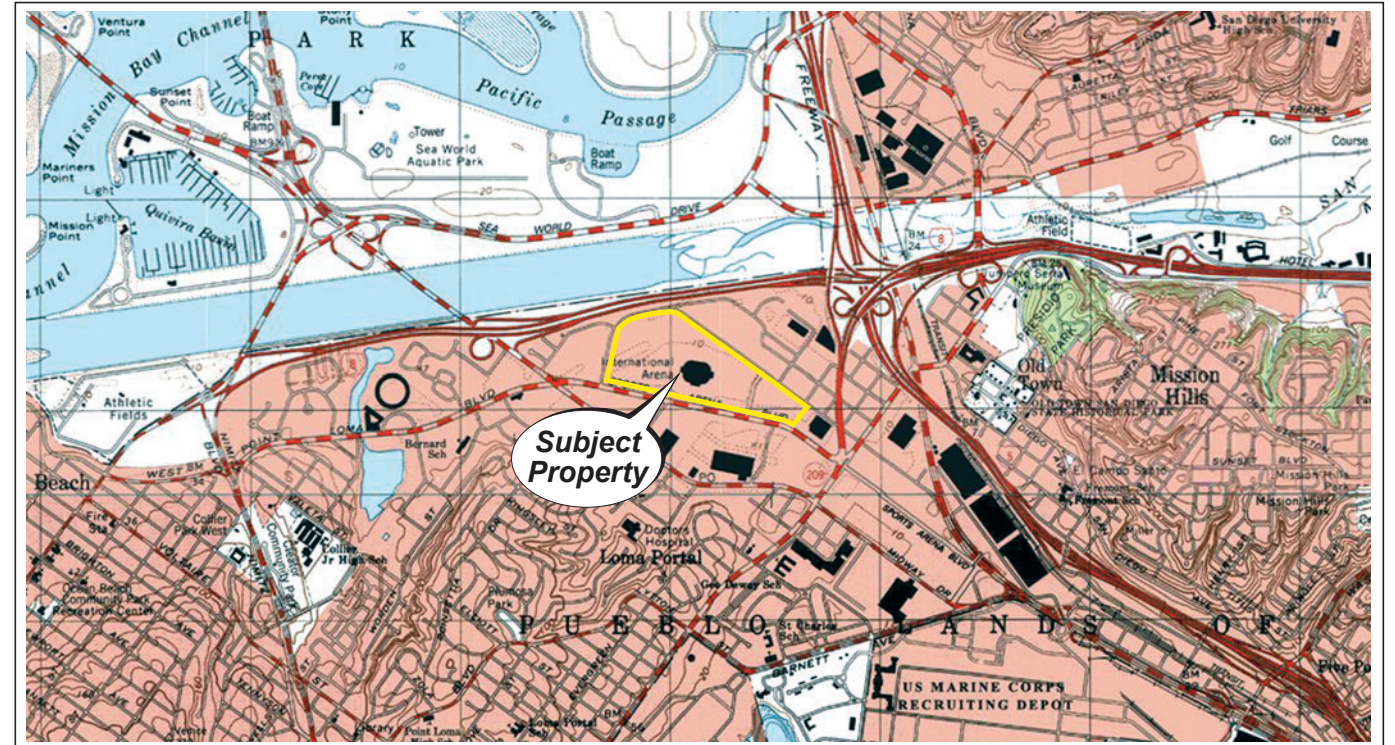
Figure 1 - 4-Way Site Location Map

Figure 2 - Off-Site Right-of-Ways with Recommended Environmental Oversight During Excavation

Appendix 1 - Client-Provided Documents Related to Off-Site Improvements

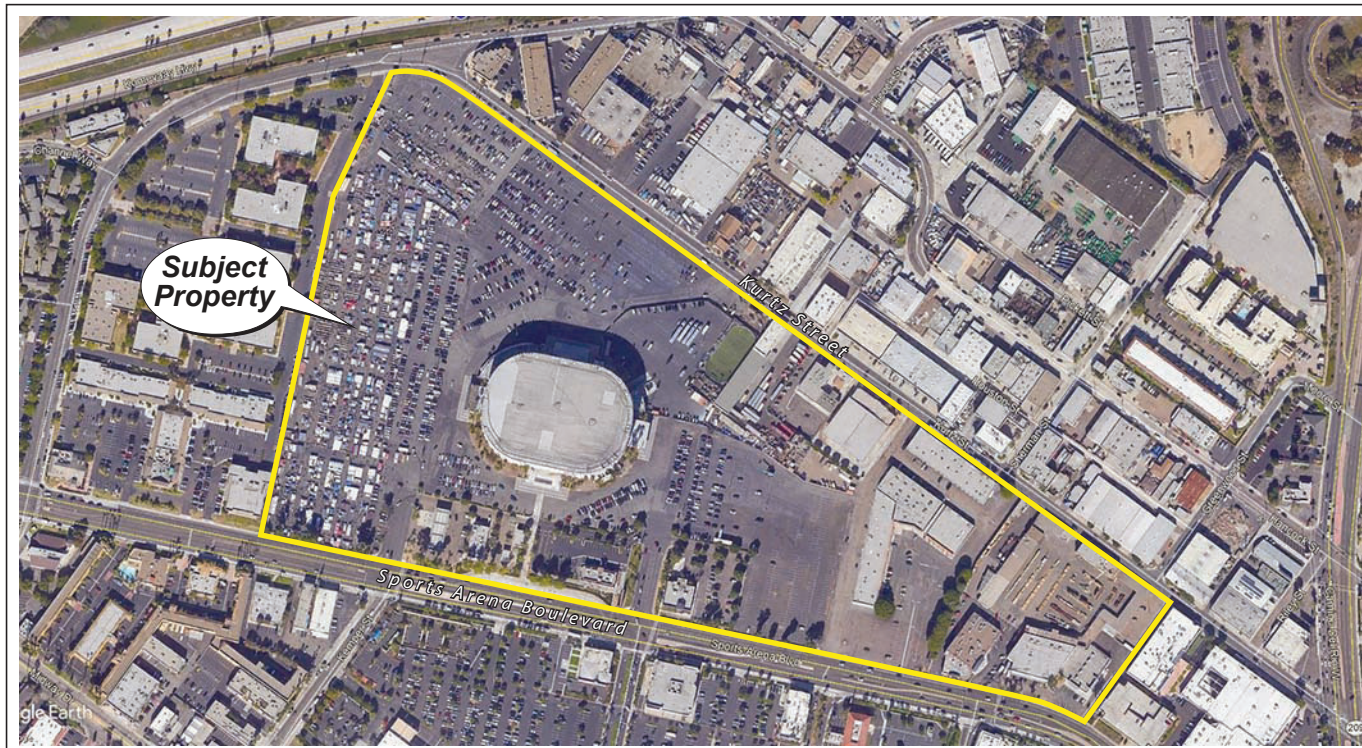


REGIONAL SITE LOCATION



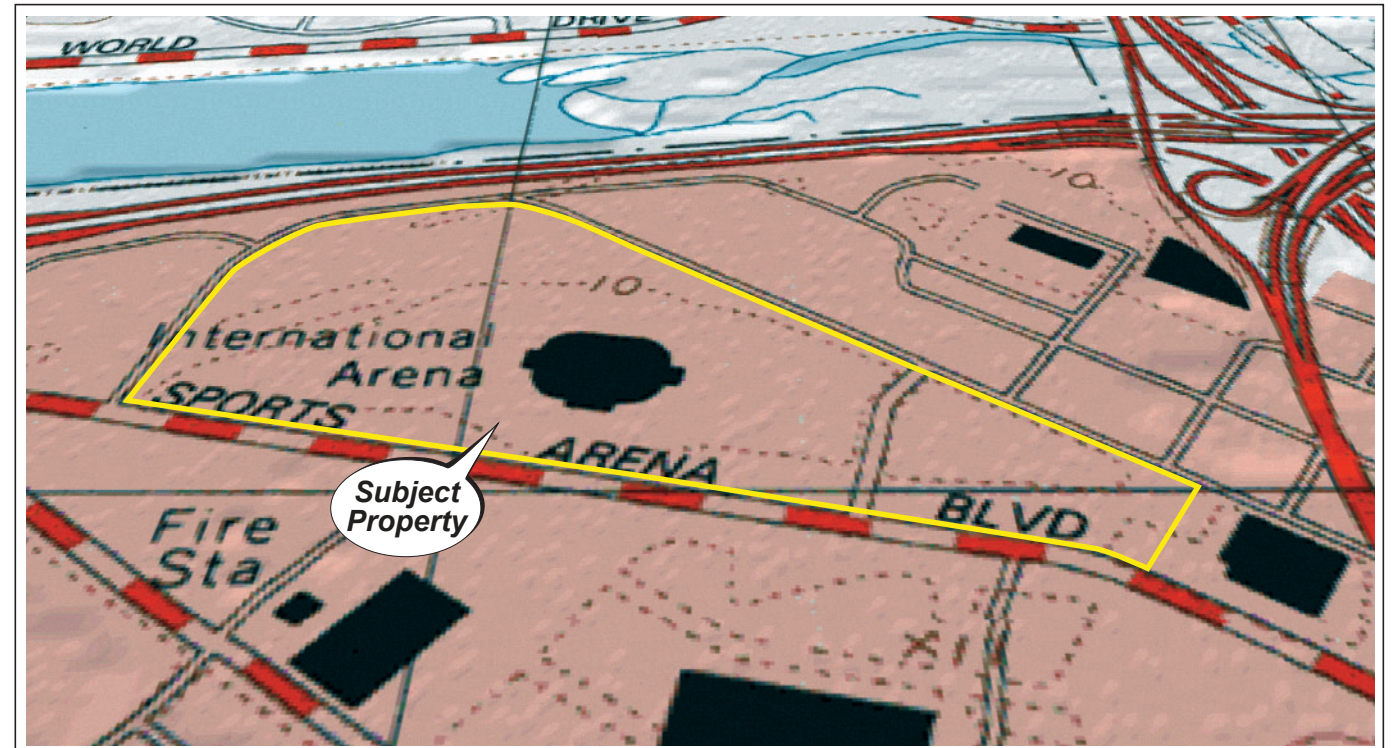
Reference:
U.S.G.S. 7.5 Minute Quadrangle Map
La Jolla, California

2-DIMENSIONAL SITE LOCATION



Reference:
Google Earth Aerial Photograph
San Diego, California - November 2018

SITE AERIAL PHOTOGRAPH



Reference:
U.S.G.S. 7.5 Minute Quadrangle Map
La Jolla, California

3-DIMENSIONAL SITE LOCATION

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FOUR-WAY SITE LOCATION MAP

Midway Rising, LLC

3220, 3240, 3250, 3350, and 3500 Sports Arena Boulevard
and 3467, 3487, and 3495 Kurtz Street
San Diego, California



Project No.:
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Figure 1

Date Drafted:
4/16/24



LEGEND

-  Approximate Site boundaries
-  Interpreted extent of Point Loma Burn Dump that overlaps with Project right-of-ways proposed for excavation

Disclaimer: This figure is based on available data. Actual conditions may differ. All locations and dimensions are approximate.

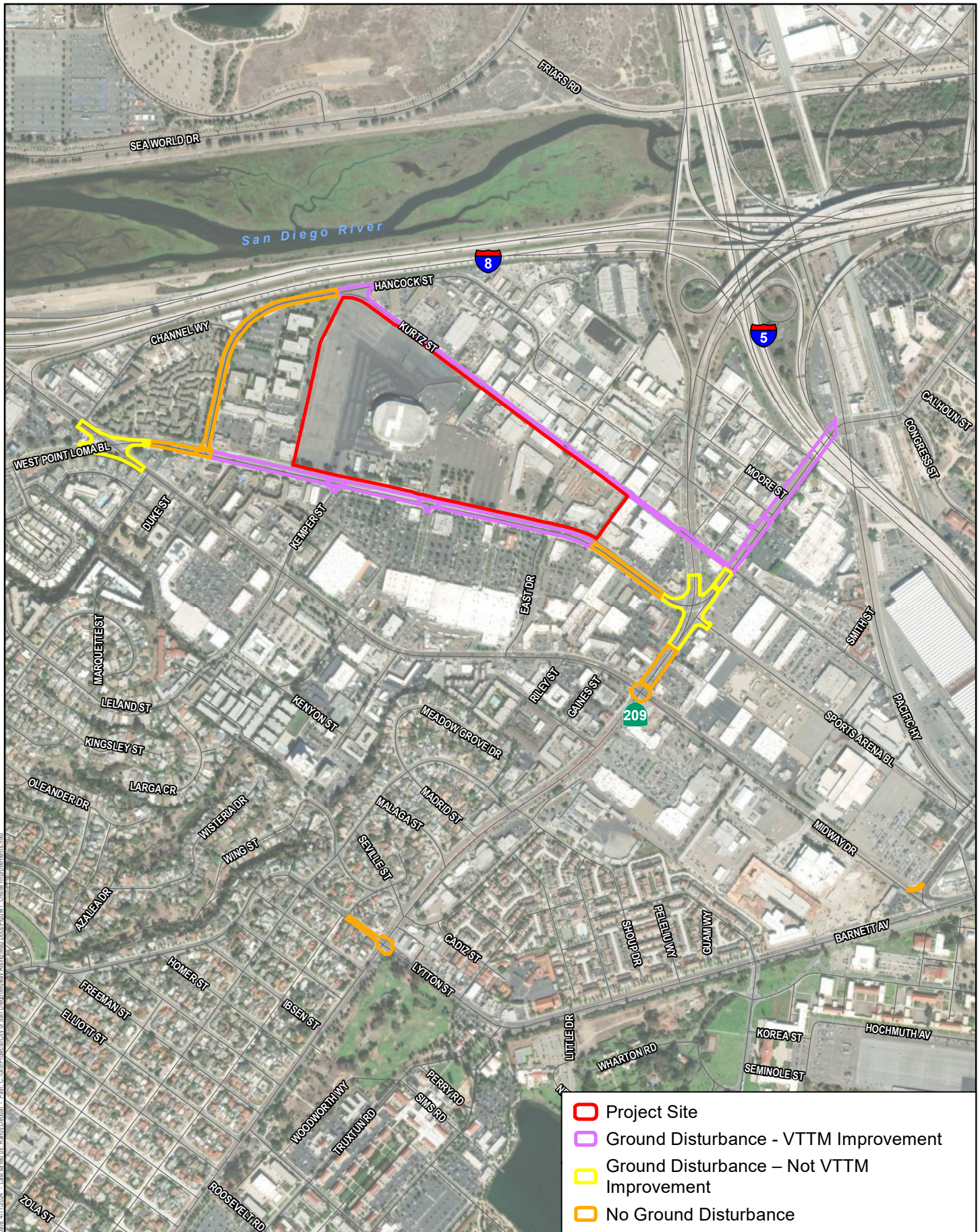


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OFF-SITE PROJECT RIGHT-OF-WAYS WITH RECOMMENDED ENVIRONMENTAL OVERSIGHT DURING EXCAVATION
 Midway Rising, LLC
 3220, 3240, 3250, 3350, and 3500 Sports Arena Boulevard
 and 3467, 3487, and 3495 Kurtz Street
 San Diego, California

Project No.:
01213320.07
Figure 2
 Date Drafted:
4/16/24

Appendix 1
Client-Provided Documents Related to Off-Site Improvements



Date: 4/11/2024 - 1:14:54 PM by: Randy D'Amico - Path: C:\GIS\Projects\City of San Diego\Midway Rising\Map Docs\Figure 1 - Off-site Improvements.mxd

Source: Maxar Imagery 2022.

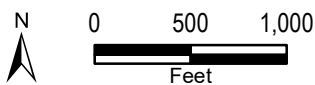


Figure 1
Off-Site Improvements
Midway Rising

EXECUTIVE SUMMARY

This Local Mobility Analysis (LMA) evaluates the potential transportation effects associated with the proposed Midway Rising project. The City of San Diego (City) Transportation Study Manual (TSM) dated September 2022 was used to develop this LMA. A Vehicle Miles Traveled (VMT) analysis was also performed per California Environmental Quality Act (CEQA), and the results are provided in a separate document. A Community Plan Amendment (CPA) was also developed as a separated document to modify roadway classifications from the original Midway-Pacific Highway Community Plan (2018).

1.1 PROJECT OVERVIEW

The Midway Rising project proposes to demolish the existing 16,000-seat San Diego Pechanga Arena and all commercial buildings on site and construct a mixed-use development within the Midway Pacific-Highway Community Planning Area including a new Entertainment Center.

The project is located between Kurtz Street to the northeast, Sports Arena Boulevard to the southwest, and Hancock Street to the northeast, and commercial development to the southeast. **Figure ES-1** shows the proposed conceptual site plan for the project. The details of each proposed land use are as follows:

- Entertainment
 - New 16,000-seat Entertainment Center
 - 3,500-seat theater (to be located within the outparcel area)
- Residential
 - 4,267 multi-family dwelling units, including:
 - 2,627 market-rate units
 - 2,000 affordable units, including
 - 1,538 units (\leq 50% Area Median Income (AMI))
 - 462 units (50-80% AMI).
- Commercial
 - 140,000 square-feet of commercial, including
 - 60,000 square-feet retail
 - 40,000 square-feet quality restaurant
 - 40,000 square-feet high-turnover sit-down restaurant

Construction of the project is proposed to occur in two phases, as illustrated in **Figure ES-2**.

- Phase 1 consists of the project site east of Frontier Street with the exception of the outparcel, including construction of the proposed Frontier Street, to be completed in 2030. During the construction of Phase 1, the Pechanga Arena and commercial uses west of Frontier Drive will remain operational.
- Phase 2 construction includes the remainder of the project site west of Frontier Street plus the outparcel, to be completed by 2035. Existing Arena Operations

The existing arena is currently accessible via five driveways, four are inbound/outbound and one is outbound-only. Three driveways are located on Sports Arena Boulevard and two are located on Kurtz Street. **Figure ES-3** illustrates the existing driveways and operations for the project site during an event.

The existing arena currently has a 16,000-seat capacity for sporting events and 10,500-seat capacity for concerts due to the u-shaped seating layout. Currently, 3,287 parking stalls are provided via surface lot space for the Pechanga Arena and surrounding commercial uses. Additionally, surrounding on-street parking and adjacent commercial lots were observed to be used by spectators to avoid parking costs (typically \$35 per vehicle) on site for events.

1.1 TRANSPORTATION ANALYSIS

1.1.1 STUDY AREA

The study area was determined per the City of San Diego TSM. The proposed study area consists of 40 study intersections, including 24 signalized intersections, 10 unsignalized intersections, and 6 unsignalized project driveways, and 23 roadway segments.

The study area is illustrated in **Figure ES-4**. The study intersections and study segments are listed in [Section 2.1](#) of the LMA.

1.1.2 ANALYSIS SCENARIOS

The following scenarios were analyzed in the LMA report:

- **Existing (2023):** Represents the traffic conditions of the existing street network (as of December 2023), lane geometry, signal timing, and traffic volumes observed on a weekday, event day in 2023.
- **Opening Year (2030) Base:** Represents the traffic conditions on the existing street network assumed to be in place in year 2030, and a 0.55% annual growth rate in traffic volumes. Includes the NAVWAR Near-Term with Year 2030 Alternative 2 project trips.
- **Opening Year (2030) Plus Project Phase 1:** Represents the Opening Year (2030) Base scenario with the addition of the proposed project Phase 1 trips and roadway network.
- **Opening Year (2035) Base:** Represents the traffic conditions on the existing street network assumed to be in place in year 2035, and a 0.55% annual growth rate in traffic volumes. Includes the NAVWAR Near-Term with Year 2030 Alternative 2 project trips, extrapolated to year 2035.
- **Opening Year (2035) Plus Project Phase 2 Buildout:** Represents the Opening Year (2035) Base scenario with the addition of the proposed project Phase 2 trips and roadway network.

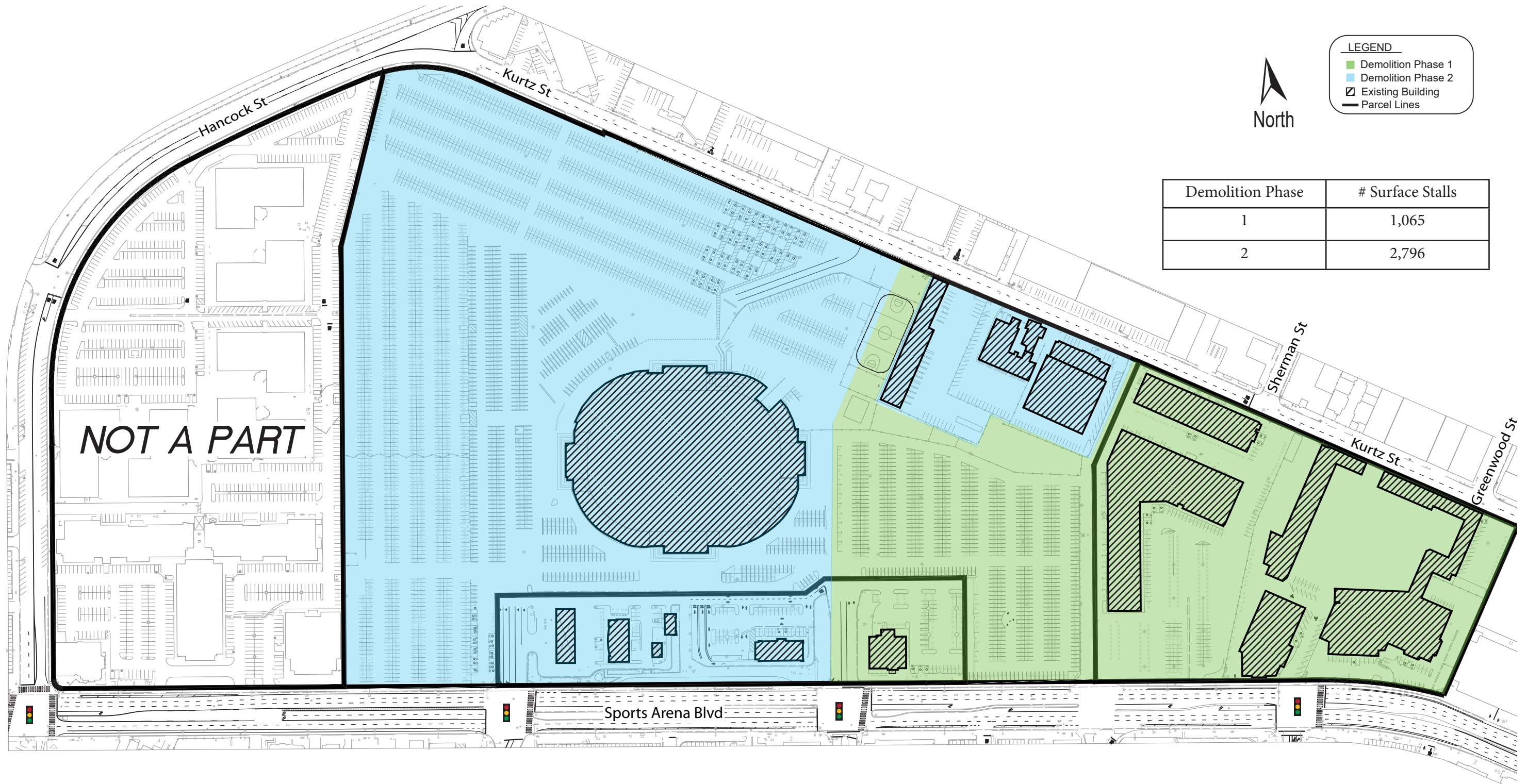
Figure ES-1. Proposed Conceptual Site Plan

- LEGEND
- RESIDENTIAL LAND USE
 - RETAIL LAND USE
 - PARKING
 - ENTERTAINMENT CENTER
 - GREEN SPACE
 - FULL ACCESS DRIVEWAY
 - RIGHT IN RIGHT OUT ONLY DRIVEWAY
 - UNSIGNALIZED INTERSECTION
 - EXISTING TRAFFIC SIGNAL
 - PROPOSED TRAFFIC SIGNAL OR ROUNDABOUT
 - PROJECT SITE BOUNDARY
 - ONE-WAY STREET TRAVEL DIRECTION



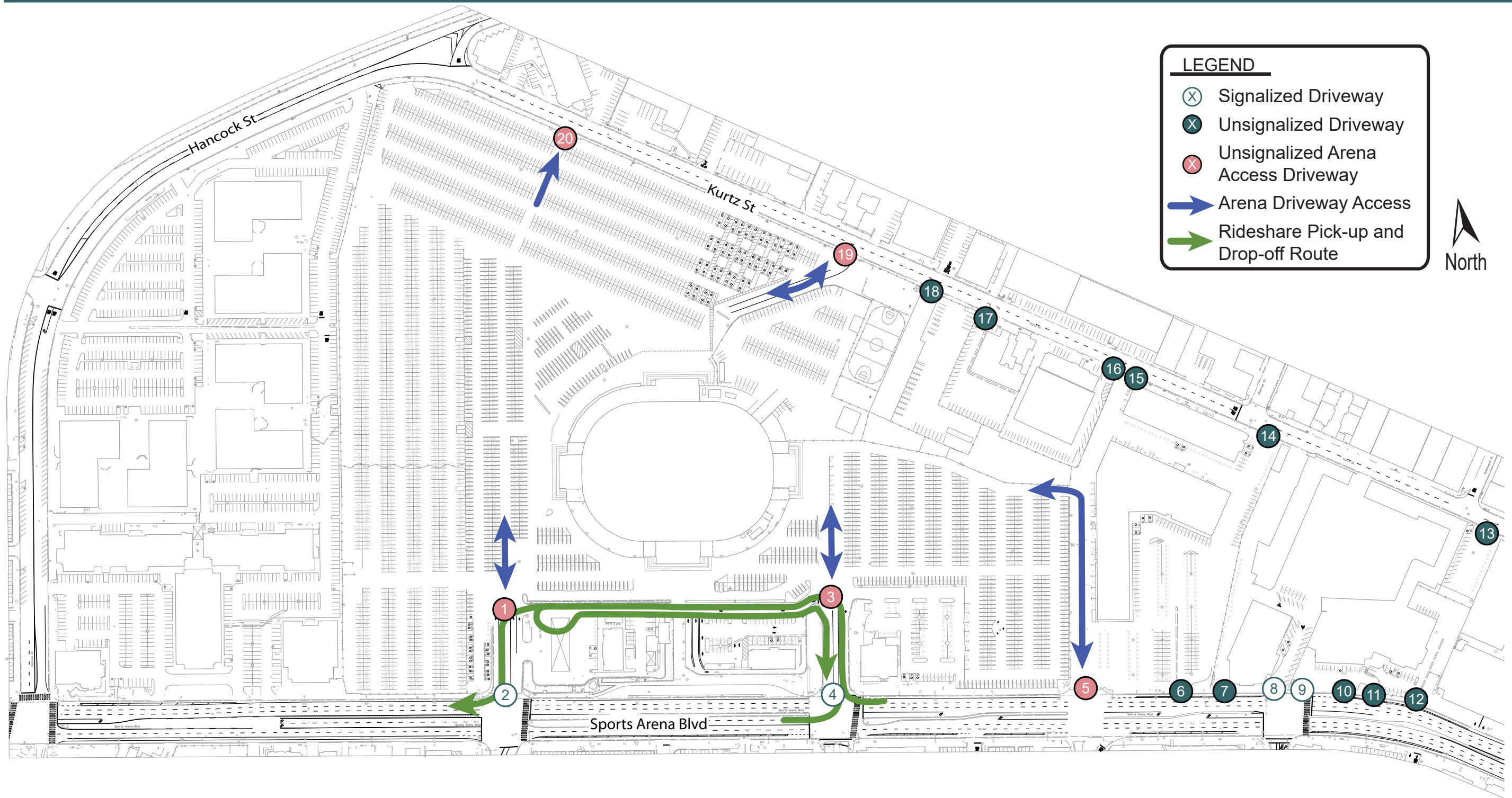
BASEMAP SOURCE: SAFDIE RABINES ARCHITECTS

Figure ES-2. Project Demolition Phasing



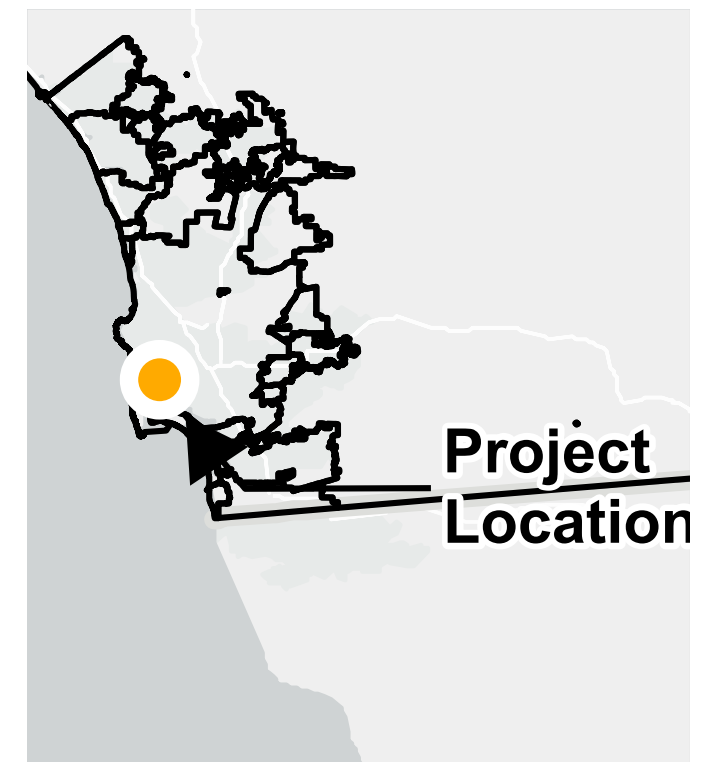
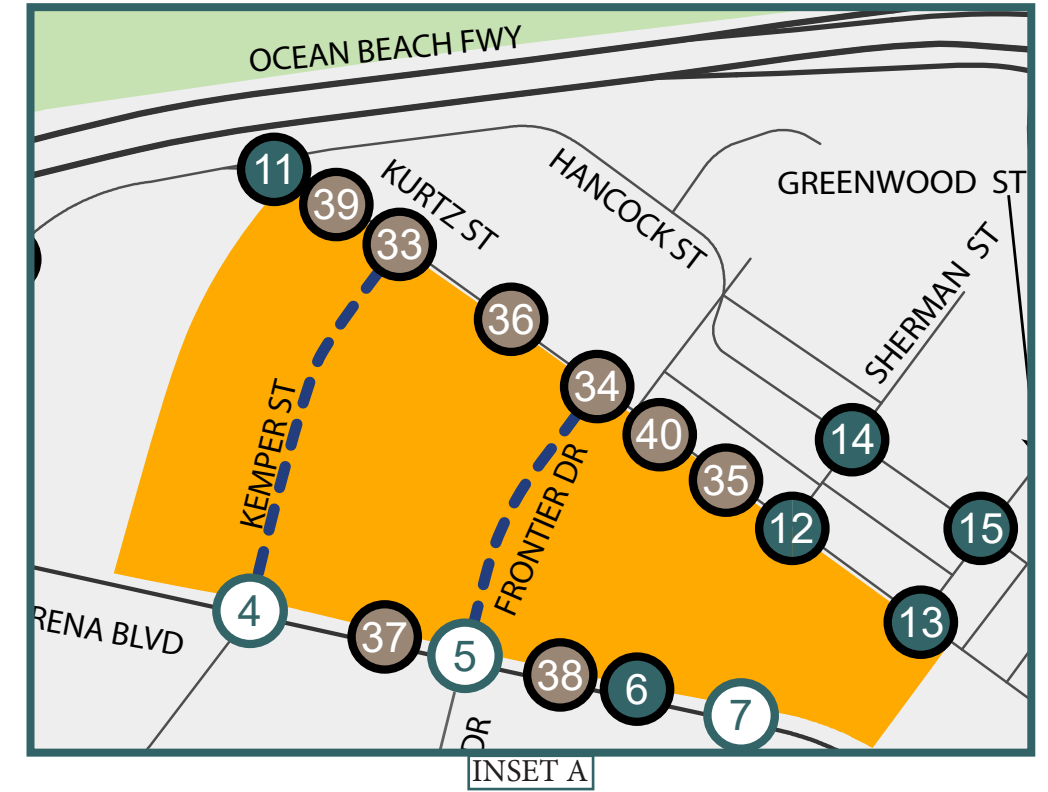
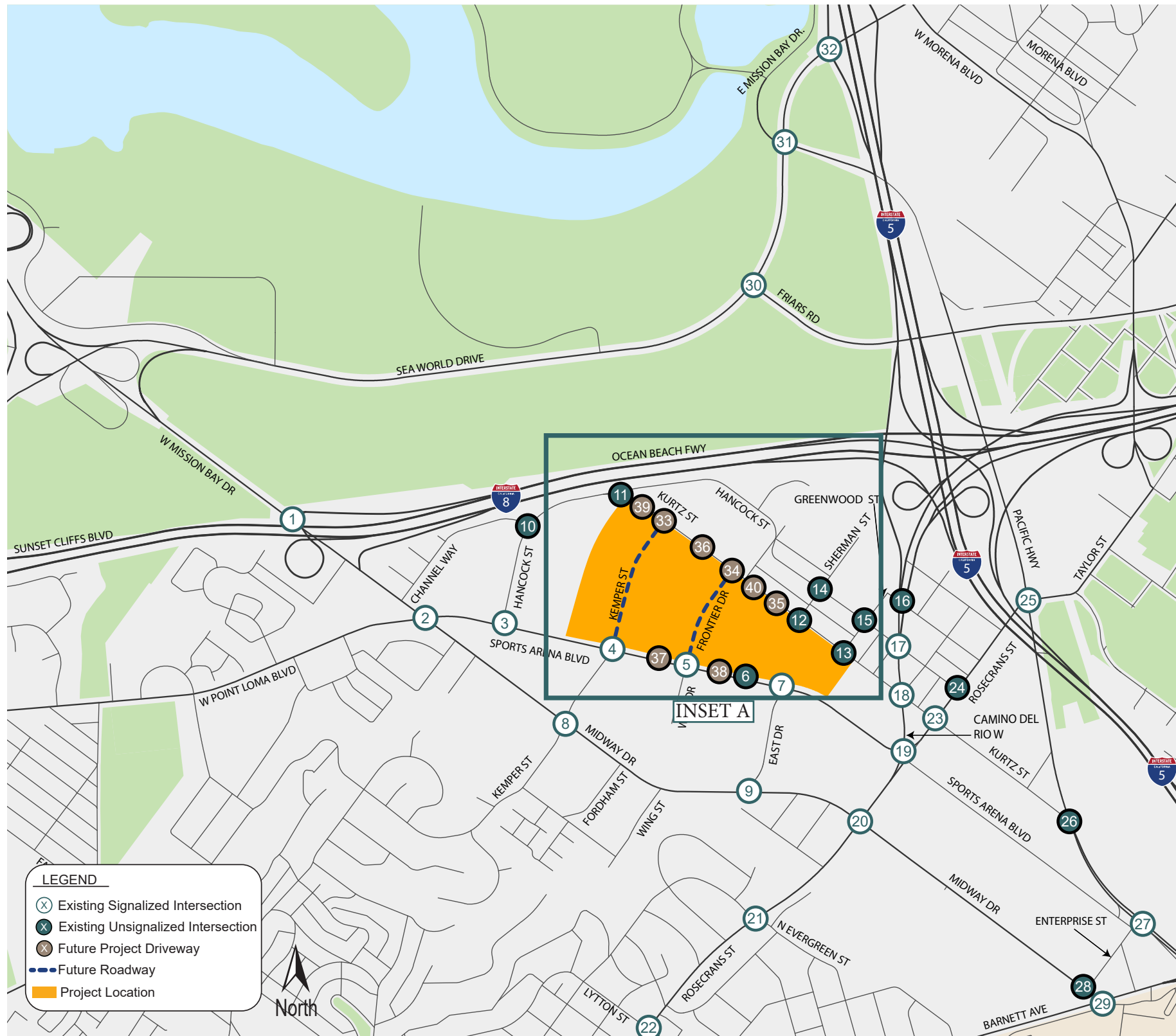
BASEMAP SOURCE: PROJECT DESIGN CONSULTANTS A BOWMAN COMPANY

Figure ES-3. Existing Driveways and Site Operations



BASEMAP SOURCE: PROJECT DESIGN CONSULTANTS A BOWMAN COMPANY

Figure ES-4. Study Area Map



1.1.3 TRANSPORTATION DEMAND ANALYSIS

The project demand was developed based on trip generation calculations and trip distribution through the study area, per the TSM. The project traffic was assigned to the study network and analyzed for project effects.

The following sections describe the proposed project operations, calculated transportation demand, and transportation analysis results concluded for the proposed project site and surrounding study area.

1.1.3.1 Proposed Entertainment Center

The existing arena currently has a 16,000-seat capacity for sporting events and 10,500-seat capacity for concerts. The Entertainment Center will maintain a 16,000-seat capacity for sporting events and increase the concert capacity to 14,500 seats. The Entertainment Center is anticipated to continue to host similar types and sizes of events as the existing Pechanga Arena. The planned program of events (type, size, and frequency) for the future Entertainment Center is summarized in **Table ES-1**.

Table ES-1. Planned Events for Proposed Entertainment Center

Event	No. of Events/Year	Average Spectators
San Diego Gulls	38	7,250
San Diego Seals	9	7,500
San Diego Strike Force	8	2,500
Concert – Full	20	10,500
Concert – Half	20	7,500
Family Shows	17	3,500
Ice Shows	1	3,000
Motorsports	1	4,000
Boxing	1	8,000
Wrestling	3	4,000
Rodeos	1	3,000
High School Sports	5	1,500
Other Sports	2	4,000
Religious	0	Unknown
Graduations	10	Unknown
Miscellaneous	25	Unknown
Total	161	

On-site parking for the Entertainment Center will be provided via parking garages on Block E2 and Block B2, west of Frontier Drive, and Block H1, east of Frontier Drive (See **Figure ES-1** for Block locations).

Table ES-2 summarizes the number of parking stalls that will be provided on-site during an event by Block, not including on-street parking on Kemper Street, Frontier Drive, and Kurtz Street.

Table ES-2. Proposed Event Parking Stalls by Block

Block	Event Parking Stalls
Block B2	565
Block E2	754
Block H1	781
Total	2,100

The trips generated by the Entertainment Center were assigned to the roadway network based on available parking in each Block, and additional trips were assigned to overflow parking sites nearby the project site. **Figure ES-5** illustrates the locations of the overflow parking sites for the Entertainment Center.

1.1.4 TRIP GENERATION RATES

The project transportation demand was developed using San Diego Municipal Code Land Development Code Trip Generation Manual (2003). The San Diego Trip Generation Manual, Institute of Transportation Engineers (ITE) Trip Generation Manual, and SANDAG Trip Generation Manual, trip generation rates for entertainment land uses are not reflective of the anticipated operations for the proposed Entertainment Center. Thus, trip rates for the proposed Entertainment Center were manually developed based on previous arena studies, existing driveway counts, anticipated mode shift, and parking availability. The assumptions for the trip generation analysis for each land use are further detailed in [Section 4.1](#) of the LMA.

Applicable trip generation rates for the proposed San Diego Entertainment Center are not available in the San Diego, ITE, or SANDAG trip generation manuals. ITE provides trip generation rates for a professional baseball arena, SANDAG provides trip generation rates for outdoor stadium and indoor arena, and the City of San Diego has trip generation rates for auditorium and indoor sport facility. However, the description of the applicable land uses in these manuals are not reflective of the anticipated operations for the proposed Entertainment Center, which will continue to host regularly scheduled minor-league sporting events and live performances. Consequently, trip rates for the proposed Entertainment Center were manually developed based on previous arena studies, existing driveway counts, anticipated mode shift, and parking availability.

The trip generation rates used for the proposed land uses are summarized in **Table ES-3**.

1.1.5 TRIP GENERATION RATE ADJUSTMENTS

Commercial trip generation rates included reductions for multimodal improvements and internal capture (mixed use). Additionally, trip generation rates were adjusted for the Commuter PM and Pre-Event Peak periods, based on the assumption that a portion of retail- and restaurant-goers will avoid the project site and surrounding area during these peaks on event days as compared to non-event days.

The residential and retail trip generation rates for the Pre-Event PM peak are based on vehicle time of day distributions (“bell curve factor”) provided in the ITE Trip Generation Manual, 11th Edition for Multifamily Mid-Rise (ITE Code 221) and Shopping Center (ITE Code 820). Both land uses were observed to generate a lower portion of ADT in the 6-7 PM hour compared to the 5-6 PM hour.

Table ES-3. Trip Generation Rates for Proposed Project (Cumulative Trip Rates)

Land Use ¹	Daily Rates-Cumulative	Weekday Event-Day									Weekend Non-Event Day		
		AM Commuter Peak Hour ²			PM Commuter Peak Hour ³			Pre-Event PM Peak Hour ⁴			Midday Peak Hour ⁵		
		Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Proposed Raw Rates													
* Entertainment Center Event - Spectators	2.0	0	0	0	0.20	0.20	0	0.40	0.40	0	0	0	0
* Entertainment Center - Employees	2.0	0	0	0	0.25	0.25	0	0.00	0.00	0	0	0	0
SD Multiple Dwelling Unit - Over 20 dwelling units/acre	6.0	8%	2	8	9%	7	3	9%	7	3	9%	7	3
SD Restaurant - Quality	90	1%	6	4	8%	7	3	8%	7	3	8%	7	3
SD Restaurant - High Turnover (sit-down)	104	8%	5	5	8%	6	4	8%	6	4	8%	6	6
SD Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres)	49	3%	6	4	10%	5	5	10%	5	5	10%	5	5

Notes:

¹Land Uses based on: SD – City of San Diego Trip Generation Manual

²AM Commuter Peak Hour = Morning Peak Hour (8-9 AM)

³PM Commuter Peak Hour = Evening Commute Peak Hour (5-6 PM)

⁴Pre-Event PM Peak Hour = Arrival Peak Hour prior to event (6-7 PM)

⁵Weekend Midday Peak = Midday peak hour (11 AM-12 PM) during a non-event day

*Entertainment Center trip generation is based on number of maximum number of seats and employees expected for that peak period. Proposed Raw Trips is not based on a rate but rather using assumptions listed below:

Spectator Arrival - 20% during Commute PM Peak Hour; 40% during Pre-Event PM Peak Hour

Employee Arrival - 25% during PM Peak Hour; 0% during Pre-Event PM Peak Hour

Table ES-3. Trip Generation Rates for Proposed Project (Driveway Trip Rates)

Land Use ¹	Daily Rates-Driveway	Weekday Event-Day									Weekend Non-Event Day		
		AM Commuter Peak Hour ²			PM Commuter Peak Hour ³			Pre-Event PM Peak Hour ⁴			Midday Peak Hour ⁵		
		Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Proposed Raw Rates													
SD Restaurant - Quality	100	1%	6	4	8%	7	3	8%	7	3	8%	7	3
SD Restaurant - High Turnover (sit-down)	130	8%	5	5	8%	6	4	8%	6	4	8%	6	4
SD Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres)	70	3%	6	4	10%	5	5	10%	5	5	10%	5	5

Notes:

¹Land Uses based on: SD – City of San Diego Trip Generation Manual

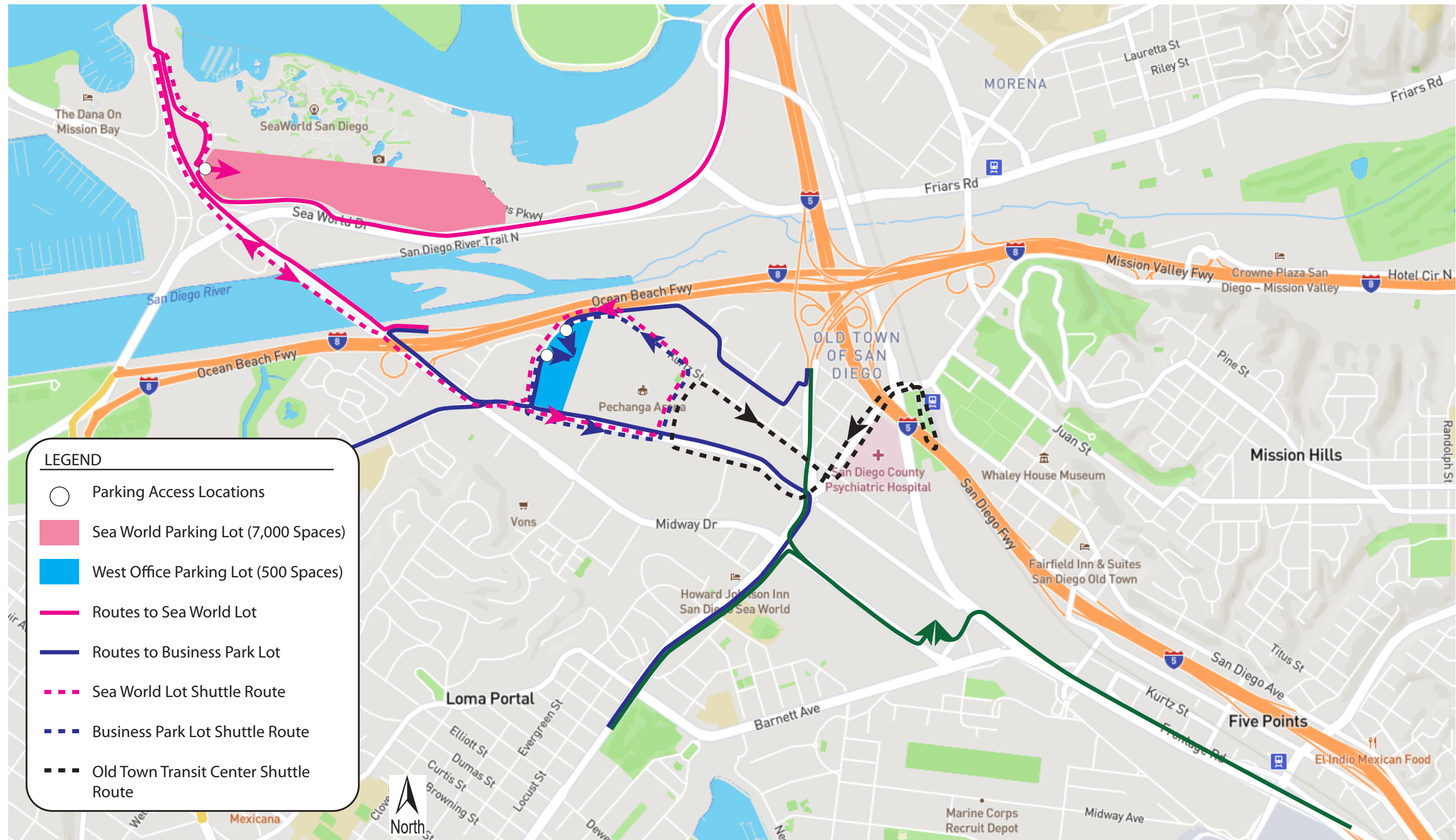
²AM Commuter Peak Hour = Morning Peak Hour (8-9 AM)

³PM Commuter Peak Hour = Evening Commute Peak Hour (5-6 PM)

⁴Pre-Event PM Peak Hour = Arrival Peak Hour prior to event (6-7 PM)

⁵Weekend Midday Peak= Midday peak hour (11 AM-12 PM) during a non-event day

Figure ES-5. Entertainment Center Off Site Overflow Parking



1.1.6 RESIDENTIAL AND COMMERCIAL TRIP GENERATION CALCULATIONS

The proposed commercial land use trip generation calculations are based on rates for Multiple Dwelling Unit (Over 20 dwelling units/acre) for the proposed residential land use, and Restaurant (Quality), Restaurant (High-Turnover/sit-down), and Shopping Center (Community) for the commercial land uses.

Two different trip generation calculations were performed for the commercial land uses:

1. Trip generation based on cumulative trip rates
2. Trip generation based on driveway trip rates

The driveway trip rates were used to calculate commercial trips at all project driveways, while cumulative trip rates were used to calculate commercial trips at the remaining study intersections.

1.1.7 ENTERTAINMENT CENTER TRIP GENERATION CALCULATIONS

Two different sets of trip generation calculations were performed for the entertainment land use on the project site:

1. Typical Event: 14,500 spectators
2. Full Capacity Event: 20,000 spectators (combined maximum capacity of Entertainment Center and theater)

Although the transportation analysis was performed for the two event sizes, project effect determination is based on the 14,500-spectator event for the proposed scenario as the “typical” maximum event. The 20,000-spectator scenario is a maximum capacity event for the Entertainment Center and the theater combined, which is expected to occur up to 2 times per year. Operational results of the maximum capacity event will be used to develop traffic management strategies including temporary traffic control, additional signage, and traffic signal modifications that would be used for these larger spectator events.

1.1.8 TRIP GENERATION RESULTS

Trip generation calculations were prepared for the following analysis scenarios:

- Opening Year (2030) Plus Project Phase 1 with 14,500-spectator event
- Opening Year (2035) Plus Project Phase 2 Buildout with 14,500-spectator event
- Opening Year (2030) Plus Project Phase 1 with 20,000-spectator event
- Opening Year (2035) Plus Project Phase 2 Buildout with 20,000-spectator event

1.1.9 TRIP DISTRIBUTION

Trip distribution patterns were created for each land use to and from applicable parking locations within and nearby the project site. Three geographic areas (or zones) were chosen to develop the regional trip distribution for each proposed land use. The zones were selected for each land use to represent comparable travel patterns to the proposed project, based on their location and similarity in characteristics with the proposed land uses. The three sites selected are identified as follows:

- Residential neighborhoods located north and south of Point Loma Boulevard were chosen for the proposed Residential land use to reflect the mid- to high-density nature of the project.

- Liberty Station was chosen for the proposed commercial land uses as it leases to boutique-retail and restaurant and beverage, similar to the project.
- Pechanga Arena was chosen for the proposed Entertainment Center as the project proposes to redevelop the existing Pechanga Arena.

Additional details on trip distribution development are in [Section 4.2](#) of the LMA.

1.2 TRANSPORTATION ANALYSIS RESULTS

Table ES-4 provides a summary of the LOS for all scenarios analyzed as part of this LMA at the end of this section of the Executive Summary. **Table ES-5** provides a summary of the roadway segment LOS analysis for all scenarios.

1.2.1 EXISTING CONDITIONS ANALYSIS

Existing (2023) traffic conditions were analyzed at the study intersections based on the existing (2023) lane geometry and traffic volumes. Existing (2023) conditions lane geometrics and traffic volumes are provided in Chapter 3 of the LMA. Existing (2023) conditions level of service results for all study intersections are included in Chapter 3 of the LMA.

Under existing (2023) conditions, all intersections operate at LOS D or better except:

- Intersection 2 – Sports Arena Boulevard / Midway Dr / W Point Loma Blvd (PM: LOS E; Pre-Event: LOS E)
- Intersection 5 – Sports Arena Blvd & West Dr / Existing Driveway 2 (Pre-Event: LOS F)
- Intersection 6 – Sports Arena Boulevard / Target Driveway / Existing VIP Access (PM: LOS E; WKND: LOS F)
- Intersection 17 – Camino del Rio W / Hancock Street (AM: LOS F; PM: LOS F; Pre-Event: LOS F)
- Intersection 18 – Camino del Rio W / Kurtz St (Pre-Event: LOS E)
- Intersection 20 – Rosecrans Street / Midway Drive (AM: LOS E; PM: LOS E; Pre-Event: LOS E; WKND: LOS E)
- Intersection 27 – Pacific Highway / Enterprise Street (PM: LOS F; WKND: LOS F)
- Intersection 29 – Barnett Avenue / Midway Drive (PM: LOS F)

Table ES-4. Intersection LOS Summary

#	INTERSECTION	PEAK HOUR	EXISTING	2030 Baseline	2035 Baseline	2030 Plus Project	2035 Plus Project	2030 Plus Improvements	2035 Plus Improvements
			LOS (b)	LOS (b)	LOS (b)	LOS (b)	LOS (b)	LOS (b)	LOS (b)
1	Sports Arena Blvd/W Mission Bay Dr & I-8 WB Off Ramp	1. Weekday AM	B	B	B	B	B	-	-
		2. Weekday Commuter PM	C	C	C	C	D	-	-
		3. Weekday Pre-Event PM (14.5k)	B	C	C	C	C	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	C	-	-
		5. Weekend Midday	C	C	C	C	D	-	-
2	Midway Dr & W Point Loma Blvd & Sports Arena Blvd	1. Weekday AM	C	C	C	C	D	E	F
		2. Weekday Commuter PM	E	E	E	F	F	E	E
		3. Weekday Pre-Event PM (14.5k)	E	E	E	E	F	E	E
		4. Weekday Pre-Event PM (20k)	-	-	-	F	F	E	F
		5. Weekend Midday	D	E	E	E	F	E	E
3	Commercial Dwy 1/Hancock St & Sports Arena Blvd	1. Weekday AM	A	A	A	B	C	-	-
		2. Weekday Commuter PM	B	B	B	C	C	-	-
		3. Weekday Pre-Event PM (14.5k)	B	B	B	C	C	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	C	-	-
		5. Weekend Midday	B	B	B	B	C	-	-
4	Kemper St & Sports Arena Blvd	1. Weekday AM	B	B	B	B	B	-	-
		2. Weekday Commuter PM	C	B	B	C	D	-	-
		3. Weekday Pre-Event PM (14.5k)	C	C	C	D	D	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	D	D	-	-
		5. Weekend Midday	B	C	C	C	C	-	-
5	West Dr/Frontier Dr & Sports Arena Blvd	1. Weekday AM	B	B	B	B	C	C	D
		2. Weekday Commuter PM	C	C	C	F	F	D	E
		3. Weekday Pre-Event PM (14.5k)	F	F	F	F	F	D	E
		4. Weekday Pre-Event PM (20k)	-	-	-	F	F	E	D
		5. Weekend Midday	D	D	D	F	F	E	D
6	Target Dwy & Sports Arena Blvd	1. Weekday AM	B	B	B	B	B	-	-
		Worst Mvmt	SB	SB	SB	WBL	WBL	-	-
		2. Weekday Commuter PM	E	E	F	C	C	-	-
		Worst Mvmt	-	-	-	WBL	WBL	-	-
		3. Weekday Pre-Event PM (14.5k)	D	D	D	C	C	-	-
		Worst Mvmt	SB	SB	SB	WBL	WBL	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	C	-	-
Worst Mvmt	-	-	-	WBL	WBL	-	-		
7	East Dr & Sports Arena Blvd	1. Weekday AM	A	A	A	A	A	-	-
		2. Weekday Commuter PM	C	C	C	B	B	-	-
		3. Weekday Pre-Event PM (14.5k)	C	C	C	B	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	B	B	-	-
		5. Weekend Midday	B	B	B	C	C	-	-
8	Kemper St & Midway Dr	1. Weekday AM	B	B	B	B	C	-	-
		2. Weekday Commuter PM	D	D	D	D	D	-	-
		3. Weekday Pre-Event PM (14.5k)	C	C	C	C	D	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	D	D	-	-
		5. Weekend Midday	C	C	C	C	C	-	-
9	Commercial Dwy 2/East Dr & Midway Dr	1. Weekday AM	A	A	A	A	A	-	-
		2. Weekday Commuter PM	B	B	B	B	B	-	-
		3. Weekday Pre-Event PM (14.5k)	B	B	B	B	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	B	B	-	-
		5. Weekend Midday	B	B	B	C	B	-	-
10	Hancock St & Channel Way	1. Weekday AM	A	A	A	A	B	-	-
		2. Weekday Commuter PM	A	A	A	B	C	-	-
		3. Weekday Pre-Event PM (14.5k)	A	A	A	B	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	B	B	-	-
		5. Weekend Midday	A	A	A	B	B	-	-
11	Kurtz St & Hancock St	1. Weekday AM	A	A	A	A	A	-	-
		2. Weekday Commuter PM	B	B	B	A	A	-	-
		3. Weekday Pre-Event PM (14.5k)	C	B	B	A	A	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	A	A	-	-
		5. Weekend Midday	B	B	B	A	A	-	-
12	H1 Dwy 2/Sherman St & Kurtz St	1. Weekday AM	A	A	A	B	C	-	-
		2. Weekday Commuter PM	A	A	A	C	C	-	-
		3. Weekday Pre-Event PM (14.5k)	B	A	A	C	C	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	C	-	-
		5. Weekend Midday	A	A	A	C	B	-	-
13	Kurtz St & Greenwood St	1. Weekday AM	A	A	A	A	B	-	-
		2. Weekday Commuter PM	B	B	B	B	B	-	-
		3. Weekday Pre-Event PM (14.5k)	B	B	B	A	A	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	A	A	-	-
		5. Weekend Midday	B	B	B	B	A	-	-
14	Sherman St & Hancock St	1. Weekday AM	A	A	A	A	A	A	A
		2. Weekday Commuter PM	A	A	A	C	C	C	C
		3. Weekday Pre-Event PM (14.5k)	C	B	B	F	E	F	E
		4. Weekday Pre-Event PM (20k)	-	-	-	F	E	F	E
		5. Weekend Midday	A	A	A	A	B	A	B
15	Greenwood St & Hancock St	1. Weekday AM	A	A	A	A	A	-	-
		2. Weekday Commuter PM	A	A	A	B	B	-	-
		3. Weekday Pre-Event PM (14.5k)	B	A	A	B	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	B	-	-
		5. Weekend Midday	A	A	A	A	A	-	-
16	Camino Del Rio W & Moore St	1. Weekday AM	D	D	D	D	D	-	-
		Worst Mvmt	WB	WB	WB	WB	WB	-	-
		2. Weekday Commuter PM	D	D	D	E	E	-	-
		Worst Mvmt	WB	WB	WB	WB	WB	-	-
		3. Weekday Pre-Event PM (14.5k)	C	C	D	E	E	-	-
		Worst Mvmt	WB	WB	WB	WB	WB	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	E	E	-	-
Worst Mvmt	-	-	-	WB	WB	-	-		
17	Camino Del Rio W & Hancock St	1. Weekday AM	F	F	F	F	F	C	C
		2. Weekday Commuter PM	F	B	B	B	B	C	C
		3. Weekday Pre-Event PM (14.5k)	F	B	B	B	B	C	C
		4. Weekday Pre-Event PM (20k)	-	-	-	B	B	C	C
		5. Weekend Midday	C	C	C	C	D	C	C
18	Camino Del Rio W & Kurtz St	1. Weekday AM	C	C	C	A	A	-	-
		2. Weekday Commuter PM	D	D	E	B	B	-	-
		3. Weekday Pre-Event PM (14.5k)	E	E	E	B	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	B	B	-	-
		5. Weekend Midday	D	E	D	B	A	-	-
19	Rosecrans St & Sports Arena Blvd & Camino Del Rio W	1. Weekday AM	C	C	C	C	C	C	D
		2. Weekday Commuter PM	D	D	D	E	D	E	D
		3. Weekday Pre-Event PM (14.5k)	D	D	D	D	D	D	D
		4. Weekday Pre-Event PM (20k)	-	-	-	D	D	E	D
		5. Weekend Midday	D	D	E	E	F	E	E
20	Rosecrans St & Midway Dr	1. Weekday AM	E	E	E	E	E	D	D
		2. Weekday Commuter PM	E	E	E	E	E	D	D
		3. Weekday Pre-Event PM (14.5k)	E	E	E	E	E	D	D
		4. Weekday Pre-Event PM (20k)	-	-	-	F	F	D	D
		5. Weekend Midday	E	E	F	F	F	D	D

Table ES-4. Intersection LOS Summary

#	INTERSECTION	PEAK HOUR	EXISTING	2030 Baseline	2035 Baseline	2030 PIUS Project	2035 PIUS Project	2030 PIUS Improvements	2035 PIUS Improvements
			LOS (b)	LOS (b)	LOS (b)	LOS (b)	LOS (b)	LOS (b)	LOS (b)
21	Rosecrans St & N Evergreen St	1. Weekday AM	C	B	B	B	B	-	-
		2. Weekday Commuter PM	C	C	C	C	C	-	-
		3. Weekday Pre-Event PM (14.5k)	C	B	B	B	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	B	B	-	-
		5. Weekend Midday	C	C	C	C	C	-	-
22	Rosecrans St & Lytton St	1. Weekday AM	D	E	F	E	E	D	E
		2. Weekday Commuter PM	D	D	E	D	E	D	D
		3. Weekday Pre-Event PM (14.5k)	D	D	D	D	D	C	C
		4. Weekday Pre-Event PM (20k)	-	-	-	D	D	C	C
		5. Weekend Midday	D	D	D	D	D	C	C
23	Rosecrans St & Kurtz St	1. Weekday AM	B	B	C	C	C	-	-
		2. Weekday Commuter PM	C	C	C	C	C	-	-
		3. Weekday Pre-Event PM (14.5k)	B	B	B	B	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	B	B	-	-
		5. Weekend Midday	C	C	C	C	C	-	-
24	Rosecrans St & Hancock St	1. Weekday AM	A	A	A	A	A	-	-
		2. Weekday Commuter PM	B	B	B	F	A	-	-
		3. Weekday Pre-Event PM (14.5k)	B	B	B	B	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	B	B	-	-
		5. Weekend Midday	A	A	A	A	A	-	-
25	Pacific Hwy & Rosecrans St/Taylor St	1. Weekday AM	C	C	C	C	C	-	-
		2. Weekday Commuter PM	C	C	C	C	C	-	-
		3. Weekday Pre-Event PM (14.5k)	C	C	D	C	C	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	C	-	-
		5. Weekend Midday	C	C	C	C	C	-	-
26	Kurtz St & Pacific Hwy	1. Weekday AM	B	C	C	C	C	B	B
		Worst Mvmt	EB	NBL	NBL	EB	NBL	-	-
		2. Weekday Commuter PM	D	F	F	F	F	C	C
		Worst Mvmt	EB	EB	EB	EB	EB	-	-
		3. Weekday Pre-Event PM (14.5k)	C	F	F	F	F	C	C
		Worst Mvmt	EB	EB	EB	EB	EB	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	F	F	C	C
		Worst Mvmt	-	-	-	EB	EB	-	-
27	Pacific Hwy & Enterprise St	1. Weekday AM	C	C	D	D	D	-	-
		2. Weekday Commuter PM	F	C	D	E	E	-	-
		3. Weekday Pre-Event PM (14.5k)	F	C	C	E	E	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	E	E	-	-
		5. Weekend Midday	B	B	B	B	B	-	-
28	Midway Dr & Enterprise St	1. Weekday AM	B	B	B	B	B	B	B
		Worst Mvmt	SB	SB	SB	SB	SB	-	-
		2. Weekday Commuter PM	C	C	E	D	E	C	C
		Worst Mvmt	SB	SB	SB	SB	SB	-	-
		3. Weekday Pre-Event PM (14.5k)	C	C	D	C	E	C	C
		Worst Mvmt	SB	SB	SB	SB	SB	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	D	E	C	C
		Worst Mvmt	-	-	-	SB	SB	-	-
29	Barnett Ave & Midway Dr	1. Weekday AM	B	C	C	B	C	-	-
		2. Weekday Commuter PM	F	D	E	C	E	-	-
		3. Weekday Pre-Event PM (14.5k)	C	C	D	C	D	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	D	-	-
		5. Weekend Midday	C	C	C	C	C	-	-
30	Sea World Dr & Friars Rd	1. Weekday AM	A	B	B	B	B	-	-
		2. Weekday Commuter PM	C	C	C	C	C	-	-
		3. Weekday Pre-Event PM (14.5k)	B	C	A	C	C	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	C	-	-
		5. Weekend Midday	C	C	C	C	C	-	-
31	Sea World Dr & E Mission Bay Dr/Pacific Highway	1. Weekday AM	B	B	B	B	B	-	-
		2. Weekday Commuter PM	C	C	C	C	C	-	-
		3. Weekday Pre-Event PM (14.5k)	B	C	C	C	C	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	C	-	-
		5. Weekend Midday	C	C	C	C	C	-	-
32	Southbound On Ramp/1-5 Southbound Off Ramp & Sea World	1. Weekday AM	C	C	C	D	C	-	-
		2. Weekday Commuter PM	C	C	C	C	C	-	-
		3. Weekday Pre-Event PM (14.5k)	C	C	C	C	C	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	C	-	-
		5. Weekend Midday	B	B	B	B	B	-	-
33	Kemper St & Kurtz St	1. Weekday AM	-	-	-	-	B	-	-
		2. Weekday Commuter PM	-	-	-	-	B	-	-
		3. Weekday Pre-Event PM (14.5k)	-	-	-	-	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	-	B	-	-
		5. Weekend Midday	-	-	-	-	B	-	-
34	Frontier Dr & Kurtz St	1. Weekday AM	-	-	-	B	B	-	-
		2. Weekday Commuter PM	-	-	-	C	B	-	-
		3. Weekday Pre-Event PM (14.5k)	-	-	-	B	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	C	B	-	-
		5. Weekend Midday	-	-	-	B	B	-	-
35	H1 Dwy 1 & Kurtz St	1. Weekday AM	-	-	-	B	B	-	-
		2. Weekday Commuter PM	-	-	-	B	A	-	-
		3. Weekday Pre-Event PM (14.5k)	-	-	-	A	A	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	A	A	-	-
		5. Weekend Midday	-	-	-	B	A	-	-
36	E2 Dwy & Kurtz St	1. Weekday AM	-	-	-	-	B	-	-
		2. Weekday Commuter PM	-	-	-	-	B	-	-
		3. Weekday Pre-Event PM (14.5k)	-	-	-	-	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	-	B	-	-
		5. Weekend Midday	-	-	-	-	B	-	-
37	Sports Arena Blvd & B2 Dwy	1. Weekday AM	-	-	-	-	B	-	-
		2. Weekday Commuter PM	-	-	-	-	C	-	-
		3. Weekday Pre-Event PM (14.5k)	-	-	-	-	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	-	B	-	-
		5. Weekend Midday	-	-	-	-	C	-	-
38	Sports Arena Blvd & F/G Dwy	1. Weekday AM	-	-	-	B	B	-	-
		2. Weekday Commuter PM	-	-	-	C	C	-	-
		3. Weekday Pre-Event PM (14.5k)	-	-	-	A	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	A	B	-	-
		5. Weekend Midday	-	-	-	C	C	-	-
39	A3 Dwy & Kurtz St	1. Weekday AM	-	-	-	-	C	-	-
		2. Weekday Commuter PM	-	-	-	-	C	-	-
		3. Weekday Pre-Event PM (14.5k)	-	-	-	-	C	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	-	C	-	-
		5. Weekend Midday	-	-	-	-	C	-	-
40	X Dwy & Kurtz St	1. Weekday AM	-	-	-	B	B	-	-
		2. Weekday Commuter PM	-	-	-	B	B	-	-
		3. Weekday Pre-Event PM (14.5k)	-	-	-	A	B	-	-
		4. Weekday Pre-Event PM (20k)	-	-	-	A	B	-	-
		5. Weekend Midday	-	-	-	B	B	-	-

Notes:

Table ES-5. Roadway Segment LOS Summary

ID	Roadway Segment	Extents	Existing Conditions Volumes					2030 Base					2030 (14.5k) With Project Phase 1					2030 (20k) With Project Phase 1					2035 Base					2035 (14.5k) With Project Phase 2 Buildout					2035 (20k) With Project Phase 2 Buildout						
			Functional Classification ¹	LOS E Capacity ²	ADT ³	V/C Ratio ⁴	LOS ⁵	Functional Classification ¹	LOS E Capacity ²	ADT ³	V/C Ratio ⁴	LOS ⁵	With Project Classification ⁶	LOS E Capacity ²	ADT ³	V/C Ratio ⁴	LOS ⁵	Project Effect (Y/N?)	With Project Classification ⁶	LOS E Capacity ²	ADT ³	V/C Ratio ⁴	LOS ⁵	Functional Classification ¹	LOS E Capacity ²	ADT ³	V/C Ratio ⁴	LOS ⁵	With Project Classification ⁶	LOS E Capacity ²	ADT ³	V/C Ratio ⁴	LOS ⁵	Project Effect (Y/N?)	With Project Classification ⁶	LOS E Capacity ²	ADT ³	V/C Ratio ⁴	LOS ⁵
1	Sports Arena Boulevard	I-8 WB Off Ramp to I-8 EB On-Ramp	5 Lane Prime Arterial	50,000	13,193	0.264	A	5 Lane Prime Arterial	50,000	14,045	0.281	A	5 Lane Prime Arterial	50,000	18,097	0.362	A	N	5 Lane Prime Arterial	50,000	17,842	0.357	A	5 Lane Prime Arterial	50,000	14,709	0.294	A	5 Lane Prime Arterial	50,000	22,588	0.452	B	N	5 Lane Prime Arterial	50,000	22,821	0.456	B
2		I-8 EB On Ramp to W Point Loma Boulevard	5 Lane Major Arterial	45,000	27,964	0.621	C	5 Lane Major Arterial	45,000	29,387	0.653	C	5 Lane Major Arterial	45,000	36,536	0.812	D	N	5 Lane Major Arterial	45,000	35,490	0.789	D	5 Lane Major Arterial	45,000	30,471	0.677	C	5 Lane Major Arterial	45,000	43,625	0.969	E	Y	5 Lane Major Arterial	45,000	43,871	0.975	E
3		W Point Loma Boulevard to Hancock Street	5 Lane Collector (with two-way left-turn lane)	37,500	17,736	0.473	C	5 Lane Collector (with two-way left-turn lane)	37,500	18,742	0.500	C	5 Lane Collector (with two-way left-turn lane)	37,500	29,071	0.775	D	N	5 Lane Collector (with two-way left-turn lane)	37,500	27,862	0.743	D	5 Lane Collector (with two-way left-turn lane)	37,500	19,520	0.521	C	5 Lane Collector (with two-way left-turn lane)	37,500	42,489	1.133	F	Y	5 Lane Collector (with two-way left-turn lane)	37,500	42,749	1.140	F
4		Hancock Street to Kemper Street	5 Lane Collector (with two-way left-turn lane)	37,500	17,736	0.473	C	5 Lane Collector (with two-way left-turn lane)	37,500	18,758	0.500	C	5 Lane Collector (with two-way left-turn lane)	37,500	22,578	0.602	C	N	5 Lane Collector (with two-way left-turn lane)	37,500	21,981	0.586	C	5 Lane Collector (with two-way left-turn lane)	37,500	19,547	0.521	C	5 Lane Collector (with two-way left-turn lane)	37,500	29,012	0.774	D	N	5 Lane Collector (with two-way left-turn lane)	37,500	29,149	0.777	D
5		Kemper Street to Frontier Drive	5 Lane Major Arterial	45,000	17,736	0.394	B	5 Lane Major Arterial	45,000	18,736	0.416	B	4 Lane Major Arterial (with 2 flexible lane)	40,000	24,174	0.604	C	N	4 Lane Major Arterial (with 2 flexible lane)	40,000	23,103	0.578	C	5 Lane Major Arterial	45,000	19,509	0.434	B	4 Lane Major Arterial (with 2 flexible lane)	40,000	30,559	0.764	D	N	4 Lane Major Arterial (with 2 flexible lane)	40,000	30,751	0.769	D
6		Frontier Drive to East Drive	6 Lane Major Arterial	50,000	18,662	0.373	A	6 Lane Major Arterial	50,000	19,627	0.393	A	4 Lane Major Arterial (with 2 flexible lane)	40,000	22,981	0.575	C	N	4 Lane Major Arterial (with 2 flexible lane)	40,000	21,463	0.537	C	6 Lane Major Arterial	50,000	20,385	0.408	B	4 Lane Major Arterial (with 2 flexible lane)	40,000	23,468	0.587	C	N	4 Lane Major Arterial (with 2 flexible lane)	40,000	23,551	0.589	C
7		East Drive to Camino Del Rio West	6 Lane Major Arterial	50,000	23,191	0.464	B	6 Lane Major Arterial	50,000	24,463	0.489	B	4 Lane Major Arterial (with 2 flexible lane)	40,000	26,696	0.667	C	N	4 Lane Major Arterial (with 2 flexible lane)	40,000	25,178	0.629	C	6 Lane Major Arterial	50,000	25,459	0.509	B	4 Lane Major Arterial (with 2 flexible lane)	40,000	27,753	0.694	C	N	4 Lane Major Arterial (with 2 flexible lane)	40,000	27,836	0.696	C
8		Rosecrans Street to Pacific Highway	2 Lane Collector (without two-way left-turn lane)	8,000	1,391	0.174	A	2 Lane Collector (without two-way left-turn lane)	8,000	1,745	0.218	A	2 Lane Collector (without two-way left-turn lane)	8,000	4,590	0.574	C	N	2 Lane Collector (without two-way left-turn lane)	8,000	4,590	0.574	C	2 Lane Collector (without two-way left-turn lane)	8,000	2,101	0.263	A	2 Lane Collector (without two-way left-turn lane)	8,000	5,196	0.649	D	N	2 Lane Collector (without two-way left-turn lane)	8,000	5,196	0.649	D
9	Camino Del Rio West	North of Greenwood Street	6 Lane Prime Arterial	60,000	60,833	1.014	F	6 Lane Prime Arterial	60,000	63,039	1.051	F	6 Lane Prime Arterial	60,000	66,546	1.109	F	N	6 Lane Prime Arterial	60,000	65,280	1.088	F	6 Lane Prime Arterial	60,000	64,667	1.078	F	6 Lane Prime Arterial	60,000	72,101	1.202	F	N	6 Lane Prime Arterial	60,000	72,248	1.204	F
10		Greenwood Street to Hancock Street	6 Lane Prime Arterial	60,000	60,833	1.014	F	6 Lane Prime Arterial	60,000	63,047	1.051	F	6 Lane Prime Arterial	60,000	66,659	1.111	F	N	6 Lane Prime Arterial	60,000	65,385	1.090	F	6 Lane Prime Arterial	60,000	64,681	1.078	F	6 Lane Prime Arterial	60,000	72,221	1.204	F	N	6 Lane Prime Arterial	60,000	72,362	1.206	F
11		Hancock Street to Kurtz Street	6 Lane Prime Arterial	60,000	50,998	0.850	D	6 Lane Prime Arterial	60,000	52,827	0.880	D	6 Lane Prime Arterial	60,000	55,015	0.917	E	Y	6 Lane Prime Arterial	60,000	53,666	0.894	D	6 Lane Prime Arterial	60,000	54,177	0.903	D	6 Lane Prime Arterial	60,000	58,630	0.977	E	Y	6 Lane Prime Arterial	60,000	58,703	0.978	E
12	Rosecrans Street	Camino del Rio to Pacific Highway	4 Lane Collector (with two-way left-turn lane)	30,000	9,822	0.327	A	4 Lane Collector (with two-way left-turn lane)	30,000	10,427	0.348	B	2 Lane Major (with 2 flexible lanes)	20,000	11,658	0.583	C	N	2 Lane Major (with 2 flexible lanes)	20,000	11,494	0.575	C	4 Lane Collector (with two-way left-turn lane)	30,000	10,647	0.355	B	2 Lane Major (with 2 flexible lanes)	20,000	11,080	0.554	C	N	2 Lane Major (with 2 flexible lanes)	20,000	11,093	0.555	C
13		Sports Arena Boulevard to Midway Drive	6 Lane Major Arterial	50,000	54,078	1.082	F	6 Lane Major Arterial	50,000	57,706	1.154	F	6 Lane Major Arterial	50,000	61,743	1.235	F	N	6 Lane Major Arterial	50,000	61,609	1.232	F	6 Lane Major Arterial	50,000	60,671	1.213	F	6 Lane Major Arterial	50,000	65,461	1.309	F	N	6 Lane Major Arterial	50,000	65,502	1.310	F
14	Midway Drive	Kemper Street to Rosecrans Street	4 Lane Collector (with two-way left-turn lane)	30,000	24,332	0.811	D	4 Lane Collector (with two-way left-turn lane)	30,000	25,483	0.849	E	4 Lane Collector (with two-way left-turn lane)	30,000	26,032	0.868	E	N	4 Lane Collector (with two-way left-turn lane)	30,000	26,047	0.868	E	4 Lane Collector (with two-way left-turn lane)	30,000	26,355	0.879	E	4 Lane Collector (with two-way left-turn lane)	30,000	26,567	0.886	E	N	4 Lane Collector (with two-way left-turn lane)	30,000	26,581	0.886	E
15	Kurtz Street	Kemper Street to Frontier Drive	2 Lane Collector (one-way)	17,500	3,160	0.181	A	2 Lane Collector (one-way)	17,500	3,260	0.186	A	2 Lane Collector (without two-way left-turn lane)	8,000	11,254	1.407	F	Y	2 Lane Collector (without two-way left-turn lane)	8,000	10,686	1.336	F	2 Lane Collector (one-way)	17,500	3,333	0.190	A	2 Lane Collector (without two-way left-turn lane)	8,000	17,429	2.179	F	Y	2 Lane Collector (without two-way left-turn lane)	8,000	17,670	2.209	F
16	Kurtz Street	Frontier Drive to Sherman Street	2 Lane Collector (one-way)	17,500	3,160	0.181	A	2 Lane Collector (one-way)	17,500	3,276	0.187	A	2 Lane Collector (without two-way left-turn lane)	8,000	8,597	1.075	F	Y	2 Lane Collector (without two-way left-turn lane)	8,000	8,478	1.060	F	2 Lane Collector (one-way)	17,500	3,361	0.192	A	2 Lane Collector (without two-way left-turn lane)	8,000	12,157	1.520	F	Y	2 Lane Collector (without two-way left-turn lane)	8,000	12,210	1.526	F
17	Kurtz Street	Sherman Street to Camino del Rio West	2 Lane Collector (one-way)	17,500	5,031	0.287	A	2 Lane Collector (one-way)	17,500	5,220	0.298	A	2 Lane Collector (one-way)	17,500	8,536	0.488	B	N	2 Lane Collector (one-way)	17,500	8,507	0.486	B	2 Lane Collector (one-way)	17,500	5,359	0.306	A	2 Lane Collector (one-way)	17,500	11,278	0.644	C	N	2 Lane Collector (one-way)	17,500	11,129	0.636	C
18	Hancock Street	Sports Arena Boulevard to Channel Way	2 Lane Collector (without two-way left-turn lane)	8,000	3,452	0.432	B	2 Lane Collector (without two-way left-turn lane)	8,000	3,571	0.446	C	4 Lane Collector (without two-way left-turn lane)	15,000	11,181	0.745	D	N	4 Lane Collector (without two-way left-turn lane)	15,000	10,568	0.705	D	2 Lane Collector (without two-way left-turn lane)	8,000	3,659	0.457	C	4 Lane Collector (without two-way left-turn lane)	15,000	18,264	1.218	F	Y	4 Lane Collector (without two-way left-turn lane)	15,000	18,387	1.226	F
19	Hancock Street	Channel Way to Kurtz St	2 Lane Collector (with two-way left-turn lane)	15,000	3,348	0.223	A	2 Lane Collector (with two-way left-turn lane)	15,000	3,463	0.231	A	4 Lane Collector (without two-way left-turn lane)	15,000	10,173	0.678	D	N	4 Lane Collector (without two-way left-turn lane)	15,000	9,560	0.637	C	2 Lane Collector (with two-way left-turn lane)	15,000	3,548	0.237	A	4 Lane Collector (without two-way left-turn lane)	15,000	17,253	1.150	F	Y	4 Lane Collector (without two-way left-turn lane)	15,000	17,376	1.158	F
20	Hancock Street	Kurtz Street to Greenwood Street	2 Lane Collector (one-way)	17,500	4,248	0.243	A	2 Lane Collector (one-way)	17,500	4,406	0.252	A	2 Lane Collector (one-way)	17,500	7,339	0.419	A	N	2 Lane Collector (one-way)	17,500	7,337	0.419	A	2 Lane Collector (one-way)	17,500	4,523	0.258	A	2 Lane Collector (one-way)	17,500	8,592	0.491	B	N	2 Lane Collector (one-way)	17,500	8,669	0.495	B
21	Hancock Street	Greenwood Street to Camino Del Rio West	2 Lane Collector (one-way)	17,500	4,248	0.243	A	2 Lane Collector (one-way)	17,500	4,406	0.252	A	2 Lane Collector (one-way)	17,500	7,239	0.414	A	N	2 Lane Collector (one-way)	17,500	7,230	0.413	A	2 Lane Collector (one-way)	17,500	4,523	0.258	A	2 Lane Collector (one-way)	17,500	8,495	0.485	B	N	2 Lane Collector (one-way)	17,500	8,566	0.489	B
Future Roadway Segments																																							
22	*Frontier Drive (Future Conditions Only)	Greenwood Street to Camino Del Rio West	-	-	-	-	-	-	-	-	-	2 Lane Collector (with two-way left-turn lane)	15,000	10,684	0.712	D	N	2 Lane Collector (with two-way left-turn lane)	15,000	8,893	0.593	C	-	-	-	-	2 Lane Collector (with two-way left-turn lane)	15,000	9,050	0.603	C	N	2 Lane Collector (with two-way left-turn lane)	15,000	9,160	0.611	C		
23	*Kemper Street (Future Conditions Only)	Sports Arena Boulevard to Kurtz Street	-	-	-	-	-	-	-	-	-	2 Lane Collector (with two-way left-turn lane)	15,000	4,154	0.277	A	N	2 Lane Collector (with two-way left-turn lane)	15,000	4,367	0.291	A	-	-	-	-	2 Lane Collector (with two-way left-turn lane)	15,000	12,563	0.838	D	N	2 Lane Collector (with two-way left-turn lane)	15,000	12,831	0.855	D		

Notes:
¹Functional Classification based on the Midway Pacific Highway Community Plan.
²LOS E Capacity provided by City of San Diego staff.
³ADT - Average Daily Traffic.
⁴V/C Ratio - Volume-to-capacity ratio.
⁵LOS - Level of Service.
⁶With Project Classification based on roadway classifications proposed by the Midway Rising Project.

1.2.2 OPENING YEAR (2030) BASE CONDITIONS

Opening Year (2030) Base traffic volumes are provided in Chapter 5 of the LMA. The Opening Year (2030) Base lane geometry is the same as shown under Existing (2023) Conditions. Under Opening Year (2030) Base conditions, all intersections operate at LOS D or better except:

- Intersection 2 – Midway Dr / W Point Loma Blvd & Sports Arena Blvd (PM: LOS E; Pre-Event: LOS E; WKND: LOS E)
- Intersection 5 – West Dr / Frontier Dr & Sports Arena Blvd (Pre-Event: LOS F)
- Intersection 6 – Target Driveway & Sports Arena Boulevard (PM: LOS E; WKND: LOS F)
- Intersection 16 – Camino del Rio W & Moore St (WKND: LOS E)
- Intersection 17 – Camino del Rio W & Hancock Street (AM: LOS F)
- Intersection 18 – Camino del Rio W & Kurtz St (Pre-Event: LOS E; WKND: LOS E)
- Intersection 20 – Rosecrans Street & Midway Drive (AM: LOS E; PM: LOS E; Pre-Event: LOS E; WKND: LOS E)
- Intersection 22 – Rosecrans Street & Lytton Street (AM: LOS E)
- Intersection 26 – Kurtz Street & Pacific Hwy (PM: LOS F; Pre-Event: LOS F)

1.2.3 OPENING YEAR (2030) PLUS PROJECT PHASE 1 CONDITIONS

The Opening Year (2030) Plus Project Phase 1 traffic volumes will consist of the Opening Year (2030) Base scenario, and proposed project traffic for the project under Phase 1. Under Opening Year (2030) Plus Project Phase 1 conditions, project causes a project effect at the following intersections:

- Intersection 2 – Midway Dr / W Point Loma Blvd & Sports Arena Blvd (PM: LOS F; Pre-Event: LOS E; WKND: LOS E)
- Intersection 5 – West Dr / Frontier Dr & Sports Arena Blvd (PM: LOS F; Pre-Event: LOS F; WKND: LOS F)
- Intersection 14 – Sherman Street & Hancock Street (Pre-Event: LOS F)
- Intersection 16 – Camino del Rio W & Moore St (PM: LOS E; Pre-Event: LOS E; WKND: LOS F)
- Intersection 17 – Camino del Rio W & Hancock Street (AM: LOS F)
- Intersection 20 – Rosecrans Street & Midway Drive (AM: LOS E; PM: LOS E; Pre-Event: LOS E; WKND: LOS F)
- Intersection 26 – Kurtz Street & Pacific Hwy (PM: LOS F; Pre-Event: LOS F)
- Intersection 27 – Pacific Hwy & Enterprise Street (PM: LOS E; Pre-Event: LOS E)

1.2.4 OPENING YEAR (2035) BASE CONDITIONS

Opening Year (2035) Base traffic volumes are provided in Chapter 7 of the LMA. The Opening Year (2035) Base lane geometry is the same as shown under Existing (2023) Conditions. Under Opening Year (2035) Base conditions, all intersections operate at LOS D or better except:

- Intersection 2 – Sports Arena Boulevard / Midway Dr & W Point Loma Blvd (PM: LOS E; Pre-Event: LOS E; WKND: LOS E)
- Intersection 5 – West Drive / Frontier Drive & Sports Arena Boulevard (Pre-Event: LOS F)

- Intersection 6 – Sports Arena Boulevard & Target Driveway (PM: LOS F; WKND: LOS F)
- Intersection 16 – Camino del Rio W & Moore Street (WKND: LOS F)
- Intersection 17 – Camino del Rio W & Hancock Street (AM: LOS F)
- Intersection 18 – Camino del Rio W & Kurtz St (PM: LOS E; Pre-Event: LOS E)
- Intersection 19 – Rosecrans Street & Sports Arena Boulevard & Camino del Rio W (WKND: LOS E)
- Intersection 20 – Rosecrans Street & Midway Drive (AM: LOS E; PM: LOS E; Pre-Event: LOS E; WKND: LOS F)
- Intersection 22 – Rosecrans Street & Lytton Street (AM: LOS F; PM: LOS E)
- Intersection 26 – Kurtz Street & Pacific Highway (PM: LOS F; Pre-Event; LOS F)
- Intersection 28 – Midway Drive & Enterprise Street (PM: LOS E)
- Intersection 29 – Barnett Avenue & Midway Drive (PM: LOS E)

1.2.5 OPENING YEAR (2035) PLUS PROJECT PHASE 2 BUILDOUT CONDITIONS

The Opening Year (2035) Plus Project Phase 2 Buildout traffic volumes will consist of the Opening Year (2035) Base scenario, and proposed project traffic for the project under Phase 2. Under Opening Year (2035) Plus Project Phase 2 Buildout conditions, project causes a project effect at the following intersections:

- Intersection 2 – Sports Arena Boulevard / Midway Dr & W Point Loma Blvd (PM: LOS F; Pre-Event: LOS F; WKND: LOS F)
- Intersection 5 – West Drive / Frontier Drive & Sports Arena Blvd (PM: LOS F; Pre-Event: LOS F; WKND: LOS F)
- Intersection 14 – Sherman Street & Hancock Street (Pre-Event: LOS E)
- Intersection 16 – Camino del Rio W & Moore Street (PM: LOS E; Pre-Event: LOS E; WKND: LOS F)
- Intersection 17 – Camino del Rio W & Hancock Street (AM: LOS F)
- Intersection 19 – Rosecrans Street & Sports Arena Boulevard & Camino del Rio W (WKND: LOS F)
- Intersection 20 – Rosecrans Street & Midway Drive (AM: LOS E; PM: LOS E; Pre-Event: LOS E; WKND: LOS F)
- Intersection 22 – Rosecrans Street & Lytton Street (AM: LOS E; PM: LOS E)
- Intersection 26 – Kurtz Street & Pacific Highway (PM: LOS F; Pre-Event: LOS F)
- Intersection 27 – Pacific Highway & Enterprise Street (PM: LOS E; Pre-Event: LOS E)
- Intersection 28 – Midway Drive & Enterprise Street (PM: LOS E; Pre-Event: LOS E)
- Intersection 29 – Barnett Avenue & Midway Drive (PM: LOS E)

1.3 PROJECT IMPROVEMENTS

1.3.1 CP RECOMMENDED IMPROVEMENTS

The project site plan and mobility improvements were guided by the Midway-Pacific Highway Community Plan (CP), September 2018. The Community Plan Amendment was developed as a separate document to analyze the following transportation and mobility modifications to the CP:

- Removal of Greenwood Street extension as a through street for vehicular traffic between Kurtz Street and Sports Arena Boulevard
- Conversion of Kurtz Street from one-way to two-way between Hancock Street and Sherman Street
- Bus only lanes on Sports Arena Boulevard
- Bus only lanes on Rosecrans Street
- Elimination of eastbound exclusive right turn lane at the intersection of Kurtz St and Camino del Rio West to accommodate a proposed multi-use path

The project will construct two new roadways running north-south through the site, as called for in the CP:

- Kemper Street
- Frontier Drive

The project will also provide the following pedestrian and bicycle facilities as called for in the CP. These improvements either match or enhance the CP recommendations:

Road Name	Midway-Pacific Highway CP Recommendation	Midway Rising Project Recommendation
Sports Arena Boulevard	Class I Path (Bay-to-Bay Urban Path) Class II Bike Lanes	Class I Path (Bay-to-Bay Urban Path) Class IV One-Way (WB) Cycle track; Class II Bike Lane EB
Rosecrans Street	Class I Path (La Playa Urban Path) Class II Bike Lanes	Class I Path (La Playa Urban Path)*
Midway Drive	Class I Path (Midway Urban Path)	No improvement as part of this project
Hancock Street	Class III Route	No improvement as part of this project
Kurtz Street	Class III Route	Class I Path
Greenwood Street	Class II Bike Lanes	Class I Path**
Kemper Street	Class I Path (Bay-to-Bay Urban Path) Class II Bike Lanes	Class IV One-Way Cycle tracks
Frontier Drive	Class II Bike Lanes	Class I Path (Bay-to-Bay Urban Path)

1.3.2 TRANSPORTATION AMENITIES

Since the project is located in a Transit Priority Area (TPA), the project is subject to the Transportation Amenity requirements for the residential portion of the project site as determined by SDMC section 142.0528(c), and is required to provide at least 4 points from the Transportation Amenities list in Appendix Q of the TSM. The project plans to provide more than the required points for a total of 15 points as shown in **Table ES-6**.

Table ES-6. Proposed Transportation Amenities

Amenity	Amenity Description	Points
Transit and Active Transportation Infrastructure as outlined in Community Plan Mobility Elements	Design and construct one or more of the following transit improvements on a street adjacent to the development: (a) the addition of pedestrian scale lighting (Section 142.0740), (b) sidewalk widening to 6 feet along property frontage and sidewalk widening to 10 feet near corners of intersection to allow for ADA required widths (this improvement shall be in addition to any improvements or measures otherwise required under other regulations or standards), (c) installation of transit shelters and/or benches. Transit shelters and benches shall be designed to MTS and ADA standards and require an approved agreement with MTS	5
Transit and Rideshare Information	Install and maintain an on-site kiosk or information center with multi-modal wayfinding information and transit information. The kiosk information center shall be located in a prominent location that can easily be seen by residents entering and exiting the development. The kiosk or information center shall be shown on the project plans.	1
On-Site Bicycle Repair Station	Install and properly maintain an on-site public bicycle repair station. The bicycle repair station must be located in a well-lit area, near the street frontage and must include, at a minimum, a bike pump, English and metric Allen wrenches, pedal wrench, headset wrench, tire levers, and screwdrivers. The bicycle repair station shall be shown on the project plans.	4
Delivery Support	Provide a secure area for receipt of deliveries that offers at least one of the following: (1) closed lockers, (2) temporary storage for packages, laundry, and other deliveries, or (3) temporary refrigeration for groceries. The secure area shall be shown on the project plans.	1
On-Site Childcare	Construct and maintain a commercial space that can be readily occupied, and is reserved for, a licensed childcare center within the development. The designated space for the child care center shall be shown on the project plans.	5
Outdoor Fitness Circuit	Construct and maintain an outdoor fitness circuit within the development premises. The outdoor fitness circuit shall be available to the public at least 12 hours a day, 7 days a week and shall provide a minimum of 4 workout stations. The outdoor fitness circuit shall be shown on the project plans.	2
Co-Working Space	Provide and maintain a co-working space within the project premises available for resident use. The co-working space shall be at least 500 square feet and shall provide private or semiprivate office work spaces. The co-working space shall be shown on the project plans.	4
Total Transportation Amenities Points		22

1.3.3 MOBILITY CHOICES

Based on the amount of parking provided on the site, as compared to the minimum parking requirements for the site (using basic parking rates), the project is also required to provide a total of 18 Mobility Choices points from Appendix T of the TSM:

- Commercial land use:
 - Retail – 8 points
 - Restaurant – 8 points
- Entertainment land use – 5 points

The project plans to provide more than the required points for a total of 24 points as shown in **Table ES-7**.

Table ES-7. Proposed Mobility Choices Amenities

Amenity	Amenity Description	Points
Pedestrian 1	Pedestrian scale lighting adjacent to public pedestrian walkways along the entire development frontage.	0.5
Pedestrian 2	Installing pop-outs at adjacent intersections or curb extensions at adjacent mid-block crosswalks. Installation shall comply with the Street Design Manual Traffic Calming Chapter. Coordination with City Fire-Rescue Department staff and/or San Diego Metropolitan Transit System/North County Transit District may be required.	10
Pedestrian 9	Widening sidewalk within the existing public right-of-way to Street Design Manual standards. The reduction of parkway/landscape buffer to less than the width required by the Street Design Manual standards to widen sidewalk width is not permitted. Requires replacement of existing sidewalk.	1.25
Bicycle 12	Providing on-site bicycle repair station.	3
Bicycle 13	Installing new bicycle infrastructure (Class I, II, IV) that is part of the City's planned bikeway network that closes or incrementally closes an existing gap between two existing bikeways.	2.25
Transit 19	Providing high cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of shelter, real time bus information monitors.	2.5
Transit 20	Providing low cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of bench, public art, static schedule and route display, trash receptacle.	2
Other 25	Installing a traffic calming measure, such as speed feedback signs, median slow points (chokers), and speed table/raised crosswalk. Installation shall comply with the Street Design Manual Traffic Calming Chapter. Coordination with City Fire-Rescue Department staff and/or MTS/NCTD may be required.	2.5
Total Mobility Choices Points		24

1.3.4 MULTI-MODAL IMPROVEMENTS

The project will provide accessible connections to the trolley station as envisioned in the CP. The following pedestrian and bicycle improvements are proposed as part of the project:



- Construct a Class I multi-use path along the project frontage (south side) on Kurtz Street.
- Construct a Class I multi-use path along the south side of Kurtz Street (east of the site) and along the southeast side of Rosecrans Street to provide a connection to the Old Town Transit Center via walking and biking. The multi-use path will be developed in coordination with the City and adjacent property owners, however, it is intended to be feasible within the City right-of-way, and not impact private property. The plans for this proposed improvement are included in **Appendix A**.
- Construct a Class I multi-use path along the east side of proposed Frontier Drive.
- Construct a Class I multi-use path along the project frontage (north side) on Sports Arena Boulevard and a Class IV one-way cycle-track in the westbound direction along the project frontage.
- Construct Class IV one-way cycle-tracks on both sides of the proposed Kemper Street extension within the site.
- Construct a roundabout at the intersection of Hancock Street and Kurtz Street.
- Stripe exclusive bus / right-turn only lanes on Sports Arena Boulevard and Rosecrans Street.
- Provide enhancements to the two existing local bus stops along the project frontage on Sports Arena Boulevard and the one stop located just west of the site. Construct a new *RAPID* bus stop per the MTS Designing for Transit Manual (February 2018). The rapid service is anticipated to be implemented by 2035.
- Provide a shuttle service to and from the site for the following scenarios:
 - Events > 7,500 spectators – provide event shuttle service to and from Old Town Transit Center
 - Events > 10,000 spectators – provide shuttle service to and from Old Town Transit Center and off-site business park lot
 - Events > 12,000 spectators – provide shuttle service to/from Old Town Transit Center and off-site Sea World lot

The proposed project multimodal features are illustrated in **Figure ES-6**.







Figure ES-6. Proposed Multimodal Improvements

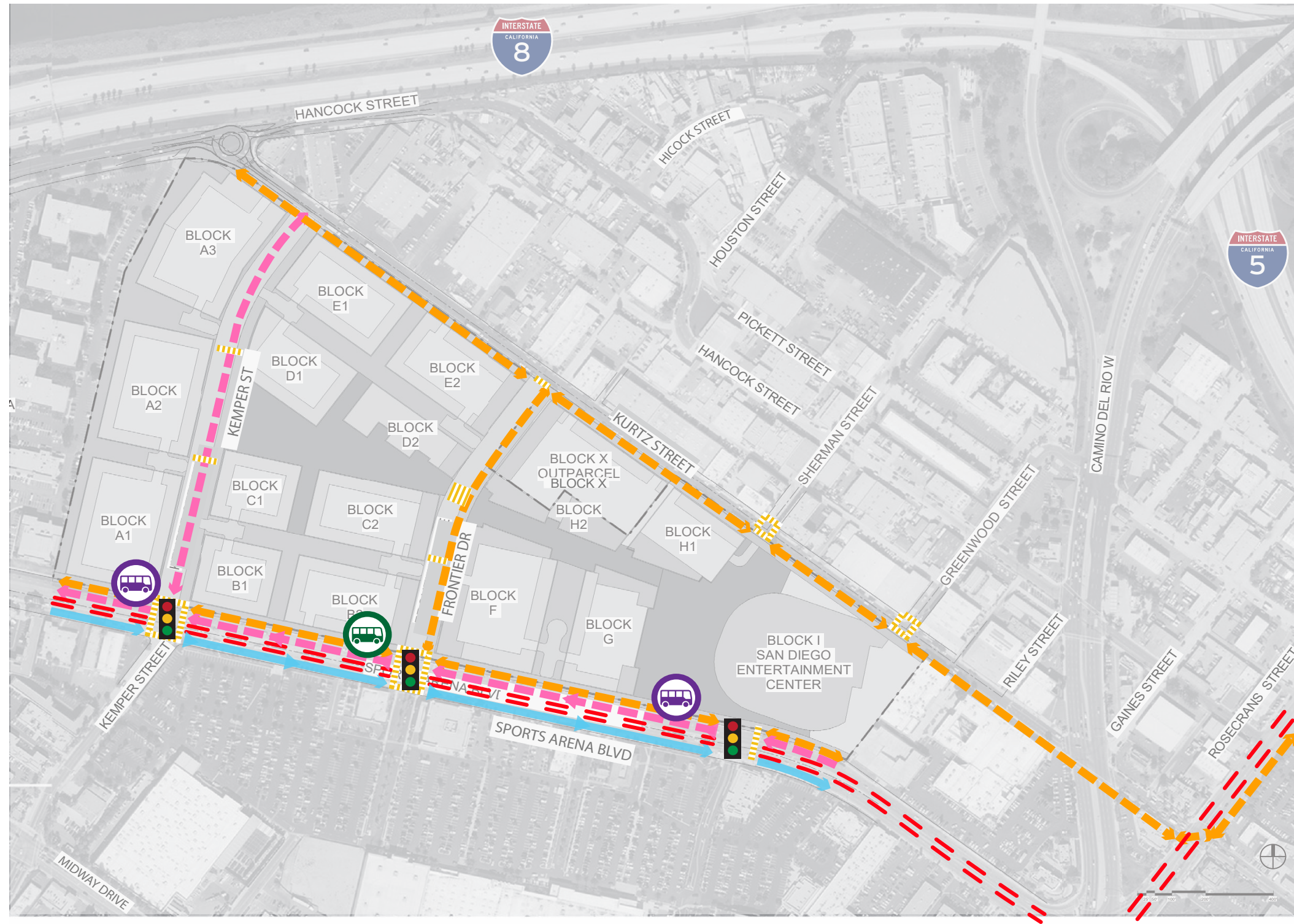
LEGEND

EXISTING

-  CLASS II BIKE LANE
-  TRAFFIC SIGNAL

PROPOSED

-  HIGH-VISIBILITY CROSSWALK
-  CLASS I MULTI-USE PATH
-  CLASS IV CYCLE TRACK
-  EXCLUSIVE BUS LANES
-  LOCAL BUS STOP
-  UPGRADE EXISTING STOP TO BUS RAPID TRANSIT (BRT) STATION



BASEMAP SOURCE: SAFDIE RABINES ARCHITECTS

1.3.5 OFF-SITE INTERSECTION IMPROVEMENTS

The project causes operational effects at 12 intersections, some of which occur in Phase 1, others in Phase 2. Operations could be improved to an acceptable level of service at a majority of these intersections by implementing various improvements including: signal timing adjustments, capacity improvements, and land geometry modifications. The following capacity improvements are proposed as part of the project:

- **Intersection #2: Sports Arena Boulevard & Midway Drive & West Point Loma Boulevard**
 - Signal timing optimization
 - Reduce roadway width in northeast corner to convert westbound channelized right turn lane to an exclusive right turn lane per CP.
 - Provide overlap phase for westbound right turn movement. Requires signal modification.
 - Remove small, channelized portion of northbound and southbound right turn movements. Right-most lane will be shared through-right instead.
 - Separate southbound shared through/left turn lane into exclusive left turn and exclusive through lane. Southbound approach to include 2 left turn lanes, 2 through lanes, and 1 right turn lane. Requires signal modification.
 - Separate northbound shared through/left turn lane into exclusive left turn and exclusive through lane. Northbound approach to include 2 left turn lanes, 1 through lanes, and 1 shared through/right turn lane.
 - Widen to construct additional eastbound through lane. Eastbound approach to include 1 left turn lane, 1 shared left/through lane, 1 through lane, and 1 right turn lane.
 - Modify northbound and southbound signal timing to protected left turn phasing instead of split phasing.
- **Intersection #3: Sports Arena Blvd & Hancock St / Commercial Driveway 1**
 - Restripe west leg to extend eastbound left turn storage from 160' to 350'. This will not have an effect on the opposing left turn pocket. See **Appendix T** for a high-level feasibility concept of the physical improvements.
- **Intersection #14: Sherman Street & Hancock Street**
 - Traffic control to modify intersection geometry during the pre-event peak period. Allow two westbound lanes to turn left from Hancock Street onto southbound Sherman Street and convert Sherman Street (temporarily) to a one-way southbound street. Redirect northbound vehicles to Greenwood Street. At Sherman Street & Kurtz Street, two southbound lanes would be directed to turn right or go straight into the H1 driveway for Entertainment Center parking.
- **Intersection #19: Camino del Rio W & Sports Arena Boulevard / Rosecrans Street**
 - Convert channelized right turn lane to exclusive right turn lane per CP.
 - Remove northbound “channelized” right turn and ancillary intersection per CP.
 - Allow through movement from eastbound Sports Arena Boulevard to Sports Arena Boulevard per CP.

- Modify eastbound approach to include 1 left turn lane, 1 shared left/through lane, 1 right turn lane to Sports Arena Boulevard, and 1 right turn lane to Camino del Rio W. Requires traffic signal modification.
- **Intersection #22: Rosecrans Street & Lytton Street**
 - Restripe west leg to include 2nd eastbound left turn lane. No curb modifications required.
- **Intersection #28: Midway Drive & Enterprise Street**
 - Restripe north leg of Enterprise Street to include a 2nd southbound right turn lane.
 - Applicant proposes to pay fair-share for this intersection improvement due to the significant increase in background traffic as a result of the NAVWAR cumulative project.

Appendix T provides high-level concept designs to indicate the feasibility of these improvements.

1.3.6 OFF-SITE ROADWAY IMPROVEMENTS

The project proposes to convert Hancock Street between Sports Arena Boulevard and Kurtz Street from a 2-lane collector to a 4-lane collector to accommodate the additional vehicles anticipated to utilize this roadway to access the site.

1.3.7 SYSTEMIC SAFETY IMPROVEMENTS

Per the TSM, hotspots for vehicles, pedestrians, and bicycles were identified using the methodologies provided in the City of San Diego *Systemic Safety The Data-Driven Path to Vision Zero*, dated April 2019.

The following countermeasures are recommended at the respective hotspots:

- Recommended Vehicle Countermeasure: Retroreflective Backplates
 - Intersection #9 - Midway Drive & East Drive
 - Intersection #20 - Rosecrans Street & Midway Drive
 - Intersection #22 - Rosecrans Street & Lytton Street
 - Intersection #25 - Pacific Highway & Rosecrans Street/Taylor Street
 - Intersection #29 - Midway Drive & Barnett Avenue
 - Intersection #30 - Friars Road & Sea World Drive
- Recommended Pedestrian Countermeasure: Lead Pedestrian Interval
 - Intersection #9 - Midway Drive & East Drive
 - Intersection #23 - Rosecrans Street & Kurtz Street
- Recommended Bicycle Countermeasure: Public Safety Messaging Campaign
 - Intersection #8 - Midway Drive & Kemper Street (no bike lanes on either street, therefore engineering countermeasure of bike detection is not applicable)
 - Intersection #9 - Midway Drive & East Drive (no bike lanes on either street, therefore engineering countermeasure of bike detection is not applicable)
 - Intersection #23 - Rosecrans Street & Kurtz Street (future multi-use pat is not conducive for bike loop detection)
 - Intersection #27 - Pacific Highway & Enterprise Street (bike detection already proved on Pacific Highway on the northbound approach, no bike pockets are available on the southbound approach)

- Intersection #29 - Midway Drive & Barnett Avenue (bike detection already proved on Barnett Avenue; there are no bike lanes on Midway Drive)
- Intersection #30 - Friars Road & Sea World Drive (only the southbound approach has bike lane with no conflicting vehicle movements)
- Intersection #31 - Sea World Drive & E Mission Bay Drive/Pacific Highway (Sea World Drive does not have bike pockets; bike detection not applicable)

DRAFT

Cultural Resources Technical Report – Positive Findings

Midway Rising Project

April 2024

Prepared for:

**Midway Rising, LLC
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Encinitas, California 92024**

Prepared by:



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Report Date: March 2024

Report Title: Cultural Resources Technical Report – Positive Findings,
Midway Rising Project

Type of Study: Desktop Survey

New Sites: None

Updated Sites: CA-SDI-10530H/P-37-010530

USGS Quad: La Jolla

Acreage: 52.08 acres

Key Words: Historic, La Jolla USGS Quad, CEQA, San Diego Sports Arena, Pechanga Arena, West Point Loma City Dump, Pueblo Lands Dump, City Dump, CA-SDI-10530H, P-37-010530, Kumeyaay Traditional Use Area, 3220 Sports Arena Boulevard, 3240 Sports Arena Boulevard, 3250 Sports Arena Boulevard, 3350 Sports Arena Boulevard, 3500 Sports Arena Boulevard, 3467 Kurtz Street, 3487 Kurtz Street, 3487 Kurtz Street, 3495 Kurtz Street

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Acronyms and Abbreviations

°F	degrees Fahrenheit
AB	Assembly Bill
APE	area of potential effects
Barona Band	Barona Group of the Capitan Grande
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
City	City of San Diego
County	County of San Diego
CRHR	California Register of Historical Resources
DPR	California Department of Parks and Recreation
Harris	Harris & Associates
Jamul Band	Jamul Indian Village
MLD	most likely descendant
N/A	not applicable
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
Project	Midway Rising Project
San Pasqual Band	San Pasqual Band of Diegueño Mission Indians
SCIC	South Coastal Information Center
SDMC	San Diego Municipal Code
SEIR	Subsequent Environmental Impact Report
SHPO	State Historic Preservation Officer
Specific Plan	Midway Rising Specific Plan
TCR	Tribal Cultural Resources
Viejas Band	Viejas Band of Kumeyaay Indians

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Executive Summary

Harris & Associates (Harris) has prepared this Cultural Resources Technical Report in support of the Subsequent Environmental Impact Report (SEIR) for the proposed Midway Rising Project (Project) in the City of San Diego (City), California. This report is intended to provide the results of the desktop cultural survey and provide a Project-level analysis of the potential impacts that could occur to cultural resources as a result of Project implementation. The Project site includes 3220, 3240, 3250, 3350, and 3500 Sports Arena Boulevard and 3467, 3487, and 3495 Kurtz Street.

When fully developed, the Project would consist of approximately 4,627 residential units, including affordable units, public parks and open space, a multi-purpose entertainment center, and commercial uses. The Project would also include infrastructure improvements on and off site, including extensions and/or upgrades of existing water, sewer, storm drain, drainage, roadways, bike paths, transit, mobility, and pedestrian facilities.

An evaluation of cultural resources was conducted through review of background data from the California Historical Resources Information System (CHRIS), the Native American Heritage Commission (NAHC), Tribal outreach, and data collected during the Phase II Environmental Assessment (SCS Engineers 2023a). A portion of one known historic resource (CA-SDI-10530H/P-37-010530) is within the southwestern portion of the Project site and off-site improvements areas. Based on the desktop survey, this portion of CA-SDI-10530H/P-37-010530 was determined not to be potentially significant pursuant to the California Environmental Quality Act (CEQA). A copy of this Cultural Resources Technical Report will be submitted to the South Coastal Information Center (SCIC) upon approval from the lead agency. No further work is recommended.

The Project is required to comply with all federal, state, and local regulations applicable to cultural resources.

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Section 1 Introduction

Harris & Associates (Harris) was contracted by Midway Rising, LLC (Project applicant), to conduct a desktop literature review and evaluate artifacts identified during the Phase II Environmental Site Assessment (SCS Engineers 2023a) in support of the Subsequent Environmental Impact Report (SEIR) for the proposed Midway Rising Project (Project) in the City of San Diego (City), California.

1.1 Purpose of the Report

The purpose of this Cultural Resources Technical Report is to document the cultural resources that are present on the Project site; identify potential impacts to cultural resources associated with implementation of the Project; and identify avoidance, minimization, and/or mitigation measures consistent with federal, state, and local rules and regulations, including the San Diego Municipal Code (SDMC) Historical Resources Guidelines (City of San Diego 2022), City's Historical Resource Technical Report Guidelines and Requirements (City of San Diego 2012), and City's California Environmental Quality Act (CEQA) Significance Determination Thresholds (City of San Diego 2016). This report includes an introduction; a discussion of environmental setting; Project description; a summary of the federal, state, and local regulations applicable to cultural resources; methods for the desktop literature review and artifact evaluation conducted for the Project and limitations; results reflecting artifacts collected during the Phase II Environmental Site Assessment, a description and analysis of existing cultural resources; and an analysis of potential Project impacts, including mitigation required to reduce potential impacts from Project implementation to below a level of significance.

The term "historical resources" refers to buildings, structures, signs, features, place names, objects, archaeological sites, districts, landscapes possessing physical evidence of human activities that are typically over 45 years old, and Traditional Cultural Properties and/or Resources. The term "Traditional Cultural Property" refers to property that is eligible for inclusion in the National Register of Historic Places (NRHP) because of its association with cultural practices or beliefs of a living community that (1) are rooted in that community's history and (2) are important in maintaining the continuing cultural identity of the community.

The cultural investigation described in this report was implemented to support the City's responsibilities under CEQA and the SDMC to reduce or eliminate impacts to cultural resources resulting from implementation of the Project.

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Section 2 Project Setting

2.1 Project Description

The Project, which would redevelop the existing San Diego Sports Arena (currently named Pechanga Arena)-related land owned by the City and privately owned parcels around the arena, would consist of a mix of uses including entertainment, retail, restaurants, residential, recreational, public, and park uses. The Project would include the approval and implementation of the Midway Rising Specific Plan (Specific Plan), which provides guidance and direction on land use, development standards, site planning, building design, and landscape design and centers on five key elements including housing, entertainment, retail, open space, and mobility.

The Project would provide up to 4,627 housing units, including affordable units, to provide a variety of multi-family housing opportunities throughout the Specific Plan Area. A central organizing element of the Specific Plan would be a network of public spaces consisting of approximately 8.2 acres of public parks and 6.9 acres of open space in a network of plazas, promenades, paseo greens, and streetscapes. The Project would provide an interconnected mix of active and public spaces and parks with varying sizes, activities, designs, and landscapes. In addition, the Project would include a maximum of 140,000 square feet of commercial retail space and an entertainment center that would replace the San Diego Sports Arena. The Project would also include infrastructure improvements on and off site primarily within existing rights-of-way, including extensions and/or upgrades of existing water, sewer, storm drain, drainage, roadways, bike paths, transit, mobility, and pedestrian facilities.

The cultural resources study consists of a desktop literature review of the Project site and evaluation of resources. Harris senior archaeologist Donna Beddow, RPA, who served as the principal investigator, meets the Secretary of the Interior's Professional Standards for Archaeology (Appendix A, Resumes).

2.2 Project Location

The Project is in the northernmost section of the Midway-Pacific Highway Community of the City of San Diego, California (Appendix B, Figures; Figure 1, Regional Location). The Project site is south of Mission Bay; west of Mission Valley, Old Town, and Mission Hills; north of Liberty Station and the San Diego International Airport; and east of Ocean Beach and Point Loma. It encompasses approximately 52.07 acres of developed land and is generally bounded by Kurtz Street to the north, Sports Arena Boulevard to the south, Hancock Street at the northwestern corner, and commercial properties to the west and east, approximately aligned east of Greenwood Street (Appendix B, Figure 2, Project Location). The Project site includes the City-owned Sports Arena site (APN 441-590-04) and three privately owned parcels along Kurtz Street (APNs 441-330-01, 441-330-11, and 441-330-12). Street addresses on the Project site include 3220, 3240, 3250, 3350, and 3500 Sports Arena Boulevard and 3467, 3487, and 3495 Kurtz Street. Regional transit corridors include Interstate 8 to the north, Interstate 5 to the east,

and the Old Town Transit Center, offering bus and rail service (COASTER, Amtrak, and San Diego Metropolitan Transit System trolley) approximately 0.4 mile to the northeast of the Project. The Project is in Section 29 of Township 16 South, Range 03 West (Appendix B, Figure 3, USGS Topographic Map). Photographs of existing conditions are provided in Appendix C, Photographs.

2.3 Environmental Setting

2.3.1 Natural Environment

The Project site is surrounded by urban development, including community commercial services (such as grocery stores, drugstores, hardware, and auto-related services), regional commercial (such as big box retailers and hotels), and community-serving uses (such as medical facilities and City services). Adjoining uses include commercial and office uses to the west, light industrial and office space to the north along Kurtz Street, and a parking structure and the Rosecrans Plaza Shopping Center to the east. The Sports Arena Shopping Center is directly south of Sports Arena Boulevard. Multi-family residential uses of varying scales and densities are farther west and south of the Project site.

Historically, the Project site was an area of tidal marshes and flats where the San Diego River flowed alternately into San Diego Bay and Mission Bay. Early attempts at developing the Project site were impeded by these swamp-like conditions. Eventually, the San Diego River mouth was channelized to flow into the Pacific Ocean between the two bays. Development of the area was based largely around regional transportation improvements including railways and highways, military development, and aviation.

The Project site is developed with a variety of commercial, industrial, and entertainment uses. Specifically, the western area of the site includes the San Diego Sports Arena (currently named Pechanga Arena), a gas station, a car wash, fast food and sit-down restaurants, and paved surface parking areas. The eastern area of the site primarily includes commercial uses including but not limited to a lumber and home center, a thrift store, a homeless shelter, an indoor music venue, a martial arts institute, a fitness center, an art institute, a freight forwarding service, office buildings, and associated surface parking. The entire Project site is primarily developed with impermeable areas.

The roadways along the Project frontage include Sports Arena Boulevard to the south and Kurtz Street to the north. Roadways near the Project site include Hancock Street, Kemper Street, Camino Del Rio West, Rosecrans Street, East Drive, West Drive, West Point Loma Boulevard, and Midway Drive. The Project site is accessible via 20 driveways, including four signalized driveways along Sports Arena Boulevard that provide access to the Project site at Kemper Street, West Drive, and East Drive (two driveways), respectively. Unsignalized driveways also provide site access from Kurtz Street and Sports Arena Boulevard to various portions of the site.

The Project site is underlain by artificial fill, paralic estuarine deposits, and old paralic deposits all primarily associated with the San Diego River delta. The Project site generally consists of flat land

with little to no topographic contours. The on-site elevation ranges from approximately 10 to 15 feet above mean sea level. The highest elevations surround the existing Pechanga Arena, while the lowest elevations are in the northwestern area of the Project site.

2.3.1.1 Climate

On a regional level, the County of San Diego (County) has a Mediterranean climate, which is characterized by wet winters and dry summers. This is largely because of a semi-permanent high-pressure zone that sits over the Pacific Ocean during much of the year and forms a fog belt (marine layer). The survey area is generally west of the Peninsular Ranges of Southern California. The generalized climate in the region is dry, subhumid mesothermal, which pushes the growing season to the wet months of the year (late winter to early spring). The rainy season in the County typically lasts from October through March. Summer months include June, July, August, and September. Native vegetation often goes dormant during the later summer months until the wet season rains start in the fall.

Average temperatures for this area range from 56 to 70 degrees Fahrenheit (°F). Typically, August is the warmest month, June is the driest month, February is the wettest month, and January is the coldest month of the year. Average precipitation in the rainy season ranges between 0.67 inch and 1.76 inches per month (October to March). The average annual precipitation for the survey area between 2000 and 2023 was approximately 9 inches. In 2023, the total annual rainfall was 12.94 inches, approximately 7.55 inches more than the previous year and 3.79 inches higher than the average annual precipitation between 2000 and 2023 (NRCS 2024).

2.3.1.2 Flora and Fauna

Harris biologists conducted a biological survey of the Project site in 2023. One land cover type, urban/developed land, was documented in the survey area. Nearly all plant species identified in the survey area are ornamental plants for aesthetic (landscaping) purposes or non-native invasive weed species that typically occupy severely disturbed areas. No native vegetation communities or habitat types were identified (Harris 2024).

A total of seven wildlife species, all native, were observed on the Project site. In total, two mammals, one reptile, and four birds were observed in the survey area. Common bird species observed in the survey area include western gull (*Larus occidentalis*), American crow (*Corvus brachyrhynchos*), and rock pigeon (*Columba livia*). No sensitive wildlife species were observed in the survey area during the 2023 biological survey (Harris 2024).

2.4 Cultural Setting

2.4.1 Prehistoric

Cultural resources found throughout the City are reminders of the City's historical record. Cultural resources are the tangible or intangible remains or traces left by prehistoric or historical people who inhabited the San Diego region. They encompass both the built (post-1769) and the archaeological environments, as well as Traditional Cultural Properties; are typically in protected areas near water sources and multiple ecoregions; and can include Traditional Cultural Places, such as gathering areas, landmarks, and ethnographic locations.

The following provides a brief cultural background for the City.

2.4.1.1 Paleoindian Period (Pre-5500 BC)

Several terms are used for the early occupation of the San Diego region and include Paleoindian period, Early Archaic period, Initial period, and Scrapper Maker period (Moratto 1984). The Paleoindian period dates from 9000 to 5500 BC (Chartkoff and Chartkoff 1984; Moratto 1984; Rogers 1966; Taylor and Meighan 1978; Warren and True 1961). Early humans have been characterized as an early nomadic, hunting culture whose settlements were located on mesas and ridge tops and in deserts (Erlandson and Colton 1991; Rogers 1966; Wallace 1978; Warren et al. 1961). During this period, inhabitants relied on large game for subsistence (Rogers 1966; Warren et al. 1961) and produced "finely worked blades, spear points, choppers, and scrapers out of fine-grained volcanics" (Carrico 1977). In addition, leaf-shaped knives, foliate to ovoid bifaces, foliate to short-bladed shoulder points, crescents, engraving tools, core hammers, pebble hammers, and cores were part of the tool assemblage (Moratto 1984; Wahoff and Dolan 2000). Pottery and milling stones were missing from the assemblage, confirming the assumption that hunting was an economic focus for the culture (Moriarty 1967; Warren and True 1961). Because the tool assemblage was similar to desert cultures of the Mojave Desert, it is believed that this culture migrated west from the desert into California (Gallegos 1995; Rogers 1939). However, no single hypothesis is universally accepted. Other hypotheses identify the movement of people into California from the south and north down the coast (Taylor and Meighan 1978; Chartkoff and Chartkoff 1984).

2.4.1.2 Archaic (8000 BC-AD 500)

According to Hale et al. (2018), "the more than 1500-year overlap between the presumed age of Paleoindian occupations and the Archaic period highlights the difficulty in defining a cultural chronology in the San Diego region." The Archaic period is also known as La Jollan, Millingstone Horizon, and Encinitas Tradition. This period is characterized by the presence of dart points, milling equipment, scattered hearths, shell middens, and flexed burials (Carrico 1977). Subsistence strategies placed an emphasis on gathering, possibly as a result of environmental change (Wahoff and Dolan 2000; Wallace 1978). The assemblage was composed of milling implements and

cobble/core-based tools. The flaked tools do not appear to be as refined as those of the Paleoindian period. Mortuary goods included shell beads and ornaments, projectile points, and milling implements. Wallace (1978) interpreted archaeological sites of this period as an indication of an increase in population and permanence. Site types included coastal shell habitation bases, quarries, resource exploitation, and milling (Gallegos 1995). The sites are typified by an abundance of shellfish remains and are situated near sloughs and lagoons and on the open coast (Carrico 1977; Masters and Gallegos 1997; Moratto 1984; Wallace 1978). An inland manifestation identified as the Pauma complex is known to have existed (True 1958). Unlike the coastal people, this complex occupied “transverse valleys and sheltered canyons of inland San Diego county, ha[d] an emphasis on hunting and gathering, had a greater diversity of tool types, and lacked shellfish remains” (Masters and Gallegos 1997:12).

Similar to the Paleoindian period, controversy surrounds the origins of the Archaic culture. Several hypotheses have been postulated. Kaldenberg (1976) and Moriarty (1967) proposed that the transition from the Paleoindian to the Archaic culture was an in-situ adaptation. In contrast, Warren et al. (1961) viewed this transition as a migration from the desert to the coast due to the adverse environmental condition of the Altithermal. Taylor and Meighan (1978:36) did not take a single position regarding the transition to the Archaic culture but, rather, incorporated all of the hypotheses as identified below:

The artifact inventory and cultural activities argue strongly that this stage began in the desert inland and spread toward the Pacific Coast, reaching it about 8500 years ago. There is no evidence to show whether the Milling Stone Stage involved movement of the people or a conquest of earlier residents; perhaps the early hunters simply adopted this way of life as game animals became scarce.

The population of this period focused on lagoonal resources and moved up and down the river valleys exploiting a variety of inland and coastal resources (Masters and Gallegos 1997).

2.4.1.3 Late Prehistoric (AD 500–1769)

The Late Prehistoric period is an antecedent to Spanish contact (AD 1000–1769). It was a “time of cultural transformations brought about by trait diffusion, immigration, and *in-situ* adaptation to environmental changes” (Moratto 1984:153). Subsistence strategies involved a focus on terrestrial collection and hunting (Christenson 1992); however, shellfish and other maritime resources were also used. Settlement included large villages near permanent water sources, temporary campsites, quarries, and resource exploitation sites. Small triangular points, pottery, and Obsidian Butte obsidian are characteristic of this period (Christenson 1992; Masters and Gallegos 1997; True 1966, 1970). Cremations replaced flexed inhumations, and mortuary goods became more elaborate (Wallace 1955). Cremations are believed to have been introduced into the area during the Late Prehistoric period and are the result of Shoshonean intrusion (1500 BP) from the deserts (True

1966) into northern San Diego County. However, in the southern part of the County, this practice has been attributed to a “Colorado River origin that may have had an influence as far reaching as the Hohokam [current day Pima people and Tohono O’odham Nation] in southwestern Arizona” (True 1970:58). Kaldenberg (1976:67) had a different opinion on the origin and timing of the entrance of cremation practices into the region. He noted that the practice of cremation was introduced at the terminus of the Archaic culture (3000 BP) with the “migration of Yuman people into the San Diego coastal region.” By 2000 BP, inhumations were replaced by cremations (Kaldenberg 1976).

Two complexes (San Luis Rey and Cuyamaca) are identified with the Late Prehistoric period. True (1966) believed that the San Luis Rey complex was a precursor to the ethnographic Luiseño. Similarly, he suggested that the Cuyamaca complex was the predecessor to the ethnographic Kumeyaay. Through the examination of both geographic regions, True identified specific characteristics unique to each; however, he noted that, although geographically similar, these two cultures were distinctly different.

2.4.2 Ethnohistoric Period (Post-AD 1769)

The Ethnohistoric period begins with the first permanent European settlements. Early Ethnohistoric accounts and mission documents have been used to reconstruct this period (Hale et al. 2018). Shipek (1993) delineated the boundaries between the Luiseño and the Kumeyaay as follows:

In 1769, the Kumeyaay national territory started at the coast about 100 miles south of the Mexican border (below Santo Tomas), thence north to the coast at the drainage divide south of the San Luis Rey River including its tributaries. Using the U.S. Geological Survey topographic maps, the boundary with the Luiseño then follows that divide inland. The boundary continues on the divide separating Valley Center from Escondido and then up along Bear Ridge to the 2240 contour line and then north across the divide between Valley Center and Woods Valley up to the 1880-foot peak, then curving around east along the divide above Woods Valley.

The Kumeyaay (also known as Ipai/Tipai, Diegueño, and Kamia) lived in small villages, or rancherías, and would inhabit multiple locations throughout the year. According to Cline (1984), the typical settlement included two or more seasonal villages with temporary camps farther away from the main central villages. Hunting and gathering were the main economic focus, consisting of small game, acorns, grass seeds, and other plant resources. Similar to the Prehistoric period, a wide range of tools (chipped and ground stone) that were made from locally available materials were used. Exotic materials, such as obsidian and chert, were imported from the deserts to the north and east. In addition to lithic tools, the Kumeyaay produced baskets and pottery.

2.4.3 Historical Period (Post-AD 1542)

The Historical period can be divided into three phases (Spanish, Mexican, and American). Each phase is identified with a change in political power. Common goals in each phase included land gain, assimilation of the native population, and the attainment of wealth. However, these periods were dissimilar in the rationale behind these goals. Rationale included defense (Spain), independence and secularization (Mexico), and expansion and economics (United States). Assimilation of Native Californians was a desire of each government that came to power; however, the greatest misfortune of this period was the large decline in Native American populations (Phillips 1981).

2.4.3.1 Spanish Period (AD 1769–1821)

Although the first Spanish contact occurred in 1542, it was not until 1769 that the first permanent settlement was established. The Spanish period was a time of European expansionism and is typically identified with the mission system. In addition, presidios (military defense) and pueblos (city government) played an important role in the structuring of the community (Campbell 1977). The mission system was the institution designated for the assimilation and exploitation of native people (Campbell 1977; Cline 1979; Jackson and Castillo 1995; Phillips 1981). Jackson and Castillo (1995:6) identified this exploitation as an extension of the “sixteenth-century policy of *congregación/reducción*.” In contrast, Costo (1987) noted that the transference of the Spanish Inquisition (originally established in 1478) to the New World was the mechanism for this exploitation because the Inquisition contained economic and religious incentives. The Spanish stronghold in California declined with Spain’s loss of the Napoleonic Wars (1803–1815), which eliminated funding to the mission.

2.4.3.2 Mexican Period (AD 1821–1859)

Mexican independence from Spain occurred in 1821, and in 1833, Mexico secularized the missions. After secularization, large tracts of land were granted to private citizens. “The secularization of the missions during the Mexican period is usually regarded as a watershed in California history because it resulted in the replacement of one Hispanic institution by another – the rancho for the mission” (Phillips 1981:33). Like the mission, the rancho became the institution of native exploitation. This period experienced an increase in cattle ranching and the hide and tallow trade (Gallegos 1995; Wahoff and Dolan 2000). The passage of the Treaty of Guadalupe Hidalgo that ended the Mexican-American War in 1848 was the final event that culminated the Mexican period in California.

2.4.3.3 American Period (Post-AD 1850)

The concept of a two-ocean economy and the California Gold Rush were the impetus that brought about the annexation of California (1850) to the United States. A large number of immigrants entered California with the discovery of gold and the availability of free land with the passage of the Homestead Act (1863). This population increase caused the displacement of Native Californians and

brought about a deterioration in their rituals and traditions (Carrico 1986; Gallegos 1995). During this period, the ranchos experienced a decline primarily in response to their inability to validate land ownership as a result of the California Land Claims Act of 1851. “With the discovery of gold, the building of the transcontinental railroad, and the development of crops and cities, people in massive numbers from all parts of the world began to inhabit the region” (Phillips 1981: editors’ introduction).

2.4.3.4 Project Site

The following information was taken from the historical background research contained in the Wade (1986), VanWormer (1991), Carrico (1993), Kyle et al. (1998), and ASM Affiliates (2024) studies and documentation.

The southwestern portion of the Project site is historically associated with the West Point Loma Dump or Pueblo Lands Dump (City Dump). The earliest documented use of the Project site is the City Dump, which was in operation between 1899 and 1908, and possibly longer. The City Dump was established by City Ordinance 645 that was passed on July 12, 1899. The City Dump was established at its location for two reasons: (1) the ordinance specifically required that the dump be located no less than 3 miles from the center of the City in 1899, and (2) the proposed dump site was located on a remote piece of land that was mainly an unused marshy slough. The City contracted with Jessie Howells to lease his land for the dump. Howells remained in service to the City until the dump closed in 1908 when the Home Avenue Dump was established. Following the abandonment of the City Dump, the area remained undeveloped and minimally used until the outbreak of World War II.

Prior to the development of the San Diego Sports Arena, the area was previously known as the Frontier Housing Project, which comprised 3,500 temporary dwellings constructed in 1944 to house World War II workers. The buildings were only meant to be used for up to 2 years. However, many remained in place for 20 years. As the push for post-World War II development began, the area was cleared of the old housing and transformed into a modern design consisting of commercial and entertainment buildings. The immediate area around the San Diego Sports Arena is still characterized by these commercial and entertainment uses. Many of the surrounding buildings are newer chain restaurants and department stores.

The greatest change to the area in the 1960s was the construction of the San Diego Sports Arena. It was constructed by Trepte Construction Company and designed by Victor Meyer, an architect who was vice president of development and design (Mark Faders, another architect with the Trepte company applied for the building permit). As early as the 1950s, the City was seeking to attract professional sports franchises. Robert Breitbard acquired the Gulls, then a member of the Western Hockey League, and then laid plans for the construction of an indoor arena. The arena opened in November 1966 and was designed for seating 13,500 for hockey and 16,000 for other sporting and public events. Within a year, a professional basketball team, the San Diego Rockets, was added. The

Gulls continued to play in the arena until 1995 when the team moved from the City. They returned in 2015, and the San Diego Sports Arena is their home base.

2.5 Previous Investigations

Record searches were conducted for the Project's area of potential effects (APE), which includes the Project site and a 1-mile buffer around the site. The 1-mile buffer includes all off-site improvements areas. Staff conducted the records search using the California Historical Resources Information System (CHRIS) (Confidential Appendix D, CHRIS Background Data). Three hundred twenty-seven (327) studies have been conducted within a 1.0-mile radius, and fourteen (14) of the studies (Table 1, Previous Studies within the Project Area of Potential Effects) intersect with the APE. Two hundred fifty-six (256) historic addresses are documented, and one address (P-37-035181, 3500 Sports Arena Boulevard) intersects with the APE. Two hundred and five resources have been previously recorded, and two recorded resources (CA-SDI-10530/P-37-010530 and P-37-035181) intersect with the Project's APE (Table 2, Previously Recorded Cultural Resources within the Project Area of Potential Effects). No historic addresses intersect with the off-site improvements areas; however, one resource (CA-SDI-10530/P-37-010530) is present within the off-site improvements area for Sports Arena Boulevard. P-37-035181 is the San Diego Sports Arena and is also identified as a historic address. The San Diego Sports Arena was assessed under a separate cover. Resources in the records search area include prehistoric (artifact and shell scatters, burials, hearths, and isolates), historic (trash scatters, dumps/privies, foundations, cemeteries, structures, monuments, and cisterns), and multi-component sites. The complete listing of reports, resources, and historic addresses for the search area is provided in Confidential Appendix D.

CA-SDI-10530/P-37-010530 is the City Dump. It was originally recorded in 1986 by Sue Wade. According to Wade (1986), the "city dump was located on the south bank of the San Diego River at the present-day intersection of I-8, West Point Loma Boulevard and Sports Arena Boulevard." Portions of the archaeological site outside the Project site were monitored in 1998, 2003, 2015, and 2019. In 2004, Sawyer and Strudwick identified that CA-SDI-10530/P-37-010530 "appears to be a significant resource under the NRHP and the California Register of Historical Resources (CRHR) (Criteria D and 4, respectively) as well as the City of San Diego Historical Resources Guidelines." No documentation agreeing with this recommendation has been identified during the records search; therefore, it is unknown if the State Historic Preservation Officer (SHPO) has concurred with this assessment.

P-37-035181 is the San Diego Sports Arena at 3500 Sports Arena Boulevard. It was originally recorded and assessed in 2013 by Tara Cubie, again in late 2013 by K.A. Crawford, and then in 2016 by Shannon Loftus for the addition of telecommunications facilities to the structure. The California Department of Parks and Recreation (DPR) form that documents the San Diego Sports Arena states that "the results of the Historic Architectural Resources Inventory and Assessment indicates that the host building appears ineligible for the NRHP/CRHR, but appears to be locally significant" (Loftus

2016a, 2016b). The San Diego Sports Arena was evaluated in 2024 by ASM Affiliates as a historical resource for the purposes of CEQA. Details of the assessment are provided in the Historical Resources Technical Report for San Diego International Sports Arena (ASM Affiliates).

Table 1. Previous Studies within the Project Area of Potential Effects

Report ID	Title	Author	Year
SD-02894	Mitigated Negative Declaration Replacement of Water and Sewer Pipes: La Jolla, Uptown, Mission Valley, Midway and Navajo Communities	City of San Diego	1993
SD-02932	Cultural Resources Evaluation for the Proposed North Metro Interceptor Sewer Project, San Diego, CA, Appendix F	Schaefer, Jerry	1994
SD-02961	Archaeological Monitoring Report for CA-SDI-10530H City of San Diego Dump within the Mission Bay Interceptor Project, Hancock Street and Sports Arena Boulevard	Carrico, Richard L.	1993
SD-03461	Cultural Resource Constraint Study for the North Bay Redevelopment Project, City of San Diego, CA	Kyle, Carolyn and Roxana L. Phillips	1998
SD-04347	Archaeological Monitoring Report for CA-SDI-10530H, City of San Diego Dump within the Mission Bay Interceptor Project, Hancock Street and Sports Arena Boulevard	Carrico, Richard L.	1993
SD-07227	Public Notice of a Proposed Mitigated Negative Declaration; Sports Arena Pad 'B' Service Station	City of San Diego	2001
SD-10531	Archaeological Monitoring for the Sports Arena ARCO Station, City and County of San Diego, CA	Sawyer, William A. and Ivan H. Strudwick	2004
SD-13202	Cultural Resources Technical Assessment for the Program Environmental Impact Report for the San Diego River Park Master Plan, City of San Diego, CA	Rosen, Martin D.	2011
SD-14783	Sports Arena LTE/ ENSITE #14068 (123432) 3500 Sports Arena Boulevard, San Diego, San Diego County, CA 92110	Farley, Sarah	2013
SD-15074	Cultural Resource Monitoring Report for the Sewer and Water Group 799 Project	Tracy A. Stropes	2014

Table 1. Previous Studies within the Project Area of Potential Effects

Report ID	Title	Author	Year
SD-15091	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SD06320A (I PAY ONE ARENA) 3500 Sports Arena Boulevard, San Diego, San Diego County, CA	Wayne H. Bonner, Sarah A. Williams, and Kathleen A. Crawford	2014
SD-15627	Direct APE Historic Architectural Assessment for T-Mobile West, LLC Candidate SD06320A (I PAY ONE ARENA) 3500 Sports Arena Boulevard, San Diego, San Diego County, CA	Wayne H. Bonner and Kathleen A. Crawford	2014
SD-16584	Historic Architectural Resource-Inventory and Assessment AT&T Site SD0010 Sports Arena Sector ADD 3500 Sports Arena Boulevard, San Diego, San Diego County, CA 92110	Loftus, Shannon L.	2016
SD-16585	Cultural Resource Records Search and Site Survey AT&T Site SD0010 Sports Arena Sector ADD 3500 Sports Arena Boulevard, San Diego, San Diego County, CA	Loftus, Shannon L	2016

Table 2. Previously Recorded Cultural Resources within the Project Area of Potential Effects

Primary Number	Trinomial	Chronological Placement	Site Type	Size	Recorder, Date
P-37-010530	CA-SDI-10530	Historic	West Point Loma Dump	750x250m	R. Brooke, M. Hoke, E. Carrera, 2019 PanGIS, 2015 William Sawyer & Ivan Strudwick, 2004 Sue Wade, 1986
P-37-035181	N/A	Historic	Structure - Sports Arena	N/A	

Notes: N/A = not applicable

2.6 Applicable Regulations

Cultural resource regulations that apply to the Project site include provisions of CEQA, the California Health and Safety Code, and the CRHR. Historical and archaeological districts, sites, buildings, structures, and objects are assigned significance based on their exceptional value or quality in illustrating or interpreting the heritage of the City in history, architecture, archaeology, engineering, and culture. A number of criteria are used in demonstrating resource importance.

2.6.1 Federal Level Regulations

2.6.1.1 National Register of Historic Places

The NRHP is the nation's official list of historic places. The NRHP is overseen by the National Park Service and requires that a property or resource eligible for listing in the NRHP meet one or more of the following four criteria at the national, state, or local level to ensure integrity and obtain official designation:

- a. The property is associated with events that have made a significant contribution to the broad patterns of our history.
- b. The property is associated with the lives of persons significant to our past. Eligible properties based on this criterion are generally those associated with the productive life of the individual in the field in which the person achieved significance.
- c. The property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction.
- d. The property has yielded, or is likely to yield, information important to prehistory or history.

In addition to meeting at least one of these four criteria, listed properties must also retain sufficient physical integrity of those features necessary to convey historic significance. The register has identified the following seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

Properties are nominated to the NRHP by the SHPO of the state where the property is located, by the federal preservation officer for properties under federal ownership or control, or by the Tribal preservation officer if on Tribal lands. Listing in the NRHP provides formal recognition of a property's historic, architectural, or archaeological significance based on national standards. Documentation of a property's historic significance helps provide for the preservation of the resource.

2.6.2 State Level Regulations

2.6.2.1 California Environmental Quality Act

According to CEQA, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR (California Public Resources Code, Section 5024.1; 14 CCR 4852) including the following:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
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; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to California Public Resources Code, Section 5020.1[k]), or not identified in an historical resources survey (meeting the criteria in Section 5024.1[g] of the CEQA Guidelines) does not preclude a lead agency from determining that the resource may be an historical resource as defined in California Public Resources Code, Section 5020.1(j) or 5024.1.

2.6.2.2 California Register of Historical Resources (California Public Resources Code, Section 5020 et seq.)

In California, the term “historical resource” includes but is not limited to “any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (California Public Resources Code, Section 5020.1[j]). In 1992, the California Legislature established the CRHR “to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what

properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (California Public Resources Code, Section 5024.1[a]). A resource is eligible for listing in the CRHR if the State Historical Resources Commission determines that it is a significant resource and that it meets any of the following NRHP criteria (California Public Resources Code, Section 5024.1[c]):

1. Associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. Associated with the lives of persons important in our past.
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.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Resources less than 50 years old are not generally considered for listing in the CRHR but may be considered if it can be demonstrated that sufficient time has passed to understand the historical importance of the resources (14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historical resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed on the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys. The SHPO maintains the CRHR.

2.6.2.3 California Health and Safety Code, Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code, Section 7050.5, requires that, if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County coroner has examined the remains (California Health and Safe Code, Section 7050.5b). If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (California Health and Safe Code, Section 7050.5c). The NAHC will notify the most likely descendant (MLD). With the permission of the landowner, the MLD may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the MLD by the NAHC. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

2.6.3 City of San Diego

2.6.3.1 2008 City of San Diego General Plan

The Historic Preservation Element of the 2008 City of San Diego General Plan (2008 General Plan) includes the following cultural resources goals:

A. Identification and Preservation of Historical Resources

- Identification of the historical resources of the City.
- Preservation of the City's important historical resources.
- Integration of historic preservation planning in the larger planning process.

Policies of this goal include the following:

- **HP-A.1:** Strengthen historic preservation planning.
- **HP-A.2:** Fully integrate the consideration of historical and cultural resources in the larger land use planning process.
- **HP-A.3:** Foster government-to-government relationships with the Kumeyaay/Diegueño Tribes of San Diego.
- **HP-A.4:** Actively pursue a program to identify, document and evaluate the historical and cultural resources in the City of San Diego.
- **HP-A.5:** Designate and preserve significant historical and cultural resources for current and future generations.

B. Historic Preservation, Education, Benefits, and Incentives

- Public education about the importance of historical resources.
- Provision of incentives supporting historic preservation.
- Cultural heritage tourism promoted to the tourist industry.

Policies of this goal include the following:

- **HP-B.1:** Foster greater public participation and education in historical and cultural resources.
- **HP-B.2:** Promote the maintenance, restoration, and rehabilitation of historical resources through a variety of financial and development incentives. Continue to use existing programs and develop new approaches as needed. Encourage continued private ownership and utilization of historic structures through a variety of incentives.
- **HP-B.3:** Develop a historic preservation sponsorship program.
- **HP-B.4:** Increase opportunities for cultural heritage tourism.

2.6.3.2 City of San Diego Municipal Code Historical Resources Guidelines

The purpose and intent of the SDMC Historical Resources Guidelines (Chapter 14, Division 3, Article 2) are to protect, preserve, and where damaged, restore the historical resources of the City. The regulations apply to all proposed development within the City when historical resources are present on the premises regardless of the requirement to obtain a Neighborhood Development Permit or Site Development Permit. When any portion of a premises contains historical resources, as defined in SDMC Chapter 11, Article 3, Division 1, the regulations apply to the entire premises.

2.6.3.3 Historical Resource Technical Report Guidelines and Requirements

The City's Historical Resource Technical Report Guidelines and Requirements is the guiding document for the management of historical resources within the City. The intent of the guidelines is to ensure consistency in the management of the City's historical resources including identification, evaluation, preservation/mitigation, and development. In addition, the guidelines also provide an overview of the development review process and requirements for the preparation of cultural resources technical studies.

2.6.3.4 CEQA Significance Determination Thresholds for Historical Resources

Historical resources significance determination, pursuant to the City's CEQA Significance Determination Thresholds, consists first of determining the sensitivity or significance of identified historical resources and, second, determining direct and indirect impacts that would result from Project implementation. The City's CEQA Significance Determination Thresholds define a significant historical resource as one that qualifies for the CRHR or is listed in a local historic register or deemed significant in a historical resource survey, as provided under California Public Resources Code, Section 5024.1(g), although even a resource that is not listed in or determined eligible for listing in the CRHR, not included in a local register, or not deemed significant in a historical resource survey may nonetheless be historically significant for the purposes of CEQA. The SDMC Historical Resources Guidelines state that the significance of a resource may be determined based on the potential for the resource to address important research questions as documented in a site-specific technical report prepared as part of the environmental review process.

Based on the City's CEQA Significance Determination Thresholds, a significant impact regarding historical resources could occur if implementation of a project would result in a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, or object or site.

As a baseline, the City has established the following criteria to be used in the determination of significance for an archaeological resource under CEQA:

An archaeological site must consist of at least three associated artifacts/ecofacts (within a 50 square meter area) or a single feature and must be at least 45 years of age. Archaeological sites containing only a surface component are generally considered not significant, unless demonstrated otherwise. Such site types may include isolated finds, bedrock milling stations, sparse lithic scatters, and shellfish processing stations. All other archaeological sites are considered potentially significant. The determination of significance is based on a number of factors specific to a particular site including site size, type, and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostics, and datable material; artifact and ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance.

The determination of significance for historic buildings, structures, objects and landscapes is based on age, location, context, association with an important person or event, uniqueness, and integrity.

A site will be considered to possess ethnic significance if it is associated with a burial or cemetery; religious, social or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the mythology of a discrete ethnic population.

Based on the City's CEQA Significance Determination Thresholds (City of San Diego 2016), a significant impact regarding archaeological resources could occur if implementation of a project would result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, or the disturbance of any human remains, including those interred outside formal cemeteries.

2.6.4 Native American Traditional Cultural Properties

2.6.4.1 Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act of 1990 (NAGPRA), provides a process for federal agencies and institutions that receive federal funds (including museums, universities, state agencies, and local governments) to repatriate or transfer from their collections certain Native American cultural items—human remains, funerary objects, sacred objects, and objects of cultural patrimony—to lineal descendants, and to Native American Tribes, Alaska Native corporations, and Native Hawaiian organizations. NAGPRA also provides a process for federal agencies to address new discoveries of Native American human remains, funerary objects, sacred objects, and objects of cultural property intentionally excavated or inadvertently discovered on federal or Tribal lands. Those processes are detailed in Code of Federal Regulations, Title, Section 10.4. "New" discoveries are those events occurring after November 16, 1990, when NAGPRA was enacted. Consultation with Native American Tribes, Alaska Native corporations, and Native Hawaiian organizations is a critical component for addressing identification, treatment, and disposition of Native American cultural items.

2.6.4.2 Native American Heritage Values

Federal and state laws mandate that consideration be given to the concerns of contemporary Native Americans with regard to potentially ancestral human remains, associated funerary objects, and items of cultural patrimony. Consequently, an important element in assessing the significance of the study site has been to evaluate the likelihood that these classes of items are present in areas that would be affected by the Project.

Also, potentially relevant to prehistoric archaeological sites is the category termed “Traditional Cultural Properties” in discussions of cultural resources management performed under federal auspices. According to Parker and King (1998), “traditional” in this context refers to those beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional cultural significance of a historic property, then, is significance derived from the role the property plays in a community’s historically rooted beliefs, customs, and practices. Examples of properties possessing such significance include the following:

1. A location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world;
2. A rural community whose organization, buildings and structures, or patterns of land use reflect the cultural traditions valued by its long-term residents;
3. An urban neighborhood that is the traditional home of a particular cultural group, and that reflects its beliefs and practices;
4. A location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice; and
5. A location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity.

A Traditional Cultural Property, then, can be defined generally as one that is eligible for inclusion in the NRHP because of its association with cultural practices or beliefs of a living community that (1) are rooted in that community’s history and (2) are important in maintaining the continuing cultural identity of the community.

2.6.4.3 California Native American Graves Protection and Repatriation Act

In 2001, the California Legislature passed Assembly Bill (AB) 978, the California Native American Graves Protection and Repatriation Act of 2001, requiring all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items to provide a process for the identification and repatriation of these items to the appropriate Tribes. The bill also created a Repatriation Oversight Commission with oversight authority. The intent of the legislation was to cover gaps in the federal NAGPRA specific to the State

of California. After the Repatriation Oversight Commission remained unfunded for over a decade, the NAHC was granted oversight authority. The NAHC was given more responsibilities in 2018 under AB 2836 and in 2021 under AB 275. AB 2836 requires the NAHC to provide technical assistance to the University of California in adopting policies and procedures adopted to expedite repatriation of remaining items in its possession. AB 275 requires the NAHC to maintain a list of California Native American Tribes and their state aboriginal territories, adopt mediation procedures, and publish notices of completion of preliminary inventories and summaries on the NAHC website. Pursuant to Section 8013(a) of the California Health and Safety Code, the NAHC maintains a list of all California Native American Tribes and their respective state aboriginal territories for the purpose of the repatriation of Native American human remains and cultural items.

2.6.4.4 Native American Historic Resource Protection Act

California Public Resources Code, Sections 5097 et seq., codify the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal public lands. Section 5097.9 states that no public agency or private party on public property shall “interfere with the free expression or exercise of Native American Religion.” The code further states that:

No such agency or party [shall] cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine... except on a clear and convincing showing that the public interest and necessity so require. County and city lands are exempt from this provision, except for parklands larger than 100 acres.

2.6.4.5 City of San Diego CEQA Significance Determination Thresholds for Tribal Cultural Resources

CEQA was amended in 2014 through AB 52, which created a new category of “Tribal Cultural Resources” (TCRs) that must be considered under CEQA and applies to all projects that file a Notice of Preparation or Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration on or after July 1, 2015. AB 52 requires lead agencies to provide notice to and begin consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of a Project if that Tribe has requested, in writing, to be kept informed of projects by the lead agency prior to the determination of whether a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report will be prepared. If a Tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the Tribe. AB 52 also specifies mitigation measures that may be considered to avoid or minimize impacts on TCRs. Specifically, California Public Resources Code, Section 21074, provides the following guidance:

- (a) “Tribal Cultural Resources” are either of the following:
 1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following:

- A. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.
- (b) A cultural landscape that meets the criteria of subdivision (a) is a Tribal Cultural Resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
 - (c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a Tribal Cultural Resource if it conforms with the criteria of subdivision (a).

Section 3 Methods

3.1 Survey Methods

The goal of this survey was to identify known resources, provide an analysis of those resources, and recommend measures to reduce impacts to less than significant. Harris senior archaeologist Donna Beddow conducted the desktop literature review using standard archaeological procedures and techniques. Identification efforts consisted of record searches, literature review, evaluation of artifacts identified during the Phase II Environmental Site Assessment, and correspondence with the NAHC and local Tribes.

A records search was conducted using the CHRIS at San Diego State University. The record search provided a listing of all known resources, historic addresses, and reports within a 1-mile radius. In addition, historic topographic maps from 1872 through 2021, as well as the California Office of Historic Preservation Archaeological Resources Directory and Built Environment Resources Directory, were reviewed. Documentation in the form of reports and site records were reviewed for the APE. In addition, the National, California, and City Historic Registers as well as historic aerials between 1953 and 2020 (NETR Online 2024), were also reviewed. Furthermore, the Geotechnical Investigation Report (Group Delta 2024), Phase I Environmental Site Assessment Report (SCS Engineers 2023b), and Phase II Environmental Site Assessment Report (SCS Engineers 2023a) were reviewed to understand the history of the development of the Project APE.

Artifacts recovered during the Phase II Environmental Site Assessment were reviewed and analyzed. All were bottles and were researched based on makers marks and bottle types. The analysis included identifying the chronological placement, artifact type, material, color, makers mark, and time period. In addition, the artifacts were compared to prior studies to determine if they provide new or additional information about CA-SDI-10530H. Updated DPR forms were completed to address the portion of CA-SDI-10530H that is within the Project APE.

The survey area was photographed (Appendix C) to document the environmental setting. The updated DPR forms and maps (Confidential Appendix E, DPR Forms, and Confidential Appendix F, Confidential Maps) will be submitted to the South Coastal Information Center (SCIC).

The NAHC was contacted for a Sacred Lands File check to determine whether sacred lands are present on the Project site. The NAHC response was positive for sacred lands and recommended that the Viejas Band of Kumeyaay Indians (Viejas Band) be contacted. All Tribal bands, including the Viejas Band, on the list provided by the NAHC were contacted by email and regular mail for any information they may have regarding sacred lands that may be present on the Project site.

To date, four Tribes (Barona Group of the Capitan Grande [Barona Band], Jamul Indian Village [Jamul Band], San Pasqual Band of Diegueño Mission Indians [San Pasqual Band], and Viejas Band) have

responded. The Barona Band identified that the Project site is too disturbed and developed to yield any significant cultural resources or information and that they had no knowledge of the site. The Jamul Band and San Pasqual Band requested to consult on the Project. Harris senior archaeologist Donna Beddow responded to both Tribes requesting information related to Sacred Sites and informed them that the City is conducting AB 52 consultation. The San Pasqual Band identified that the Project is not within the boundaries of their reservation but that it is within the boundaries of the territory the Tribe considers its aboriginal territory. They also requested copies of any cultural reports that have been or will be generated during the environmental review process so that they can contribute most effectively to the consultation process. The San Pasqual Band identified that they could provide cultural monitoring for the Project. The Viejas Band identified that the Project site may contain many Sacred Sites to the Kumeyaay people and requested that Sacred Sites be avoided with adequate buffer zones. In addition, they requested that all NEPA, CEQA, NAGPRA, and California Native American Graves Protection and Repatriation Act laws be followed. The Viejas Band requested that they be contacted on any changes or inadvertent discoveries. Tribal outreach documentation is provided in Confidential Appendix G, Sacred Lands Tribal Outreach.

The City has conducted outreach with local Tribes pursuant to AB 52 and Senate Bill 18. To date, no responses have been received.

Section 4 Report of Findings

Several projects have occurred on properties known to be within the boundary of CA-SDI-10530H (City Dump). The cultural survey was positive for the presence of CA-SDI-10530H. It was evaluated as part of this document and determined to be not significant.

4.1 Prior Evaluations of CA-SDI-10530H/P-37-010530 Outside the Project Site

The City Dump was originally recorded by Sue Wade in 1986. The site was discovered during a historic record search for information on the Home Avenue Dump Site that was required for the Terrace View Villas Project. The original recordation was based on an archival search and did not include any fieldwork.

In 1992, Richard Carrico (1993) conducted archaeological monitoring for CA-SDI-10530H within the Mission Bay Interceptor Project site (Sports Arena Boulevard and Hancock Street). Construction activities were primarily trench excavations. The monitoring effort led to the discovery of an intact portion of the City Dump. Analysis of bottle, ceramics, and other materials from the trench indicated that the deposit represented an important and significant resource. He recommended that data recovery be conducted to mitigate impacts to the resource.

In 1998, Gallegos & Associates (Kyle et al. 1998) conducted a constraints analysis (desktop literature review) for the North Bay Redevelopment Project. Kyle provided an overview of the dump based on work completed by Wade (1986) and Carrico (1993). She identified that because the study area which included the Project site was developed prior to CEQA, few archaeological sites had been recorded and identified that archaeological sites may be present under older buildings, parking lots, or streets. Archaeological monitoring was recommended for any proposed development that may impact/affect subsurface soils, including removal of existing buildings.

In 2003, LSA Associates conducted construction monitoring for the Sports Arena ARCO station. The following results were provided by Sawyer & Strudwick (2004) for the portion of CA-SDI-10530 that they monitored:

During monitoring, a portion of the dump was found at a depth between 6 and 10 feet. They found that the artifactual deposits were fairly contiguous. The largest collection from the monitoring consisted of glass bottles and jars. All bottles and jars were hand finished. No bottles exhibited any attributes that would identify them as being manufactured in a semiautomatic or automatic bottling machine. The period of deposition for this portion of CA-SDI-10530, corresponds to the time prior to widespread bottle manufacturing by machines, thereby explaining the overall absence of this bottle type in the assemblage. The glass container assemblage represented a typical array of household products found in the

late 19th and early 20th century. Among the types of bottles and jars recovered were soft drinks, alcoholic beverage, patent medicine, pharmacy and food product.

A number of ceramics were present and fully represent those from both domestic and commercial contexts. All types and shapes of ceramic wares were present in the dump. The observed items included cups, saucers, a shaving mug, jars, plates, bowls, fruit dishes, basins, a creamer, platters, a covered dish, nappies, and other forms. The majority of ceramics recovered in the sample from the site was classified as ironstone. Vitreous and semivitreous whiteware ceramics were second in frequency. Some vitreous ceramics associated with commercial establishments such as hotels and restaurants were found in the deposit. Asian ceramics were well represented, and most was Japanese in origin. European porcelain dominated the collection, coming largely from France and Germany.

Other material recovered included a glass marble, ceramic and glass insulators, dry-cell battery cores, construction material, a silver-plated spoon, and fragments of a porcelain doll head. Faunal remains consisted of cow, pig, chicken, and turkey bones.

The historic material recovered from CA-SDI-10530H is typical of refuse deposits found in community dumps originating from both commercial and residential contexts. The layer of historic materials probably varies in thickness and density over the entire Project site. The overburden matrix comprises a sandy soil with cobbles, perhaps imported from local sources. The matrices containing the historic material range from a moist dark sandy soil rich in organic material and infused with metal, glass, and other items. The high level of organic constituents has also imparted an offensive odor to some soils as they have decomposed.

The pattern or method of deposition is unknown but is surmised to be indiscriminate and probably haphazard disposal within certain areas of the dump. As the historic accounts, coupled with information from century-old San Diego City ordinances suggest, it seems that garbage collectors picked up refuse following a specific route that was probably mandated by the City. They probably dumped their various loads of refuse in the same spot or in the general vicinity until full and then moved to a new location.

The West Point Loma Dump appears to be a significant resource under CEQA Criterion D and the City of San Diego Historical Resources Guidelines. Remaining portions of the site probably retain sufficient subsurface integrity that will increase our understanding of historic lifeways in the City of San Diego. Although the refuse cannot be associated with specific households and contexts, it is nevertheless important since it can provide information regarding socioeconomic status, ethnicity, trade networks, market access, and consumer behavior for this area during 1899–1908. Different areas of the dump will exhibit their own unique set of characteristics depending on where the refuse originates. Overall, the dump appears to be a homogeneous blend of refuse from the general population of the City of San Diego.

In 2015, PanGIS monitored the Pacific Beach Pipeline Project and relocated a portion of CA-SDI-10530. A continuation form (DPR523L; no recorder identified) was completed to update the project site. The following results were identified in the site record:

The historic-era site includes the buried remains of the West Point Loma Dump. It contains a refuse deposit consisting of ceramic, glass bottles and jars, glass marble, ceramic and glass insulators, dry-cell battery cores, construction material, a silver-plated spoon, and fragments of a porcelain doll head. The portions of the site that intersect with the Project APE were inspected and ground surface visibility was low due to the presence of grass covered lawn, landscaping, concrete walkways and buildings or the Project APE being located in areas in active traversed public streets. No prehistoric or historic-period cultural materials were observed on the ground surface.

In 2019, Loveless Linton, Inc. (Booth et al. 2019) conducted construction monitoring for the Pacific Beach Pipeline Project that was located along Midway Drive and encountered additional resources within a portion of CA-SDI-10530. The resources were observed 8 to 36 inches below the surface. The resources were observed in previously existing trenches in disturbed soils that were paved over. A total of 59 artifacts were recovered that included glass (bottles, shards, medicine bottle, and milk glass vessel fragments), ceramics (saucer fragment, tableware, sherds, bowl fragment, Chinese liquor bottle, chamber pot sherds, beer/seltzer sherds, and lid knob), faunal (butchered large animal), and shell (chione and turban fragments). Ceramics consisted of white glazed types with painting, transferware, and designs. No determination as to significance was made.

4.2 Project Site and Off-Site Improvements Areas

Approximately 9 percent of CA-SDI-10530H (Confidential Appendix F; Figure 4, Known Cultural Sites) is located within the Project APE and off-site improvements area for Sports Arena Boulevard. No prior evaluation has been conducted for this portion of the archaeological site. The location of CA-SDI-10530H was determined by Wade (1986) using archival research. The portion of CA-SDI-10530H on the Project site is primarily developed with an asphalt parking lot and driveway entrance to the San Diego Sports Arena facility.

In order to understand the history of the development of the Project site, the Geotechnical Investigation Report prepared by Group Delta (2024), historic topographic maps, and historic aerials were reviewed. The elevation of the Project site has remained essentially the same since 1903, which demonstrates that native soils were removed and fill was placed during site development of the San Diego Sports Arena. Undocumented fill soils were identified in all exploratory borings and ranges in depth from 7 to 13 feet in thickness. The fill soils were observed to consist of clayey sand (Unified Soil Classification System – SC), silty sand (SM), and poorly graded sand (SP). Gravel and cobbles and construction debris were frequently observed in the upper portions of the fill.

In 1953, the Project APE was primarily developed with the Frontier Housing Project (refer to Section 2.4, Cultural Setting, for a historical description). By 1966, the majority of the Frontier Housing Project was removed, and the San Diego Sports Arena was present and in development. In 1972, all of the Frontier Housing Project had been removed, and development of the San Diego Sports Arena, including surrounding parking, was complete. Commercial development on the western portion of the Project APE was present by 1978, and the ARCO station in the southern portion was present in 2003. By 2005, additional commercial development in the southern portion was present, and no further development has occurred to date.

Based on the historic topographic maps and depth of fill soils, the San Diego Sports Arena development including parking areas required excavation that would have impacted and dispersed the City Dump. As such, what remains of the dump is likely out of context. During the Phase II Environmental Site Assessment, five historic bottles were identified that date to the mid-1800s (Appendix H, Artifact Catalog; Confidential Appendix F; Figure 5, Artifact Location). Although the bottles are of an age that is considered historic, they do not add to the body of knowledge already available for this archaeological site from the numerous studies that have already been conducted (refer to Section 4.1, Prior Evaluations of CA-SDI-10530H/P-37-010530 Outside the Project Site).

Section 5 Interpretation of Resource Importance and Impact Identification

5.1 Resource Importance

5.1.1 Archaeological Resources

Although known archaeological site CA-SDI-10530H is within the southwestern portion of the Project APE and the off-site improvements area for Sports Arena Boulevard, it is not a significant resource because it has been disturbed and is likely out of context. What is known about this portion of the site does not provide evidence that the resource is significant under the CEQA criteria.

CA-SDI-10530H is not significant under Criterion A—events that have made a significant contribution to the broad patterns of California’s history and cultural heritage. CA-SDI-10530H was the City Dump for less than 10 years (1899–1908). No significant events are associated with the City Dump.

CA-SDI-12530H is not significant under Criterion B—associated with persons important in our past. None of the prior or current evaluations for portions of CA-SDI-12530H have identified any historically significant individual associated with the City Dump.

CA-SDI-12530H is not significant under Criterion C—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. None of the prior or current evaluations for portions of CA-SDI-12530H have identified any unique characteristics, or association with a creative individual.

CA-SDI-12530H is not significant under Criterion D—has yielded or may be likely to yield information important in prehistory or history. Some of the prior evaluations have identified portions of the City Dump as yielding or likely to yield information important to the period in which the City Dump was in operation. However, the portion of CA-SDI-10530H within the Project APE and off-site improvements area has been determined not significant because development for the San Diego Sports Arena and associated parking areas, as well as the development of Sports Arena Boulevard, displaced material from CA-SDI-10530, causing it to be relocated into areas that would be considered out of context. The limited resources identified during the Phase II Environmental Site Assessment do not add to the body of knowledge already available. Any artifacts recovered from this portion of the archaeological site would not provide new or additional information that is not already available through archival research.

5.1.2 Historical Resources

One known historical resource, the San Diego Sports Arena (P-37-035181) is present on site. It was evaluated by ASM Affiliates (2024) and the report determined it to be a significant historical resource. For details of the historical analysis, refer to Section 5.3, Historical and Tribal Cultural

Resources, of the SEIR and the Historical Resources Technical Report for San Diego International Sports Arena, San Diego, San Diego County, California (ASM Affiliates 2024) (Appendix X in the SEIR).

5.1.3 Native American Heritage Resources

The NAHC response was positive for the presence of sacred lands; however, no specifics were provided. All Tribal bands on the list provided by the NAHC were contacted, and to date, four Tribes (Barona Band, Jamul Band, San Pasqual Band, and Viejas Band) have responded. Viejas identified that the Project site may contain many Sacred Sites; however, they did not provide any specifics or site locations. Additional outreach with Viejas has been conducted to identify Sacred Sites within the Project APE. To date, there has been no further response. The City also has conducted outreach with local Tribes pursuant to AB 52 and Senate Bill 18, and no responses have been received.

5.2 Impact Identification

A portion of one archaeological site, the City Dump (CA-SDI-10530), is located within the Project APE and the off-site improvements area for Sports Arena Boulevard. Because the site has been disturbed and is out of context, it was determined to not be a significant resource. The portion of the site within the Project APE and off-site improvement area is only approximately 9 percent (5.2 acres) of the overall archaeological site (58.8 acres). Implementation of the Project would directly impact the on-site and off-site portions of the archaeological site; however, the impact would not be significant.

Section 6 Management Considerations – Mitigation Measures and Design Considerations

Implementation of the Project would result in direct impacts to cultural resources; however, the portion of CA-SDI-10530H within the Project APE and off-site improvements area was determined to not be significant. As such, no further work is recommended.

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Section 8 List of Preparers and Persons and Organizations Contacted

The following persons participated in the preparation of this report:

Harris & Associates

Donna Beddow	Principal Investigator
Diane Sandman	Vice President, Environmental + Planning Consulting
Kelsey Hawkins	Project Manager

City of San Diego

Ann Jarque	Senior Planner
Jeff Szymanski	Associate Planner

The following agencies and individuals were contacted:

Art Bunce	Barona Group of the Capitan Grande
Ralph Goff	Campo Band of Diegueño Mission Indians
Michael Garcia	Ewiiapaayp Band of Kumeyaay Indians
Robert Pinto	Ewiiapaayp Band of Kumeyaay Indians
Clint Linton	Iipay Nation of Santa Ysabel
Rebecca Osuna	Inaja-Cosmit Band of Indians
Erica Pinto	Jamul Indian Village
Lisa Cumper	Jamul Indian Village
Carmen Lucas	Kwaaymii Laguna Band of Mission Indians
Gwendolyn Parada	La Posta Band of Diegueño Mission Indians
Angela Elliott Santos	Manzanita Band of Kumeyaay Nation
Theresa Hernandez	Mesa Grande Band of Diegueño Mission Indians
Michael Linton	Mesa Grande Band of Diegueño Mission Indians
Allen Lawson	San Pasqual Band of Mission Indians
John Flores	San Pasqual Band of Mission Indians
Cody Martinez	Sycuan Band of the Kumeyaay Nation
Bernice Paipa	Sycuan Band of the Kumeyaay Nation
Ernest Pingleton	Viejas Band of Kumeyaay Indians
Ray Teran	Viejas Band of Kumeyaay Indians

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Appendix A. Resumes

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Donna Beddow, RPA

SENIOR ARCHAEOLOGIST

Donna Beddow is a Senior Archaeologist with over 20 years of practical experience managing or part of multi-disciplinary teams. She specializes in cultural and tribal cultural resources, and has extensive experience with Native American consultation including AB-52, SB-18, and Sacred Lands. The majority of her career has been for the County of San Diego as a Senior Staff Archaeologist and Environmental Coordinator. She served as the County of San Diego Historic Site Board liaison and managed the County's cultural program. Her Master's thesis was used as the model for the development of the County's Significance Guidelines for Cultural Resources. These guidelines have been used by other lead agencies and environmental organizations, and are still used by the County of San Diego.

Her 20 plus years of experience include the review and preparation of CEQA documents. She has managed highly complex projects involving sensitive or difficult environmental issues; resolved major project issues and public controversies through applicant engagement and coordination with the general public and tribes. Ms. Beddow has reviewed and prepared cultural resource studies and CEQA documents for both private and public development projects.

RELEVANT EXPERIENCE

- **City of San Diego, Coastal Resiliency Master Plan & PEIR.** Principal Investigator. Harris is assisting the City in the development of the Coastal Resilience Master Plan and PEIR to implement Climate Resilient San Diego. The team will evaluate nine locations for nature-based solutions and will then narrow the scope down to the six most suitable locations. Responsibilities include conducting a background search that relies on the CHRIS system, sacred lands files, inventories, and historic maps. In addition, tribal outreach, site surveys to identify previously recorded and new sites, and preparation of a cultural resources technical report is required. **The Plan and PEIR will implement Climate Resilient San Diego to inform development of nature-based coastal resilience projects to build resilience to the impacts of sea level rise and enhance and protect the biological diversity of the City's coastline.**
- **Port of San Diego, Sweetwater Park,** July 2022 to Present. Harris assisted the Port of San Diego with a Section 106 consultation for grant funding to assist with the development of Sweetwater Park. In addition, Harris also provided monitoring services during construction. As Principal Investigator, responsibilities included conducting a background search that relied on the CHRIS system, sacred lands files, inventories, historic maps, and historic registers. In addition, tribal outreach, a site survey to identify previously recorded and new sites, and preparation of a cultural resources technical report and Section 106 documents (Area of Potential Effect, Findings of No Effect) were completed. The evaluation relied in part on the Chula Vista Bayfront Master Plan Final EIR (2010). Furthermore, archaeological and tribal monitoring was provided during construction that included data recovery for identified resources.
- **City of San Diego, Grove Avenue Emergency Wall Repair.** Principal Investigator. Harris assisted the Port of San Diego with a Section 106 consultation for grant funding to assist with the development of Sweetwater Park. Responsibilities included conducting a background search that relied on the CHRIS system, sacred lands files, inventories, and historic maps. In addition, tribal outreach, a site survey to identify previously recorded and new sites, and preparation of a cultural resources technical report and Section 106 documents (Area of Potential Effect, Findings of No Effect) were completed.

EDUCATION

MA, Anthropology, San Diego State University, 2004

BA, History, San Diego State University, 1997

REGISTRATIONS

Register of Professional Archaeologists

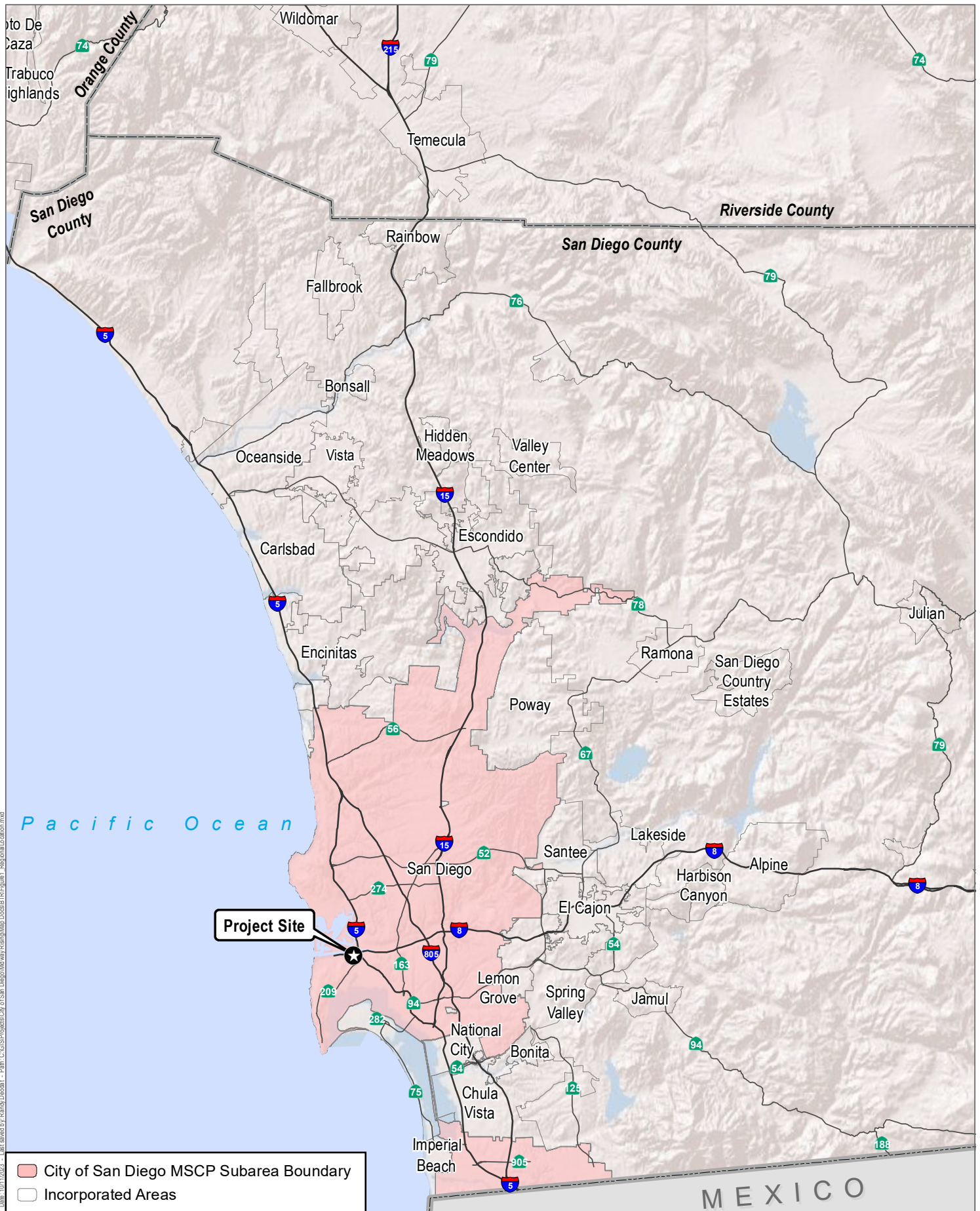
- **County of San Diego, *Live Oak Springs Water System Improvements Project***, April 2021 to Present. Harris assisted the County with the biological and cultural evaluations for improvements to the potable water system on approximately 74 acres in the community of Live Oak Springs. In addition, Harris provided archaeological and tribal monitoring during project construction. As Principal Investigator, responsibilities included conducting a background search that relied on the CHRIS system, sacred lands files, inventories, and historic maps. In addition, tribal outreach, a site survey to identify previously recorded and new sites, preparation of a cultural resources technical report, and coordination with the Native American monitor was completed. Furthermore, archaeological and tribal monitors were provided during construction and data recovery was conducted for identified resources.
- **University of California at San Diego (UCSD), *Rancho Bernardo Healthcare Center Medical Office Building***, September 2023 to Present. Harris assisted UCSD with the preparation of a Mitigated Negative Declaration (MND) for the development of a healthcare campus on a 9.81-acre site. As Principal Investigator, responsibilities consisted of a desk top evaluation of the project which included conducting a background search that relied on the CHRIS system, review of historic maps, and historic registers including the National, California, and local registers, a sacred lands file check and tribal outreach, and preparation of the cultural and tribal cultural resources section of the MND. Harris also assisted UCSD with the preparation of AB 52 tribal outreach letters and assisted with consultation tasks such as coordinating meetings and responding to tribes.
- **City of San Marcos, *CEQA On-Call Consultant Services (Woodward 46 Specific Plan, Pico Avenue)***, October 2023 to Present. Harris assisted the City of San Marcos with the review of environmental documents and technical studies. In addition, Harris has provided survey and report preparation for various projects. Responsibilities include peer reviewing and revising the cultural and tribal cultural sections of draft environmental documents and cultural studies for adequacy under CEQA and other applicable federal, state, and local requirements, and for consistency and compliance with project plans. In addition, as Principal Investigator, responsibilities include conducting background searches that relied on the CHRIS system, sacred lands file checks and tribal outreach, inventories, historic maps, and historic registers including the National and California Registers. Furthermore, a site survey to identify previously recorded and new sites was conducted, coordination with Native American monitors, and preparation of cultural resources technical reports.
- **City of Pacific Grove, *Capital Improvement Project for Wastewater Collection System Phase 9***, October 2022 to Present. Harris assisted the City of Pacific Grove with the cultural evaluation for improvements to the wastewater collection system. Responsibilities included conducting a background search that relied on the CHRIS system, sacred lands file check and tribal outreach, inventories, historic maps, and historic registers including the National and California Registers. In addition, a site survey to identify previously recorded and new sites was conducted, and preparation of a cultural resources technical report was prepared.
- **City of Escondido, *Program EIR for Sixth Cycle Housing Element and Land Use/Zoning***. Harris assisted the City of Escondido with the preparation of the Program EIR for the Sixth Cycle Housing Element. As Principal Investigator, responsibilities included the management of the cultural and tribal cultural resources requirements for the project. Duties included the preparation of the cultural and tribal cultural resources sections of the EIR which required the identification of impacts and appropriate mitigations. In addition, tribal outreach letters pursuant to AB 52 and SB 18 were prepared for the City, and Harris coordinated with the City on deliverables.
- **City of Victorville, *General Plan Update***, March 2020 – January 2022. Harris assisted the City of Victorville with the preparation of the General Plan Update which included updates to the Housing and Land Use Elements, as well as the Programmatic EIR. Harris assisted the City with the preparation of AB 52 and SB 18 tribal outreach letters and assisted with consultation tasks such as coordinating meetings and responding to tribes.
- **City of Watsonville, *Climate Action and Adaptation Plan***, September - December 2021. Harris assisted the City of Watsonville with the preparation of the Climate Action and Adaptation Plan including a Negative Declaration. As part of the project, tribal consultation pursuant to SB 18 was required. Harris prepared the SB 18 tribal outreach letters, and assisted with consultation tasks such as coordinating meetings and responding to tribes.
- **County of San Diego, *HUD Cultural Evaluations***, February 2022 to Present. Harris assisted the County of San Diego with the cultural evaluation of development sites that are applying for federal funding. Development sites include individual mobile homes, park acquisition sites, sidewalk and ADA access improvements, and vacant land. As Principal Investigator, responsibilities included conducting a background search that relies on the CHRIS system, historic maps, and historic registers including the National, California, and County of San Diego Registers. In addition, cultural surveys were conducted and preparation of required documentation for Section 106 consultation.

- **City of San Diego**, *Coastal Resiliency Master Plan & PEIR*, February 2023 to Present. Harris is assisting the City in the development of the Coastal Resilience Master Plan and PEIR to implement Climate Resilient San Diego. The team evaluated nine locations for nature-based solutions and narrowed the scope down to the six most suitable locations. As Principal Investigator, responsibilities include conducting a background search that relies on the CHRIS system, sacred lands file check and tribal outreach, inventories, historic maps, and historic registers including the National, California, and City of San Diego Registers. In addition, site surveys to identify previously recorded and new sites, and preparation of a cultural resources technical report was prepared.
- **County of San Diego Planning & Development Services**, *Project Staff Support Services*, March 2021 to Present. Harris' support services cover technical expertise of CEQA resource areas including, but not limited to, CEQA documentation, biological resources, cultural resources, and noise. Services include reviewing EIRs, MNDs, NDs, 15183 checklists, addendums, categorical exemptions, and other CEQA documentation. The Harris team also conducts research and prepares reports and environmental documentation, project mitigation measures, conditions of approval, and project alternatives. As Principal Investigator, responsibilities consist of providing support services for the cultural resources subject area. Duties include cultural resource evaluations, review and preparation of cultural reports, conducting cultural surveys, and engaging in tribal consultations (Sacred Lands, AB-52, and SB-18). In addition, consulting with tribes post- project approval has been conducted to determine appropriate mitigations when projects are not in compliance with permit requirements.
- **County of Santa Cruz**, *Buena Vista Drive Repairs*, August 2023 to Present. Harris assisted the County of Santa Cruz with the cultural evaluation for improvements to Buena Vista Drive. Responsibilities include conducting a background search that relied on the CHRIS system, sacred lands file check and tribal outreach, inventories, historic maps, and historic registers including the National and California Registers. In addition, a site survey to identify previously recorded and new sites was conducted, and preparation of a cultural resources technical report was prepared.
- **City of Napa**, *The Grange Campground*, March 2023 to Present. Harris assisted the City of Napa with the cultural evaluation for the development of a campground complex. Responsibilities include conducting a background search that relied on the CHRIS system, sacred lands file check and tribal outreach, inventories, historic maps, and historic registers including the National and California Registers. In addition, a site survey to identify previously recorded and new sites was conducted, and preparation of a cultural resources technical report was prepared.
- **City of Gilroy**, *StorQuest*, July 2023 to Present. Harris assisted the City of Gilroy with the cultural evaluation for the development of a self-storage facility. Responsibilities include conducting a background search that relied on the CHRIS system, sacred lands file check and tribal outreach, inventories, historic maps, and historic registers including the National and California Registers. In addition, a site survey to identify previously recorded and new sites was conducted, and preparation of a cultural resources technical report was prepared.
- **County of San Diego Department of Public Works**, *Environmental Staff Support Services*, March 2021 to Present. Harris assisted the County of San Diego with cultural evaluations for public projects. Responsibilities include conducting a background search that relied on the CHRIS system, sacred lands file check and tribal outreach, inventories, historic maps, and historic registers including the National and California Registers. In addition, a site survey to identify previously recorded and new sites was conducted, and preparation of a cultural resources technical report was prepared.
- **CH Realty**, *Perris Valley Industrial Project – City of Perris*, March 2022 to Present. Harris conducted the cultural evaluation for the development of an industrial building. Responsibilities include conducting a background search that relied on the CHRIS system, sacred lands file check and tribal outreach, inventories, historic maps, and historic registers including the National and California Registers. In addition, a site survey to identify previously recorded and new sites was conducted, and preparation of a cultural resources technical report was prepared.

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Appendix B. Figures

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Source: ESRI 2021.



Harris & Associates

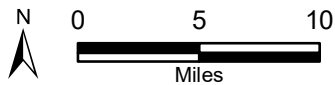


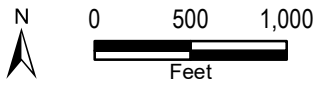
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Regional Location
Midway Rising



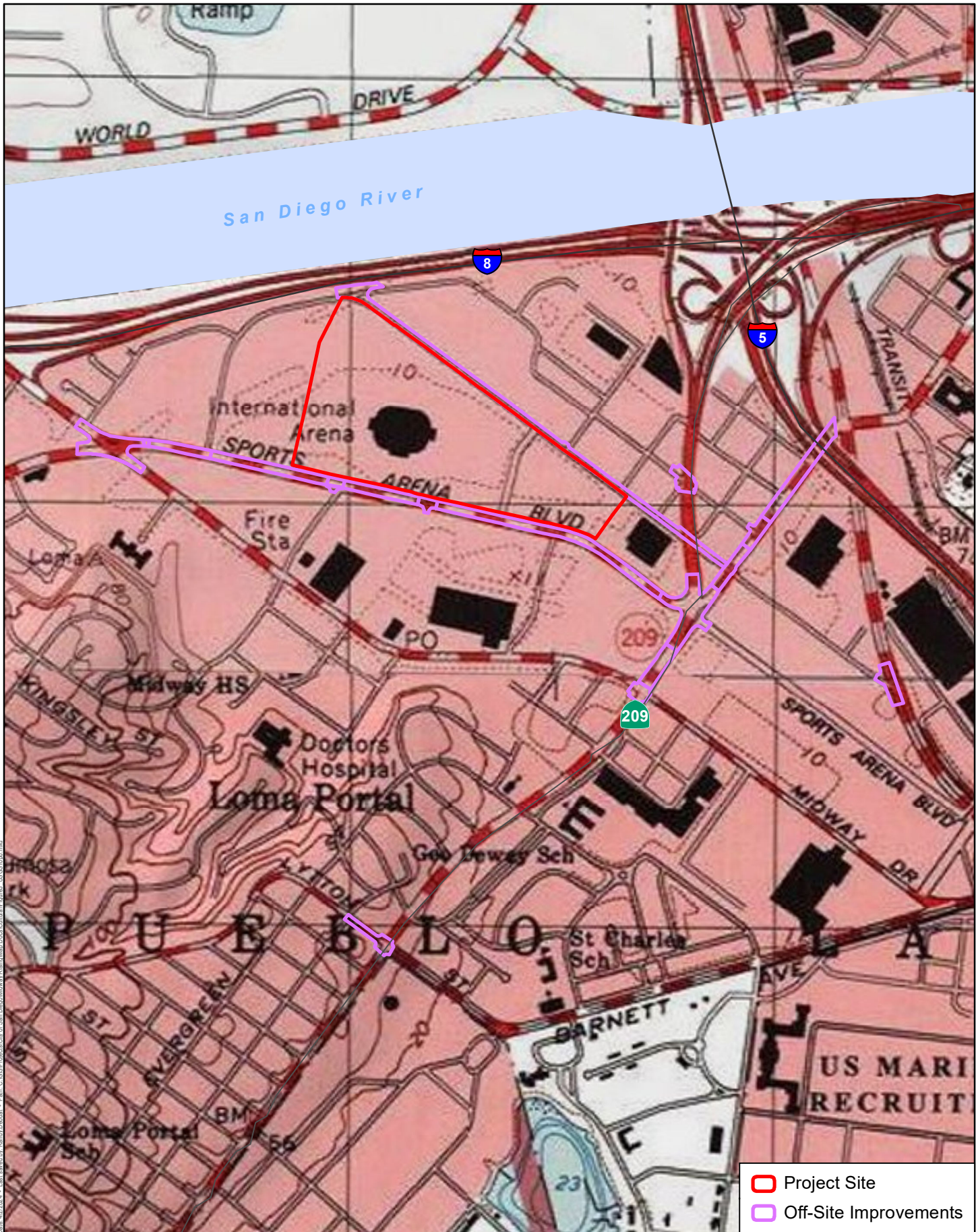
- ▭ Project Site
- ▭ Off-Site Improvements

Source: Maxar Imagery 2022.

Figure 2
Project Location
Midway Rising



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Source: USGS 7.5 Minute La Jolla Quadrangle 1975 and Point Loma Quadrangle 1967.

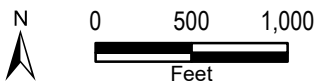


Figure 3
USGS Topographic Map
Midway Rising

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Appendix C. Photographs

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Photograph 1: Overview of CA-SDI-10530H, southwest parking area, facing northwest.



Photograph 2: Overview of CA-SDI-10530H, southwest parking area, facing northeast.



Photograph 3: Overview of CA-SDI-10530H, southwest parking area, facing north.



Photograph 4: Overview of CA-SDI-10530H, southwest parking area, facing southwest.



Photograph 5: Overview of CA-SDI-10530H, southwest parking area, facing southeast.



Photograph 6: Overview of CA-SDI-10530H, southwest parking area, facing south.



Photograph 7: Overview of CA-SDI-10530H, ARCO station and San Diego Sports Arena entrance, facing southeast.



Photograph 8: Overview of CA-SDI-10530H, San Diego Sports Arena entrance, facing south.



Photograph 9: Overview of CA-SDI-10530H, San Diego Sports Arena entrance, facing north.



Photograph 10: Overview of CA-SDI-10530H, Sports Arena entrance, facing northwest.



Photograph 11: P-37-035181 (San Diego Sports Arena) behind ARCO station, facing north.



Photograph 12: Top – historic bottle; middle – historic medicine bottle (C.W. Cole), ca. early 1900s; bottom – historic shoe polish bottle (Whittemore Boston USA), ca. 1890–1900.



Photograph 13: Top – historic bottle; middle – historic medicine bottle (C.W. Cole), ca. early 1900s; bottom – historic shoe polish bottle (Whittemore Boston USA), ca. 1890–1900.



Photograph 14: Historic medicine bottle (Mrs. Winslow Soothing Syrup, ca 1850–1890).



Photograph 15: Historic glass bottle.

Confidential Appendix D. CHRIS Background Data

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Confidential Appendix E. DPR Forms

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Confidential Appendix F. Confidential Maps

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Confidential Appendix G. Sacred Lands Tribal Outreach

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Appendix H. Artifact Catalog

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