

9 Cultural Resources

The RCW has a rich history of settlement dating back to as early as 1769 when the Spanish traveled up Rose Canyon from the Presidio as a route from San Diego to Monterey. In the 1880s the small farming and ranching communities of Linda Vista and Miramar were established. The community of Linda Vista was centered in the eastern end of San Clemente Canyon and the surrounding mesa lands where the community of Miramar was settled. These settlements are currently situated at the intersection of Miramar Road and the Interstate 15 freeway. Patterns of prehistoric cultural records can be divided into zones. In areas with limited rainfall and ephemeral creeks and streams more permanent villages and camps can be found near the water. There was also a trend in which larger established communities would be centered around the coast and near stable water sources. Research has been conducted more recently between Interstate 5 and Interstate 805 which is on City of San Diego owned land. There are currently 47 recorded sites ranging from prehistoric pottery to railroad siding.

9.1 Prehistoric

The term San Dieguito was termed to refer to the early artifact assemblages in San Diego County in the PaleoIndian Period (11,500-8,500/7,500 B.P.). Pioneering survey work identified lithic scatters situated on the San Dieguito Plateau of San Diego County, which were initially termed Scrapper-Maker occupation areas. Attributes of these Scrapper-Maker areas include patinated scrapers, knives, rare crescentic stones and occasional manos and metates. Situated on terraces and ridge tops, these sites lacked a substantial midden deposit and were interpreted as evidence of a hunting-focused culture.

The Late Prehistoric Period (1300/800 B.P. – 200 B.P.) is characterized by the small, pressure flaked projectile points indicative of bow and arrow technology. The appearance of ceramics, the replacement of flexed inhumations with cremations and an emphasis on inland plant food collection and processing of acorns were also discovered.

The Late Prehistoric village of La Rinconada de Jamo, observed by the Spanish in 1769, is located at the mouth of Rose Canyon as it enters Mission Bay. Traveling north on Rose Creek from Mission Bay, smaller Archaic and Late Prehistoric camps are found within Rose Canyon on the banks and terraces

and it is likely that many sites have been buried by sediments over time and that many are deep beneath the existing surface. Many of these camps were probably established to take advantage of the seasonal availability of plants and animal resources.

9.2 *Historic*

At the time of Spanish contact in southern San Diego County, the people living in the area were called the Diegueno, after the mission at San Diego. However, many people living in the region were not affiliated with the mission. Yuman-speaking, whose origins can be traced along the Colorado River area were termed the Kumeyaay as a common name of these people living in the southern and central part of the county. The terms Tipai and Ipai referred to the southern and northern Kumeyaay respectively. The dividing line between the Tipai and Ipai is approximately Point Loma to Cuyamaca Peak and Julian.

When Spanish explorers made contact with Native Americans in 1769, they recruited the local Native Americans to be used as laborers and convert them to Catholicism. Missionization along with European diseases greatly reduced the Kumeyaay populations. In the early 1820's, California came into Mexico's rule; many missions were secularized which brought uprisings against Mexican rancheros. As California became a sovereign state in 1849, the Anglos again recruited the Kumeyaay as laborers but they received even harsher treatment. Conflicts between Native Americans and Anglos led to the establishment of reservations and villages.

Kumeyaay groups resided along Rose Canyon and San Clemente Canyon and focused on subsistence activities such as staple seed bearing plants during early and mid-summer months. Plant resources such as manzanitas, elderberries and sage were collected during summer months. During fall and winter months, settlements may have moved to higher elevations for acorn harvesting. Animal resources were exploited when meager plant supplies existed.

The lands in Rose Canyon and San Clemente Canyon became Pueblo Lands of the City of San Diego as the area was settled and land grants were made. In 1853, sections of the Pueblo Lands were offered for sale. Land was beginning to be purchased in the area and turned into dairy ranches and

pastures for cattle and horses. A San Diego entrepreneur named Louis Rose, was one of the first to purchase land and constructed a tannery along with a vineyard, garden, tobacco plants and grazing pastures. In 1882, the California Southern Railroad completed a track through the canyon and by 1912, a train stop, known as the Elvira Station could be found near the current Gilman Drive. The Rose Creek crossings were particularly problematic with floods and washouts in the winters of 1883-1884. The flood of 1916 washed out even more tracks, resulting in the re-routing of tracks to the north side of Rose Canyon at a higher elevation. The creek crossings were then eliminated, but portions of the old route can still be seen today, mainly in the form of dirt roads.

The United States Government has owned the site of MCAS Miramar in one form or another since World War I, when it was an Army Infantry Training Center called Camp Kearny. Prior to military control, the small farming community of Linda Vista had been established in what is now the MCAS Miramar Main Station area. The majority of the home sites associated with Linda Vista were along the San Clemente Canyon and the adjacent mesas and foothill lands between present day Interstate 15 and East Miramar.

When completed, Camp Kearny consisted of 8,000 acres of leased land upon which 1,162 buildings were constructed. An additional 5,000 acres of adjacent land was leased for practice and drill maneuvers. In 1922, Camp Kearny was closed and most of the buildings demolished. Following World War II, the southern half was utilized as an auxiliary air station to Naval Air Station North Island while the northern half was designated Marine Corps Air Depot Miramar.

In 1946, both activities were designated Marine Corps Air Station Miramar and Navy and Marine Corps aircraft and fleet units operated until June 1947, when Marine units moved to El Toro, California. In 1952, the station was re-designated as U.S. Naval Air Station Miramar. In 1993 the Base Closure and Realignment commission closed MCAS El Toro and MCAS Tustin and relocated the aircraft and helicopter fleets to NAS Miramar, NAS North Island and MCAS Camp Pendleton. Squadrons and related activities from NAS Miramar were relocated to NAS Lemoore and NAS Fallon.

9.3 History of Human Effects on Rose Creek

The earliest records and maps drawn by Mission Clerics from information gleaned from trappers and settlers of the San Diego area, refer to False Bay and major floods in the San Diego River Valley (now Mission Valley) beginning in 1770. Devastating floods were recorded in 1780, 1825 and 1862.

Floodwaters in 1825 caused the river to shift its normal course from False Bay, emptying instead, into San Diego Bay. The river mouth was diverted back to False Bay in 1876 when silt made San Diego Bay too shallow for large sailing ships. This hazard to shipping and commercial ventures dependent upon sea travel was resolved by men and machinery with the same mindset that would determine the future engineering to control rivers, creeks and estuaries.

In 1915, as San Diego was reveling in the fame of the World's Fair; False Bay officially became Mission Bay and was still occupied by waterfowl gunners who had turned the marsh into a sport hunting ground. Then the floods of 1916 occurred and redirected Rose Creek to where it is today. The flood velocity took a direct path to the bay, cutting a channel through the current area that is now the rock and concrete channel we see today. Business leaders of the time vowed to control the waters and had set their minds to turn the adjacent land into developable real estate.

Men and machinery began the task of draining the "swamp" of Mission Bay and preparing it for the Twentieth Century. Preoccupations with the Great War and the diversion of resources during the World War II gave Rose Creek's natural environment some time to re-grow, although agricultural practices and horse racing kept growth to a minimum.

Gradual improvements to the new channel were accelerated in the 1930's (Figure 9-1) to accommodate WWII military needs and to accommodate postwar land development in the 1940's. By 1949 heavy machinery began to erase the last vestiges of Rose Creek's natural course (Figure 9-2) ushering the post war building boom. The creek's straightened channel allowed development to squeeze the waterway in the same manner as many other urban streams. In less than 25 years, Rose Creek's channel was industrialized to prevent flood waters from flowing down El Camino Real-Coast Highway 101, inundating house and businesses on its way to the sea. When the U.S. Army Corps of Engineers proudly finished the flood control project in 1973, beach communities were safe from

unpredictable forces of nature. Amid the invasion of weeds, sewage and trash, nature sprung back to life only to be bulldozed every five years for flood control maintenance (Figure 9-3).

Figure 9-1. 1935 Aerial photograph of Rose Creek

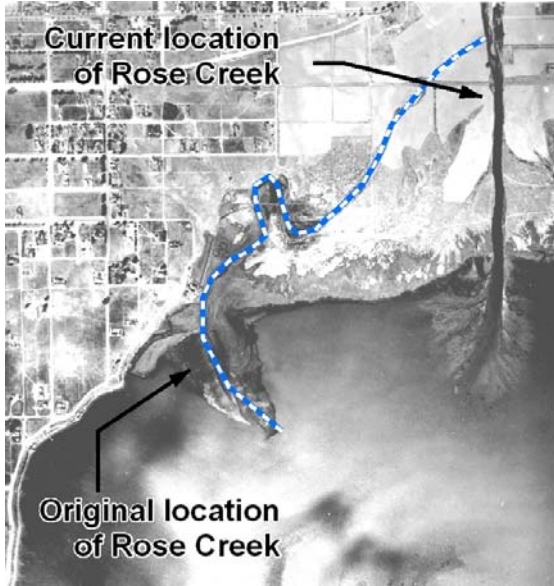


Figure 9-2: 1949 Oblique: Pacific Beach looking west from Highway 101

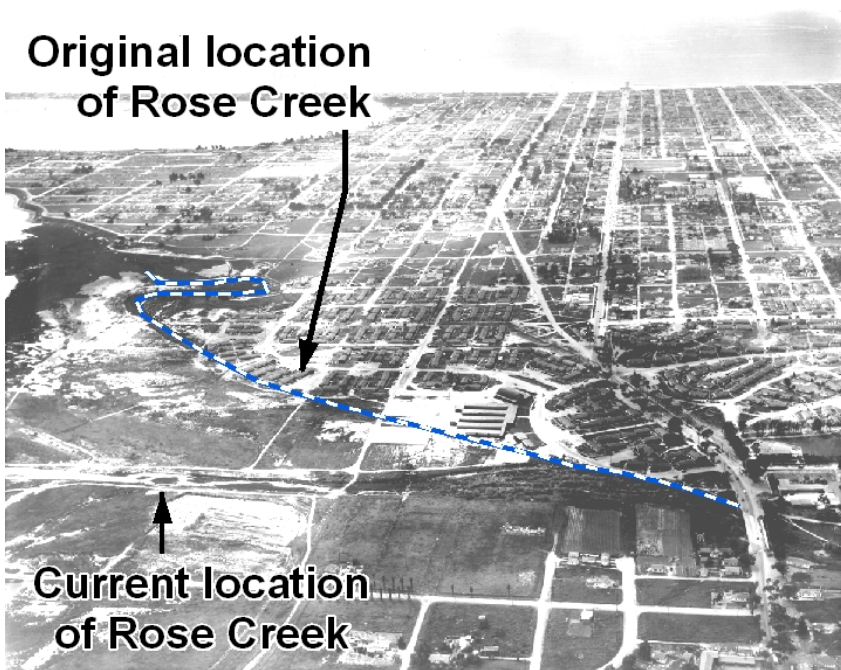


Figure 9-3: 2000 Aerial photograph of Rose Creek

