

# Marine Archaeological Resources Technical Memorandum

<b>To:</b>	Ms. Afifa Awan, Environmental Scientist California State Lands Commission
<b>From:</b>	Heather Macfarlane, Marine Archeologist Macfarlane Archaeological Consultants 7290 Marmota Street Ventura, California 93003
<b>Date:</b>	February 16, 2022
<b>Re:</b>	<b>Grover Beach Subsea Fiber Cables Project - CEQA Addendum and Relevancy of Marine Archaeological Study</b>

## Introduction

This technical memorandum has been prepared in response to a request to review RTI Infrastructure's (RTI's) proposed modifications to their Grover Beach Subsea Fiber Optic Cables Project (referred to as the "revised Project") and provide information to support the California State Lands Commission's (SLC's) CEQA Addendum. I have reviewed the previously prepared *Marine Remote Sensing Archaeological Survey Report* (January 2020) to determine if the baseline information contained in the 2020 report was relevant to the revised Project (as described in the CEQA addendum). In addition, I reviewed the "Cultural Resources" section of the *Initial Study/Mitigated Negative Declaration; RTI Infrastructure, Inc. Grover Beach Subsea Fiber Optic Cables Project* (California State Lands Commission, April 2020) to determine if the revised Project would result in any new or greater impacts on marine archaeological resources or if there would be any new mitigation measures required to reduce potentially significant impacts to a less than significant level. In addition, the previously adopted mitigation measures were reviewed to determine if there were any mitigation measures that have been determined to be infeasible.

## Methods

In order to ensure that the adopted MND includes all current information on extant marine cultural resources identified for the study area, including the proposed marine cables, Table 2 of the adopted MND has been updated and included with this technical memorandum.

Table 2 presents a listing of all shipwrecks identified within the marine cultural resources study area. The information presented in this table is based on multiple sources, including the most detailed listings provided by the Bureau of Ocean Energy Management (BOEM), SLC, and National Oceanic and Atmospheric Administration (NOAA) National Ocean Services (NOS) Automated Wreck and Obstruction Information System (AWOIS).

BOEM and SLC listings identify all previously documented historic shipwrecks in the marine study area. The AWOIS lists shipwrecks and obstructions that are considered navigation hazards within United States coastal waters. As an adjunct to the AWOIS listing, the Electronic Navigational Charts (ENC) provide vector data sets that support all types of marine navigation that was originally designed for large commercial vessels using a sophisticated navigational computer called an Electronic Chart Display and Information System.

## Results and Conclusions

The additional analysis done to support this technical memorandum resulted in the following:

- Two changes were made to Table 2 as a result of this research. AWOIS numbers were given to two previously identified shipwrecks in the listing.
- Five new ENC's were identified in the revised Project study area. The ENC listings consist solely of coordinates for a submerged underwater objects that are identified only as to whether or not it is dangerous or non-dangerous to navigation. None of the ENC listings have any other pertinent information such as BOEM or AWOIS numbers, vessel name, type of marine casualty, year of loss, water depth or potential historical importance as a cultural resource. The current ENC listings presently appear as charted shipwrecks on the periodically updated NOS navigational charts for the study area.

Based on a review of the updated shipwreck data research, I have determined that although NOAA lists five new ENC records not previously included in the adopted MND and associated marine cultural resources technical study, the potential for impacts and required mitigation measures described in the adopted MND would be the same for the revised Project. The following previously adopted mitigation measures would apply to the revised Project:

- MM CUL-3: Conduct a Pre-Construction Offshore Archaeological Resources Survey
- MM CUL-4: Conduct a Pre-Construction Offshore Historic Shipwreck Survey
- MM CUL-5: Prepare and Implement an Avoidance Plan for Marine Archaeological Resources

Table 2  
Grover City, Morro Bay, Estero  
EIRAWOIS-ENC Update 2021

MERCHANT VESSEL OR LLYODS REGISTRY	BLM/ MMS/ BOEM No.	AWOIS/ ENC	SLC	R/S	CR	Accuracy	VESSEL [FORMER NAMES] (STEEL, Iron, Wood)	RIG/SERVICE	DIMENSIONS (FT.)	TONS	DATE BUILT	LIVES LOST	LOSS SITUATION/ CASUALTY	MONTH/ DAY	YEAR LOST	WATER DEPTH (Feet)	LOSS LOCATION
251323					4	E	Alaskan	Oil Screw		13	1943		Foundered	215	1959		At Port San Luis, Avila Beach
5975					2	E	Annie Lysle	Schooner		13	1875		Foundered (Marshall 1973 Went ashore, Total loss	215	1875		At Pprt San Luis, Avila Beach (Marshall 1978 At Point Sal)
258842					4		Barbara Marie	Oil Screw		10	1943		Foundered	115	1952		At Avila
	5163				2	E	Challenge	3-Masted Schooner					Wrecked	325	1877		At Morro Bay
223421					3	E	D.M. Renton (Denton)	Oil Screw		68	1923		Foundered	614	1965		About 10 miles southwest from Port (Point) San Luis
256263					4	E	Donnie Boy	Oil Screw		24	1948		Burned	923	1951		About 50 miles W of Avila
		5417			2	E	Golden Gate	3-Masted Schooner			1873		Parted Cables, Total loss	617	1873		At Morro Bay
							La Cresentia	–					Wrecked		1935		
258425					4	E	Lady Luck	Oil Screw		14	1944		Foundered	9	1950		At Avila
							Lena	Schooner					Grounded, struck rocks and sank	614	1866		At Morro Bay
236573					4	E	Lone Wolf	Oil Screw		27	1937		Foundered	721	1974		Approximately; Southwest of San Luis Bay
	5636	50135			3	A (1 Mile)	Louisa	Trawler					Sank by marine casualty Description 24 NO.1152 Trawler	224	1950		US Navy non-submarine sonar contacts SW of Pt Sal;

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	5789	50201			3	A (Possibly 1 Mile)	Petrina	Trawler		74			Sunk by marine casualty (AWOIS Not charted) Description 24 No. 1153 Trawler	1216	1949		SSW of Souza Rock, south of San Luis Bay and West of Grover City
	5788		x		2	E	Otsego	Schooner					Stranded, Ashore	628	1872		At Morro Bay
	5839		xx		2	E	ROANOKE	Steamship, Steel (3 Decks/2-Mstd) Screw, North Pacific Steamship Co.	276x40.5 (SLC 275 ft x 40.4 ft)	(Marshall 1978 - 2354)	1882	47	Foundered, Cargo Shifted Marshall 1978 - turned turtle and sank in 30 minutes. Some cargo jettisoned.	509	1916		15 miles West of Port San Luis (Marshall 1978 off Port San Luis)
206098					4	E	Rosa	Gas Yacht		19	1909		Burned	1205	1921		Off Bird Rock or Avila
254354					4	E	Sandia	Oil Screw		10	1944		Stranded	116	1952		At Avila
							San Cruz	Steam screw					Wrecked, Pacific Coast Steamship Co.		1904		San Luis Obispo
236703	5880				3	E	Santa Lucia	Oil Screw	221x24	109	1937		Burned	928	1954		Port San Luis, At Avila
					4	A	Unknown						Wreck, Submerged, Non-dangerous; Crowley Marine Corp.			118	Interviews cited it as west of the south jetty at Morro Bayu. Located Southwest of Harbor entrance by 1993 wurvey

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		ENC					Wreck						Submerged, non-dangerous		No date		No History; Due West of Pismo Dunes
		ENC					Wreck						Submerged, non-dangerous		No date		No History
		ENC					Wreck						Submerged, non-dangerous		No date		No History; West of San Luis Hill
		ENC					Wreck						Submerged, Dangerous		No date		No History; SW of Avila Beach
		ENC					Wreck						Submerged, Dangerous		No date		No history; Due S of Olde Port Beach and Due East of Port San Luis Peir
		54116					Wreck						Dangerous to surface navigation				No History
			x				Whale	Barge		97	1925		Stranded		1925		San Luis Obispo
					4	A	Vienni Su	Oil Screw		14	1945		Foundered	1024	1959		2 miles south of Morro Bay

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227683	5788			S, R/R	2	E	Otsego	Schooner			1872		Ashore, stranded	628	1872		While kedging out of Morro Bay, parted lines and drifted onto beach about 1000 yards south of Morro Rock. At Morro Bay probably in vicinity of the natural sand spit. (Secondary Coordinates 35 7.4988, 120 44.658)
					4	E	Unknown	Wreck					Wreck Submerged non-dangerous; Description Crowley Maritime Corp.			48	Southwest of Morro Bay Harbor entrance (Macfarlane 1993)
	5417			S	2	E	Golden Gate	Schooner, 3-Masted			1873		Washed ashore due to lack of wind; Parted Cable, Total loss	617	1873		At Morro Bay. Shipwreck may have occurred along the shoreline in the vicinity of the northern channel entrance east of Morro Rock
	5613			S	2	E	Lena	Schooner			1866		Struck rocks and sank, Total Loss	614	1866		Struck Rocks and Sank At Morro Bay

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					4	A	Unknown	Wreck					Wreck Submerged non-dangerous; Description Crowley Maritime Corp.			118	Interviews cited it as west of the south jetty at Morro Bayu. Located Southwest of Harbor entrance by 1993 wurvey
	5616				3	A	Liberty	Cargo Ship					Sunk	227	1965		Offshore Morro Bay (Unknown shipwreck documented by MMS 1990.
					3	E	Bridget II	Oil Screw		16	1947		Foundered	827	1958		At Cayucos
		54117					Wreck	–					Suberged-dangerous to surface navigation				No History; Due East of Point at San Luis Hill
					3	E	Hattie H.	Oil Screw		14	1949		Foundered	131	1963		About 5 miles SW of Port San Luis
	5163			S	2	E	Challenge	Schooner, 3-Masted					Salvage indicates vessel accessible from shore; grounded on rocks or sand bar) or kept afloat after wrecking.	325	1877		At Morro Bay
551666					3	E	Cibolla Negra	Oil Screw		13	1972		Foundered	1015	1974		In North San Luis Bay
					4	E	Crovate	Unknown					Wrecked		1923		At Point Sal
239027					4	E	Dawn	Gas Screw		13	1915		Foundered	920	1947		2.5 miles southwest of Spooner's Cove

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250719					4	E	Dorphy	Gas Screw		15	Unk.		Burned	918	1953		While at anchor in San Luis Bay
	5296				2	E	Elg	Unknown					Sank		1938		At Pt San Luis, Avila Beach
213137					4	E	Elwood No. 1	Gas Screw			1915		Stranded	1227	1931		Port San Luis
					4		H.M. Adams	Oil Screw		58	1913				1945		San Luis Obispo
288409					4	E	Hi C	Oil Screw		10	1942		Foundered	1214	1964		Off Morro Bay
248756					4	E	Jack Jr.	Oil Screw		30	1945		Stranded	1130	1960		North of the San Luis Lighthouse, Avila Beach
270014					4	E	Jade Sea	Oil Screw		13	1943		Foundered	125	1967		At Avila Beach
517124					3	E	Jan Lin	Oil Screw		11	1951		Stranded	726	1974		5 miles South of Point Sal
265751					4	E	Jay Zee	Oil Screw		14	1942		Foundered	921	1973		In Avila Harbor Port San Luis
					4	E	Kiyo II	Oil Screw		16	1917		Foundered	1015	1945		Pismo Beach
247931					4	E	Kornat	Oil Screw		14	1945		Burned	9	1971		Off Morro Bay
BRITISH	5595, 5596				2	E	La Cresenta [La Crescenta/La Cresentia]	Steam Screw, Tanker					Wrecked	107	1935		Missing enroute Port San Luis to Osaka, Japan; Off Port San Luis
260054					4	E	Leucadia	Oil Screw		15	1943		Stranded	725	1952		At Point Sal
209711					4	E	Listo	Oil Screw		31	1912		Foundered	225	1947		White's Point within Morro Bay
265445					4	E	Little Dipper	Gas Screw		13	1943		Stranded, grounded on beach	921	1954		3 Miles South of Point Sal
250984					4	E	Lorrie Rae	Oil Screw		19	1946		Foundered	1020	1966		20 Miles South Southwest of Avila Off Coast of California
256840					4	E	Mello Boy	Oil Screw		21	1949		Stranded	1114	1965		At Port San Luis



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253098					4	E	Miss Judy	Oil Screw		17	1947		Burned	922	1971		About 100 miles W SW of Morro Bay
218584					4	E	Narhel	Gas Screw		18	1917		Collided w/ Whale, stranded	820	1949		On Point Sal, Off the California Coast
220193					4	E	National	Oil Screw		34	1920		Stranded	1210	1977		Near Pismo Beach
228614					4	E	New Sunset	Oil Screw		64	1929		Foundered	1014	1964		3 Miles S of Morro Bay
251407					4	E	Nina Ann	Oil Screw		19	1946		Stranded	807	1967		at 100 yards East of Avila Light
227683					4	E	Norma J.	Oil Screw		18	1928		Burned	1215	1953		5 miles Southwest of Point Sal
534506					4	E	Rhoda Ann	Oil Screw		34	1953		Stranded	1029	1973		Port San Luis
	5879				2	E	Santa Cruz	Steam Screw					Wrecked	507	1904		Near Port Lan Luis, San Luis Reef
248638					4	E	Sea Ginch	Oil Screw		25	1945		Foundered	824	1967		At 45 miles SW of Morro Bay
262556					4	E	Sea Me	Oil Screw		24	1944		Foundered	221	1975		About 5 miles South-Southeast of Point Sal
					4		Silver Cloud	Lumber Schooner					Capsized when heavy breaker carried away her wheel house as she came abreast of Morro Rock.	1203	1876		Abreast of Morro Rock; description places it in vicinity of the northern channel entrance.
255646					4	E	Snagerrk	Oil Screw		16	1948		Collided with The Invader	1004	1970		53 Miles SW of Morro Bay

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245305					4	E	Stanford	Oil Screw		122	1944		Burned	512	1958		About 12 miles off Shell Beach
221283					4	E	Stephanie Ann	Oil Screw		54	1921		Foundered	10	1965		At Aliva Harbor, Port San Luis
	739				2	E	Svea	American Steam Ship, Wood		370	1906		Run down by the NEWPORT	1129	1922		6 MILES OF Port San Luis
249388					4	E	Tuna	Gas Screw		13	1945		Foundered	911	1962		About 120 milels off Morro Bay, slightly Southwest of the Davidson Sea Mount
	737				1	E	Unknown	Chinese Boat, Wooden					Wreck Submerged non-dangerous; Description Crowley Maritime Corp.	1018	1866		Off coast from San Luis
					3	E	Unknown	Metal hulk					Wreck Submerged non-dangerous; Description Crowley Maritime Corp.		1850's		On Morro Bay breakwater
					3	E	Unknown	Small craft						210	1877		Small pilot boat capsized on run out to help the Mary Taylor

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					4	E	Unknown	Schooner					Unknown	727	1898		Schooner loaded with lumber, drifted ashore and stranded on sand peninsula extending out into Morro Bay about 2 miles south of morro Rock directly off the Pecho.
169313	6033				3	E	Whale	American Barkentine, Wood Barge conversion		97	1925		Stranded	1219	1925		150 yards North San Luis Obispo Wharf
205257						E	Wink	Gas Screw		15	1908		Foundered	206	1937		Near San Luis Obispo
220727						E	Yellowtail	Oil Screw		32	1919		Exploded and burned	222	1936		8 miles west Morro Hermasa Tower

# **TERRESTRIAL CULTURAL RESOURCES ADDENDUM REPORT FOR THE GROVER BEACH SUBSEA FIBER OPTIC CABLES PROJECT**

## **PREPARED FOR:**

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Contact: Chris Brungardt

## **PREPARED BY:**

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Contact: Stephen Pappas  
916.737.3000

**February 2022**



ICF International. 2022. *Terrestrial Cultural Resources Addendum Report for the Grover Beach Subsea Fiber Optic Cables Project*. February. (ICF 00563.20). Sacramento, CA. Prepared for RTI Infrastructure, Inc. Connecticut.

# Contents

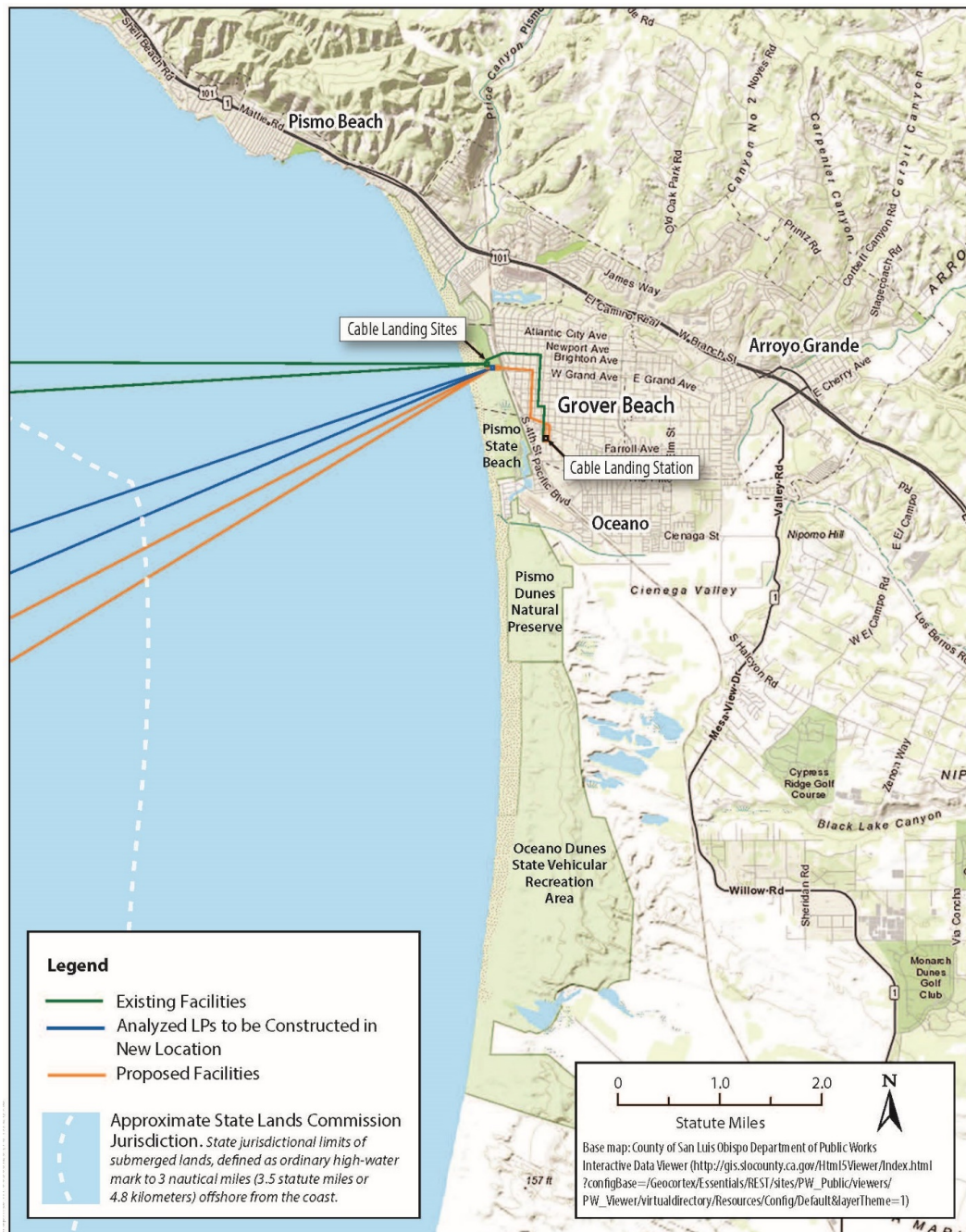
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# Introduction

The purpose of this addendum report is to provide additional cultural resources information on RTI Infrastructure's (RTI's) previously approved and permitted Grover Beach Subsea Fiber Optic Cables Project (Project), City of Grover Beach, California (Figure C-1). RTI is proposing changes to the previously analyzed Project and is requesting authorizations and permits to modify the Project. Additional terrestrial cultural surveys and analyses were conducted to support the California State Lands Commission's (CSLC's) CEQA addendum to the previously adopted Mitigation Negative Declaration (MND) (California State Lands Commission 2020) and U.S. Army Corps of Engineers' National Historic Preservation Act (NHPA) Section 106 consultation requirements with the State Historic Preservation Office for the Clean Water Act Section 404 Nationwide Permit authorization (SPL-2020-00246-TS).

**Figure C-1. Project Vicinity**



## Project Background

On June 23, 2020, the CSLC adopted an MND for the Project (State Clearinghouse No. 2020040309) that authorized the installation, use, and maintenance of one 2-inch diameter subsea fiber-optic cable (marine cable) and four 6-inch diameter steel conduits (landing pipes) as part of the approved Project. In November 2020, RTI installed one marine cables, one LMH, two LPs, and the land conduit system as part of Phase 1. The revised Project includes additional infrastructure, two new LMHs

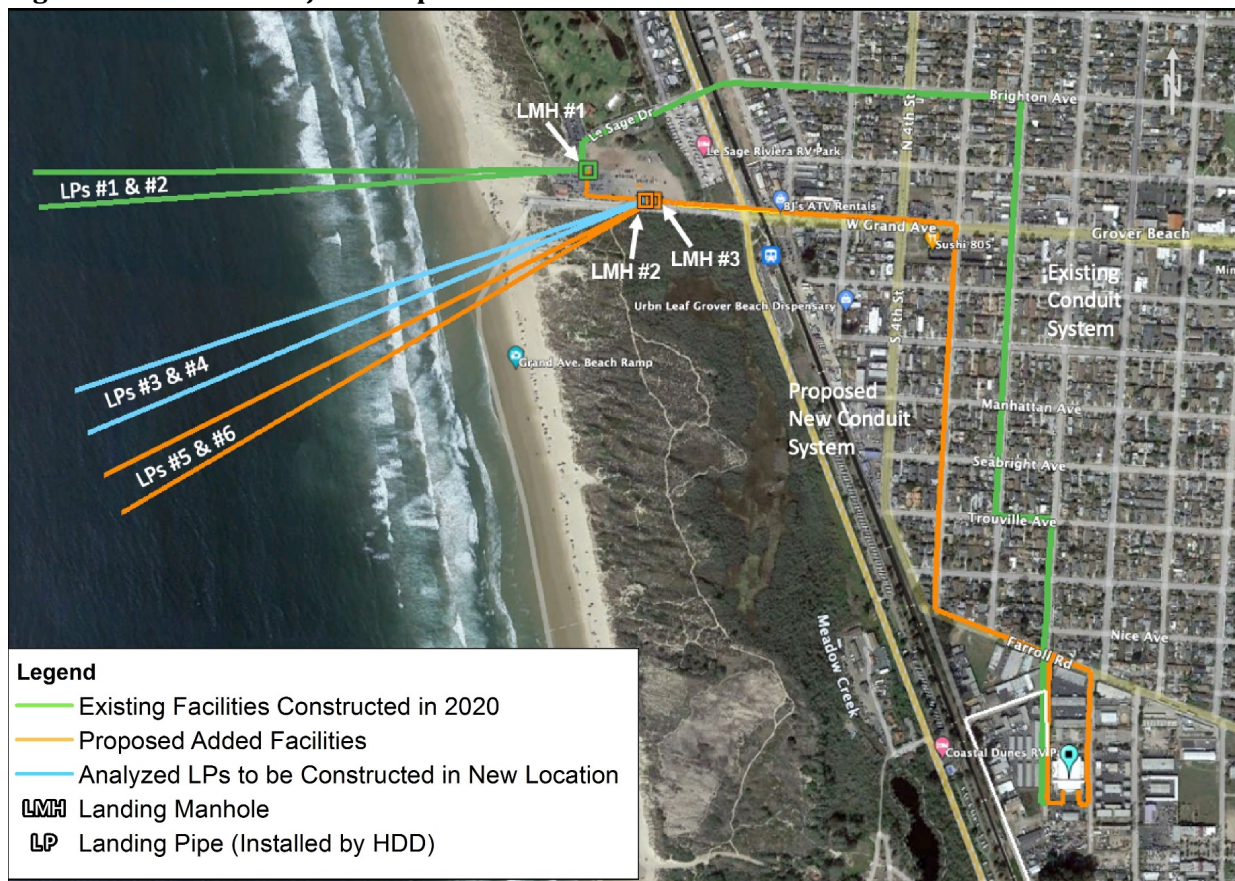


(for a total of three LMHs), new offshore and onshore routes for the two previously analyzed subsea cables, and two new offshore marine cables (for a total of six marine cables) (Figure C-2).

This addendum report evaluates installation of the following components.

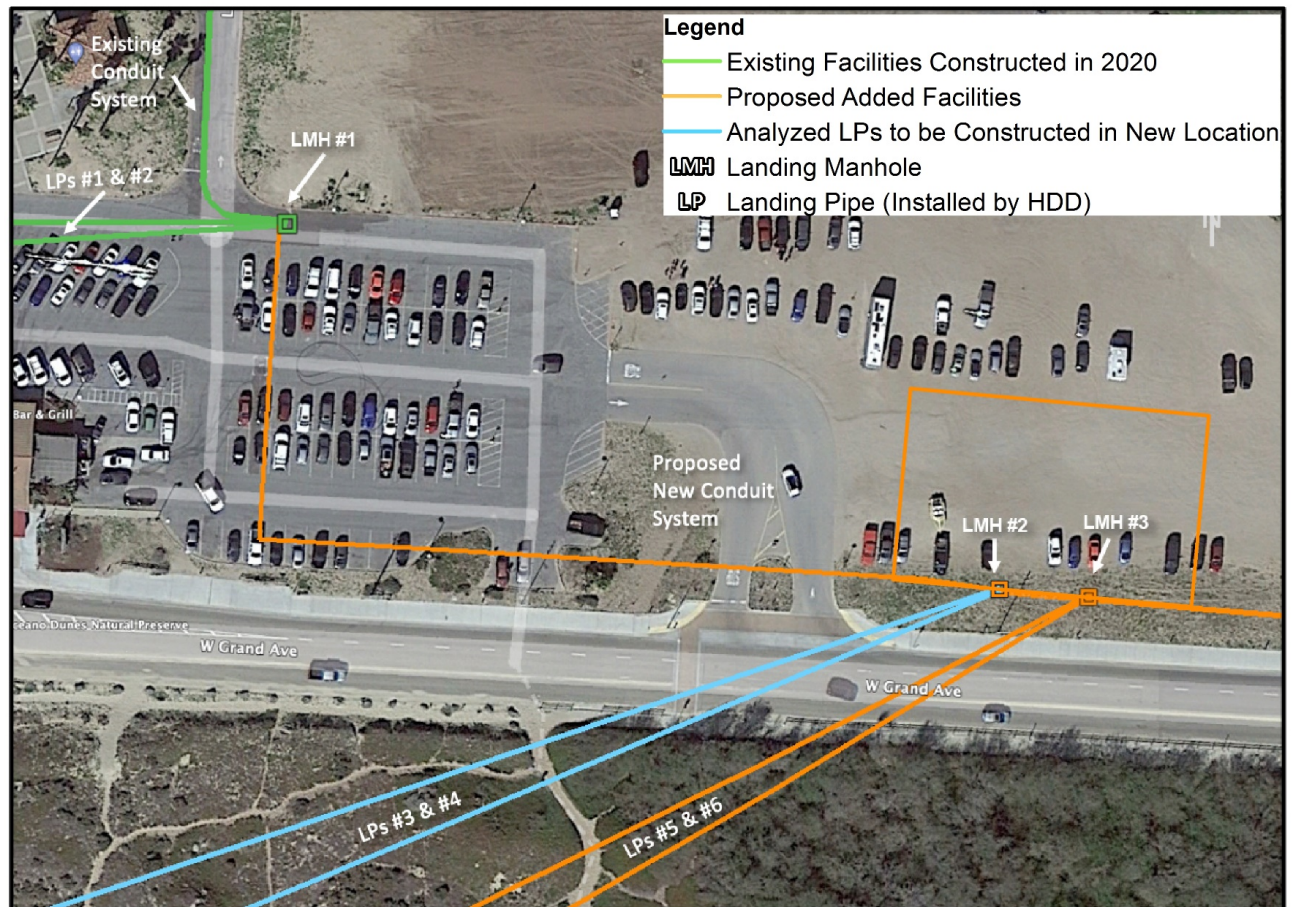
- Two new LMHs would be installed approximately 450 feet southeast of the installed LMH #1. LMH #1 would be connected to LMH #2 and LMH #3 via an underground conduit system approximately 600 feet in length. This conduit system would be constructed entirely beneath the Grover Beach parking lot (Figure C-2).
- The remaining two approved LPs plus two new LPs would be constructed approximately 450 feet southeast of the two installed LPs using the horizontal directional drilling (HDD) method. These four LPs would be installed westerly into the Pacific Ocean. Each LP would accommodate a marine cable.
- A new onshore underground conduit system approximately 1 mile long would be installed from LMH #3 under city streets to an existing cable landing station (Figure C-2). Installation of the new onshore conduit would require boring beneath Meadow Creek using the HDD method at a crossing approximately 600 feet south of the previous bore (completed in 2020) along Le Sage Drive.

**Figure C-2. Revised Project Components**



The revised Project would use the same parking lot that was used during the 2020 construction activities, as shown in Figure C-3. The first staging area would be at the cable landing site, where the equipment and materials would be staged (the Grover Beach parking lot and some of the overflow parking lot area under State Parks jurisdiction). As described and previously analyzed in the adopted MND, a second staging area could be located in a paved or developed site in the city (not yet identified because its location would depend on the contractor).

**Figure C-3. Detailed View of Existing Facilities and Proposed Modifications at the Cable Landing Site**





# Regulatory Setting

## Federal

### Section 106 of the National Historic Preservation Act

The project would involve activities affecting jurisdictional waters of the United States along SR 1, and thus would require permitting from the Corps under Section 404 of the Clean Water Act. Therefore, the project is subject to Section 106 of the NHPA.

Section 106 of the NHPA (54 United States Code Section 306108) requires that effects to historic properties be taken into consideration in any federal undertaking. “Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the NRHP criteria” [36 CFR Part 800.16(l)]. Implementing regulations at 36 CFR Part 800 outline the process whereby federal agencies, in consultation with the State Historic Preservation Officer (SHPO) and other consulting parties, identify historic properties within the APE of the proposed project and make a finding of effect. If the project is determined to have an adverse effect on historic properties, the federal agency is required to consult further with the SHPO and the Advisory Council on Historic Preservation to develop methods to resolve the adverse effects. The Section 106 process has six basic steps.

1. Initiate the Section 106 process, including the identification of consulting parties, such as Native American tribes.
2. Identify the APE, in consultation with the SHPO and other consulting parties.
3. Identify if any historic properties are located in the APE.
4. Assess the effects of the undertaking on historic properties within the APE.
5. If historic properties may be subject to an adverse effect, the federal agency, the SHPO, and any other consulting parties (including Native American tribes and the Advisory Council of Historic Preservation) continue consultation to seek ways to avoid, minimize, or mitigate the adverse effect. A Memorandum of Agreement is usually developed to document the measures agreed upon to resolve adverse effects. Alternatively, the federal agency may prepare and execute a Programmatic Agreement with the aforementioned parties to comply with 36 CFR Part 800, particularly in the context of complex undertakings that entail years of implementation actions or where the undertaking’s effects on historic properties cannot be well characterized during the planning phase.
6. Proceed in accordance with the terms of the Memorandum of Agreement or Programmatic Agreement.

### Criteria for Eligibility for the National Register of Historic Places

Cultural resources are eligible for the NRHP if they have integrity and significance as defined in the regulations for the NRHP. Four primary criteria define significance; a property may be significant if it displays one or more of the following characteristics.

- A. It is associated with events that have made a significant contribution to the broad pattern of our history.
- B. It is associated with the lives of people significant in our past.
- C. It embodies the distinct characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or it represents a significant and distinguishable entity whose components may lack individual distinction.
- D. It has yielded, or is likely to yield, information important in prehistory or history (36 CFR Part 60.4).

Some types of cultural resources are not typically eligible for the NRHP. These resources consist of cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years. These property types may be eligible for the NRHP, however, if they are integral parts of eligible districts of resources or meet the criteria considerations described in 36 CFR Part 60.4.

In addition to possessing significance, a property must also have integrity to be eligible for listing in the NRHP. The principle of integrity has seven aspects: location, design, setting, materials, workmanship, feeling, and association (36 CFR Part 60.4). To retain historic integrity, a property will always possess several, and usually most, of the qualities of integrity (U.S. Department of the Interior 1995:44).

## State

### California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on “historical resources,” “unique archaeological resources,” and “tribal cultural resources.” Pursuant to Public Resources Code (PRC) § 21084.1, a “project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” Section 21083.2 requires agencies to determine whether a project would affect a unique archaeological resource.

The State CEQA Guidelines define three ways that a cultural resource may qualify as a historical resource for the purposes of CEQA.

1. The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR).
2. The resource is included in a local register of historical resources, as defined in PRC § 5020.1(k), or is identified as significant in a historical resource survey meeting the requirements of PRC § 5024.1(g), unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (14 California Code of Regulations [CCR] 15064.5[a]).

For a historical resource to be eligible for listing in the CRHR, it must be significant at the local, state, or national level under one or more of the following criteria from 14 CCR 15064.5(a)(3)(A–D).

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

Historical resources automatically listed in the CRHR include those historic properties listed in, or formally determined to be eligible for listing in, the National Register of Historic Places (NRHP) (PRC § 5024.1).

In addition, CEQA distinguishes between two classes of archaeological resources: archaeological sites that meet the definition of a historical resource as defined above and unique archaeological resources. An archaeological resource is considered unique if meets one of the following criteria.

- Association with an event or person of recognized significance in California or American history or of recognized scientific importance in prehistory.
- Provides information that is of demonstrable public interest and is useful in addressing scientifically consequential and reasonable research questions.
- Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind (PRC § 21083.2).

Resources that qualify as unique archaeological resources also meet at least one of the CRHR criteria. It is current professional practice, therefore, to address the importance or significance of a cultural resource by determining solely whether it qualifies as a historical resource, without the expressed distinction or determination as to its status as a unique archaeological resource. For the purposes of the revised Project, significant cultural resources as defined by CEQA are those resources that meet at least one of the CRHR eligibility criteria.

Notably, a project that causes a substantial adverse change in the significance of a historical resource is a project that may have a significant impact under CEQA (14 CCR 15064.5[b]). A substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. The significance of a historical resource is materially impaired if the project demolishes or materially alters any qualities that justify the inclusion, or eligibility for inclusion, of a resource in the CRHR (14 CCR 15064.5[b][2][A,C]), or inclusion of the resource in a local register (14 CCR 15064.5[b][2][B]).

## Methods and Results

The cultural resources assessment for the revised Project comprised a records search at the Central Coast Information Center (CCIC), consultation with the Native American Heritage Commission (NAHC) and local Native American representatives, and a pedestrian survey of the revised Project area.

## Records Search

A records search for the original Project was conducted on May 28, 2019, at the California Historical Resources Information System (CHRIS) CCIC in Santa Barbara. The study area for the records search included the original Project footprint and an additional 0.25-mile study area radius. The study area for the original Project includes the footprint of the revised Project. The records search found that 13 cultural resources studies had been conducted in the study area. Two historic-era built-environment resources were identified in records search results and pedestrian surveys: a segment of Highway 1 and a segment of the Union Pacific Railroad. Both resources have been recommended as ineligible for listing in both the NRHP and the CRHR and are not considered historical resources for the purposes of CEQA. Furthermore, neither of these built-environment resources would be affected by the revised Project. (ICF 2020).

## Consultation

Initial outreach to the Native American Heritage Commission (NAHC) for CEQA was carried out by the CSLC. The NAHC was contacted to request a search of its sacred lands database and provide a list of Native American representatives who might have any information or concerns regarding the Project area. On February 8, 2022, the NAHC responded that the results of the Sacred Lands Search conducted for the Project were positive and provided a list of individuals and tribes to contact for further information. The Tribes listed are the same as those provided for the original project. CSLC is conducting outreach with these Tribes for the revised Project.

Tribal consultation under Section 106 will be conducted by the Federal Lead Agency.

## Pedestrian Survey

Because the project area has been revised from the 2020 project, updated archaeological and built environment pedestrian surveys were conducted for areas not previously analyzed (Figure C-4).

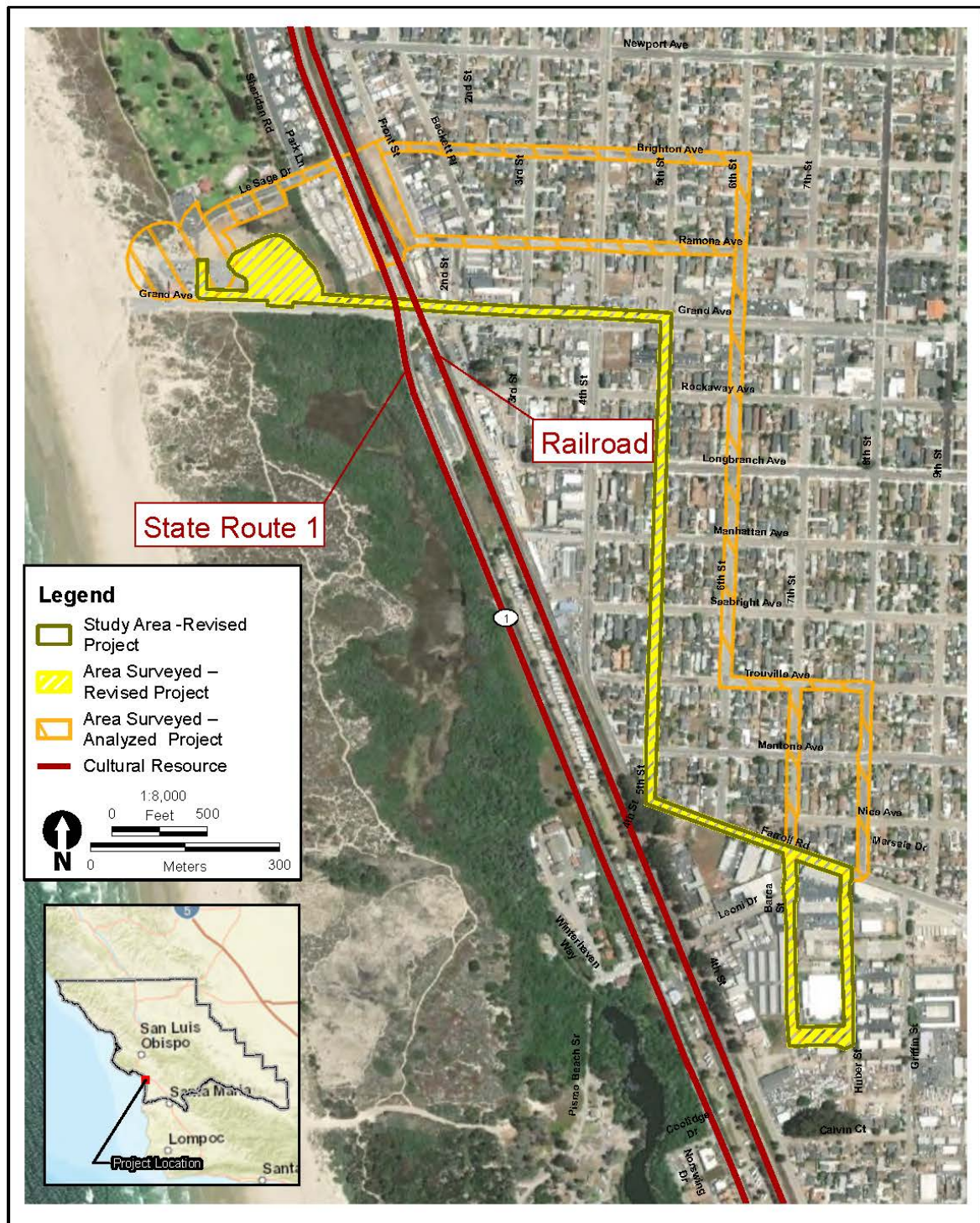
On December 1, 2021, ICF Senior Archaeologist Stephen Bryne conducted a pedestrian survey of the revised Project area. Intensive survey coverage was conducted in areas of exposed ground surface, including those in the western portion of the revised Project along the beach and near West Grand Avenue. The remaining developed areas east of the cable landing site were inspected for any areas of exposed ground surface. Overall, the only areas of surface exposure that had not been heavily landscaped, paved, or built over were those west of Highway 1. No archaeological resources were identified during the pedestrian survey.

On February 8, 2022, ICF Senior Archaeologist Shane Sparks conducted a pedestrian survey of an approximate 2.7-acre proposed staging area. This is located northeast of the parking lot at the intersection of West Grand Avenue and Le Sage Drive. The surface of this surveyed area consisted primarily of sandier sediments and also appeared to have mixed sediments as well with chunks of asphalt, concrete, angular pea- gravels and gopher/mole mounds occurring throughout. The area has been heavily disturbed, graded, and used for off-lot parking of vehicles. As a result of both surveys, no archaeological resources were observed.

On December 21, 2021, ICF Architectural Historian Joshua Severn conducted a pedestrian survey of the revised Project area. This included walking the additional alignment along West Grand Avenue, South 5th Street, Farroll Road, Barca Street, and Huber Street to the cable landing station. Built-

environment resources located adjacent to the revised Project area include mid-century and modern commercial and residential buildings, commercial and residential-oriented roads, and utility power poles. These built-environment resources are located outside the revised Project area. No historic built-environment resources were identified within the revised Project area.

**Figure C-4. Survey Results**



## Conclusion

No archaeological or built-environment resources were identified within the revised Project area. Based on current and previous studies, the possibility to encounter previously unidentified or buried archaeological resources is considered low. No new terrestrial cultural resource impacts have been identified and the previously adopted mitigation measures apply to the revised Project (as described below).

Regardless of this finding, there is always the possibility that buried cultural materials not visible during surveys will be unearthed during construction activities. If buried cultural resources, such as chipped or ground stone, historic-era debris, or building foundations, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with CSLC. (See **MM CUL-1/TCR-1** in the adopted MND regarding the discovery of previously unknown cultural or tribal cultural resources).

If human remains of Native American origin are discovered during project construction, it is necessary to comply with the state laws relating to the disposition of Native American burials, which fall within the jurisdiction of NAHC (PRC § 5097.98). (See **MM CUL-6/TCR-3** in the adopted MND regarding the unanticipated discovery of human remains.) If any human remains are discovered in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The County coroner has been informed and has determined that no investigation of the cause of death is required; and
- If the remains are of Native American origin:
  - The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC § 5097.98; or
  - NAHC was unable to identify a descendent or the descendent failed to make a recommendation within 24 hours after being notified by the commission.

According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (§ 8100), and disturbance of Native American cemeteries is a felony (§ 7052). Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact NAHC.

## References Cited

ICF. 2020. *Cultural Resources Inventory and Evaluation for the Grover Beach Subsea Cables Project, San Luis Obispo County, California*. May. Prepared for RTI Infrastructure, Inc., San Francisco.