Appendix G

Cultural Resources Technical Report

Montgomery-Gibbs Executive Airport Master Plan Update

Cultural Resources Technical Report

July 2025 | 02373.00007.001

Submitted to:

City of San Diego
Real Estate Assets, Airports Division
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National Archaeological Database Information

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Client/Project:	C&S Engineers, Inc./Montgomery-Gibbs Executive Airport Master Plan Update
Report Date:	July 2025
Report Title:	Cultural Resources Technical Report for the Montgomery-Gibbs Executive Airport Master Plan Update, City of San Diego, California
Submitted to:	City of San Diego, Real Estate Assets, Airports Division
Type of Study:	Archaeological Resources and Tribal Cultural Resources Inventory
New Sites:	None
Updated Sites:	None
USGS Quad:	La Jolla and La Mesa 7.5' Quadrangles
Acreage:	Approximately 513-acre Area of Potential Effect (APE); 74.7-acre direct effects APE
Key Words:	San Diego County; Township 15 South, Range 2 West; Township 15 South, Range 3 West; Township 16 South, Range 2 West; Township 16 South, Range 3 West; Mission San Diego Land Grant; City of San Diego; Montgomery-Gibbs Executive Airport; Gibbs; Kearny Mesa Community Plan area; Kearny Mesa; updated Airport Master Plan; no resources found.

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ALP	Airport Layout Plan
AMP	Airport Master Plan
AMSL	above mean sea level
APE	Area of Potential Effect
ATCT	Air Traffic Control Tower
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of San Diego
CRHR	California Register of Historical Resources
FAA	Federal Aviation Administration
HELIX	HELIX Environmental Planning, Inc.
HRB	Historical Resources Board
HRG	Historical Resources Guidelines
HRR	Historical Resources Regulations
I	Interstate
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MYF	Montgomery-Gibbs Executive Airport
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
OHP	Office of Historic Preservation
PRC	Public Resources Code
SCIC	South Coastal Information Center
SDFD	San Diego Fire-Rescue Department
sf	square feet/foot
SLF	Sacred Lands File
SR	State Route

ACRONYMS AND ABBREVIATIONS (cont.)

TCP	Traditional Cultural Properties
TCR	Tribal Cultural Resources
USGS	U.S. Geological Survey

EXECUTIVE SUMMARY

C&S Engineers, Inc. contracted HELIX Environmental Planning, Inc. (HELIX) to conduct a cultural resource assessment for the Montgomery-Gibbs Executive Airport (MYF), located in the City of San Diego (City), California. The study was conducted in support of an updated Airport Master Plan (AMP) and its Programmatic Environmental Impact Report for all planned development at the airport within a 20-year planning period. The cultural resources study included a records search, a Sacred Lands File (SLF) search, a Native American contact program, a review of historic aerial photographs and maps, a review of existing documentation, and a pedestrian field survey. This report details the methods and results of the cultural resources study and to comply with Federal Aviation Administration (FAA) *Order 1050.1F Environmental Impacts: Policies and Procedures*, and has been prepared to comply with both the California Environmental Quality Act (CEQA) and the Section 106 of the National Historic Preservation Act (NHPA), as amended.

The Area of Potential Effect (APE) for the AMP is 513 acres and consists of the approximately 549.3-acre MYF property, excluding 36.4 acres that are subject to private leases and are not included in the AMP. The direct effects APE for the AMP is approximately 74.7 acres and includes the proposed development areas that would be subject to impacts from the projects proposed under AMP (impact areas), a 25-foot buffer, and areas where staging/ access would occur.

The records search of the California Historical Resources Information System, on file at the South Coastal Information Center (SCIC), indicated that 40 previous cultural resources studies have been conducted, and a total of 16 cultural resources have been recorded within one-half mile of the APE. In addition, a prehistoric resource area recorded by Malcom Rogers in the 1920s (SDM-W-155) that includes an over 20-square-mile area of Kearny Mesa was identified during archival research conducted for the study.

A search of the Native American Heritage Commission (NAHC) SLF indicated that sacred lands have not been identified within the APE. The NAHC provided a list of tribes culturally affiliated with the study area that could be contacted for additional information; an informal contact program was conducted by HELIX, requesting any knowledge or information about cultural resources that the tribal representatives would be willing to share. One response from the Viejas Band of Kumeyaay Indians was received. The Band responded that the AMP area may contain many sacred sites important to the Kumeyaay people and requested that these sacred sites be avoided with adequate buffer zones. Additionally, they requested that all applicable federal and state laws be followed and that they be contacted on changes or inadvertent discoveries.

A pedestrian survey of the direct effects APE was conducted by a HELIX archaeologist and a Kumeyaay Native American monitor on June 27, 2019. The results of the records search, SLF Search, Native American contact program, and field survey did not result in the identification of archaeological resources or Tribal Cultural Resources within the direct effects APE. As such, based on the results of the study, environmental factors, and the amount of modern development that has previously occurred within the airport boundaries, the archaeological sensitivity of the MYF property is low. Therefore, no impacts to archaeological resources or Tribal Cultural Resources are anticipated, and no additional evaluation efforts and/or monitoring programs are recommended for the planned development associated with the AMP.

Should the proposed airport plan limits change to incorporate new areas of proposed disturbance, an archaeological survey of these areas will be required. In addition, the participation of the local Native American community is crucial to the effective identification and protection of cultural resources and tribal cultural resources. In accordance with the City's Historical Resources Guidelines, Native American participation is required for all subsurface investigations and disturbances whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the APE of a City project is the subject of destruction.

1.0 INTRODUCTION

As the owner and operator of the Montgomery-Gibbs Executive Airport (MYF), the City of San Diego (City) Airports Division is in the process of preparing an updated Airport Master Plan (AMP) to guide future airport development. An AMP presents the community and airport's vision for a 20-year strategic development plan based on the forecast of activity. It is used as a decision-making tool and is intended to complement other local and regional plans. C&S Engineers, Inc. contracted HELIX Environmental Planning, Inc. (HELIX) to conduct a cultural resource inventory and assessment in support of the updated AMP and its Programmatic Environmental Impact Report. This study documents the existing cultural resources located within the AMP area. To comply with the Federal Aviation Administration (FAA) *Order 1050.1F Environmental Impacts: Policies and Procedures*, this report has been prepared to comply with both the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA) and its implementing regulations (16 United States Code 470 et seq., 36 Code of Federal Regulations [CFR] Part 800), as amended.

1.1 PROJECT LOCATION

MYF is located within the Kearny Mesa Community Plan area in the central portion of the City of San Diego, in San Diego County (Figure 1, *Regional Location*). MYF is located within the unsectioned Mission San Diego Land Grant, on the U.S. Geological Survey (USGS) 7.5' La Jolla and La Mesa quadrangles, Township 15 South, Range 2 West; Township 16 South, Range 2 West; Township 15 South, Range 3 West; and Township 16 South, Range 3 West (Figure 2, *Project Vicinity [USGS Topography]*). The airport property encompasses approximately 550 acres and is bound by Balboa Avenue to the north, Ruffin Road to the east, Aero Drive to the south, and Kearny Villa Road to the west. State Route (SR) 163 (SR 163) runs to the west, and Interstate (I) 15 (I-15) runs to the east of the airport (Figure 3, *Project Vicinity [Aerial Photograph]*).

1.2 PROJECT BACKGROUND AND DESCRIPTION

The City of San Diego owns and operates MYF as a General Aviation airport located within the Kearny Mesa community. Airport planning occurs at the national, state, regional, and local level. The City of San Diego adopted a master plan for Montgomery-Gibbs Executive Airport (then known as Montgomery Field) in 1984 and completed the Montgomery-Gibbs Executive AMP Update in 2004, but the updated AMP had not been adopted by the City. In 2017, the City began developing an update to the AMP to determine the extent, type, and schedule of development needed (C&S Engineers 2019). This AMP update includes existing conditions of the airport, a forecast of activity, facility requirements (the airport's needs based on the forecast and compliance with FAA Design Standards for airports, development and evaluation of alternatives to meet those needs, and a funding plan for that development. The AMP also includes an Airport Layout Plan (ALP) that graphically depicts all planned development at the airport within the 20-year planning period as determined in the AMP (Figure 4, *Proposed Airport Layout Plan*). This drawing requires approval by the FAA, which makes the airport eligible to receive federal funding for airport improvements and maintenance under the FAA's Airport Improvement Program.

The AMP would involve both landside and airside components (Figure 5, *Proposed Airport Plan*). The landside components include a hangar site within the westernmost portion of the airport. The AMP identifies up to 92 new hangars, as well as space for 48 new tie-down areas. Implementation of several

of the larger 75,000 square-foot (sf) hangars would require modification of the hotel leasehold. A 6,400-sf footprint expansion to the existing terminal building is proposed. This expansion is due to a deficit in existing space and would not increase services or the number of employees. Other improvements include a public viewing area (outside the airport fence line) and an unleaded fuel tank.

Airside improvements proposed by the AMP include the removal of pavement at the end of Runway 5 and Taxiway F, along with reconfigurations of other taxiways. Construction of new run-up areas are also proposed. The main airside improvement proposed is the removal of the Runway 28R displaced threshold, which was put into place by the City of San Diego Resolution R-280194, passed in 1992. This would result in the threshold being moved 1,176 feet from approximately the location of Taxiway B, eastward to Taxiway A. This component would move safety areas such as the Runway Protection Zone and approach surfaces, as well as require associated improvements such as relocation of glideslope and related equipment. In addition, the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) for Runway 28R would need to be relocated to accommodate the proposed threshold relocation.

As denoted by the green hatched areas on Figures 3 and 4, portions of the airfield are subject to private leases; while these areas are a part of the AMP, they are not included in the analysis within this report. Most of these "Not a Part" areas are concentrated in the south-central portion of the airfield, with one area in the northeast associated with the San Diego Fire-Rescue Department (SDFD), located north of the Air Traffic Control Tower (ATCT). Any future projects that may be proposed within the private lease areas would be required to complete their own CEQA review. In addition, the expansion of the SDFD Station within airport property is a separate project that is not a part of the project being analyzed in this report.

1.3 REGULATORY FRAMEWORK

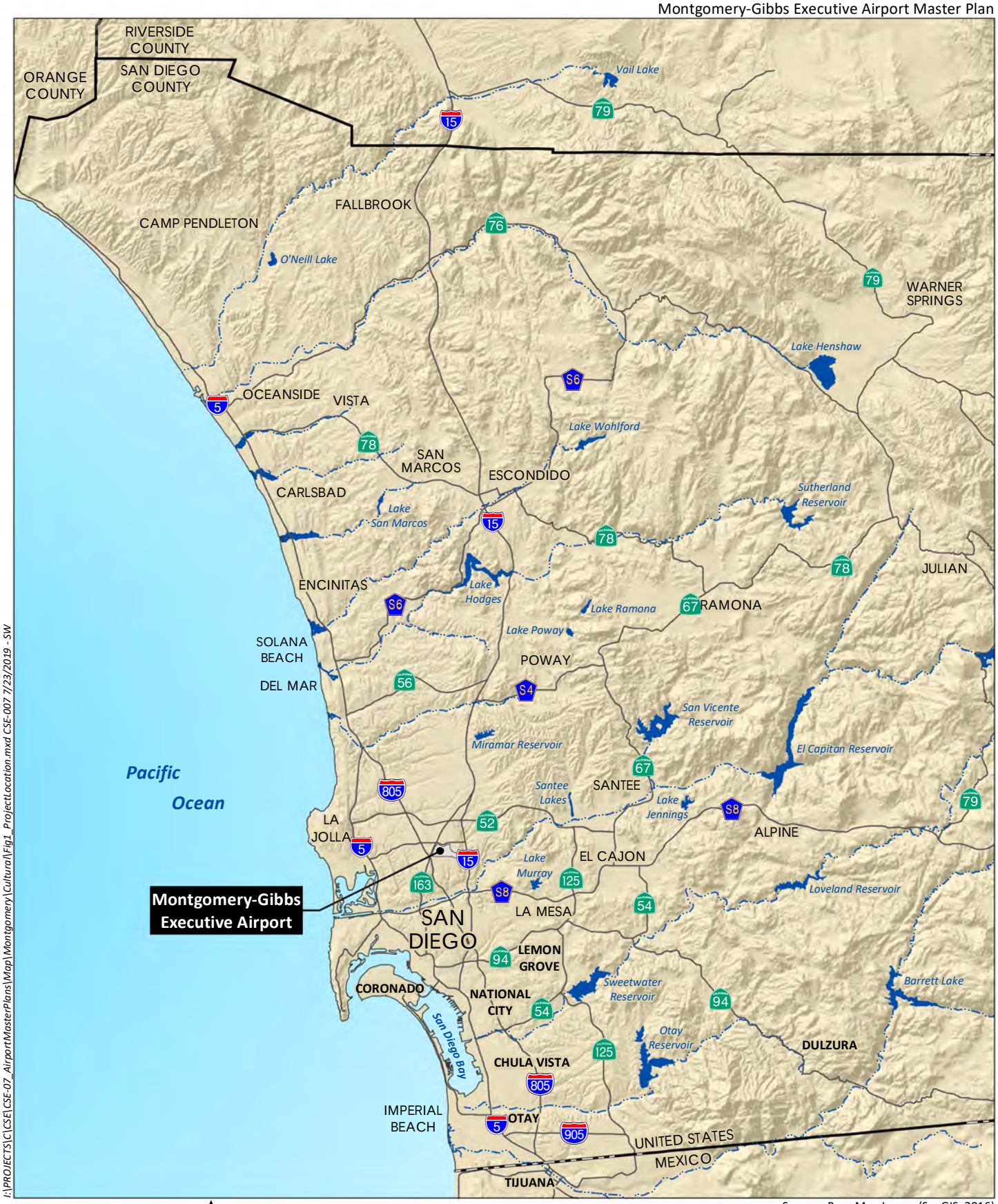
Historical resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance. Significant resources are those resources which have been found eligible for listing or are listed in the California Register of Historical Resources (CRHR), National Register of Historic Places (NRHP), or local listings, as applicable.

Proposed actions at the airport would be subject to FAA review under the National Environmental Policy Act (NEPA) pursuant to the guidance provided in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B*, NEPA Implementing Instructions for Airport Actions*. Section 106 of the NHPA requires Federal agencies to take into account the effects of their undertakings on "historic properties", that is, properties (either historic or archaeological) that are eligible for listing in the NRHP. To be eligible for listing in the NRHP, a historic property must be significant at the local, state, or national level under one or more of the following four criteria:

A. associated with events that have made a significant contribution to the broad patterns of our history;

B. associated with the lives of persons significant in our past;

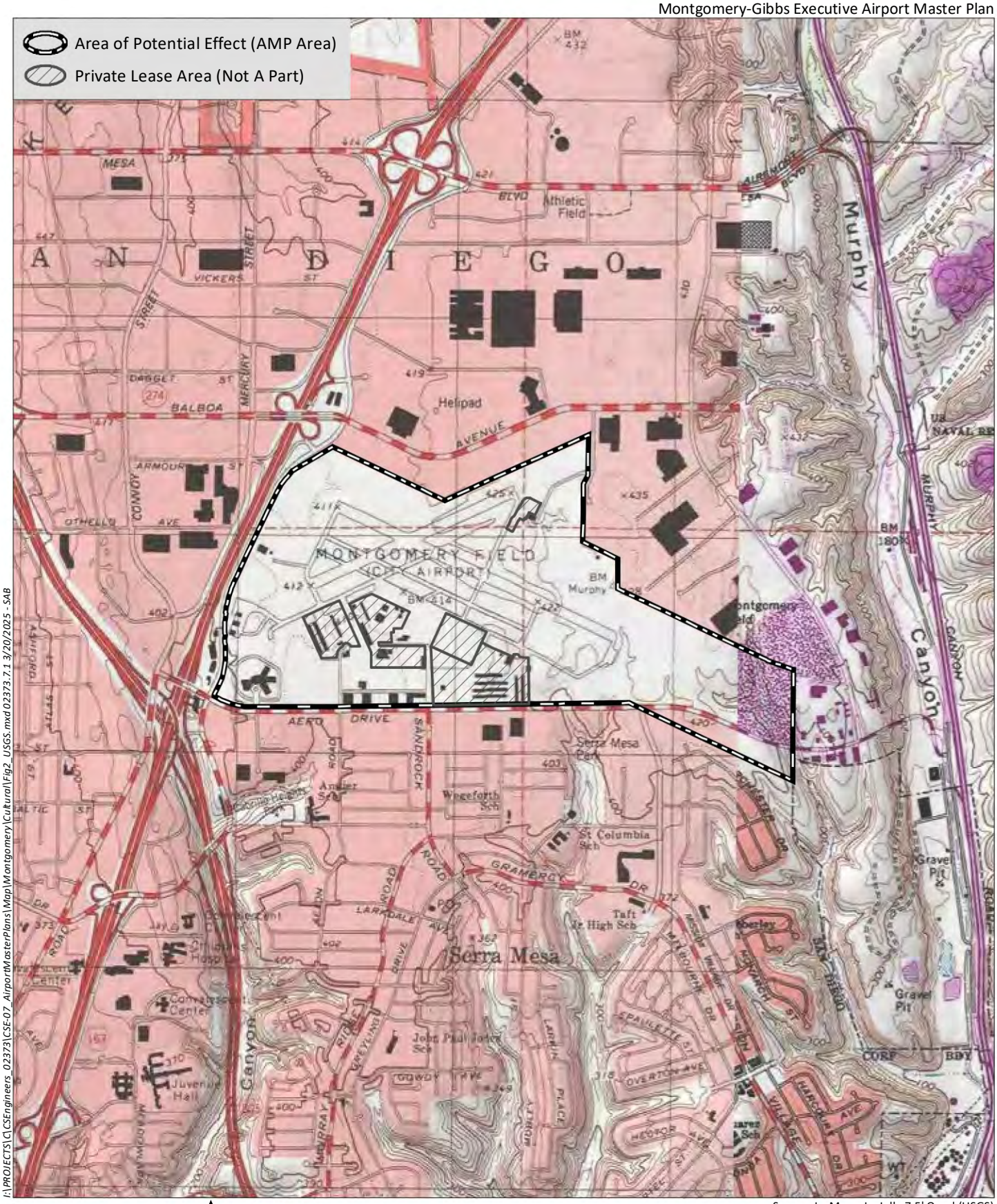
C. embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; and/or



HELIX Environmental Planning

Regional Location

Figure 1



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Source: La Mesa, La Jolla 7.5' Quad (USGS)

HELIX Environmental Planning

Project Vicinity (USGS Topography)

Figure 2

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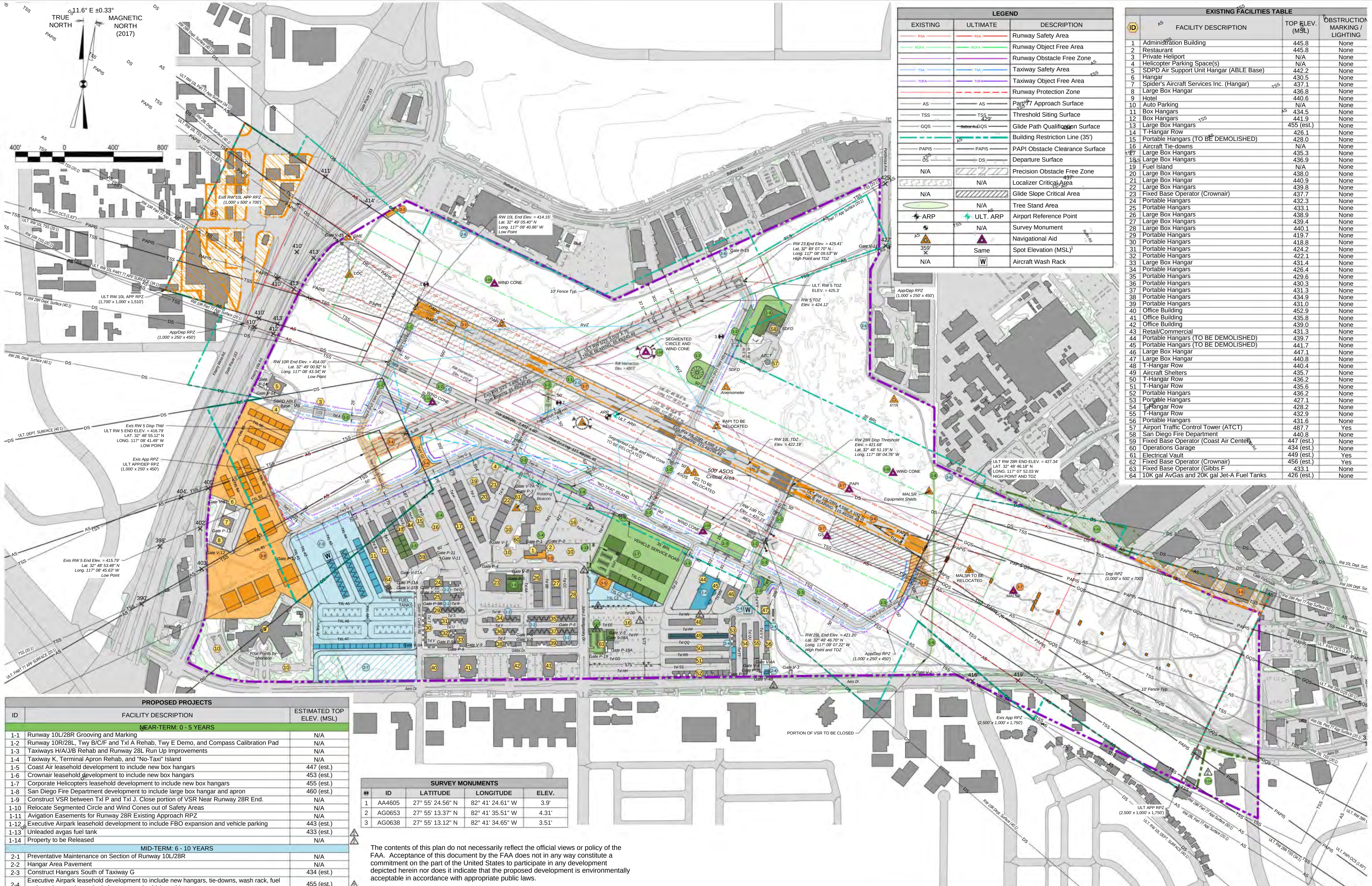
0 1,500 Feet

Source: Aerial (SanGIS 2023)

HELIX Environmental Planning

Project Vicinity (Aerial Photograph)

Figure 3



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
RSA	RSA	Runway Safety Area
ROFA	ROFA	Runway Object Free Area
		Runway Obstacle Free Zone
TSA	TSA	Taxiway Safety Area
TOFA	TOFA	Taxiway Object Free Area
		Runway Protection Zone
AS	AS	Part 77 Approach Surface
TSS	TSS	Threshold Siting Surface
GQS	GQS	Glide Path Qualification Surface
		Building Restriction Line (35')
PAPI5	PAPI5	PAPI Obstacle Clearance Surface
DS	DS	Departure Surface
N/A		Precision Obstacle Free Zone
	N/A	Localizer Critical Area
N/A		Glide Slope Critical Area
	N/A	Tree Stand Area
ARP	ULT. ARP	Airport Reference Point
	N/A	Survey Monument
		Navigational Aid
359'	Same	Spot Elevation (MSL)[1]
N/A	W	Aircraft Wash Rack

EXISTING FACILITIES TABLE			
ID	FACILITY DESCRIPTION	TOP ELEV. (MSL)	OBSTRUCTION MARKING / LIGHTING
1	Administration Building	445.8	None
2	Restaurant	445.8	None
3	Private Heliport	N/A	None
4	Helicopter Parking Space(s)	N/A	None
5	SDPD Air Support Unit Hangar (ABLE Base)	442.2	None
6	Hangar	430.5	None
7	Spider's Aircraft Services Inc. (Hangar)	437.1	None
8	Large Box Hangar	436.8	None
9	Hotel	440.6	None
10	Auto Parking	N/A	None
11	Box Hangars	434.5	None
12	Box Hangars	441.9	None
13	Large Box Hangars	455 (est.)	None
14	T-Hangar Row	426.1	None
15	Portable Hangars (TO BE DEMOLISHED)	428.0	None
16	Aircraft Tie-downs	N/A	None
17	Large Box Hangars	435.3	None
18	Large Box Hangars	436.9	None
19	Fuel Island	N/A	None
20	Large Box Hangars	438.0	None
21	Large Box Hangar	440.9	None
22	Large Box Hangars	439.8	None
23	Fixed Base Operator (Crownair)	437.7	None
24	Portable Hangars	432.3	None
25	Portable Hangars	433.1	None
26	Large Box Hangars	438.9	None
27	Large Box Hangars	439.4	None
28	Large Box Hangars	440.1	None
29	Portable Hangars	419.7	None
30	Portable Hangars	418.8	None
31	Portable Hangars	424.2	None
32	Portable Hangars	422.1	None
33	Large Box Hangar	431.4	None
34	Portable Hangars	426.4	None
35	Portable Hangars	429.6	None
36	Portable Hangars	430.3	None
37	Portable Hangars	431.3	None
38	Portable Hangars	434.9	None
39	Portable Hangars	431.0	None
40	Office Building	452.9	None
41	Office Building	435.8	None
42	Office Building	439.0	None
43	Retail/Commercial	431.3	None
44	Portable Hangars (TO BE DEMOLISHED)	439.7	None
45	Portable Hangars (TO BE DEMOLISHED)	441.7	None
46	Large Box Hangar	447.1	None
47	Large Box Hangar	440.8	None
48	T-Hangar Row	440.4	None
49	Aircraft Shelters	435.7	None
50	T-Hangar Row	436.2	None
51	T-Hangar Row	435.6	None
52	Portable Hangars	436.2	None
53	Portable Hangars	427.1	None
54	T-Hangar Row	428.2	None
55	T-Hangar Row	432.9	None
56	Portable Hangars	431.6	None
57	Airport Traffic Control Tower (ATCT)	487.7	Yes
58	San Diego Fire Department	440.8	None
59	Fixed Base Operator (Coast Air Center)	447 (est.)	None
60	Operations Garage	434 (est.)	None
61	Electrical Vault	449 (est.)	Yes
62	Fixed Base Operator (Crownair)	456 (est.)	Yes
63	Fixed Base Operator (Gibbs F	433.1	None
64	10K gal AvGas and 20K gal Jet-A Fuel Tanks	426 (est.)	None

PROPOSED PROJECTS		
ID	FACILITY DESCRIPTION	ESTIMATED TOP ELEV. (MSL)
	NEAR-TERM: 0 - 5 YEARS	
1-1	Runway 10L/28R Grooving and Marking	N/A
1-2	Runway 10R/28L, Twy B/C/F and Txl A Rehab, Twy E Demo, and Compass Calibration Pad	N/A
1-3	Taxiways H/A/J/B Rehab and Runway 28L Run Up Improvements	N/A
1-4	Taxiway K, Terminal Apron Rehab, and "No-Taxi" Island	N/A
1-5	Coast Air leasehold development to include new box hangars	447 (est.)
1-6	Crownair leasehold development to include new box hangars	453 (est.)
1-7	Corporate Helicopters leasehold development to include new box hangars	455 (est.)
1-8	San Diego Fire Department development to include large box hangar and apron	460 (est.)
1-9	Construct VSR between Txl P and Txl J. Close portion of VSR Near Runway 28R End.	N/A
1-10	Relocate Segmented Circle and Wind Cones out of Safety Areas	N/A
1-11	Avigation Easements for Runway 28R Existing Approach RPZ	N/A
1-12	Executive Airpark leasehold development to include FBO expansion and vehicle parking	443 (est.)
1-13	Unleaded avgas fuel tank	433 (est.)
1-14	Property to be Released	N/A
	MID-TERM: 6 - 10 YEARS	
2-1	Preventative Maintenance on Section of Runway 10L/28R	N/A
2-2	Hangar Area Pavement	N/A
2-3	Construct Hangars South of Taxiway G	434 (est.)
2-4	Executive Airpark leasehold development to include new hangars, tie-downs, wash rack, fuel tanks, solar panels on shade hangars, and vehicle parking	455 (est.)
2-5	Airfield Lighting and Electrical Upgrades (Additional study required to site new electrical vault)	N/A
2-6	Perimeter Fencing Improvements	Varies
2-7	Reserved for Future Aeronautical Use	N/A
	LONG-TERM: 11-20 YEARS	
3-1	Runway 10L Non-Precision Markings and Avigation Easements for Future Approach RPZ	N/A
3-2	Public Viewing Area	N/A
3-3	Terminal Expansion Project	445
3-4	Runway 5 End Relocation and New Connector Taxiways	N/A
3-5	Construct Large Conventional Hangar	455 (est.)
3-6	Runway 28R Threshold Relocation (Taxiway A Fillet), Reduce Runway Width to 100 FT, and Avigation Easements for Future Approach RPZ	N/A
3-7	Runway 28R Threshold Relocation (NAVAID and MALSR Relocation)	N/A
3-8	Construct Hangars in Spiders Area	445 (est.)

SURVEY MONUMENTS				
	ID	LATITUDE	LONGITUDE	ELEV.
1	AA4605	27° 55' 24.56" N	82° 41' 24.61" W	3.9'
2	AG0653	27° 55' 13.37" N	82° 41' 35.51" W	4.31'
3	AG0638	27° 55' 13.12" N	82° 41' 34.65" W	3.51'

The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this document by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the final locations, heights and exterior finish of structures. FAA's concern is obstructions, impact on electronic aids or adverse effects on controller view of aircraft approach and ground movement areas which could adversely affect the safety, efficiency or utility of the airport.

LEGEND				
EXISTING	NEAR-TERM (0-5 YEARS)	MID-TERM (6-10 YEARS)	LONG-TERM (11-20 YEARS)	DESCRIPTION
				Buildings
				Pavement
		N/A	N/A	Fence
		N/A		Avigation Easement
N/A		N/A		Demolition
		N/A	N/A	Property Line

Notes:

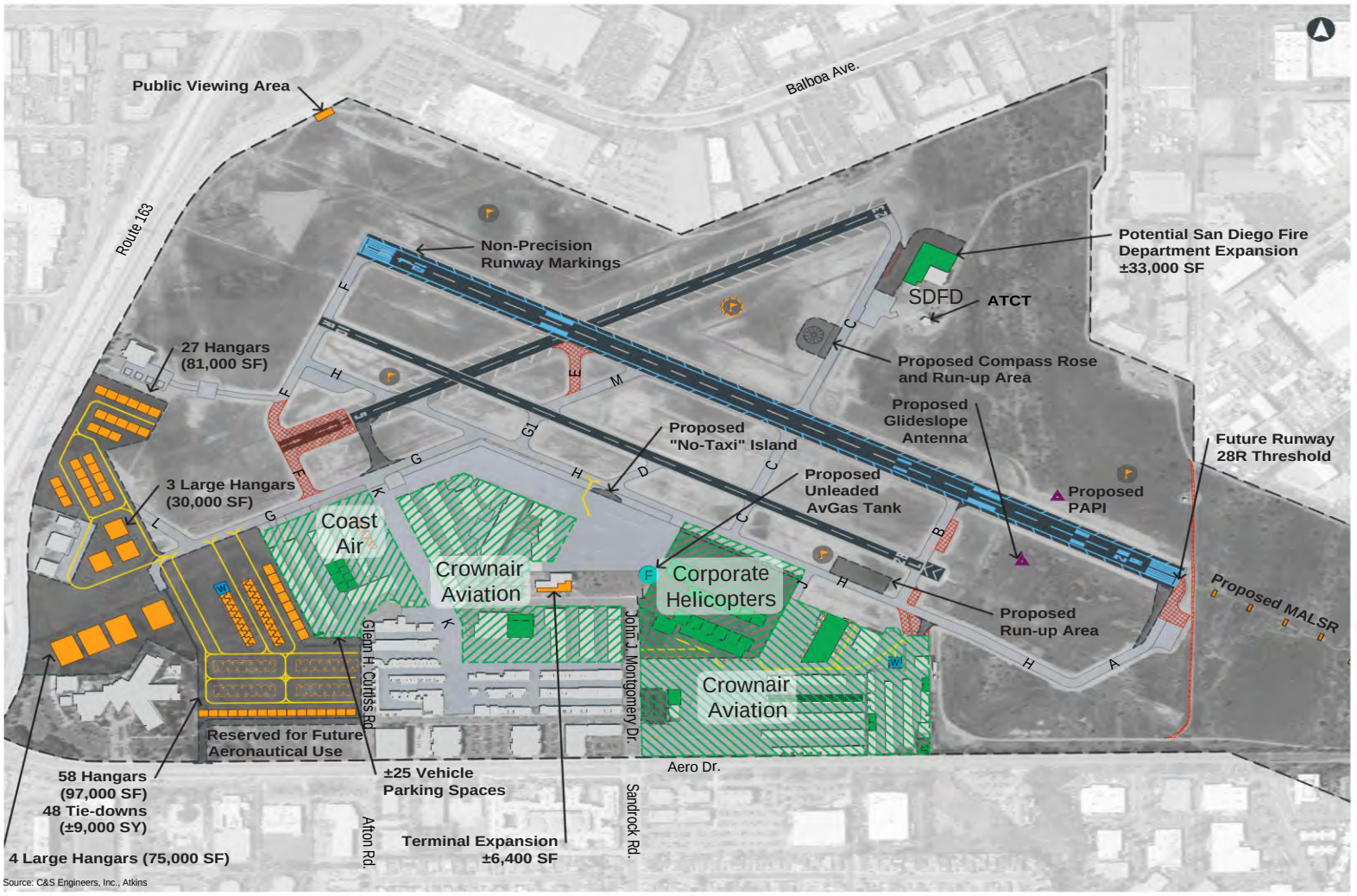
1. Traverseway elevations are actual height MSL and do not include any adjustment. To calculate potential traverseway obstructions apply an adjustment of 23 feet for railways, 17 feet for interstate highways, 15 feet for other public roads, or 10 feet for private roads.
2. All taxiways provide the required 7.5 feet TESM for the critical aircraft.
3. The Building Restriction Line (BRL) shown assumes a height of 35 feet above ground level (AGL). Buildings less than 35 feet AGL could be positioned closer to the runways and buildings taller than 35 feet AGL will be required to be further from the runways.

Source: C&S Companies 2024

HELIX Environmental Planning

Proposed Airport Layout Plan

Figure 4



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Source: C&S Companies 2024

HELIX Environmental Planning

Proposed Airport Plan

Figure 5

D. has yielded, or may be likely to yield, information important in prehistory or history.

The California Environmental Quality Act, Public Resources Code (PRC) 21084.1, and California Code of Regulations (CCR) Title 14 Section 15064.5, address determining the significance of impacts to archaeological and historic resources and discuss significant cultural resources as "historical resources," which are defined as:

- resource(s) listed or determined eligible by the State Historical Resources Commission for listing in the CRHR (14 CCR Section 15064.5[a][1])

- resource(s) either listed in in a "local register of historical resources" or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless "the preponderance of evidence demonstrates that it is not historically or culturally significant" (14 CCR Section 15064.5[a][2])

- resources determined by the Lead Agency to be significant. Generally, a resource shall be considered by the lead agency to be "historically significant" if it meets the criteria for listing on the CRHR (14 CCR Section 15064.5[a][3])

For listing in the CRHR, a historical resource must be significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

2. It is associated with the lives of persons important to local, California, or national history;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;

4. It has yielded or has the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Under 14 CCR Section 15064.5(a)(4), a resource may also be considered a "historical resource" for the purposes of CEQA at the discretion of the lead agency.

All resources that are eligible for listing in the NRHP or CRHR must have integrity, which is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. In an archaeological deposit, integrity is assessed with reference to the preservation of material constituents and their culturally and historically meaningful spatial relationships. A resource must also be judged with reference to the particular criteria under which it is proposed for nomination. Under Section 106 of the NHPA, actions that alter any of the characteristics that qualify a property for eligibility for listing in the NRHP "in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (36 CFR 800.5[a]) constitute an adverse effect to the historic property.

1.3.1 City of San Diego Historical Resources Regulations

The purpose of the City's Historical Resources Regulations (HRR; San Diego Municipal Code Chapter 14, Division 3, Article 2) is to protect, preserve and, where damaged, restore the historical resources of the City of San Diego, which include historical buildings, historical structures or historical objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties (City of San Diego 2018). These regulations are intended to ensure that development occurs in a manner that protects the overall quality of historical resources. It is further the intent of these regulations to protect the educational, cultural, economic, and general welfare of the public, while employing regulations that are consistent with sound historical preservation principles and the rights of private property owners.

The regulations apply to proposed development when the following historical resources are present on the site, whether or not a Neighborhood Development Permit or Site Development Permit is required: designated historical resources; historical buildings; historical districts; historical landscapes; historical objects; historical structures; important archaeological sites; and traditional cultural properties. Where any portion of a premises contains historical resources, the regulations shall apply to the entire premises.

The property owner or applicant shall submit the required documentation and obtain a construction permit, a Neighborhood Development Permit, or a Site Development Permit, as required pursuant to this division before any development activity occurs on a premise that contains historical resources. The regulations delineate which types of permits are required for a project, based on the type of development proposal and the types of historical resources that would potentially be affected by the project.

1.3.2 City of San Diego Historical Resources Guidelines

The purpose and intent of the City's Historical Resources Guidelines (HRG), located in the City's Land Development Manual (City of San Diego 2001) is to protect, preserve and, where damaged, restore the historical resources of San Diego. These guidelines are designed to implement the City's HRRs in compliance with applicable local, state, and federal policies and mandates, including, but not limited to, the City's General Plan, CEQA, and Section 106 of the NHPA. 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. The HRG states that if a project will potentially impact a resource, the resource's significance must be determined, even if it is not listed in or previously considered eligible for the California Register or a local register (Section II.D.5).

To be designated as historic and potentially listed in the City's Historical Resources Register, one or more of the following criteria must be met:

(A) Exemplifies or reflects special elements of the City's, a community's or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development;

(B) Is identified with persons or events significant in local, state, or national history;

(C) Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of Indigenous materials or craftsmanship;

(D) Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist or craftsman;

(E) Is listed or has been determined eligible by the National Park Service for listing on the NRHP or is listed or has been determined eligible by the California Office of Historic Preservation for listing on the CRHR; or

(F) Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value, or which represent one or more architectural periods or styles in the history and development of the City.

Eligible resources, which may include an improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area or object, are designated to the City's Register of Designated Historical Resources by the City's Historical Resources Board (HRB) at a publicly noticed hearing.

The City's HRG also states that if a project will potentially impact a resource, the resource's significance must be determined, even if it is not listed in or previously considered eligible for the CRHR or a local register (Section II.D.5). The City has established baseline resource significance criteria based upon CEQA as follows:

> 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 (City of San Diego 2001:15).

Non-significant resources are addressed in Section II.D.6 as including sites with no subsurface component, such as isolates, sparse lithic scatters, isolated bedrock milling stations, and shellfish processing stations.

1.3.3 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, sacred objects, and items of cultural patrimony. Consequently, an important element in assessing the significance of the study area has been to assess the likelihood that funerary remains are present in areas that would be affected by the proposed project.

The Native American Graves Protection and Repatriation Act (NAGPRA) established in 1990 provides a process for museums and federal agencies to return certain Native American cultural items, including human remains, funerary objects, sacred objects, or objects of cultural patrimony to lineal descendants, and culturally affiliated Indian tribes and Native Hawaiian organizations. NAGPRA also includes requirements for unclaimed and culturally unidentifiable Native American cultural items, intentional and

inadvertent discovery of Native American cultural items on federal and tribal lands, and penalties for noncompliance and illegal trafficking of these items. On March 15, 2010, the Department of the Interior issued a final rule on 43 CFR Part 10, of the NAGPRA Regulations – Disposition of Culturally Unidentifiable Human Remains. The final rule implements NAGPRA by adding procedures for the disposition of culturally unidentifiable Native American human remains in the possession or control of museums or federal agencies. The rule also amends sections related to the purpose and applicability of the regulations, definitions, inventories of human remains and related funerary objects, civil penalties, and limitations and remedies. California State Assembly Bill (AB) 978, the California NAGPRA, enacted in 2001, requires all State agencies and museums that receive State funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. California NAGPRA also provides a process for the identification and repatriation of these items to the appropriate tribes. Implementation of the AMP would be conducted in compliance with NAGPRA and California NAGPRA. Potentially relevant to prehistoric archaeological sites is the category termed Traditional Cultural Properties (TCP) in discussions of cultural resource 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. Cultural resources can include TCPs, such as gathering areas, landmarks, and ethnographic locations, in addition to archaeological districts. Generally, a TCP may consist of a single site, or group of associated archaeological sites (district or traditional cultural landscape), or an area of cultural/ ethnographic importance.

California State AB 52 revised PRC Section 21074 to include Tribal Cultural Resources (TCRs) as an area of CEQA environmental impact analysis. Effective July 1, 2015, AB 52 introduced additional considerations relating to Native American consultation into CEQA for projects for which a Notice of Preparation, Notice of Mitigated Negative Declaration, or Notice of Negative Declaration or an EIR is filed or issued. Per PRC Section 21080.3, a CEQA lead agency must consult with any California Native American tribe that requests consultation and that is traditionally and culturally affiliated with the geographic area of a proposed project to identify resources of cultural or spiritual value to the tribe, even if such resources are already eligible as historical resources as a result of cultural resources studies.

As a general concept, a TCR is similar to the federally defined TCP; however, it incorporates consideration of local and state significance and required mitigation under CEQA. PRC Section 21074 defines TCRs as:

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 CRHR.

    (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1 of the PRC.

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 of the PRC. In applying the criteria set forth in subdivision (c) of Section 5024.1 of the PRC for the

purposes of this paragraph, the lead agency shall consider the significance of a resource to a California Native American Tribe.

A cultural landscape meeting the criteria above is a TCR to the extent that the landscape is geographically defined in terms of the size and scope of the landscape (PRC Section 21074). In addition, a historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in subdivision (g) of PRC Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of PRC Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria stated above.

1.4 AREA OF POTENTIAL EFFECT

Pursuant to 36 CFR 800.4(a)(1), the Area of Potential Effect (APE) is the geographic area within which an undertaking may directly or indirectly alter the character or use of historic properties. Likewise, the City's HRG defines the APE as the geographic area (or areas) within which a project may cause changes in the character or use of historical resources.

The APE for the AMP encompasses 513 acres and consists of the approximately 549.3-acre MYF property, excluding the 36.4 acres that are subject to private leases and, as such, not a part of the AMP area (Figure 6, *Area of Potential Effect*).

Typically, the APE for archaeological resources is defined as the area of potential direct effects to properties. As such, the direct effects APE for the AMP consists of 74.7 acres and encompasses the areas included in the ALP that are proposed for development as part of the AMP and that would be subject to impacts (see Figures 4, 5, and 6). The direct effects APE also include a 25-foot buffer around the areas where development would occur to account for temporary construction-related impacts and the areas where staging and access for all AMP development projects would occur. The temporary staging areas and access roads have been placed within developed areas to the extent feasible.

1.5 PROJECT PERSONNEL

Stacie Wilson, M.S., RPA, served as principal investigator and is the co-author of this technical report. Ms. Wilson meets the qualifications of the Secretary of Interior's Standards and Guidelines for Archaeology. Theodore Cooley, M.A., RPA, is a report co-author. Mary Robbins-Wade, M.A., RPA, provided overall project management support and senior technical review. Julie Roy, B.A., conducted the field survey. Gabe Kitchen (Kumeyaay Native American monitor) from Red Tail Environmental, Inc. participated in the pedestrian survey.

2.0 PROJECT SETTING

2.1 NATURAL SETTING

The study area is located within the coastal plain of western San Diego County, where the climate is characterized as semi-arid steppe, with warm, dry summers and cool, moist winters (Hall 2007; Pryde 2004). The airport property is situated on a wave-cut marine terrace along the coastal plain in the westernmost portion of the Peninsular Ranges geomorphic province of southern California (Hall 2007). The foothills of the peninsular range mountains lie within ten miles to the east, and the San Diego River

lies within three miles to the south. A small tributary to the river, the Murphy Canyon drainage, lies less than a mile to the east. The elevation of the airport property ranges from approximately 360 to 420 feet above mean sea level (AMSL). The AMP area is characterized predominantly by airport and transportation infrastructure. Areas immediately surrounding MYF include transportation infrastructure and residential, commercial, and industrial development.

Geologically, the airport property is underlain by sedimentary deposits of the Pleistocene age, Lindavista Formation. This formation consists of near-shore marine and nonmarine sediments deposited on a 10-kilometer-wide wave-cut terrace platform (Kennedy 1975:29). In several eroded ravines and canyons to the south and east, Eocene age sedimentary formations are exposed, including, to the south, the Mission Valley and Stadium Conglomerate formations, and, to the east, along Murphy Canyon, the Friars and Stadium Conglomerate formations (Kennedy 1975; Kennedy and Peterson 1975). One soils association is mapped for the AMP area: the Redding-Olivenhain association consisting of well-drained cobbly loams and gravelly loams that have a subsoil of gravelly clay and very cobbly clay over a hardpan or cobbly alluvium (Bowman 1973:71). The soils series at the site is the Redding gravelly loam, 2 to 9 percent slopes. This soil is undulating to gently rolling with slopes averaging three percent. The natural topography of Kearny Mesa is hummocky with the broad low hummocks locally known as mima mounds, which are intermixed with shallow basins (vernal pools) (Bowman 1973). Natural vegetation for this soils series is mainly chamise, flattop buckwheat, sumac, scrub oak, and annual grasses (Bowman 1973:71). Various drainages in the vicinity, including the San Diego River, would have made fresh water easily accessible to native populations living in the area.

Biological surveys conducted by HELIX identified mostly disturbed Diegan coastal sage scrub bordering the perimeters of the airport property, along with chamise chaparral, baccharis scrub, southern willow scrub, vernal pool, non-native grassland, and eucalyptus woodland (HELIX 2025). While most of the MYF property is disturbed or developed, the eastern portion of the property still contains native habitat, including Diegan coastal sage scrub and an extensive vernal pool complex. The majority of the vernal pools are located within the northern and eastern portions of the AMP area; however, several vernal pools are also present in the western portion of the property. When sufficient rainfall occurs during the rainy season, the combination of landscape position, low soil permeability, and climatic conditions results in water ponding in the vernal pools, which then gradually evaporates and becomes completely dry over the summer and fall. Vernal pools may not fill at all with water during dry years.

Prehistorically, the natural vegetation in the MYF area likely consisted mostly of coastal sage scrub (Diegan coastal sage scrub) and native grassland, along with chamise chaparral, baccharis scrub, southern willow scrub, and vernal pool communities. Prehistorically, plants of the coastal sage scrub community; California sagebrush (*Artemisia californica*), white sage *(Salvia apiana*), flattop buckwheat (*Eriogonum fasciculatum*), broom baccharis (*Baccharis sarothroides*), wild onion (*Allium haematochiton*), laurel sumac (*Malosma laurina*), San Diego sunflower (*Bahiopsis laciniata*), golden-yarrow (*Eriophyllum confertiflorum*), sawtooth goldenbush (*Hazardia squarrosa*), yucca (*Yucca schidigera*, *Hesperoyucca whipplei*), prickly pear cactus (*Opuntia* sp.), and scrub oak (*Quercus dumosa*) would likely have covered most of the mesa and canyons in the area interspersed with areas of native grasslands (*Stipa* spp.*, Elymus* spp.*, Poa* spp.*, Muhlenbergia* spp.) (Beauchamp 1986; Munz 1974). Before historic and modern activities, adjacent major drainages such as the San Diego River and possibly Murphy Canyon contained extensive stands of the riparian community with plants such as western sycamore (*Platanus racemosa*), Fremont cottonwood (*Populus fremontii*), coast live oak (*Quercus agrifolia*) and willow (*Salix* sp.) (Beauchamp 1986; Munz 1974). Major wildlife species found in this environment prehistorically were coyote (*Canis latrans*); mule deer (*Odocoileus hemionus*); grizzly bear (*Ursus arctos horribilis*); mountain

I:\PROJECTS\CSEngineers, 02373\CSE-07 AirportMasterPlans\Map\MontgomeryCultural\Fig6 APE.mxd 02373.7.1 3/20/2025 - SAB

0 650 Feet

Source: Aerial (SanGIS, 2023).

HELIX Environmental Planning

Area of Potential Effect

Figure 6

lion (*Puma concolor*); desert cottontail (*Sylvilagus audubonii*); black-tailed jackrabbit (*Lepus californicus*); and various rodents, the most notable of which are the Botta's pocket gopher (*Thomomys bottae*), California ground squirrel (*Otospermophilus beecheyi*), and dusky-footed woodrat (*Neotoma fuscipes*) (Head 1972). Desert cottontails, jackrabbits, and rodents were very important to the prehistoric diet; deer were somewhat less significant for food, but were an important source of leather, bone, and antler. Many of the plant species naturally occurring in the APE and vicinity are known to have been used by native populations for food, medicine, tools, ceremonial and other uses (Christenson 1990; Hedges and Beresford 1986; Luomala 1978). Many of the animal species living within these communities (such as deer, small mammals, and birds) would have been used by native inhabitants as well.

2.2 CULTURAL SETTING

The cultural history in San Diego County presented below is based on documentation from both the archaeological and ethnographic records and represents a continuous human occupation in the region spanning approximately 12,000 years. While this information comes from the scientific reconstructions of the past, it does not necessarily represent how the Kumeyaay see themselves. While the material culture of the Kumeyaay is contained in the archaeological record, their history, beliefs, and legends have persevered, and are retained in the songs and stories passed down through the generations. It is important to note that Native American aboriginal lifeways did not cease at European contact. Protohistoric refers to the chronological trend of continued Native American aboriginal lifeways at the cusp of the recorded historic period in the Americas.

2.2.1 Prehistoric Period

In the San Diego area, the earliest well-documented archaeological sites belong to the San Dieguito Tradition, dating to over 9,000 years ago (Warren 1967; Warren et al. 1998; Warren and Ore 2011). The San Dieguito Tradition is thought by most researchers to have had an emphasis on the hunting of terrestrial game, with a lesser reliance on the gathering of vegetal resources and coastal marine resources that are characteristic of the subsequent Archaic Period (Warren 1967, 1968). Diagnostic material culture most associated with the San Dieguito Tradition includes large biface blades and projectile points, scrapers, and crescents (Rogers 1939, 1966; Warren 1966, 1967, 1968; Warren and True 1961).

In the southern coastal region, the traditional view of San Diego prehistory has the San Dieguito Tradition followed by the La Jolla/Pauma complexes of Warren's Encinitas Tradition (Warren 1968) and Wallace's (1955) "Early Milling Stone Horizon" during the Archaic Period, dating from circa 8,600 years Before Present (BP) to circa 1,300 BP (Warren 1968; Warren et al. 1998). Relative to the San Dieguito Tradition, a large number of Encinitas Tradition archaeological site assemblages dating to the Archaic Period have been identified at a range of coastal and inland sites in San Diego County (Warren et al. 1998). The Encinitas Tradition is generally characterized by site assemblages containing large numbers of milling stones (manos and metates), occurring in shell middens, located "often near sloughs and lagoons" (Moratto 1984:147). The content of these site assemblages indicates a shift from the putative hunting-focused subsistence pattern of the earlier San Dieguito Tradition to a more generalized economy with an increased emphasis on the gathering of seed resources, small game, and shellfish (Warren 2012; Warren et al. 1998). According to True (1958, 1980), sites of the La Jolla complex were located along the coast, and those of the Pauma complex in inland areas of the county. Not surprisingly, Pauma complex sites generally lack the shell that dominates in many of the La Jolla complex site assemblages located in proximity to the coast. In San Diego County, sites radiocarbon dated to the

Archaic Period are most numerous along the coast, around estuaries and near-coastal valleys, and while less commonly occurring in inland foothill areas, some have been documented (e.g., Cooley 1995; Cooley and Barrie 2004; Raven-Jennings and Smith 1999). The La Jolla/Pauma complex tool assemblage includes, in addition to manos and metates, rough cobble tools, especially choppers, scrapers, and scraper planes; terrestrial and marine mammal faunal remains; flexed burials; doughnut stones; discoidals; stone balls; plummets; biface points; beads; and bone tools (True 1958, 1980; Moriarty 1966).

The relationship between the San Dieguito Tradition and the subsequent Archaic Period La Jolla/Pauma complexes of the Encinitas Tradition has been the focus of considerable debate centered on whether the San Dieguito Tradition and the Encinitas Tradition complexes might represent the same people using different subsistence techniques in different environments, or if they represent different, non-contemporaneous groups using different and distinct subsistence practices (e.g., Bull 1983, 1987; Ezell 1987; Gallegos 1987; Warren 1985, 1987). The onset of the following period, the Late Prehistoric Period (1,500 BP [or 450 BCE] to AD 1769), however, is demarcated in the archaeological record by an abrupt shift in subsistence and new tool technologies; the archaeological record indicates that the late Prehistoric Period is characterized by higher population densities and intensification of social and political systems, and by the introduction of new technological innovations. Perhaps the most significant of these new technological innovations was the first use of the bow and arrow and of ceramics.

In the northern portion of San Diego County, the Late Prehistoric Period is represented by the San Luis Rey complex (Meighan 1954), and in the southern portion, by the Cuyamaca complex (True 1970). The Late Prehistoric artifactual assemblages are typically characterized by small arrow-sized projectile points, Tizon Brown Ware pottery, various cobble-based tools (e.g., scrapers, choppers, and hammerstones), arrow shaft straighteners, pendants, manos and metates, and mortars and pestles (McDonald and Eighmey 1998). The arrow point assemblage is dominated, typologically, by the Cottonwood Triangular and Desert Side-notched points, but the Dos Cabezas Serrated type also occurs (McDonald and Eighmey 1998). Based on archaeological as well as ethnographic data, subsistence in the Late Prehistoric Period is thought to have been focused on the utilization of acorns and grass seeds, with small game serving as a primary protein resource and big game as a secondary resource. Fish and shellfish were also secondary resources, except immediately adjacent to the coast, where they assumed primary importance (Bean and Shipek 1978; Sparkman 1908; Luomala 1978). The settlement system is characterized by seasonal villages where people used a central-based collecting subsistence strategy.

Based on ethnographic and archaeological data, at the time of contact, it is generally accepted that, as originally proposed by Meighan (1954) and True (1970), the archaeological San Luis Rey complex is associated with the ethnographic Luiseño and the archaeological Cuyamaca complex with the ethnographic Kumeyaay (Diegueño).

2.2.2 Ethnohistory

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in what is now San Diego and continued through the Spanish and Mexican periods and into the American period. Based on ethnographic data, at the time of European contact, the southern area of San Diego County is in the traditional territory of the Hokan-based Yuman-speaking people (Kumeyaay). The Kumeyaay people have also been known as Ipai-Tipai, or as the Diegueño (named for Mission San Diego de Alcalá). Agua Hedionda Creek is often described as the division between the territories of the Luiseño to the north and the Kumeyaay people to the south (Bean and

Shipek 1978; Luomala 1978), although various ethnographers (e.g., Kroeber 1925) have defined slightly different boundaries. Traditional stories and songs of the Native people also describe the extent of traditional use areas.

The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay (Carrico 1997, 2008; Connolly n.d.). The coastal Kumeyaay died from introduced diseases or were brought into the mission system. Earliest accounts of Native American life in what is now San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public the significant contributions in the understanding of native culture and language. These studies have continued to the present day, and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across San Diego County.

The population of the Kumeyaay people in San Diego in 1770 was estimated by Kroeber (1925:883) to be 3,000, but Luomala (1978:596) believes it was likely double or triple that estimate. At the time of Spanish contact, Kumeyaay bands occupied southern San Diego, southwestern Imperial counties, and northern Baja California. The Kumeyaay are a group of exogamous, patrilineal territorial bands that lived in semi-sedentary, politically autonomous villages or rancherias. Most rancherias were the seat of a clan, although it is thought that, aboriginally, some clans had more than one rancheria and some rancherias contained more than one clan (Bean and Shipek 1978; Luomala 1978). Several sources indicate that large Kumeyaay villages or rancherias were located in river valleys and along the shoreline of coastal estuaries (Bean and Shipek 1978; Kroeber 1925). They subsisted on a hunting and foraging economy, exploiting San Diego's diverse ecology throughout the year; coastal bands exploited marine resources while inland bands might move from the desert, ripe with agave and small game, to the acorn-and pine nut-rich mountains in the fall (Cline 1984; Kroeber 1925; Luomala 1978).

Several major ethnographically documented Kumeyaay villages were located along the San Diego River, including the village of *Nipaquay* at the location of the Mission San Diego de Alcalá, 2.75 miles to the south of MYF, and *Cosoy*/*Kosaii*/*Kosa'aay* located downriver, near the location of the San Diego Presidio and the original location of the Mission San Diego de Alcalá, approximately 5.25 miles southwest from MYF (Carrico 1998). The presence of these Kumeyaay villages at, or near, the locations of these early Spanish facilities is not accidental. The Spaniards chose these locations because there were native villages present in proximity (Carrico 1998). A third village indicated by Kroeber (1925), to be in proximity to the airport location was the village of *Sinyeweche* along the river to the east of the village of *Nipaquay.* Some native speakers referred to river valleys as *oon-ya*, meaning trail or road, describing one of the main routes linking the interior of San Diego with the coast. For example, the floodplain from the Mission San Diego de Alcalá to the ocean was *hajir* or *qajir* (Harrington 1925). It is likely that the Kumeyaay people used Murphy Canyon as a travel corridor between villages located in Mission Valley, such as *Nipaguay,* and villages to the north, including *Ystagua*, *Peñasquitos*, and *Pawai/Pawaii/Paguay* (Carrico 1974). Although Kearny Mesa was undoubtedly exploited by the Kumeyaay for foraging and as a travel route, no known villages or major settlements are recorded for this area, and very little ethnographic data exists for the mesa area (WESTEC Services, Inc. 1979).

2.2.1 Historical Background

2.2.1.1 Spanish Period

While Juan Rodriguez Cabrillo visited San Diego briefly in 1542, the beginning of the historic period in the San Diego area is generally given as 1769. In the mid-18th century, Spain had escalated its involvement in California from exploration to colonization (Weber 1992), and in that year, a Spanish expedition headed by Gaspar de Portolá and Junípero Serra established the Royal Presidio of San Diego. Portolá then traveled north from San Diego, seeking suitable locations to establish military presidios and religious missions to extend the Spanish Empire into Alta California.

Initially, both a mission and a military presidio were located on Presidio Hill overlooking the San Diego River. A small pueblo, now known as Old Town San Diego, developed below the presidio. The Mission San Diego de Alcalá was constructed in its current location five years later. The missions and presidios stood, literally and figuratively, as symbols of Spanish colonialism, importing new systems of labor, demographics, settlement, and economies to the area. Cattle ranching, animal husbandry, and agriculture were the main pursuits of the missions.

2.2.1.2 Mexican Period

Although Mexico gained its independence from Spain in 1821, Spanish patterns of culture and influence remained for a time. The missions continued to operate as they had in the past, and laws governing the distribution of land were also retained in the 1820s. Following the secularization of the missions in 1834, large ranchos were granted to prominent and well-connected individuals, ushering in the Rancho Era, with the society making a transition from one dominated by the church and the military to a more civilian population, with people living on ranchos or in pueblos. With the numerous new ranchos in private hands, cattle ranching expanded and prevailed over agricultural activities.

These ranches put new pressures on California's native populations, as grants were made for inland areas still occupied by the Kumeyaay, forcing them to acculturate or relocate farther into the backcountry. In rare instances, former mission neophytes were able to organize pueblos and attempt to live within the new confines of Mexican governance and culture. The most successful of these was the Pueblo of San Pasqual, located inland along the San Dieguito River Valley, founded by Kumeyaay who were no longer able to live at the Mission San Diego de Alcalá (Carrico 2008; Farris 1994).

2.2.1.3 American Period

American governance began in 1848, when Mexico signed the Treaty of Guadalupe Hidalgo, ceding California to the United States at the conclusion of the Mexican–American War. A great influx of settlers to California and the San Diego region occurred during the American Period, resulting from several factors, including the discovery of gold in the state, the end of the Civil War, the availability of free land through the passage of the Homestead Act, and later, the importance of San Diego County as an agricultural area supported by roads, irrigation systems, and connecting railways. The increase in American and European populations quickly overwhelmed many of the Spanish and Mexican cultural traditions, and greatly increased the rate of population decline among Native American communities.

Beginning in the late 1850s, John Murphy raised cattle and horses in the Mission Valley area. In 1871, what had become known as "Murphy's Canyon" was recognized by the San Diego County Board of

Supervisors as a major traffic artery between the City of San Diego and Poway Valley and the northern areas of San Diego County. In the late 1870s, Murphy sold his land, which by that time had developed into a prosperous farm and cattle ranch (Carrico 1974).

In the late 1860s, Alonzo Horton initiated the development of New San Diego and began the shift of commerce and government centers from Old Town (Old San Diego) to New Town (downtown). Development from downtown San Diego initially began to spread eastward, in part, by following natural transportation corridors. The following decades saw "boom and bust" cycles that brought thousands of people to the area of San Diego County. By the end of the 1880s, many of the newcomers had left, although some remained to form the foundations of small communities based on dry farming, orchards, dairies, and livestock ranching. During the late nineteenth and early twentieth centuries, rural areas of San Diego County developed small agricultural communities centered on one-room schoolhouses.

By the 1890s, the City entered a time of steady growth, and subdivisions surrounding downtown were developed. As the City continued to grow in the early twentieth century, the downtown's residential character changed. Streetcars and the introduction of the automobile allowed people to live farther from their downtown jobs, and new suburbs were developed.

The influence of military development, beginning in 1916 and 1917 during World War I, resulted in substantial development in infrastructure and industry to support the military and accommodate soldiers, sailors, and defense industry workers. In 1917, the U.S. Army established Camp Kearny on the site of what is now Marine Corps Air Station Miramar. Camp Kearny was named after Brigadier General Stephen W. Kearny, who was instrumental in the Mexican–American War. In 1943, Camp Kearny was commissioned as the Naval Auxiliary Air Station Camp Kearny; it continued to operate until 1946, when it was transferred to the United States Marine Corps.

Little development occurred within the City north of the San Diego River until the 1940s, when military housing was developed in Linda Vista (City San Diego 2001). As part of the housing development, the federal government extended water and sewer pipelines to the Linda Vista area and improved public facilities. From Linda Vista, urban development spread north to the Kearny Mesa area (City of San Diego 2001). Established in 1937, the Montgomery-Gibbs Executive Airport was one of the first modern developments to occur within the study area. The airport began as a private flying field owned and operated by William "Bill" Gibbs Jr. (Pourade 1977). Gibbs Field initially had one 1,200-foot runway; however, in 1939, three dirt landing strips were constructed. In 1940, the field was leased to the Ryan School of Aeronautics for Army Air Corps cadet training. The school expanded the runways at the field and likely constructed ancillary buildings and barracks for the cadets (Usler 2019). During World War II, Gibbs temporarily moved to Arizona to continue working as a flight instructor, and Gibbs Field was used as a training ground for bombing exercises and simulated battles. After the war ended, Gibbs returned to San Diego, and by 1950 the airport had grown to include several airplane hangars (City of San Diego 2017; Pourade 1977).

In 1947 the City acquired 1,500 acres in Kearny Mesa, including Gibbs Field, and made several improvements to the runways and facilities, including two asphalt runways and taxiways. The City dedicated the field in 1950 as Montgomery Field in honor of John J. Montgomery, who in 1883 had made the first controlled wing flight in a "heavier-than-air" fixed-wing aircraft in the Otay Mesa area of the City (City of San Diego 2017; Pigniolo and Murray 2001). As part of the land acquisition, Gibbs was granted a lease of 15 acres, where he continued to operate his aviation business (Usler 2019). Gibbs

maintained his responsibilities as operator of the new airport until 1954 when the City took control of the field (Pourade 1977).

The 1950s saw the beginning of widespread industrial development within the study area. General Dynamics constructed facilities in the late 1950s to support research, development, and manufacture of the Atlas Missile for the United States Air Force and several other aerospace, electronics, and other industrial companies constructed buildings in the community (City of San Diego 2018; Manley 1997). In 1948, the Cabrillo Parkway, now SR 163, was constructed as U.S. Highway 395, and between 1953 and 1964, a new two-lane highway was constructed in the present-day location of I-15 (NETR Online 2019). Additional development within Montgomery Field occurred in the 1960s with the construction of an Air Traffic Control Tower in 1965 and a new parallel runway and administration building in 1969 (Pigniolo and Murray 2001). During the 1960s, the project vicinity saw huge increases in residential, commercial, and infrastructure development, which has been reflected into the present time.

In 1985, a hotel and golf course were constructed in the southwest corner of the airport property. Following the completion of the FAA Automated Flight Service Station (AFSS) in 1987, MYF has served more than 60 public airports in San Diego and Imperial Counties (Pigniolo and Murray 2001). The San Diego City Council passed a resolution on January 28, 2016, changing the name of the airport to Montgomery-Gibbs Executive Airport to honor Bill Gibbs. While the airport is unable to handle major jet-passenger airplanes due to safety concerns, MYF is now a very well-transited General Aviation airport and has been classified by the FAA as a reliever airport for San Diego International Airport-Lindbergh Field (City of San Diego 2017). The Gibbs family owned and operated the Gibbs Flying Service, providing aviation services at the airport, through 2020, when the lease with the City of San Diego expired (Gibbs Flying Service 2017).

3.0 REPORT OF FINDINGS

3.1 RECORDS AND LITERATURE SEARCH

A record search of the California Historical Resources Information System, on file at the South Coastal Information Center (SCIC) and provided to the City under contract, was conducted by the City; a supplemental search of in-house records and two additional searches of site records and reports on file at the SCIC were conducted by HELIX staff on June 19, 2019, and January 31, 2024. The records searches covered a half-mile radius around the airport property and included the identification of previously recorded cultural resources and locations and citations for previous cultural resources studies. A review of the state Office of Historic Preservation (OHP) historic properties directory and the California Historical Resources Inventory Database (City of San Diego 2019) was also conducted. Historic maps and aerial photographs were reviewed to assess the potential for historic archaeological resources to be present. The records search summary and map are included as Appendix A (Confidential Appendices, bound separately).

3.1.1 Previous Studies

The records search results identified that 40 previous cultural resource studies have been conducted within one-half mile of AMP update area (Table 1, *Previous Studies within One-half Mile of the AMP Area*). The majority of the studies included archaeological surveys and assessments; others involved

record searches, reconnaissance surveys, constraints studies, evaluation programs, construction monitoring programs, overview studies, and environmental documents.

Table 1
PREVIOUS STUDIES WITHIN ONE-HALF MILE OF THE AMP AREA

Report Number (SD-)	Report Title	Author/Company, Report Year
00077	A Report of Cultural Impact Survey Phase I, Project: 11-SD-15	Ainsworth, 1974
00565	Archaeological Survey of Several Highway Route Alternatives in Kearny Mesa, San Diego, California	Carrillo and Crotteau, 1981
00702	Archaeological/Historical Survey of the Murphy Canyon Project	Eckhardt, 1978
00817	Proposed Sound Barrier, San Diego, California 11-SD-805 P.M. 21.4 11212-183541	Goldberg, 1979
01203	Historical Property Survey Report for the Proposed State Route 52 11-SD-52 3.31/8.8, 11206-047070, 11206-047040, 11206-152361	Carrillo, 1982
01656	Archaeological Survey of Montgomery Field, 30-Acre Runway Extension Area	Wade, 1987
02240	Negative Archaeological Survey Report I-15 Between R7.0/R8.9	Cooley, 1991
02628	Historic Properties Inventory Report for the Mission Valley Water Reclamation Project, San Diego California	Carrico et al., 1990
02853	Cultural Resource Monitoring Results Report for the East Mission Gorge Interceptor Sewer System Force Main Construction Project	Kyle and Gallegos, 1993
02916	Cultural Resources Assessment of AT&T's Proposed San Bernardino to San Diego Fiber Optic Cable, San Bernardino, Riverside and San Diego Counties, California	Peak & Associates, Inc., 1990
02991	Archaeological Resources Inventory for Stonecrest Village, San Diego, California	Robbins-Wade, 1995
03525	Historical and Architectural Inventory and Evaluation for Buildings and Structures at the Cabrillo Heights Housing Project, San Diego, California	Carrico, 1999
03548	Archaeological Survey of the Cabrillo Heights Family Housing Development, San Diego, California	Alter and Gross, 1999
03945	Cultural Resource Constraint Study for the Montgomery Field Resource Management Plan City of San Diego, California	Gallegos et al., 1996
04230	A Report of Cultural Impact Survey Phase One, Performed SDSU Foundation for the California Department of Transportation, District 11, Project 11-SD-15	Ainsworth, 1974
04571	Cultural Reconnaissance of a One Acre Site for the G&M Oil Company Service Station	Brown, 1997
04581	New Century Center Draft Program Environmental Impact Report Technical Appendices Volume II	Manley and Wade, 1997
05036	Cultural Resources Survey for Serra Mesa/Kearney Mesa Branch Library Project City of San Diego, California	Pigniolo, 2000
05251	Environmental Data Statement San Onofre to Encina 230 KV Transmission Line Addendum No. 3	WESTEC Services, 1979
06221	A Phase 1 Cultural Resources Investigation of the Vesta Telecommunications Inc. Fiber Optic Alignment, Riverside County to San Diego County California	McKenna, 2000
06579	Negative Archaeological Survey Stonecrest Development Project	Pigniolo, 1990

Report Number (SD-)	Report Title	Author/Company, Report Year
06760	IT San Diego Loop F Overbuild, in San Diego County, PL Project Number 800-38	Holson, 2002
07414	Cultural Resource Survey and Constraints Study for the Montgomery Field Airport Master Plan Project, City of San Diego, California	Pigniolo and Murray, 2001
07862	Cultural Resources Study for Nextel Site CA 6-941 MCAS Miramar, California	Pierson, 2001
09514	Archaeological Resources Inventory for the Park View - Aero Court Project, San Diego, California	Robbins-Wade, 2005
09638	Cultural Resource Assessment/Evaluation for Cingular Wireless Site SD 422-01, San Diego, California	Kyle, 2001
10406	Biological and Cultural Resources Surveys for the Montgomery Field Runway Expansion Project	McGinnis and Nordby, 2006
10551	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	Arrington, 2006
11101	Draft Montgomery Field Cultural Constraints Survey	Zepeda-Herman, 2007
11588	Cultural Resource Records Search Results for Verizon Facility Candidate 61074166 (Kyocera), 8611 Balboa Avenue, San Diego, San Diego County, California	Bonner et al., 2008
11826	Archaeological Resources Analysis for the Master Stormwater System Maintenance Program, San Diego, California Project. No. 42891	Robbins-Wade, 2008
12200	Draft Environmental Impact Report for the Master Storm Water System Maintenance Program	City of San Diego, 2009
13006	Master Storm Water System Maintenance Program	Robbins-Wade, 2011
13901	AT&T Site SD 0736 LTE Optimal Land Mark Centre 4550 Kearny Villa Road San Diego, San Diego County, California 92123	Loftus, 2012
14695	Office Relocation, 4493 Ruffin Road, San Diego, California	Tate, 2012
15151	Cultural Resources Assessment of the Crown Castle/Verizon Fiber PUC Project, San Diego, California (BCR Consulting Project No. SYN1404)	Brunzell, 2015
16060	Cultural Resource Records Search and Site Survey AT&T Site SD0836 Kearny Villa Road & Century Park 4550 Kearny Villa Road San Diego, San Diego County, California 92123	Loftus, 2014
17102	Cultural Resources Survey Report for the Proposed San Diego Gas & Electric Tl676 Mission to Mesa Reconductor Project, San Diego County, California	Foglia et al., 2017
17232	San Diego 55 Fiber Project, San Diego County, California (BCR Consulting Project No. Syn1628)	Brunzell, 2017
17233	San Diego 129 Fiber Project, San Diego County, California (BCR Consulting Project No. Syn1622)	Brunzell, 2017

3.1.2 Previously Recorded Resources

Sixteen cultural resources have been identified within one-half mile of the AMP update area (Table 2, *Previously Recorded Resources within One-half Mile of the AMP Area*). Four of these resources are prehistoric archaeological sites, one is a prehistoric isolate, and eleven are built environment resources. One of the prehistoric sites consists of a 'resource' recorded by Malcom Rogers in the 1920s (SDM-W-155) that includes an over 20-square-mile area of Kearny Mesa; this resource is described in further

detail below. One additional prehistoric resource, P-37-019277, is drawn at the SCIC as extending into the AMP area; however, according to the sketch map provided with the site record form, the resource was recorded entirely south of Aero Drive and does not extend north into the AMP area. As such, P-37-019277 is not included as a resource located within the AMP area. The resources documented within the AMP update area are described in further detail below and illustrated on Figure 7, *Cultural Resources within the AMP Area* (Confidential Appendix B, bound separately).

Table 2
PREVIOUSLY RECORDED RESOURCES WITHIN ONE-HALF MILE OF THE AMP AREA

Primary Number (P-37-#)	Trinomial (CA-SDI -#)	Description	Recorder(s), Date
Archaeological Sites (Prehistoric)			
013929	13905	Sparse lithic scatter.	Alter and Westlund, 1995
017136	15128	The resource consists of a scatter of shell (*Chione* spp.) The shell may have been imported with fill derived from coastal areas or it may represent an archaeological site.	Alter, 1999
019277	15926	Site consists of a large flake scatter with a possibly associated shell concentration. Multiple lithic material types are represented, including metavolcanics, volcanics, quartzite, and quartz. Shell is mostly *Donax* but one *Tivela* fragment was also noted.	Pigniolo and Murray, 2000
*--	--	SDM-W-155; recorded by Malcom Rogers as the entirety of the Kearny Mesa region; dispersed highland winter camps with scattered artifacts and cobble hearths.	n.d., Rogers
Archaeological Isolates (Prehistoric)			
*023983	--	Two secondary quartzite flakes.	Murray et al., 2001
Built Environment			
015823	--	Industrial Complex constructed in the late 1950s to support research, development, and manufacture of the Atlas Missile for the United States Air Force; General Dynamics Kearny Mesa Astronautics Division.	Manley, 1997
*023980	--	Corrugated, metal hangar with a gable roof and no windows. Likely constructed between 1940 and 1946.	Murray et al., 2001
*023981	--	Off-white, airplane hangar with the name "Spiders Aircraft" over the hangar door. Likely constructed between 1940 and 1946.	Murray et al., 2001
*023982	--	Large, off-white, Quonset hut/airplane hangar with a rectangular façade on the west side. Likely constructed between 1940 and 1946.	Murray et al., 2001
033557	--	The historic alignment of old Highway 395, dating to the early 1910s.	Tift, 2013; ASM Affiliates, 2015; Chasteene, 2017; Foglia and Keckeisen, 2017; Stringer-Bowsher, 2018; ASM Affiliates, 2021

Primary Number (P-37-#)	Trinomial (CA-SDI -#)	Description	Recorder(s), Date
035150	--	One-and-two story, asymmetrical, irregular shaped, Modern style, shopping center located on a main commercial artery in the Serra Mesa area of the City of San Diego. Address: 3270 Greyling Drive. Constructed ca 1961.	Crawford, 2013
035179	--	Multi-story, multilevel, asymmetrical, irregular shaped, Modern style, public utility building, located on a major commercial artery in the Serra Mesa area of the City of San Diego. Address: 7847 Linda Vista Road. Constructed ca 1961.	Crawford, 2013
035932	--	CP Kelco Lab building constructed in 1957.	Price, 2016
036319	--	San Diego Gas & Electric transmission line constructed to transmit power distribution to communities in San Diego County. Constructed in 1917; 1940-1974.	Mello, 2017
036804	--	Industrial complex containing five steel-frame warehouse buildings, two concrete building pads, and a large gantry crane. Constructed ca. 1963.	Tinsley Becker, 2016; HDR, Inc., 2019
040628	--	Kearny High School, consisting of 16 buildings constructed in 1954, 1955, or 1963, as well as numerous ancillary buildings constructed between 1992 and 2014.	Yates, 2019

* Resource within AMP Area

3.1.3 Prehistoric Archaeological Resources

The only previously recorded non-built environment cultural resource formally documented within the boundary of the AMP area is a prehistoric isolate (P-37-023983), consisting of two quartzite flakes. The isolate is described as consisting of a grey, secondary, quartzite flake and a red, secondary, quartzite flake, found approximately eight meters apart (Murray et al. 2001). As no other cultural materials were observed with the flakes, they were recorded as an isolate. This isolate is located adjacent to the north-central boundary of the AMP, but outside of the current direct effects APE survey area (Figure 7).

SDM-W-155 was recorded by Malcom Rogers of the San Diego Museum of Man in the 1920s as the entirety of Kearny Mesa, including the Linda Vista, Clairemont, University City, Kearny Mesa, and Miramar community areas, and was described as dispersed highland winter camps with scattered artifacts and cobble hearths (Rogers n.d., 1966:178-181). In 1980, Ken Hedges, curator of the Museum of Man, indicated the boundaries of the site as ”Mission Valley on the south, Mission Bay and Rose Canyon on the west and north, Carroll Canyon on the north, and the Poway Hills and Murphy Canyon on the east” (Hedges 1980). According to Hedges, the locations of the loci associated with the resource were provided on a map compiled by Rogers in approximately 1930; based on the map and Roger’s notes, Hedges identified 13 specific loci for SDM-W-155, primarily indicated as hearths; however, as he notes, “the boundaries for these loci consist of contours defining the high points of the mesa-top terrain; these indicate areas within which we have no specific locational data for individual features or artifact finds. This area may contain site loci not represented on this list” (Hedges 1980).

In 1995, one of the loci recorded by Rogers and mapped by Hedges was attributed by Brian F. Smith & Associates to a resource, P-37-014216 (CA-SDI-14048), located in the community of Linda Vista (Pierson 1995). Consequently, SDM-W-155 has been documented at the SCIC as being associated with only that

resource number. While some of the individual loci have possibly been documented as separate sites, no other trinomial or primary numbers have been assigned to SDM-W-155 by the SCIC. As such, no information delineating the extent and the locations of the 13 loci attributed to SDM-W-155 is currently available to address what elements may have existed within the AMP area.

3.1.4 Historic-Era Resources

The historic-era resources within the boundaries of the airport consist of three airplane hangars (P--37--023980, P-37-023981, and P-37-023982). The hangars are associated with the original Gibbs Field (Pourade 1977; IS Architecture 2025). In 1946 or 1947, Gibbs obtained two of the hangars (P-37-023981 and P-37-023982) from the Navy and reconstructed them on-site:

> Sometime in 1946 or early 1947, Gibbs acquired Building 6 and Building 7, which were likely sold as surplus buildings no longer needed by the Navy following the war. Although no direct evidence exists, it is believed that Building 7 was originally a women's gymnasium located on Coronado's NAS North Island, and that after being acquired, it was dismantled, ferried across the bay, and shipped to Gibbs Field where it was reassembled. [IS Architecture 2025:14].

The third hangar, P-37-023980/Building 8, was built by Gibbs between 1947 and 1950, likely from surplus materials also obtained from the military (IS Architecture 2025). A Historic Resource Technical Report has been conducted for the three hangars (Building 6, Building 7, and Building 8) in support of the AMP process (IS Architecture 2025). As a result of that study, the ALP has been designed to avoid impacts to the hangars. As such, these resources will not be addressed further within this report.

3.2 OTHER ARCHIVAL RESEARCH

Various additional archival sources were consulted, including historic topographic maps and aerial imagery. These include historic aerials from 1953, 1964, 1966, and 1972 (NETR Online 2019) and several historic USGS topographic maps, including the 1903 and 1930 La Jolla (1:62,500), the 1942 La Mesa and 1943 La Jolla (1:31,680), and the 1947, 1953, 1967, and 1975 La Mesa and the 1953, 1967, and 1975 La Jolla (1:24,000) topographic maps. The purpose of this research was to identify historic land use in the AMP area.

On the 1903 map, a series of roads generally travelling north-south are indicated within and near the airport property. A community of "Rosedale" is labeled along what is now the eastern boundary of the airport. Three buildings or residences are shown as Rosedale; two of the buildings are located to the northeast of the airport and one appears to have potentially been located at the end of what is now the east of the airport runway. Similar roads are shown on the 1943 La Jolla map; however, Rosedale is no longer on the map, and a "Landing Field" is indicated in the west-central portion of what is now the airport boundary. On the 1947 La Mesa map, the road traveling through Murphy Canyon to the east of the airport is signed as Highway 395. On the 1953 maps, only a few roads are still present, but they are more linear (both north-south and east-west) than on the earlier maps. Highway 395 (now SR 163) is shown as a two-lane highway to the west of the airport, and the older road through Murphy Canyon is no longer signed. The runways at "Montgomery Field (City Airport)" are shown, and a circular "Race Track (abdn'd)" is depicted north of the airport.

The highway, runways, and the abandoned racetrack can all be observed on the 1953 aerial photograph; however, no indication of the building from the 1903 map potentially located within the airport's

boundaries can be observed (NETR Online 2019). Further, no indication of a community or cluster of buildings possibly representing the community of "Rosedale" can be seen. While approximately fewer than 20 buildings or residences are shown on the 1953 La Jolla map, by 1967 the La Jolla map shows a substantially larger degree of industrial development, structures, and roads, including Clairemont Mesa Boulevard and Balboa Avenue, as well as several other named streets. This acceleration of development within the study area vicinity is also reflected in the 1964 and 1966 aerial photographs (NETR Online 2019). By the 1975 revised version of the 1967 topographic map, the amount of modern development has substantially increased, and a small portion of the Kearny Mesa community along the western border is indicated as a generalized urban area.

3.3 NATIVE AMERICAN CONTACT PROGRAM

HELIX initiated a Native American Contact Program with local tribes and tribal representatives to identify tribal cultural resources considered significant to the local Native American community. The Native American Heritage Commission (NAHC) was contacted for a search of their Sacred Lands Files (SFL) on August 22, 2017. A response was received from the NAHC on August 28, 2017; a search of their SLF was completed with negative results for the airport property. HELIX contacted the tribal entities identified by the NAHC regarding the proposed AMP study on August 30, 2017; one response has been received. On September 7, 2017, the Viejas Band of Kumeyaay Indians responded that the AMP area may contain many sacred sites to the Kumeyaay people. They requested that these sacred sites be avoided with adequate buffer zones. Additionally, they requested that all applicable federal and state laws be followed and that they are immediately contacted on changes or inadvertent discoveries. Native American Correspondence is included as Appendix C (Confidential Appendices, bound separately).

Per AB 52, a CEQA lead agency must consult with any California Native American tribe that requests consultation and that is traditionally and culturally affiliated with the geographic area of a proposed project to identify resources of cultural or spiritual value to the tribe, even if such resources are already eligible as historical resources as a result of cultural resources studies.

Tribal consultation notices in accordance with AB 52 were delivered by the City of San Diego to representatives from the Iipay Nation of Santa Ysabel, the Jamul Indian Village, and the San Pasqual Band of Mission Indians on July 12, 2024. The Cultural Resources Technical Report, as well as confidential data, was provided to all representatives to assist with their review in determining if the AMP area contains any Tribal Cultural Resources or areas of tribal importance that would require further evaluation or special consideration during the environmental review process. The City received one response requesting to consult from the San Pasqual Band of Mission Indians on July 12, 2024. Upon attempting to schedule an AB-52 consultation meeting, the tribe did not respond to two follow-up communications (July 16, 2024, and August 14, 2024). No additional communications or requests for consultation have been received for this project to date.

3.4 SURVEY METHODS

A pedestrian survey of the direct effects APE was conducted on June 27, 2019, by HELIX archaeological field director Julie Roy and Kumeyaay Native American Monitor Gabe Kitchen from Red Tail Environmental, Inc. Where feasible, the direct effects APE was walked in transects spaced approximately 10 meters (m) apart, otherwise, reconnaissance and walking the sides of the paved/cement runways and paved roads was performed.

Visibility within the direct effects APE was generally good (ranging from 50 to 70 percent) within the central part of the AMP area, much of this area is characterized by disturbances due to prior construction of the airport and associated buildings and infrastructure. To the east and west of the airport runway, within areas not currently disturbed by modern airport infrastructure, visibility was less than 40 percent. Rodent extrusion piles, however, provided some evidence of subsurface soils, which were generally a reddish-brown sand. While scattered fragments of marine shell were observed in a few highly disturbed areas along several of the paved roads and/or tarmac, their context strongly suggested secondary deposition, i.e., were imported into the area from elsewhere. One of these shell scatters, for example, which was visible primarily along a dirt road at the farthest-east runway light, is located in an area that was within the now-closed Montgomery Demolition Landfill site. Also, no artifacts or other cultural material were observed in conjunction with any of the shell fragments.

The portion of the direct effects APE that was located directly north of the hotel in the southwest corner of the airport property was landscaped with ground-surface visibility ranging from 20 to 100 percent. While areas bare of grass, rodent extrusion piles, and sand traps allowed for the highest amount of visual inspection of the surface and subsurface soils during the survey, these areas also appeared to be highly disturbed from previous construction and landscaping activities.

3.5 SURVEY RESULTS

No archaeological or cultural resources had been previously recorded within, and no new archaeological resources or Tribal Cultural Resources were identified during the pedestrian survey, in the direct effects APE for the MYF AMP update area.

4.0 MANAGEMENT CONSIDERATIONS

A study was undertaken to identify cultural resources that are present in the Montgomery-Gibbs Executive Airport updated AMP area and to determine the direct effects of the AMP on historical resources or historic properties. The results of the records search, SLF search, Native American contact program, and pedestrian field survey did not identify any archaeological resources or Tribal Cultural Resources within the direct effects APE. As such, no impacts to archaeological resources or Tribal Cultural Resources are anticipated as a result of the planned development at MYF. The archaeological sensitivity of the airport property is low, based on the results of the study, environmental factors, and the amount of modern development that has previously occurred for the airport.

4.1 MANAGEMENT RECOMMENDATIONS

Based on the results of the current study, no archaeological resources or Tribal Cultural Resources will be affected by the Montgomery-Gibbs Executive Airport updated AMP, and no additional evaluation efforts and/or monitoring programs are recommended for project-specific development activities associated with the AMP.

It is recommended that any buildings or structures that will be 45 years or older at the time of project-specific development related to the AMP be documented and assessed for significance or eligibility for listing on the CRHR or the NRHP as part of proposed project-specific activities.

In the event that human remains are discovered during any project activities associated with the AMP, the San Diego County Medical Examiner shall be contacted. If the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the NAHC, shall be contacted to determine proper treatment and disposition of the remains. All requirements of Health & Safety Code §7050.5 and PRC §5097.98 shall be followed.

Should the proposed ALP limits change to incorporate new areas of proposed ground disturbance, an archaeological survey of these areas shall be required. In addition, the participation of the local Native American community is crucial to the effective identification and protection of cultural resources and tribal cultural resources. In accordance with the City's HRG, Native American participation is required for all subsurface investigations and disturbances whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the APE of a City project is the subject of destruction.

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