

Engineers & Planners

Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**

4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

June 27, 2019

Ms. Krista Ellis
AECOM
401 West A Street, Suite 1200
San Diego, CA 92101

LLG Reference: 3-19-3104

Subject: **Miramar Landfill Allowable Height Increase, Transportation
Assessment**
City of San Diego, CA

Dear Ms. Ellis:

Linscott, Law & Greenspan, Engineers (LLG) has prepared this traffic assessment to assess the potential traffic impacts in relation to the effect of a proposed 25-foot increase in allowable height of Phase II of the West Miramar Landfill. The proposed 25-foot height increase would provide the landfill with an estimated four additional years of service life. No changes to the landfill's maximum capacity of 8,000 tons per day or 2,000 vehicles per day are proposed.

EIR TRAFFIC ASSUMPTIONS (YEAR 2007)

The Miramar Landfill Height Increase was evaluated in an EIR prepared for the site in 2007. The traffic impact analysis (TIA) included existing and forecasted near-term and long-term traffic operations on the surrounding roadways and intersections in the vicinity. The TIA concluded that, while "both existing and future conditions appear to have at least some unacceptable traffic conditions", because no increase in traffic into the site is expected as a result of the proposed project, no significant impact is anticipated. **Attachment A** contains the project description and findings and recommendations from the 2007 EIR traffic study.

PROPOSED PROJECT TRAFFIC GENERATION

The current project proposes to increase the allowable height of the Miramar Landfill by an additional 25 feet from the permitted height proposed in the 2007 EIR. This height increase would provide additional service life for the landfill. However, similar to the 2007 EIR project, the project will not change the existing 2,000 daily trip limitations and therefore, no increase in traffic is expected as a result of the proposed project.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boorman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

CITY OF SAN DIEGO TRANSPORTATION IMPACT SIGNIFICANCE THRESHOLDS

The 2007 EIR traffic study utilized the following significant traffic impacts thresholds as identified by the City of San Diego at the time that the traffic study was prepared:

**TABLE 2.5
SIGNIFICANT TRAFFIC IMPACTS THRESHOLDS**

LOS with Project D, E, & F (or ramp meter delays above 15 min.)	Allowable Change Due to Impact					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec)***	Delay (min.)***
	0.01	1	0.02	1	2	2

Source: SANTEC/ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region, February 2004

Notes:

- * All LOS measurements are based upon HCM procedures for peak-hour conditions. However, vehicle to capacity (V/C) ratios for Roadway Segments may be estimated on an ADT/24-hour traffic volume basis (using Table 2.1 or a similar LOS chart for each jurisdiction). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped or not densely developed locations per jurisdiction definitions).
- ** If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. These impact changes may be measured from appropriate computer programs or expanded manual spreadsheets.
- *** Delay is defined as the average stopped delay per vehicle measured in seconds for intersections or minutes for ramp meters.

Because the current proposed project will not generate additional traffic, application of these City of San Diego significant traffic impact thresholds would not change the conclusions drawn in the 2007 EIR traffic study.

NEW BASELINE CONDITIONS

A review was conducted of the current 2019 conditions as compared to the 2007 EIR "existing conditions". Based on this review, all of the study intersections and roadway segments have the same lane geometry today as compared to the 2007 conditions with the exception of the Convoy Street / SR-52 EB Ramps intersection. In 2007, the Convoy Street / SR-52 EB Ramps intersection provided one (1) dedicated northbound thru lane and one (1) dedicated northbound right-turn lane. Today, this intersection provides one (1) shared thru/right-turn lane and one (1) dedicated right-turn lane. Additionally, based on the most recent annually published Caltrans traffic volumes, the volumes on the study freeway segments are similar or lower as compared to those reported in the 2007 EIR. Thus, the traffic operations are expected to be similar or better as compared to the results shown in the 2007 EIR traffic study. Therefore, no additional impacts would be expected.

CONCLUSIONS

The 2007 EIR prepared for the Miramar Landfill Height Increase Project concluded that no significant impact is anticipated since the proposed project would not change the existing 2,000 trip per day limit and would not alter baseline traffic conditions. Similarly, the current proposed project would increase the allowable height of the Miramar Landfill but would not change the 2,000 trip per day limit and would not alter baseline traffic conditions. Because the new baseline conditions are similar as compared to the 2007 EIR baseline conditions, no additional impacts would be expected.

Sincerely,

Linscott, Law & Greenspan, Engineers



John Boarman, PE
Principal



Charlene Sadiarin, PE
Transportation Engineer II

cc: File

Attachments: *Attachment A: Project Description and Findings and
Recommendations Excerpts (2007 EIR Traffic Study)*

ATTACHMENT A
EXCERPTS FROM THE 2007 EIR TRAFFIC
STUDY

4.0 Project Description

4.1 Project Description

The proposed project is to increase the allowable height of the landfill by 20 feet, thereby providing an estimated four additional years of service life. Service life can only be estimated. It varies considerably depending on the engineering techniques used, especially techniques that influence compaction rates. For example, “surcharging” of excavated material can compact refuse, providing additional capacity in the landfill area below the surcharge. Alternative daily cover can be used instead of dirt. Dirt used as cover, while it protects the environment, may consume large amounts of landfill capacity. Therefore, service life can only be estimated, especially as techniques to improve service life are refined.

To ensure a “worst case” analysis of the traffic impacts associated with prolonging the life of the landfill, it is assumed that the 20-foot height increase will provide an additional FIVE years of landfill capacity, rather than the more conservative four year estimate that has been used to project remaining service life for disposal capacity planning purposes. In the meantime, other efforts to increase the service life are being pursued on a parallel course, such as investigations of alternative daily cover, as are additional solid waste management projects, especially projects that may divert materials from disposal.

Although, for traffic study purposes, assuming approval of the proposed project, the landfill is projected to close by the year 2017, a proposed transfer station or materials recovery facility is expected to be developed and to process the same amount of trash as the landfill’s maximum capacity of 8,000 tons per day and 2,000 vehicles per day. For the purpose of this study, the same volume of truck traffic is assumed to continue beyond the landfill closure, albeit for a different solid waste management purpose. The year 2030 was chosen to represent a reasonable foreseeable future condition. The San Diego Association of Governments provides forecasts and model documentation for 2030, and publishes a Regional Transportation Planning document.

The project site access is provided through the northern leg of the Convoy Street/SR-52 westbound ramp intersection. Within the project site, the Greenery and the landfill share the same entrance at the scale house. The driveway to the Greenery then exists from the landfill’s internal road. The entrances to the recycling center/household hazardous waste facility and the Metropolitan biosolids center are provided by separate driveways that branch off before the traffic reaches the scalehouse.

In 2001, the permit for the landfill was changed to increase daily traffic from 1,400 trips to 2,000 trips per day. This action was subject to review under the California Environmental Quality Act (CEQA) and a traffic impact study was completed, which found no significant impacts. The composting operation (“Greenery”) is currently permitted for 300 incoming trips and 50 outgoing trips per day. The landfill and Greenery currently average approximately 1,800 vehicles per day.

Trips per day limits are enforced by the Local Enforcement Agency (LEA), which ensures that solid waste facilities are operated in a way that is consistent with State Minimum Standards, and protects public health and safety and the environment. The LEA regulates based on Solid Waste Facility Permit conditions. The SWFP limits the number of vehicles that cross the scales, but does NOT include all trips to the site such as employee trips and vehicles going to the recycling center/household hazardous waste facility and biosolids center.

The proposed project will require a new Solid Waste facility Permit; however, this permit will have the same daily trip limitations as the existing permit. Consistent with the permit recently issued for a similar facility regulated by the LEA, the Sycamore Landfill, annual waste limits will not be included in the new limit.

The proposed project will have no effect on the other operations, such as the household hazardous waste and biosolids center, located within the City's leasehold, and will not alter traffic to those facilities in any way.

5.0 Cumulative Traffic

5.1 Cumulative Traffic

5.1.1 Cumulative Projects

Since the 1950's, when the City first began operating a landfill at this site, much development has occurred in the Kearny Mesa area. In fact, highway 52, from which the current landfill access is derived, was constructed by Caltrans over portions of the South Miramar Landfill. Roads, freeways, and commercial development have occurred in the area, adding virtually all of the existing traffic, most of which began many years after operation of the landfill.

Development in Kearny Mesa has slowed in recent years, but one significant foreseeable project is the Copley Pointe Project. This project includes an office building of approximately 500,000 square feet (SF) and a rental storage facility of 122,687 SF, originally proposed as a Home Depot. The Copley Pointe project is located off of Copley Drive near the I-805/SR-52 interchange. The City Department of Development Services approved the use of the preliminary project information for the purpose of trip generation and distribution of this cumulative project in this study.

The City of San Diego is developing plans for transfer stations and/or a materials recovery facility and/or a construction and demolition debris recycling facility, and/or an expanded green waste processing operations. The City has issued a contract for a consultant to assist with developing a long range waste management strategy. However, at this time, no facility is being proposed that would increase the existing trips or tons per day entering the leasehold area.

TABLE 7.5
FREEWAY LOS
2030 CONDITIONS IN 2030 (COMMUNITY PLAN ROADWAY NETWORK)

Freeway	Segment	ADT	Peak Hour Volume	Lanes Per Direction	% HV	Volume (pc/h/ln)	V/C	LOS
SR-52	West of Convoy Street	161,000	14,168	4	3.1%	1,987	0.83	D
	East of Convoy Street	169,000	16,055	4	3.1%	2,251	0.94	E

Source: Wilson & Company, Inc., May 2006

Notes:

- %HV = Percentage of heavy vehicles in traffic
- V/C = Volume to capacity ratio

Assumptions:

- Per lane capacity = 2,400 passenger-car per hour per lane (pc/h/ln) based upon HCM 2000, Exhibit 23-2.
- PHF = 0.92, and
- Directional Split = 50/50.

8.0 Findings and Recommendations

8.1 Summary of Roadway and Intersection Analyses

Roadway Segments

Table 8.1 displays roadway segment LOS results for each of the analyzed scenarios. The proposed project would not alter the existing, cumulative, or future LOS, because no change to existing conditions is proposed. Currently unacceptable conditions exist. However, these conditions are not affected by the foreseen project development in the area. By 2030, with projected growth, conditions will deteriorate; yet, with planned road improvements, all road segments will operate at an acceptable level. This assumes that the facility will continue to generate trips; by 2030 it is expected that the site will no longer be operating as a landfill, but that it will have received a new permit for new operations, such as materials recovery, at the same input rate as the existing landfill.

Intersections

As shown in **Table 8.2**, currently all intersections are functioning at an acceptable LOS, however, with foreseen projects, the LOS is expected to drop to unacceptable levels. By the year 2030, if there are no improvements, the SR-52 west and east bound ramps will have unacceptable service. While planned improvements will improvement the situation, unacceptable service is anticipated for the east bound ramps. The proposed project will not contribute to any of these conditions because no change to existing ADT limits is proposed.

**TABLE 8.1
CONVOY LOS**

SEGMENT	EXISTING	CUMULA-TIVE	2030 WITH EXISTING ROAD NET WORK	2030 WITH PLANNED IMPROVEMENT S
Between SR-52 WB Ramps and SR-52 EB Ramps	F	F	F	B
Between SR-52 EB Ramps and Copley Park Pl	F	F	F	E
Between Copley Park Pl and Convoy Ct	D	D	E	C
Between Convoy Ct and Clairemont Mesa Blvd	D	D	E	C
Between Clairemont Mesa Blvd and Raytheon Rd	E	E	F	D

Source: Wilson & Company, Inc., May 2006

**TABLE 8.2
INTERSECTION PEAK PERIOD LOS**

INTERSECTION	EXISTING			CUMULATIVE			2030 – NO IMPROVEMENTS			2030-IMPROVED PER PLANS		
	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
Convoy St/SR52 WB ramp	D	D	C	E	D	D	E	D	D	D	C	C
Convoy St/SR52 EB ramp	D	C	D	F	C	E	F	D	F	C	D	E
Convoy St/Copley Park Pl	B	B	B	B	B	C	A	B	B	B	B	B
Convoy St/Convoy Ct	C	C	C	C	D	C	C	C	C	C	C	C
ConvoySt/Clairemont Mesa Blvd	C	D	D	C	D	D	C	D	C	C	D	C

Source: Wilson & Company, Inc., May 2006

Ramps

As shown in **Table 8.3**, with the addition of the Copley project traffic, westbound ramp conditions will become “Over Capacity,” and will remain that way through 2030, although planned improvements would alleviate the problem.

TABLE 8.3
SUMMARY OF RAMP CAPACITY

Intersection	Existing Conditions		Cumulative Conditions		Year 2030 with no Improvements			Year 2030 w Planned Improvements		
	AM PM	MD	AM PM	MD	AM	MD	PM	AM	MD	PM
ConvoySt/SR52 WB ramp	1,222 1,133	1,167	1,327 1,248	1,167	1,387	1,271	1,240	1,070	897	855
Convoy St/SR52 EB ramp	1,042 1,282	937	1,155 1,478	937	1,309	1,318	1,733	1,225	1,250	1,485

Source: Wilson & Company, Inc., May 2006

Recommendations

Both existing and future conditions appear to have at least some unacceptable traffic conditions. Planned road improvements will resolve some of the existing and projected unacceptable conditions on the roadways in the vicinity of the existing landfill. Because no changes to the existing permits for the landfill are proposed, no contributions to planned improvements are recommended.

REVISED VISUAL ASSESSMENT

VISUAL ASSESSMENT OF
MIRAMAR LANDFILL EXPANSION ADDENDUM

PREPARED FOR
CITY OF SAN DIEGO

URS PROJECT No. 27654116.03000
AECOM REVISED PROJECT No. 60559319

JUNE 2019

REVISED VISUAL ASSESSMENT

VISUAL ASSESSMENT OF MIRAMAR LANDFILL EXPANSION EIR ADDENDUM

Prepared for
Lisa Wood
Principal Planner
City of San Diego
Environmental Services Department
9601 Ridgehaven Court, Suite 210
San Diego, CA 92123-1636

URS Project No. 27654116.03000
AECOM Project No. 60559319

Anabell Cardenas-Viteri
Landscape Designer

June 2019



401 West A Street, Suite 1200
San Diego, CA 92101
aecom.com
Phone: (619) 610-7600
Fax: (619) 610-7601

This page intentionally left blank

List of Tables, Figures, and Appendices

Section 1	Existing Conditions.....	1-1
1.1	Background.....	1-1
1.2	Current Conditions.....	1-1
Section 2	Regulatory Environment.....	2-1
2.1	Local	2-1
2.1.1	City of San Diego Standards.....	2-1
2.1.2	City of San Diego/Miramar Landfill General Development Plan.....	2-5
2.1.3	Adjacent Community Plan Adherence.....	2-6
2.1.4	County of San Diego Guidelines	2-6
2.2	State	2-6
2.2.1	California Environmental Quality Act.....	2-6
2.2.2	State Scenic Highway Program.....	2-7
2.3	Federal	2-7
2.3.1	MCAS Miramar Visual Resource Guidelines.....	2-7
2.3.1.1	Integrated Natural Resources Management Plan.....	2-7
2.3.1.2	Base Exterior Architecture Plan	2-8
2.3.2	National Environmental Policy Act.....	2-8
2.3.3	Federal Highway Administration Visual Resource Guidelines	2-8
2.4	Light and Glare Regulations.....	2-9
Section 3	Analysis – Visual Assessment.....	3-1
3.1	Introduction	3-1
3.2	Analysis of Study Area.....	3-1
3.2.1	Collection of Geographic Information System (GIS) Data.....	3-1
3.2.2	KOP and Simulation Point Identification	3-1
3.3	Principal Visual Characteristics of the Project	3-6
3.3.1	Physical Characteristics	3-6
3.3.2	Ancillary Project Characteristics	3-6
3.4	Visual Resource Impact Methodology	3-6
3.4.1	Resource Change.....	3-7
3.4.2	Viewer Response.....	3-7
3.4.3	Measuring Visual Impacts	3-7
3.4.3.1	Visual Impact Susceptibility.....	3-8
3.4.3.2	Visual Impact Severity	3-8
3.5	Significance of the Main Visual Issues.....	3-9
3.5.1	Standards of Significance.....	3-9
3.5.2	Aesthetic Impacts.....	3-11
3.6	Cumulative Impacts.....	3-18
Section 4	Recommendations	4-1
Section 5	References	5-1
5.1	Documents	5-1
5.2	Other Sources.....	5-2

List of Tables, Figures, and Appendices

Tables

Table 3.4-1 Visual Resources Impact Significance Chart

Table 3.5-1 Impact Significance by Key Observation Points (KOP)

Figures

Figure 1.1-1	Project Overview Map
Figure 3.2-1	Visual Resources Key Observation Points (KOPs)
Figure 3.2-2	Existing View Photos: KOP #1 and KOP #2
Figure 3.2-3	Existing View Photos: KOP #3 and KOP #4
Figure 3.2-4	Existing View Photos: KOP #5 and KOP #6
Figure 3.2-5	Existing View Photos: KOP #7 and KOP #8
Figure 3.2-6	Existing View Photos: KOP #9 and KOP #10
Figure 3.2-7	Existing View Photos: KOP #11 and KOP #12
Figure 3.2-8	KOP 13: Hiker View from Marian Bear Natural Park
Figure 3.5-1	Visual Simulation at KOP #2 (I-805 at Governor Drive On-Ramp)
Figure 3.5-2	Visual Simulation at KOP #4 (Residential View from University @ Wolfstar)
Figure 3.5-3	Visual Simulation at KOP #7 (Westbound along SR-52 @ Point Closest to Landfill)
Figure 3.5-4	Visual Simulation at KOP #8 (I-805 North/Closest View to the Project)
Figure 3.5-5	Visual Simulation at KOP #10 (Traveler View Westbound along SR-52)
Figure 3.5-6	Visual Simulation at KOP #12 (Traveler View at SR-52/SR-163 Interchange)
Figure 3.5-7	Visual Simulation at KOP #13 (Hiker View from Marian Bear Memorial Park)

List of Acronyms and Abbreviations

BEAP	Base Exterior Architecture Plan
CEQA	California Environmental Quality Act
City	City of San Diego
DEMs	Digital Elevation Models
EIS/EIR	Environmental Impact Statement/ Environmental Impact Report
FHWA	Federal Highway Administration
GDP	General Development Plan
GIS	geographic information system
I-15	Interstate 15
I-805	Interstate 805
INRMP	Integrated Natural Resources Management Plan
KOP	key observation point
MCAS	Marine Corps Air Station
MSL	mean sea level
NEPA	National Environmental Policy Act
SR	State Route
Station	MCAS Miramar
TINs	Triangulated Integrated Networks
USGS	U.S. Geological Service
VIA	Visual Impact Assessment

List of Acronyms and Abbreviations

This page intentionally left blank

SECTION 1 EXISTING CONDITIONS

1.1 BACKGROUND

The City of San Diego's (City) Miramar Landfill (landfill) is located on the southwest portion of federal land within Marine Corps Air Station (MCAS) Miramar, referred to as Station (Figure 1.1-1). The City operates the landfill under an easement granted from the federal government. The current grant of easement authorizes the City to use portions of the property for landfill activities, including operation and maintenance of landfill operations.

Refuse disposal operations began in 1959 in the South Miramar Landfill and ceased operations in 1973. The South Miramar Landfill is located south of San Clemente Canyon and extends south of State Route (SR) 52. Disposal operations were conducted in the North Miramar Landfill from 1973 through 1983. The West Miramar Landfill is located west of the North Miramar Landfill. A utility corridor separates Phase I from Phase II of the West Miramar Landfill. Soils are stockpiled in the North Miramar Landfill area for use as daily and final cover for the West Miramar Landfill. The locations of the various areas of the landfill are shown in Figure 1.1-1. The City is currently operating in Phase II of the West Miramar Landfill. Phase II is permitted for a top deck elevation of +485 feet mean sea level (MSL). The current addendum would allow for an increase in the permitted height by 25 feet to +510 feet MSL (proposed project).

This visual assessment report is an amendment to the *Final Visual Assessment, Visual Assessment of Miramar Landfill Expansion EIS/EIS* (March 2007), referred to as the "2007 Visual Report," that was written in conjunction with the Miramar Landfill Service Life Extension/ Height Increase FEIR (URS 2007). The report and analysis replicate as closely as possible the 2007 Visual Report. Views from private property are not protected by the California Environmental Quality Act (CEQA) or the City. Therefore, the key observation points (KOPs) from private residences shown in the 2007 Visual Report were not analyzed in the visual analysis herein. Additionally, the 2007 KOPs from private residences are no longer accessible.

1.2 CURRENT CONDITIONS

The Miramar Landfill General Development Plan (GDP) characterizes the Station property as follows: "Regionally, NAS [MCAS] Miramar provides one of the largest, most contiguous remaining land parcels in southern California that is interconnected to other large tracts of land by wildlife corridors." The MCAS Miramar Integrated Natural Resources Management Plan (INRMP), May 2018, describes the topography as: "Elevations on MCAS Miramar range from just over 1,178 feet above mean sea level in the east to 240 feet in the west. Gently sloping, eroded plateaus or mesas where flight line and air operations are located are cut by southwesterly draining canyons. These give rise to a series of terraces, which, in turn, grade to the steep and dissected hills of Sycamore Canyon. The western mesa consists of alternating well-drained to moderately drained mounds and poorly drained swales forming randomly distributed groups of mima mounds and vernal pools."

The visual patterns of the Station can be grouped into three main categories: steep rolling undeveloped mesas and canyons, airfield/developed areas, and landfill-related. Surrounding areas to the north, west, south, and southeast of the Station are characterized by dense development. The densely developed communities surrounding the Station are Mira Mesa and Scripps Ranch to the north, University City to the

west, Clairemont Mesa to the southwest, and Kearny Mesa and Tierrasanta to the south (see Figure 1.1-1). Major freeways also intersect and bound the Station. Interstate 805 (I-805) bounds the western edge, SR 52 traverses the southern edge and Interstate 15 (I-15) intersects the station. A small portion of SR 163 also crosses the southern portion of the Station merging into I-15. There are no major water bodies or rivers within the area; however, large ephemeral drainages flow through the Station including, but not limited to, Rose Canyon, San Clemente Canyon, Sycamore Canyon, Oak Canyon, Spring Canyon, and Quail Canyon.

The October 2003 wildfires burned most of the undeveloped portions of the Station. The fires charred thousands of acres of vegetated land. Since then, vegetation has returned to the area although the sage-scrub and chaparral communities are now characterized by lower-lying vegetation that is otherwise similar in appearance to the pre-burn vegetation.

SECTION 2 REGULATORY ENVIRONMENT**2.1 LOCAL**

The regulatory documents referenced for this report include:

- City of San Diego, Significance Determination Thresholds/CEQA, February 2004
- City of San Diego, Progress Guide and General Plan, June 1989
- County of San Diego, Scenic Highway Element/San Diego County General Plan, December 1986

Other resource documents reviewed include:

- City of San Diego/Miramar Landfill General Development Plan Programmatic Environmental Impact Statement/Environmental Impact Report (EIS/EIR), July 1994
- City of San Diego General Development Plan, Miramar Landfill, September 1994
- City of San Diego Miramar Landfill Service Extension/Height Increase Final EIR, July 2007
- West Miramar Sanitary Landfill EIR, October 1980

2.1.1 City of San Diego Standards

The City of San Diego's Significance Determination Thresholds and Initial Study Checklist provide guidance in determining potential significant impacts to Visual Quality and Neighborhood Character.

CHECKLIST QUESTIONS

Would the proposal result in:

1. A substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan?
2. The creation of a negative aesthetic site or project?
3. Project bulk, scale, materials, or style that would be incompatible with surrounding development?
4. Substantial alteration to the existing or planned surface relief features?
5. The loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan?
6. Substantial light or glare that would adversely affect daytime or nighttime view in the area?

SIGNIFICANCE THRESHOLDS

There is a potential for significant impacts associated with:

1. Views

Projects that would block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, mountains, canyons, waterways). To exceed this significance threshold, one or more of the following conditions must apply:

- a. The project would substantially block a view through a designated public view corridor as shown in the adopted community plan, the General Plan, or the Local Coastal Program. Minor view blockages would not be considered to meet this condition. To determine whether this condition has been met, consider the level of effort required by the viewer to retain the view.
- b. The project would cause substantial view blockage of a public resource (such as the ocean) that is considered significant by the applicable community plan. Unless the project is moderate to large in scale, condition “c” would typically have to be met for view blockage to be considered substantial.
- c. The project exceeds the allowed height or bulk regulations, and this excess causes unnecessary view blockage.
- d. The project would have a cumulative effect by opening up a new area for development, which will ultimately cause “extensive” view blockage. (Cumulative effects are usually considered significant for a community plan analysis, but not necessarily for individual projects. Project-level mitigation should be identified at the community plan level). View blockage would be considered “extensive” when the overall scenic quality of a resource is changed; for example, from an essentially natural view to a largely man-made appearance.

2. Neighborhood Character/ Architecture

Projects that severely contrast with the surrounding neighborhood character. To exceed this significance threshold, one or more of the following conditions must apply:

- a. The project exceeds the allowed height or bulk regulations and existing patterns of development in the surrounding area by a significant margin.
- b. The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town).
- c. The project would result in the physical loss, isolation, or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark),

which is identified in the General Plan, applicable to the community plan or local coastal program.

- d. The project is located in a highly visible area (e.g., on a canyon edge, hilltop, or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projections.
- e. The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family). Project level mitigation should be identified at the community plan level.

3. Landform Alteration

Grading

Projects that significantly alter the natural (or naturalized) landform. To exceed this significance threshold, typically the following conditions must apply:

- a. The project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill. Grading of a smaller amount may still be considered significant in highly scenic or environmentally sensitive areas. Excavation for garages and basements are typically not held to this threshold. In addition, one or more of the following conditions (1–3) must apply to meet this significance threshold.
 - 1) The project would disturb steep (25 percent gradient or steeper) sensitive slopes in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations and steep hillside guidelines as defined by the SDMC, Section 143.0101. Additional resources to use include but are not limited to C-720 maps (Coastal Zone Sensitive Slopes Map Drawings). However, these maps may not be accurate in determining steep hillsides containing environmentally sensitive habitats.
 - 2) The project would create manufactured slopes higher than ten feet or steeper than 2:1 (50 percent).
 - 3) The project would result in a change in elevation of steep natural slopes (25 percent gradient or steeper) from existing grade to proposed grade of more than five feet by either excavation or fill, unless the area over which excavation or fill would exceed five feet is only at isolated points on the site.
- b. However, the above conditions may not be considered significant if one or more of the following apply:
 - 1) The proposed grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site

landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This may be achieved through “naturalized” variable slopes.

- 2) The proposed grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and at no point vary more than 1.5 feet from the natural landform elevations.
- 3) The proposed excavation or fill is necessary to permit installation of alternative design features such as step-down or detached buildings, non-typical roadway or parking lot designs, and alternative retaining wall designs which reduce the project’s overall grading requirements.

4. Development Features

Projects that have a negative visual appearance. To meet this significance threshold, one or more of the following conditions must apply:

- a. The project would create a cluttered and distracting appearance and would substantially conflict with City codes (e.g., a sign plan that proposes extensive signage beyond the City’s sign ordinance allowance).
- b. The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment).
- c. The project includes crib, retaining, or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public.
- d. The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all the units are virtually identical).
- e. The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluff areas are similarly protected.
- f. The project proposes mass terracing of natural slopes with cut or fill slopes in excess of five feet to construct flat-pad, single-level structures.

The applicable community plan may specify that these conditions become even more significant for projects that are highly visible from designated open spaces, roads, parks, or significant visual landmarks. However, in this case, the federal government establishes all land use restrictions, and no special view significance has been identified for the landfill area in MCAS land use planning documents. Although the City does not have land use authority on the Station, the

discussions in the community plans of the surrounding area did inform this analysis, as explained in Section 2.1.3.

5. Light/Glare

Projects that would emit or reflect a significant amount of light and glare. To exceed this significance threshold, one or more of the following must apply:

- a. The project would be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent, and the project is adjacent to a major public roadway or public area.
- b. The project would shed substantial light onto adjacent property or would emit a substantial amount of ambient light into the nighttime sky.

The nature of the project precludes it from being considered a significant impact under most of the foregoing criteria. For this project, the particularly relevant threshold states that if a project would "alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill" it will typically have a significant visual impact. Since this project involves several million cubic yards of fill, this threshold would apply. In addition, to exceed the above threshold, "...one or more of the following conditions (1-3) must apply . . . "1) The project would disturb steep (25 percent gradient or steeper) sensitive slopes; 2) The project would create manufactured slopes higher than ten feet or steeper than 2:1 (50 percent), or 3) The project would result in a change in elevation of steep natural slopes (25 percent or gradient or steeper) from existing grade to proposed grade of more than five feet by either excavation or fill, unless the area over which excavation or fill would exceed five feet is only at isolated points on the site." However, if "proposed landforms will very closely imitate the existing on-site landform" the project may not be considered significant.

2.1.2 City of San Diego/Miramar Landfill General Development Plan

The City, in cooperation with what was then Naval Air Station Miramar, prepared the Miramar Landfill GDPEIS/EIR, July 1994. Landform alteration/visual quality conclusions were as follows: "The GDP elements [specifically the proposed Materials Recovery Facility] will require the permanent removal of approximately 50 acres of native vegetation and an existing knoll in the viewshed of adjacent public way the project will cause unavoidable alteration to landform and visual character. The Kearny Mesa Community Plan indicates that the prime viewshed slopes located along SR-52 should be preserved. These slopes will be permanently altered. The permanent manufactured slopes adjacent to SR-52 [specifically the then-proposed, but no longer planned, WMLOD project] would be a significant impact to visual resources in a setting that has historically contained open spaces with broad vistas to the distant mountains." Cumulative impacts identified included, "increased bulk and intensity of new landforms and structures from public views." Mitigation solutions included revegetation, landscape planning, and architecture that "blend into the surrounding environment." The manufactured slopes are not part of the proposed project and are no longer planned. The 50-acre site and existing knoll is located south of the proposed project area and development of this site is not part of the proposed project; however, while not currently proposed, this

facility is still planned, and impacts from development of this facility are considered in the cumulative impacts section of the EIR. No other visual impacts were identified in the 1994 EIS/EIR.

2.1.3 Adjacent Community Plan Adherence

The densely developed communities surrounding the Station are Mira Mesa and Scripps Ranch to the north, University City to the west, Clairemont Mesa to the southwest, and Kearny Mesa and Tierrasanta to the south (see Figure 1.1-1). Each of these communities has developed a community plan. Since each of these communities has viewsheds to the project, each was reviewed for guidelines relating to visual resources. Although each varied in specificity relating to areas considered scenic, all maintained a similar overall goal and policy, “to preserve whenever possible scenic resources including scenic views and view corridors.”

2.1.4 County of San Diego Guidelines

At the county level, the protection of scenic and visual resources is recognized within the County General Plan under several elements, including the Scenic Highways Element (Adopted January 9, 1975, and last amended December 10, 1986), Circulation Element (adopted December 5, 1967, and last amended July 27, 1994), Conservation Element (adopted December 10, 1975, and last amended April 2002), Regional Land Use Element (adopted January 3, 1979, and last amended April 17, 2002), Recreation Element (adopted March 29, 1972, and amended October 28, 1993), and Open Space Element (adopted December 20, 1973, and last amended April 17, 2002).

The Scenic Highways Element defines four Officially Designated Scenic Highways within San Diego County (State Scenic Highway Program is explained below in Section 2.2). These Designated Highways include portions of the following routes: SR 75, SR 78, SR 125, and SR 163. Although SR 163 does cross the Station, it is not located adjacent to the landfill. The portion of this route designated as scenic occurs in Balboa Park, almost 10 miles south of the project area. None of the other Designated Scenic Highways are within viewsheds of the proposed project. SR 52 is an “eligible” State Scenic Highway but has yet to be adopted; therefore, no regulations are mandated for this route.

The Conservation Element establishes zoning areas, which include Scenic Protection Overlay Zones or Resource Conservation Areas to protect scenic and natural resource areas within the county. These Zones are designated for unincorporated portions of the county only. Sycamore Canyon County Open Space Preserve is more than 5 miles northeast of the landfill project area and there are no views of the proposed project from the Preserve.

2.2 STATE

2.2.1 California Environmental Quality Act

The CEQA statute (Public Resources Code Sections 21000-21177) and Guidelines (California Code of Regulations Sections 15000-15387) provide a framework for addressing impacts to visual resources, including language in Appendix G of the CEQA Guidelines. Using this framework, proposed projects would be considered to have significant aesthetic impacts if they were to:

- Have a substantial adverse effect on scenic vistas or substantially degrade the existing visual character or quality of the project sites and their surroundings;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; and
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

2.2.2 State Scenic Highway Program

California's Scenic Highway Program was created by the California Legislature to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of land adjacent to those highways. When a city or county nominates an eligible highway for official designation, it must adopt ordinances to preserve the scenic quality of the corridor or document that such regulations already exist. Scenic corridor protection programs typically require, in the vicinity of the highway, regulation of type and density of land use, detailed site planning, control of outdoor advertising, restrictions on earthmoving and landscaping, and on the design and appearance of structures and equipment (California Streets and Highways Code Section 260 et seq.).

There are four Officially Designated Scenic Highways in San Diego County. They include portions of the following routes: SR 75, SR 78, SR 125, and SR 163. Although State Route 163 does cross the Station it does not cross the landfill. The portion of this route designated as scenic occurs in Balboa Park, almost 10 miles south of the project area. None of the other Designated Scenic Highways are within viewsheds of the project. SR 52 is an eligible State Scenic Highway but has yet to be adopted; therefore, no regulations apply to this route.

2.3 FEDERAL

Federal regulations governing visual resources are addressed in this document because Miramar Landfill is on land leased from the United States Department of Defense.

2.3.1 MCAS Miramar Visual Resource Guidelines

MCAS Miramar has developed two documents that include protection of visual resources: INRMP, MCAS Miramar, 2000; and Base Exterior Architecture Plan (BEAP), MCAS Miramar, 1999.

2.3.1.1 Integrated Natural Resources Management Plan

The primary purpose of the INRMP is to integrate MCAS Miramar's land use needs, in support of the military mission, with the management and conservation of natural resources. The INRMP summarizes baseline natural information. Although no specific policies relate to visual resource protection, the intent of the INRMP states that natural resources on the Station should be protected and maintained.

2.3.1.2 Base Exterior Architecture Plan

While the INRMP emphasizes preserving natural resources, the BEAP provides detailed architectural requirements and describes aesthetic values. These aesthetic ideals include, but are not limited to, the allowable type of lighting fixtures, the colors of paint, the heights of signage, and the general look of all aspects of development within the Station.

2.3.2 National Environmental Policy Act

The National Environmental Policy Act (NEPA) (42 U.S. Code Section 4231), requires that all major actions sponsored, funded, permitted, or approved by federal agencies undergo planning to ensure that environmental considerations, such as impacts related to aesthetics and visual quality, are given due weight in project decision making.

NEPA Section 101(b)(2) states that it is the “continuous responsibility” of the federal government to “use all practicable means” to “assure for all Americans safe, healthful, productive, and esthetically and culturally pleasing surroundings.” Under the Council on Environmental Quality implementing regulations, environmental analysis is to consider impacts on urban quality, historic and cultural resources, and the design of the built environment (Section 1502.6).” Agencies shall “identify methods and procedures to ensure that presently unquantified environmental amenities and values may be given appropriate consideration (Section 1507.2).”

2.3.3 Federal Highway Administration Visual Resource Guidelines

In compliance with NEPA, each federal agency develops impact evaluation criteria. Because it owns land within the viewshed, applicable federal aesthetic guidelines for this project include the Federal Highway Administration (FHWA)’s Visual Impact Assessment (VIA) for Highway Projects Guidelines. These Guidelines do not outline thresholds for significance but do provide a methodology that helps identify potential aesthetic impacts. Title 23 of the U.S. Code regulates federal highway development and the VIA for Highway Projects (March 1981) provides additional guidance.

Under FHWA Guidelines, visual impact is defined as follows:

resource change + viewer response = visual impact.

To evaluate **resource change**, one must define the visual resources in the area, their character, and their quality. To evaluate **viewer response**, one must define the viewers ("of" and "from" the road), their exposure, and their sensitivity. Landscape character (e.g., water, vegetation, and man-made development) is usually described by identifying landscape units by pattern elements (form, line, color, texture) and pattern character (dominance, scale, diversity, continuity). Landscape quality must also be considered and is defined by vividness, intactness, and unity. View exposure is also a factor defined by physical location of the viewer, number of people in each viewer group, and the duration of their view. Viewer sensitivity is influenced by the viewer’s activity, awareness, values, and the cultural significance of the visual resource to the viewer.

2.4 LIGHT AND GLARE REGULATIONS

Since no lighting elements are proposed as part of the project, light and glare regulations and nighttime viewing conditions are not assessed in this report.

This page intentionally left blank

SECTION 3 ANALYSIS – VISUAL ASSESSMENT**3.1 INTRODUCTION**

Even when using established methodologies, making the determination about the significance of an impact on visual quality is highly subjective. All federal methodologies agree that visual impact can be determined by analyzing change to the natural landscape and viewer response to that change. When considering the overall aesthetic impacts of raising the landfill 25 feet, the resource change (i.e., adding additional landfill capacity to an already existing landfill) and overall viewer response were investigated by providing a detailed review of the study area, description of the principal visual characteristics of the project, the visual resources and viewers affected, the significance of the main visual issues, the effects of the project alternatives, and recommended mitigation measures (if necessary).

3.2 ANALYSIS OF STUDY AREA**3.2.1 Collection of Geographic Information System (GIS) Data**

Existing and proposed landfill topographic data were collected for the purpose of creating accurate viewshed models, provided by landfill staff and Tetra Tech, Inc. To identify all potential views of the proposed project, AECOM gathered additional topographic data for the project vicinity.

The 2007 Visual Report includes a viewshed model for eligible State Scenic Highway SR 52. Although not a Designated Scenic Highway, drivers along this eligible Scenic Highway have some of the closest direct views of the project site. The model shows that travelers along this highway have relatively unobscured views of the landfill only blocked when intervening topography (mainly revegetated landfill knolls) or vegetative roadside screening exists. Although there are limited stretches where drivers have relatively unobscured views to the landfill, typical views consist of short-duration glimpses of the tops of the unvegetated landfill area. Similar views are found from I-805, which runs west of the project area.

GIS data were used to assess land uses within the region thereby identifying all potential sensitive viewers and potential KOPs to the project. Specifically, San Diego Association of Governments existing land use GIS data and 2020 proposed land use GIS data were used. In addition to viewshed model results and land use analyses, other factors were considered before selecting KOPs, including viewer type (i.e., traveler, residential, recreational); viewer sensitivity (what activity is the viewer engaged in); duration of viewer (short duration—high speed traveler, long duration—hiker along trail); previously identified viewpoints considered; potentially sensitive residential areas in the vicinity (community planning areas); and current conditions; proximity to landmarks, historic features, trails, bike paths, water bodies, scenic corridors, and/or scenic highways.

3.2.2 KOP and Simulation Point Identification

The intent of KOP selection is to identify those locations in the vicinity of the project that best represent views toward the project as seen from public roads and other public places such as recreation areas and trails. KOPs are generally selected for one or two reasons: (1) the location provides representative views of the landscape along a specific route segment or in a general region of interest; and/or (2) the viewpoint

effectively captures the presence or absence of a potentially significant project impact in that location. KOPs are typically established in locations that provide high visibility to relatively large numbers of viewers and/or sensitive viewing locations such as residential areas, recreation areas, and vista points.

In addition to choosing KOP locations that represent key sensitive viewer types or potentially significant visual impact locations, KOPs are also evaluated for visual simulation potential. Simulations usually consist of a “before” photo and “after” simulation that, when compared side-by-side, help the reader visualize the proposed change to a project area. A before photo is taken in the field, then a computer-generated rendering of the proposed project is added to this before photo to create an after photo. These before and after visual simulations are easily understood visual representations of proposed project visual impacts. Visual simulation KOPs therefore are often chosen to represent a worst-case scenario view rather than a view that represents a key sensitive viewer type or key sensitive location. For example, a view from a highly used roadway immediately adjacent to a project (e.g., SR 52) might be perceived to represent both a key sensitive viewer type and key viewer location. It is therefore expected that this location would be selected as a representative KOP. Field review might find a view from another location (e.g., I-805) lends itself to a better visual simulation. Other factors considered when choosing simulation KOPs include intervening topography, man-made development (e.g., road, fences, utilities, signs), or vegetative screening often only recognized with field visits.

A review of the proposed project, project alternatives and site background, visual resources of concern, and viewer sensitivity was followed by a field investigation of the project vicinity. Once KOPs were identified, 13 KOPs were selected in 2007 to serve as key visual simulation locations. These KOPs were chosen based on viewer sensitivity, and because the photos from these locations will provide visual simulations that show the proposed project changes most clearly (e.g., worst-case scenarios). See Figure 3.2-1 for the location of the 13 KOPs. While it is not possible to represent every view toward the project, the KOPs identified are representative of typical views with potential for visual impacts generated by the proposed project and they facilitate review and discussion. The KOPs chosen are representative of key sensitive viewer types, key sensitive viewer locations, and/or key visual simulation locations (see Figure 3.2-1). The 13 KOPs for the proposed project were visited and compared with viewshed modeling results (as explained above and as identified in Figure 1.1-1 and Figure 3.2-1). The 13 KOPs provide a representative selection of all potential viewer types and land uses within the study area (see Figure 3.2-1). The 13 KOPs shown in Figure 3.2-1 from 2007 included public and private views. Therefore, the number of KOPs has been reduced from 13 to 10 in the current visual assessment to only analyze potential impacts to public views, per CEQA and the City. Specifically, KOPs 1, 6, and 9 have not been carried forward. The three dimension (3D) rendering photorealistic simulations of the project features visible in the KOP images were developed through the use of 3D computer modeling, and digital image editing software. A digital terrain model of existing and proposed landfill contour elevations was developed using 3D Civil AutoCAD. This 3D Civil AutoCAD information was imported to SketchUp, with an interface of Google Earth for geolocation of the proposed terrain model and surrounding landforms. The output from SketchUp was superimposed on the existing site photographs by matching the view point of the terrain model and the photograph. Additional texture, color and shadowing to replicate the photographed conditions were added through Photoshop an image editing software to create an accurate and realistic appearance for each simulation.

The KOPs chosen include the most comprehensive and diverse range of viewer types in proximity to the project site. Since state and federal regulations rank foreground views as most sensitive, viewers within this

range were emphasized. Photos were taken from each of these KOP locations (Figures 3.2-2 through 3.2-8) using Sony Alpha SLT-A99V, a high definition, 24-megapixel digital camera. Figure 3.2-1 shows these photo locations and includes the direction the photo was taken. The 13 final KOPs in the 2007 Visual Report incorporated residential, traveler, and recreational views throughout the study area:

KOP 1: Residential View from University City on Steinbeck Avenue

Note: This 2007 KOP was not carried forward in this revised visual assessment, as it represents views from a private residence. See Figure 3.2-1 for the location of KOP 1.

KOP 2: Travel View Southbound along I-805

This view represents views for travelers along southbound I-805. As they pass by the site, travelers have views to their left of the top of the existing landfill. Although partially blocked by topography, travelers will have short duration lines-of-sight to the project. Travelers waiting at the Governor Drive on-ramp light during peak hours will have longer duration direct views toward the project. Although partially obscured by intervening topography, this KOP has one of the more direct views of the project, affects many travelers (since this is a highly used on-ramp), and was therefore also selected as a key visual simulation location. See Figure 3.2-1 for the location of KOP 2 and Figure 3.2-2 for the existing view toward the project site from KOP 2.

KOP 3: Recreational View from University Gardens Park

This KOP represents recreational views from the nearest University City park, University Gardens Park. The project site is completely blocked from view by all users within the park, even those standing on the top steps of the ball field bleachers, the highest elevation in the park with potential view corridors. Picnic tables located within the park (as shown in Figure 3.2-3) are screened by mature trees, topography, and development. See Figure 3.2-1 for the location of KOP 3.

KOP 4: Pedestrian View from University City on Wolfstar Court

This view represents pedestrian views from University City. This view from a sidewalk in a residential neighborhood is in closest proximity to the project site. Although over ¼ mile away (and therefore considered a midground rather than a foreground view), pedestrians have a distant although indirect line-of-sight to the project vicinity. While viewers from this location can see the project in the distance and obscured by landforms, a viewer's attention is often directed to the lower-elevation freeways. These freeways maintain sharp visual contrast to their surroundings, include moving vehicles (that naturally draw a viewer's attention), are gray-tan in color (cutting through the greens and tans of vegetative cover), and generate noise in the area (also drawing visual attention). However, viewers at this KOP have a distant but obscured view of the project; this KOP was also selected as a key visual simulation location. See Figure 3.2-1 for the location of KOP 4 and Figure 3.2-3 for the existing view toward the project site from KOP 2.

KOP 5: Traveler View Eastbound along SR 52

This view represents travelers heading eastbound along SR 52 from just south of I-805. Travelers along SR 52, going in an eastbound direction, have limited to no views of the project site. Eastbound travelers are

generally looking directly ahead or, in this case, east. However, the site lies north of SR 52 just east of the I-805/SR 52 intersection. Views to the project are therefore short in duration and limited to none. The I-805 intersection interconnection ramps block all views of the project to this point. For eastbound SR 52 viewers (e.g., passengers) to see the project, they would have to turn all the way to their left and even behind them, once SR 52 veers southward (approximately ¼ mile past the I-805/SR 52 interconnection). The project site cannot be readily seen from this view point. See Figure 3.2-1 for the location of KOP 5 and Figure 3.2-4 for the existing view toward the project site from KOP 5.

KOP 6: Residential View from Clairemont Mesa on Palmyra Avenue

Note: This KOP from the 2007 Visual Report is not replicated in the revised visual analysis because it is a view from a private residence, which is not protected by CEQA or the City. Additionally, this KOP now appears to include commercial buildings in the foreground of the view to the project site.

See Figure 3.2-1 for the location of KOP 6 and Figure 3.2-4 for the existing view toward the project site from KOP 6.

KOP 7: Traveler View Westbound along SR 52 at Point Close to the Landfill

This view represents westbound travelers along SR 52. As mentioned previously, SR 52, although not designated, is an eligible State Scenic Highway. Whereas eastbound travelers along this highway have limited views to the project, westbound travelers have open expansive and close proximity views to the project area. Viewers must turn 90 degrees to their right for full views of the project. The project area is over ¼ mile from the highway. However, since the area is relatively undeveloped (the Station), the landfill facilities stand out from within the existing visual setting, contrasting with the rolling low-vegetated hills within the area. Therefore, this KOP is included as a key visual simulation location. See Figure 3.2-1 for the location of KOP 7 and Figure 3.2-5 for the existing view toward the project site from KOP 7.

KOP 8: Traveler View Northbound on I-805

This view represents traveler views northbound along I-805. The project site is located just northeast of the I-805/SR 52 interchange. With interconnection flyover ramps and heavy oncoming highway traffic, travelers tend to focus on the road rather than the project site. However, if a viewer looks 90 degrees to the right, there are portions along I-805 where there are clear direct views to the project, especially in areas at higher elevations, which look down upon the project area. Figure 3.2-5 shows the traveler view located closest (e.g., worst-case view) to the project site. Foreground topography blocks parts of Phase I; however, this phase is visible above the horizon of these hills. Although this view would likely be maintained only by a passenger and would be limited in duration due to high travel speeds, it does show a key worst-case view of the project and therefore is included as a key visual simulation location. See Figure 3.2-1 for the location of KOP 8 and Figure 3.2-5 for the existing view toward the project site from KOP 8.

KOP 9: Residential View from Kearny Mesa at Kearny Lodge

Note: This KOP from the 2007 Visual Report is not carried forward in the revised visual analysis because it is a view from a private residence, which is not protected by CEQA or the City. Additionally, this KOP

now appears to include electrical wires and commercial buildings in the foreground, obscuring the view to the project site.

See Figure 3.2-1 for the location of KOP 9 and Figure 3.2-6 for the existing view toward the project site from KOP 9 (a staircase entrance to a residence with a distant glimpse of the project).

KOP 10: Traveler View Westbound along SR 52

Similar to KOP 7, this KOP represents traveler views along eligible State Scenic highway, SR 52. KOP 7 is closest to the project site. However, travelers are forced to look to their right for clear views of the project. KOP 10 was chosen because travelers at this point along the highway are facing directly toward the landfill area and are more likely to notice the non-natural features (e.g., nonvegetated landfill cells, landfill-related structures, and moving vehicles). Although distant and often blocked by roadside shrubs, there are occasional direct views for travelers along the highway; therefore, this KOP is included as a key visual simulation location. See Figure 3.2-1 for the location of KOP 10 and Figure 3.2-6 for the existing view toward the project site from KOP 10.

KOP 11: Recreational View from Kearny Mesa at Hickman Field

This view represents recreational views from the nearest Kearny Mesa park, Hickman Field. As shown in Figure 3.2-7, even those recreational users standing on the top riser of the ball field's bleachers have obscured views of the project site because of land development and vegetation. Since recreational views tend to absorb their immediate recreational experiences (e.g., a ballgame or a picnic), views to the project site from this park are few to none. See Figure 3.2-1 for the location of KOP 11 and Figure 3.2-7 for the existing view toward the project site from KOP 11.

KOP 12: Traveler View Westbound along SR 52 at SR 163 Interchange

This view represents traveler views north of the interchange of SR 52 and SR 163. This KOP was chosen because it is a vehicular traveler view, providing expansive views toward the project. This KOP also represents traveler views from SR 163, which bounds the landfill project area on the east. Although views to the project site are considered background views (i.e., more than a mile away) the beige, unvegetated top of the landfill contrasts with the native low-brush-covered landscape making up the visual environment from this view; therefore, this KOP is included as a key visual simulation location. The beige, unvegetated top of the proposed landfill extends horizontally into the viewshed. See Figure 3.2-1 for the location of KOP 12 and Figure 3.2-7 for the existing view toward the project site from KOP 12.

KOP 13: Hiker View from Marian Bear Natural Park (Southwest of I-805/SR 52 Interchange)

This view represents hiker views from within the Multiple Habitat Planning Area (MHPA) Marian Bear Natural Park, just southwest of the I-805/SR 52 interchange on the trail extending north from Limerick Avenue. As the project site is located just northeast of the I-805/SR 52 interchange, this view illustrates the location from which the project would be most visible from the park. Figure 3.2-8 shows the view located closest (e.g., worst case view) to the project site. All other views are at a farther distance and are partially obstructed.

This portion of the park is on a hillside overlooking the entire Station area, and although approximately ½ mile away (and therefore considered a midground rather than a foreground view), recreational users have a direct line-of-sight to the project vicinity. The I-805 and SR 52 freeways lie within the foreground and distract from views of the project area. Additionally, in comparison to KOP 2 and/or KOP 7, viewers in this location number considerably less. However, this KOP does show a key worst-case view of the project and is therefore included as a key visual simulation location. See Figure 3.2-1 for the location of KOP 13 and Figure 3.2-8 for the existing view toward the project site from KOP 13.

3.3 PRINCIPAL VISUAL CHARACTERISTICS OF THE PROJECT

This section addresses the principal visual characteristics of the project and/or ancillary project components (including, if any, light and/or glare components). This project involves a 25-foot height increase of an existing landfill, along with revegetation of the landfill; the project components are relatively simple. The proposed revegetation will consist of native species, as documented in the landfill Closure Plan. Native plants will provide more interest with a variety of shrubs and natural look, compared to many landfill closures consisting only of non-native ryes or clovers. See Figures 3.5-1 through 3.5-7 for visual simulations showing the landfill at final height increase with revegetation.

No ancillary components (e.g., new roads, structures, or light/glare elements) are proposed as part of this project.

3.3.1 Physical Characteristics

Landfill staff and Tetra Tech Inc. provided AutoCAD renderings and electronic files depicting existing and proposed Phase I and Phase II profiles. According to the calculations done by the engineers, the proposed height increase of 2 feet will provide an additional, approximately 6 to 7 million cubic yards of capacity.

3.3.2 Ancillary Project Characteristics

Ancillary facilities such as access roads, electrical substations, construction staging areas, signage and lighting components, and off-site electrical utility lines must also be included in any project's potential aesthetic impacts. As mentioned previously, no ancillary project characteristics or features are proposed as part of this project.

3.4 VISUAL RESOURCE IMPACT METHODOLOGY

Visual impacts relating to the height increase within the study area were analyzed using the federal methodology, explained in Section 2, that evaluates resource change and viewer response. Landscape character (e.g., water, vegetation, and development), usually described by identifying units of landscape types, is evaluated before the change is considered. These units include pattern elements (form, line, color, texture) and pattern character (dominance, scale, diversity, continuity). Landscape quality is defined by vividness, intactness, and unity. Viewer response is evaluated after reviewing viewer activity, viewer awareness, location of viewer, number of viewers, duration of the view, and aesthetic values.

3.4.1 Resource Change

The visual resources of a given area consist of the landforms, vegetation, and cultural modifications, such as structures that impart an overall visual impression of the landscape. A number of factors are considered when evaluating the visual resources of a landscape and the potential for one or more visual impacts to occur. This visual impact assessment evaluates the area/existing views, as they exist prior to any proposed changes to determine the susceptibility of the visual resources to change.

3.4.2 Viewer Response

As identified previously, viewer response is often difficult to determine. Identifying whether viewer response to a project is positive or negative can be highly subjective and can vary dramatically based on several factors, mentioned above (e.g., viewer activity, viewer awareness, location of viewer, number of viewers, duration of the view, and aesthetic values). For this assessment, summarizing viewer responses to the raising of the landfill by 25 feet was based upon an analysis of each of the noted factors. The results of this analysis determine the severity of the change that will result from completion of the project.

3.4.3 Measuring Visual Impacts

For this report, FHWA VIA Guidelines were consulted, but were also compared with the Bureau of Land Management's Visual Resource Manual, and the U.S. Department of Agriculture (USDA) Forest Service Scenery Management Guidelines. A combination of all three guidelines was used to develop an Impact Significance Chart (see Table 3.4-1 below). This Impact Significance Chart helps evaluate the significance of each impact based on the severity of the change and the viewer response to the change (susceptibility).

Table 3.4-1
Visual Resources Impact Significance Chart

Impact Susceptibility	Impact Severity		
	Low	Moderate	High
Low	Insignificant	Insignificant	Adverse but Less Than Significant
Moderate	Insignificant	Adverse but Less Than Significant	Significant but Feasibly Mitigated
High	Insignificant	Adverse but Less Than Significant	Significant and Unavoidable

Insignificant impacts may or may not be perceptible but are not considered minor in the context of existing landscape characteristics and view opportunity.

Adverse but less than significant impacts are perceived as negative but do not exceed environmental threshold (Class III).

Significant impacts can be mitigated to a level that is not significant or can be avoided altogether with feasible mitigation.

Without mitigation, the impact could exceed environmental thresholds (Class II).

Significant impacts cannot be feasibly mitigated (Class I).

By this ranking methodology, for a visual impact to be considered significant, two conditions must exist: (1) the landscape must be of high quality and be highly valued by the public; and (2) the perceived incompatibility of one or more proposed project elements or characteristics must lead to a substantial reduction in visual quality.

3.4.3.1 Visual Impact Susceptibility

Visual impact susceptibility is the likelihood that a landscape will demonstrate a noticeable visual impact with project implementation. A visual impact susceptibility ranking is derived from a combination of existing **visual quality**, **viewer sensitivity**, and **viewer exposure**. Each of these factors is given a ranking of low, moderate, or high. These factors are described below.

Visual quality is a measure of the overall impression or appeal of an area or existing view as determined by the particular landscape characteristics. In this case, the quality is judged by the views of the expansive open spaces surrounding the area, and the aesthetic quality and appeal of the existing surroundings. The attributes of variety, vividness, coherence, uniqueness, harmony, and pattern contribute to the visual quality classifications of indistinctive (low), common (moderate), and distinctive (high). Visual quality provides a point of reference to assess whether a project would appear compatible with the established features of the setting or would contrast noticeably and unfavorably with them. A landscape's ability to accept alteration without diminishment of visual quality (or creation of visual contrast) is often referred to as Visual Absorption Capability. It is possible for new structures to be compatible with the existing structures in their replication of the existing forms, lines, colors, and/or textures where the new structures do not appreciably change the balance of natural and cultural elements.

Viewer sensitivity addresses the level of interest or concern of viewers regarding an area's visual resources and is closely associated with viewers' expectations for the area. Viewer sensitivity reflects the importance placed on a given landscape or urban area based on the human perceptions of the intrinsic beauty or aesthetic quality of the existing landforms and, in this case, the existing landfill.

Viewer exposure describes the degree to which people have views of the landscape. Viewer exposure considers the number of viewers, the duration of view, the landscape, and the proximity of viewers to the subject landscape.

3.4.3.2 Visual Impact Severity

Visual impact severity or the degree of visual impacts is based on the following factors: **visual contrast**, **project dominance**, and **view impairment**. Each of these factors is given a ranking of low, moderate, or high. These factors are described below.

Visual contrast evaluates a proposed project's or activity's consistency with the visual elements of form, line, color, and texture already established in the landscape. Other elements considered in evaluating visual contrast include the degree of natural screening by vegetation and landforms, placement of structures relative to existing vegetation and landforms, distance from the point of observation, and relative size or scale. Generally, visual contrast inversely correlates with visual absorption capability.

Project dominance refers to the project's relationship to other visible landscape components in terms of vertical and horizontal extent. A project's scale and spatial relationship to the existing landscape can be categorized as subordinate, co-dominant, or dominant.

View impairment refers to the extent a project's scale and position would result in the blockage of higher-quality visual elements by lower-quality elements.

3.5 SIGNIFICANCE OF THE MAIN VISUAL ISSUES

Determining significant impact on visual quality is highly subjective. However, using the established federal methodology described above can help evaluate aspects of visual impact. Various local, state, and federal regulations have been put in place to help with this analysis, as identified in Section 2.1 and as shown in Table 3.4-1. The standards of significance used in this assessment follow state and federal guidance and have been identified below.

An adverse visual impact (threshold of significance) occurs within public view when (1) a project perceptibly changes existing features of the physical environment so that they no longer appear characteristic of the subject locality or region; (2) a project introduces new features to the physical environment that are perceptibly uncharacteristic of the region and/or locale; or (3) aesthetic features of the landscape or urban setting become less visible (e.g., partially or totally blocked from view) or are removed. Changes that seem uncharacteristic are those that appear out of place, discordant, or distracting.

In this case, the change must be seen as uncharacteristic after several years, not just months after a project is complete. The degree of the visual impact depends upon how noticeable the adverse change may be. The noticeability of adverse changes is a function of project features, context, and viewing conditions (angle of view, distance, and primary viewing directions).

3.5.1 Standards of Significance

Local standards of significance are identified in Section 2.1. Under the City's significance criteria, 2,000 cubic yards of earth moved may be considered significant. The proposed project will move over 6,000,000 to 7,000,000 cubic yards of fill. Clearly by City thresholds, the proposed project has the potential for adverse aesthetic impacts. To exceed the City's significance thresholds, a project generally must alter the natural (or naturalized) landform. In this case, no natural landforms would be altered, although the landfill has become the expected feature in places where it can be seen.

In addition, to exceed the City's significance thresholds, typically one or more of the following conditions (1 through 3) must apply to meet this significance threshold.

- 1) The project would disturb steep (25 percent gradient or steeper) sensitive slopes in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations and steep hillside guidelines as defined by the SDMC, Section 143.0101. No sensitive slopes would be impacted by this project.
- 2) The project would create manufactured slopes higher than ten feet or steeper than 2:1 (50 percent). This would occur in some locations, so this criterion applies to the proposed project.
- 3) The project would result in a change in elevation of steep natural slopes (25 percent gradient or steeper) from existing grade. No natural slopes would be affected by this project. Therefore,

according to the City’s significance criteria, this project meets only one of the three, and therefore is not considered to have a significant impact.

In addition, when the proposed grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform, no significant impact is expected. This is the case with the proposed project, which would raise the height of the landfill by 25 feet but would not alter the landform in any other way. Therefore, for this reason, in addition to the reason above, no significant impact could be identified under the City’s criteria.

For this project, although City thresholds were taken into consideration and have been included in this evaluation, land uses on the site are determined by the federal landowner. Therefore, state and federal impact criteria have also been used to evaluate project impacts.

According to federal and state regulations, a finding of whether a proposed action significantly affects the quality of the human environment is determined by considering the context in which it would occur and the intensity of the action (40 Code of Federal Regulations Section 1508.27; CEQA Guidelines Section 15126.2[a]). CEQA Guidelines (California Code of Regulations Sections 15000-15387), especially Appendix G, provides guidance. Under these criteria, proposed projects would be considered to have significant aesthetic impacts if they:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic highway.
3. Substantially degrade the existing visual character or quality of the site and its surroundings.
4. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

The first three criteria are the focus of the assessment of the landscape’s visual impact susceptibility and the severity of the visual impact. No new sources of light or glare are proposed, so the fourth criterion was not considered.

A visual impact severity or susceptibility ranking of **Low** is achieved if two or more of the contributing factors are rated low. A visual impact severity or susceptibility ranking of **High** is achieved if two or more of the contributing factors are rated high. A visual impact severity or susceptibility ranking of **Moderate** is achieved for all other combinations of contributing factors.

The degree of impact significance is set as a function of impact susceptibility and impact severity. Table 3.4-1 illustrates the relationship between impact susceptibility and impact severity, leading to the determination of impact significance.

As Table 3.4-1 shows, a visual impact is considered *significant* if the impact severity ranking is high and has an associated impact susceptibility ranking of moderate or high. Second-tier impacts occur when impact severity is (1) rated high and has an associated impact susceptibility ranking of low, or (2) rated moderate with associated impact susceptibility rankings of moderate or high. Such second-tier impacts are *considered*

adverse but not significant, meaning that the impact is considered negative, but it does not exceed environmental thresholds for significance as described here. Third-tier impacts occur when impact severity is (1) rated moderate with an associated impact susceptibility ranking of low, or (2) rated low with associated impact susceptibility rankings of low, moderate, or high. Third-tier impacts are generally *insignificant* and, while they may or may not be perceptible, they are considered minor in the context of existing landscape characteristics and viewing opportunities.

3.5.2 Aesthetic Impacts

Visual Character. The visual character of a project area is defined as the landforms, water, vegetative patterns, and existing modifications that give an area its distinguishing qualities. This component is relatively objective. The topography of the area is gently rolling undeveloped hills covered by low-growing shrubs. There are no major water bodies within the area although ephemeral streams do run throughout the region. This area contrasts strongly with the surrounding land uses bounded on every side by urban development composed of several communities (including Kearny Mesa, Clairemont Mesa, University City, Mira Mesa). The overall impression of the site is rural, although the area is interspersed with existing landfill features including stark cuts in the land exposing unvegetated landfill areas and other man-made elements, including the visually dominant moving landfill vehicles that traverse the area. The eye is often drawn toward movement and these vehicles within the relatively undeveloped area. The green color of the hills contrasts with the buff color of the landfill and roadways. Overall, man-made features and vegetated rolling hills co-dominate the landscape.

Visual Quality. The visual quality of an area is a subjective issue. Visual quality measures overall attractiveness of an area and the capability of preserving this attractiveness when new features are introduced. The proposed site, bounded on all sides by dense urban development, is mostly rural with the exception of the existing landfill and related facilities, roadways, and vehicles. Intermittent green rolling hills and canyons covered by weeds and shrubs are interspersed with obvious tan landfill features and moving landfill vehicles, which contribute to an impression of moderate to low visual quality for this site. Memorable landscape components include existing landfill roadways and cut/fills within the area, in addition to undisturbed or minimally disturbed rolling hills and canyons with views of urban development on all sides. Distinctive visual patterns on this project site include the vegetated hills and canyons. The visual integrity of the site is moderate to low. There is a majority of land that remains undeveloped or is defined by revegetated landfill areas that now blend with the area (that would lend itself to moderate integrity). Other areas are clearly scarred with landfill activities, piles, cut/fill areas, roadways, and more (that would lend itself to a low integrity level). Given the lack of memorability of the project area (other than the man-made features and facilities), and given the lack of unity within the site and its surroundings, overall visual quality of the project area is considered moderate to low.

Viewer Exposure. The number of viewers, as well as the duration of views, is considered in determining viewer exposure. Three types of viewer exposure are considered in this analysis: travelers (focusing on those traveling along adjacent SR 52 to the south and adjacent I-805 to the west; residential (including residential views from surrounding communities and/or local workers), and recreational facility users (including park, trail, and other recreational park areas in the surrounding area).

Travelers along SR 52 and I-805 maintain the most views to the project area because traveler counts along these roadways are high. The site is visible for brief to extended periods of time (depending on rate and direction of travel) along these roadways. Nearby residents have more extended periods of time to view the project. However, the number of views is limited from residential or park locations. View duration of 10 seconds or less is considered brief, 10 to 60 seconds is considered moderate duration, and 60 seconds or more is considered long duration or high. Therefore, viewer duration for travelers along the highways is considered low while residential viewer duration is considered high. Conclusions regarding viewer exposure have been determined on a KOP-by-KOP basis in the long-term visual impacts discussion below.

Sensitivity Level. Visual sensitivity includes a consideration of the public's expectation of the area, viewer activity, and viewer reaction to development within the context of the area's visual quality. Relative sensitivity varies with the viewer's activities, expectations, and attitudes. Individuals viewing from highway KOPs are potentially less sensitive to views than residents. Because the highways near the project area provide no scenic vistas, the expectation of scenic views is less likely and therefore viewer sensitivity is less. Frequent travelers (commuters) along this roadway are still sensitive to views, although because they are traveling to a particular destination on a regular basis, they tend to be relatively less sensitive than travelers headed toward recreational destinations. Since the rural landscape has already been scarred by the existing landfill, the public's expectation for the area is moderate to low (depending on the viewer's angle).

Construction Impacts. Evaluation of construction impacts focuses on the short-term visual impacts resulting from project construction and the presence of equipment, materials, and earth moving in the existing landscape. Since by nature the project includes the presence of equipment, materials, and earth moving over a 4-year period, these impacts are considered part of the project, not as short-term construction impacts. No construction impacts are associated with this project and, consequently, they are not addressed in this assessment.

Long-Term Visual Impacts. Long-term project impacts result from project operation and the permanent presence of aboveground built facilities in the existing landscape. The addition of capacity of the existing landfill qualifies as having long-term visual impacts to the natural environment. These impacts are considered adverse, yet less than significant.

Impacts to visual resources, as explained above, are evaluated according to resource change and viewer response. Resource changes are evaluated according to susceptibility (consisting of visual quality, viewer sensitivity, and viewer exposure) and impact severity (consisting of visual contrast, project dominance, and view impairment). Table 3.5-1 ranks each KOP, except KOPs 1, 6, and 9 as previously discussed, for each of the significance categories listed in Table 3.4-1. A brief description, by KOP of each of these rankings, is included below.

Table 3.5-1
Impact Significance by Key Observation Points (KOP)

KOP	Impact Susceptibility				Impact Severity			
	Visual Quality	Viewer Sensitivity	Viewer Exposure	Overall Ranking	Visual Contrast	Project Dominance	View Impairment	Overall Ranking
2	L	M	H	M	M	M	L	M
3	H	H	M	H	L	L	L	L
4	H	L	L	L	M	L	L	L
5	H	M	H	H	L	L	L	L
7	M	M	H	M	H	M	L	M
8	L	M	H	M	M	L	L	L
10	H	H	H	H	M	L	L	L
11	H	H	M	H	L	L	L	L
12	H	M	H	H	L	L	L	L
13	H	M	L	M	M	M	L	M

L-Low

M-Moderate

H-High

Impact from KOP 2. From the vantage point of this KOP (southbound travelers along I-805 at the Governor Drive on-ramp), there are partial views to the project site (see Figure 3.2-2 and simulation Figure 3.5-1). There are no scenic views from this location. Typical views consist of freeway structures, traffic, surrounding vegetated topography, and mixed urban uses. These views are common in the area; therefore, visual quality from this KOP is rated **low**. Travelers, especially freeway travelers, are often focused on the road and traffic rather than the surroundings. A traveler at the on-ramp for the I-805 south is sensitive to the ramp light and other travelers, and has limited opportunity to view surroundings. Since the project is located in the line-of-sight of travelers stopped at this on-ramp, viewer sensitivity is ranked **moderate** for this KOP. I-805 is one of the main arterials within the San Diego area and Governor Drive is a major arterial connecting to it. Therefore, a high number of travelers frequent the area. Viewer exposure therefore is rated **high**. Overall, visual susceptibility for this KOP is ranked **moderate**.

The majority of the project is currently blocked from view by existing vegetated hills. Only the tip of the landfill can be seen from this KOP. Currently, the buff colors and smooth landfill texture contrast with the surrounding green and brown rugged vegetated hills. With the proposed project, the landfill height would increase, thereby amplifying this visual contrast. However, as the project includes revegetation of the landfill, the greenery of the vegetation will reduce the color and texture contrast that currently exists. Thus, visual contrast from this KOP is ranked **moderate**. Project dominance, although a change will be perceptible, is ranked **moderate**. View impairment is ranked **low** because there are no scenic views from this KOP and the current view of the project will only change slightly. Consequently, visual impact severity for this KOP is ranked **moderate**.

In conclusion, the visual impact susceptibility is classified as moderate based on low rankings for view quality, moderate ranking for viewer sensitivity, and high ranking for viewer exposure. Visual impact severity is classified as moderate based on moderate rankings for both visual contrast and project dominance, and a low ranking for view impairment (see Table 3.5-1). Therefore, the project impacts for this

KOP are rated *adverse but less than significant* (Figure 3.5-1). Consequently, no mitigation measures are recommended for this KOP.

Impact from KOP 3. From the vantage point of this KOP (recreational viewers within a University City park), there are no views to the project site (see Figure 3.2-3). Being a park site, the natural visual quality of the KOP is ranked **high**. Since recreational viewers are more aware of their surroundings and maintain views from these locations for longer periods of time, recreational viewers by nature are considered sensitive. Viewer sensitivity is therefore also ranked **high** for this KOP. Viewer exposure, based on an average number of park users for the area is rated **moderate**. Overall, visual susceptibility for this KOP is therefore ranked **high**.

The project is currently blocked from recreational viewers from all points within the park. Visual contrast, project dominance, and view impairment from this KOP are all ranked **low**. As a result, visual impact severity for this KOP is ranked **low**.

In conclusion, the visual impact susceptibility is classified as high based on high rankings for view quality and viewer sensitivity and a moderate ranking for viewer exposure. Visual impact severity is classified as low based on low rankings for visual contrast, project dominance and view impairment (see Table 3.5-1). Therefore, the project impacts for this KOP are rated *insignificant* (see Table 3.5-2). Consequently, no mitigation measures are recommended for this KOP.

Impact from KOP 4. From a residential neighborhood within University City, there are distant views to the project site (see Figure 3.2-3 and simulation Figure 3.5-2). Some of the public sidewalks in the neighborhood are positioned on an elevated mesa and have expansive views of the freeway interchange area (I-805/SR 52) and its surroundings. These views are typical within the region (i.e., freeways and urban mixed uses) and are not considered scenic; however, the expansiveness of views qualifies this KOP as having **high** visual quality. Viewer sensitivity is ranked **low** for this KOP. Viewer exposure, based on the limited number of viewers from the sidewalk in this residential community, is rated **low**. Overall, visual susceptibility for this KOP is therefore ranked **low**.

From this KOP, the project blends in with the surrounding mixed land uses within the region. Distance to the project site (more than ¼ mile) further minimizes project contrast with its surroundings. While the original landfill project resulted in strong visual contrast to the area, the proposed project will be adding 25 feet in height (which is minimized by the distance) to the landfill; however, the proposed revegetation will greatly reduce the existing contrast of the landfill from its natural surroundings. Visual contrast is thereby classified as **moderate**. Project dominance and view impairment from this KOP are ranked **low**. As a result, visual impact severity for this KOP is ranked **low**.

In conclusion, the visual impact susceptibility is classified as moderate based on high rankings for view quality and viewer sensitivity and a low ranking for viewer exposure. Visual impact severity is classified as low based on moderate rankings for visual contrast, and low rankings for project dominance and view impairment (see Table 3.5-1). Therefore, the project impacts for this KOP are rated *insignificant* (see simulation Figure 3.5-2). Consequently, no mitigation measures are recommended for this KOP.

Impact from KOP 5. Eastbound travelers along SR 52 have no views to the project site (see Figure 3.2-4). SR 52 is considered an eligible State Scenic Highway. Although not designated, this eligible State Scenic Highway has been identified as having scenic vistas and viewsheds. Views from this highway are often expansive since large portions of the highway are flanked on the north by the relatively undeveloped Station and on the south by Rose Canyon. Although parts of Miramar have been used as landfill, many of these landfill areas have been revegetated and consequently blend back into the natural environment. Although views are interrupted by traffic, freeway structures, traffic signs, and surrounding topography, views from this KOP are considered of **high** visual quality due to proximity to Rose Canyon. Although travelers at this KOP are focused on traffic-related activities, viewer sensitivity is ranked **moderate** since the viewer is aware of the likely open expansive views along this route. Viewer exposure, based on the high number of freeway users, is rated **high**. Overall, visual susceptibility for this KOP is therefore ranked **high**.

Since the project is not visible from this KOP, visual contrast, project dominance, and view impairment are all ranked **low**. As a result, visual impact severity for this KOP is ranked **low**.

In conclusion, the visual impact susceptibility is classified as high based on high rankings for view quality and viewer exposure, and moderate ranking for viewer sensitivity. Visual impact severity is classified as low based on low rankings for visual contrast, project dominance, and view impairment (see Table 3.5-1). Therefore, the project impacts for this KOP are rated *insignificant* (see Table 3.5-2). Consequently, no mitigation measures are recommended for this KOP.

Impact from KOP 7. Westbound travelers along SR 52, near the project site, occasionally have views to the project site (see Figure 3.2-5 and simulation Figure 3.5-3). Low to moderately high (3- to 10-foot) shrubs alongside the freeway block some of the views from this KOP. Additionally, travelers at this KOP are moving at high speeds and have views for a short duration. Visual quality is ranked **moderate**. Travelers are focused on traffic-related activities. Viewer sensitivity is ranked **moderate**. Viewer exposure, based on the high number of freeway users, is rated **high**. Overall, visual susceptibility is ranked **moderate**.

Existing visual contrast in the area is rated **high**. The cut/fills of tan roadways crisscrossing throughout the area contrast strongly with the natural vegetated rolling hills and revegetated landfill areas visible from the roadway. Because the proposed project includes revegetation, it will reduce the visual contrast in the area. Therefore, project dominance for the proposed project would be considered **moderate**. View impairment from this KOP is ranked **low**. As a result, visual impact severity for this KOP is ranked **moderate**.

In conclusion, the visual impact susceptibility is classified as moderate, based on the moderate ranking for view quality and viewer sensitivity, and a high ranking for viewer exposure. Visual impact severity is classified as low based on a high ranking for visual contrast, a moderate ranking for project dominance and a low ranking for view impairment (see Table 3.5-1). Therefore, the project impacts for this KOP are rated *adverse but less than significant* (see simulation Figure 3.5-3). Consequently, no mitigation measures are recommended for this KOP.

Impact from KOP 8. Northbound travelers along I-805 have partially obscured views of the project site (see Figure 3.2-5 and simulation Figure 3.5-4). The area offers no scenic vistas and is surrounded by traffic, freeway structures, and traffic signs, and the surrounding topography obscures views; therefore, visual quality is ranked **low**. Travelers at this KOP are focused on traffic-related activities and are traveling at

high rates of speed. However, to the east, views to the project site are perceptible. Viewer sensitivity is ranked **moderate**. Viewer exposure, based on the high number of freeway users, is rated **high**. Overall, visual susceptibility is ranked **moderate**.

From this KOP the majority of the landfill is blocked by intervening vegetated topography. Visual contrast would be considered **moderate**. Project dominance and view impairment from this KOP are both ranked **low**. As a result, visual impact severity for this KOP is ranked **low**.

In conclusion, the visual impact susceptibility is classified as moderate based on the low ranking for view quality, a moderate ranking for viewer sensitivity, and a high ranking for viewer exposure. Visual impact severity is classified as low based on a moderate ranking for visual contrast, and low rankings for both project dominance and view impairment (see Table 3.5-1). Therefore, the project impacts for this KOP are rated *insignificant* (see Table 3.5-2 and simulation Figure 3.5-4). Consequently, no mitigation measures are recommended for this KOP.

Impact from KOP 10. Westbound travelers along SR 52 have extensive views to the project (see Figure 3.2-6 and simulation Figure 3.5-5). Whereas KOP 7 is closer to the site, views from KOP 10 are more direct because they are facing northwest toward the site. As mentioned, SR 52 is an eligible State Scenic Highway offering long stretches of open views. View durations of the project site are short due to traveler rates of speed, but because the views all along this route are relatively unobscured (except for roadway vegetative screening) viewers are more aware of their surroundings and therefore the project site. Visual quality from this KOP is ranked **high**. Viewer sensitivity for this KOP is ranked **high**. Viewer exposure is also ranked **high**. Overall, visual susceptibility for this KOP is therefore ranked **high**.

The existing landfill is a different color and texture than the surrounding natural (or naturalized) topography. Adding 25 feet to the existing landfill structure will adversely affect visual contrast. However, the degree that the additional capacity will add to this already existing contrast will be minimal from this KOP. Furthermore, the revegetation associated with the proposed project will allow the landfill to blend back into the natural environment. Visual contrast from this KOP is thereby ranked **moderate**. Since the view of proposed project features would not be distinguishable, project dominance and view impairment from this KOP are also ranked **low**. As a result, visual impact severity for this KOP is ranked **low**.

In conclusion, the visual impact susceptibility is classified as high based on high rankings for view quality, viewer sensitivity, and viewer exposure. Visual impact severity is classified as low based on low rankings for project dominance and view impairment and a moderate ranking for visual contrast (see Table 3.5-1). Therefore, the project impacts for this KOP are rated *insignificant* (see Table 3.5-2 and simulation Figure 3.5-5). Consequently, no mitigation measures are recommended for this KOP.

Impact from KOP 11. From a park within Kearny Mesa, a visitor has no views to the project unless the viewer stands on the top bleacher of the ballpark and turns away from the field to look toward the site. From this vantage point, the project area can barely be seen in the distance (see Figure 3.2-7). It should be noted that most recreational viewers will not be focused in this direction but rather toward an activity (e.g., ballgame). Visual quality from this KOP is ranked **high** because the area is a recreational area. Viewer sensitivity for this KOP is ranked **high** because, as mentioned previously, recreational viewers are more

sensitive to their visual environment. Viewer exposure is ranked **moderate** since the number of viewers within the area varies. Overall, visual susceptibility for this KOP is therefore ranked **high**.

Since adding additional capacity to a site that is barely perceptible, visual contrast, project dominance, and view impairment from this KOP are also ranked **low**. As a result, visual impact severity for this KOP is ranked **low**.

In conclusion, the visual impact susceptibility is classified as high based on high rankings for view quality and viewer sensitivity and exposure. Visual impact severity is classified as low based on low rankings for visual contrast, project dominance, and view impairment (see Table 3.5-1). Therefore, the project impacts for this KOP are rated *insignificant* (see Table 3.5-2). Consequently, no mitigation measures are recommended for this KOP.

Impact from KOP 12. Travelers at the SR 163 on-ramp to SR 52 have distant but direct views to the project site (see Figure 3.2-7 and simulation Figure 3.5-7). Intervening topography and roadside screening block views except for portions of the tops of the landfill. Visual quality from this KOP is ranked **high** due to expansive views toward the relatively undeveloped Station. Viewer sensitivity for this KOP is ranked **moderate** because viewers are focusing on traffic-related activities but are aware of the expansive views. Viewer exposure is ranked **high** because the number of travelers at this interconnection is high. Overall, visual susceptibility for this KOP is therefore ranked **high**.

Since adding additional capacity to the proposed project site will be only slightly visible from this KOP, visual contrast, project dominance, and view impairment from this KOP are also ranked **low**. As a result, visual impact severity for this KOP is ranked **low**.

In conclusion, the visual impact susceptibility is classified as high based on high rankings for view quality and viewer exposure, and a moderate ranking for viewer sensitivity. Visual impact severity is classified as low based on low rankings for visual contrast, project dominance, and view impairment (see Table 3.5-1). Therefore, the project impacts for this KOP are rated *insignificant* (see simulation Figure 3.5-6). Consequently, no mitigation measures are recommended for this KOP.

Impact from KOP 13. Hikers using the trail extending north from Limerick Avenue, within Marian Bear Natural Park, have expansive direct views to the project site (see Figure 3.2-8 and simulation Figure 3.5-7). The view is from an elevated position and therefore provides relatively visible, albeit short-term views from the hiking trail in this area. Visual quality from this KOP is ranked **high**. Persons utilizing the area may have an expectation of a high-quality visual environment; however, views are only for short durations and during recreational use. Viewer sensitivity for this KOP is thus ranked **moderate**. Viewer exposure, based on the limited number of hikers utilizing this trail, is rated **low**. Overall, visual susceptibility for this KOP is therefore ranked - **moderate**.

The project is visible from this KOP, but from a distance of approximately ½-mile. The existing landfill is a different color and texture than the surrounding natural (or naturalized) topography, resulting in strong visual contrast to the area. However, as the project will only add 25 feet to the landfill and the revegetation will help blend the landfill back into the natural environment, the project will not significantly alter the visual contrast. Visual contrast from this KOP is thereby ranked **moderate**. The cut/fills of tan roadways

crisscrossing throughout the area and in the adjacent valley contrast strongly with the natural vegetated rolling hills and revegetated landfill areas visible from the roadway. Project dominance for the proposed project would be considered **moderate**. View impairment from this KOP is ranked **low**. As a result, visual impact severity for this KOP is ranked **moderate**.

In conclusion, the visual impact susceptibility is classified as moderate based on the high ranking for visual quality, moderate ranking for viewer sensitivity, and low ranking for viewer exposure. Visual impact severity is classified as moderate based on moderate rankings for visual contrast and project dominance, and low ranking for view impairment (see Table 3.5-1). Therefore, the project impacts for this KOP are rated *adverse but less than significant* (see simulation Figure 3.5-7). Consequently, no mitigation measures are recommended for this KOP.

3.6 CUMULATIVE IMPACTS

CEQA Guidelines Section 15130 requires a discussion of cumulative impacts. As defined in Section 15355, cumulative impacts refers to two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. To comply with this provision, existing land uses in the project vicinity were compared to projected land uses as defined by the San Diego County General Plan 2030 Revision. During this comparison, it was noted that future land uses (probable future projects) were not expected to change. In addition, contact with MCAS Miramar verified land uses on the Station were not expected to change. Consequently, the probable future visual environment will remain similar to what exists currently.

It is often assumed that a visual impact will affect natural scenic vistas and the natural visual character of an area. The initial development of the landfill was in a previously farmed, but largely undeveloped environment and resulted in significant impact to scenic vistas and the visual character of the area. Scenic vistas once included expansive views of natural landscape tucked between mountain ridgelines. Once the landfill was established, scenic vistas and visual character were redefined. Hillside views are now noticeably different. The eye is drawn to the tops of unvegetated landfill ridgelines and the motion of landfill-related vehicles within the open environment. Measuring aesthetic impacts to the area must now be determined by measuring only potential aesthetic impacts created from new development. Aesthetic impacts of this project are therefore defined as changes made by adding a height increase of 25 feet to the existing landfill setting and revegetation.

Cumulative Aesthetics Impacts: Initial development of the landfill substantially affected scenic vistas and degraded the pastoral visual character and/or quality of the project site. The addition of 25 feet to the existing landfill structure would barely be perceptible from most vantage points. Additionally, revegetation has been incorporated into the project that will positively affect the visual character and/or quality of the area.

The proposed facilities under the GDP analyzed in Phase I, notably the Household Hazardous Waste Collection Facility, Construction and Demolition Debris (C&D) Facility, and Materials Recovery Facility have already been developed. The Materials Recovery Facility is adequately screened from public view. Since the current view is of the biosolids facility, which was developed subsequent to the EIS/EIR for the GDP, adequate screening of the area would reduce an existing impact and would not contribute to any

cumulatively significant deterioration in the viewshed quality. Most GDP Phase II projects, such as the paper pulping plant, are no longer proposed. No development projects are proposed on the landfill grounds in the current addendum. Since little additional land development or landform alteration is anticipated under either Miramar or City of San Diego plans for the proposed project area, no substantive development is anticipated that would add to anticipated landfill visual changes from the identified KOPs, and thus result in cumulative visual impacts.

A Final EIR was certified in 2012 for the expansion of the Sycamore Landfill. The viewsheds do not currently overlap because the Sycamore Landfill is located 8 miles to the east, with intervening mountains. However, as currently proposed, the top of the proposed Sycamore Landfill expansion may eventually be visible to some viewers in the Miramar Landfill vicinity. This massive increase would doubtless be considered a significant impact from many viewpoints. However, due to the location of the Miramar Landfill, the visibility of Sycamore Landfill's top would be substantially reduced, because of the distance and of the atmospheric perspective (haze) that is common in the area. At 8 miles away, the Sycamore Landfill would be characterized as a background visual element and would not have a substantial visual effect on viewers near the project site.

This page intentionally left blank

SECTION 4 RECOMMENDATIONS

To minimize visual impacts due to additional years of operation and a 25-foot height increase, no further measures, other than those outlined in the landfill Closure Plan, are considered necessary.

This page intentionally left blank

SECTION 5 REFERENCES**5.1 DOCUMENTS**

Association of Environmental Professionals. 2018. California Environmental Quality Act Statutes and Guidelines.

City of San Diego. 1980. West Miramar Sanitary Landfill EIR.

City of San Diego. 1989. Progress Guide and General Plan. June.

City of San Diego. 1994. Miramar Landfill General Development Plan.

City of San Diego. 1994. Miramar Landfill General Development Plan (GDP) Programmatic EIS/EIR.

City of San Diego. 2004. Significance Determination Thresholds/CEQA. November.

County of San Diego. 1981. Scenic Highway Element/San Diego County General Plan, December 1986
Federal Highway Administration, 1981, Visual Impact Assessment for Highway Projects.

County of San Diego. 2007. Miramar Landfill Life Extension/ Height Increase at MCAS Miramar Final EIR.

Dames & Moore. 2000. Integrated Natural Resources Management Plan, MCAS Miramar. May.

Federal/National Environmental Policy Act (NEPA) Guidelines. Website:

<http://ceq.eh.doe.gov/nepa/regs/nepa/nepaeqia.htm>.

KTU+A. 1999. MCAS Miramar Draft Master Plan.

MCAS Miramar. 2008. Base Exterior Architecture Plan (BEAP).

State CEQA Guidelines. Website: <http://ceres.ca.gov/ceqa/>.

State/Caltrans Scenic Highways Program Website:

http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.

United States Department of Agriculture (USDA), Forest Service. 1973. National Forest Landscape Management, Vol. 1, Agriculture Handbook No.434, Government Printing Office, Washington, D.C.

USDA, Forest Service, 1973, National Forest Landscape Management, Vol. II, Agriculture Handbook No.462, Government Printing Office, Washington, D.C.

United States Department of the Interior, Bureau of Land Management. 1980. Visual Resources Management Program, Government Printing Office, Washington, D.C.

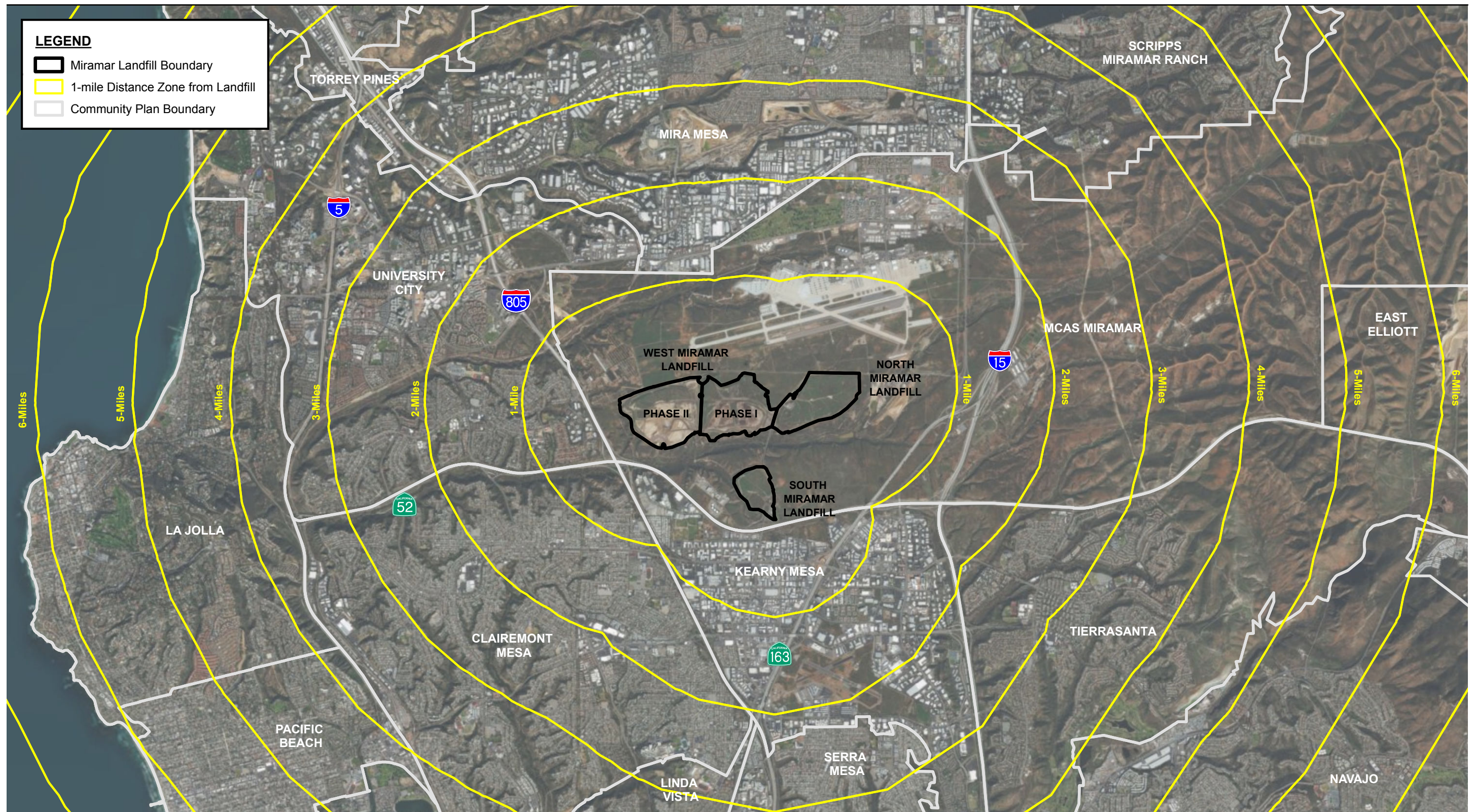
5.2 OTHER SOURCES

City of San Diego. 2005. Correspondence/Communications and Data.

City of San Diego. 2019. Correspondence/Communications and Data.

Shaw Environmental, Inc. 2005. Personal Correspondence/Communications and Data.

Tetra Tech. 2019. Correspondence/Communication and Data.



Source: Aerial Imagery (Digital Globe 2017); Community Boundaries (SanGIS 2018); Distance Zones, Boundaries (URS 2005).

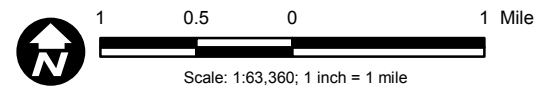
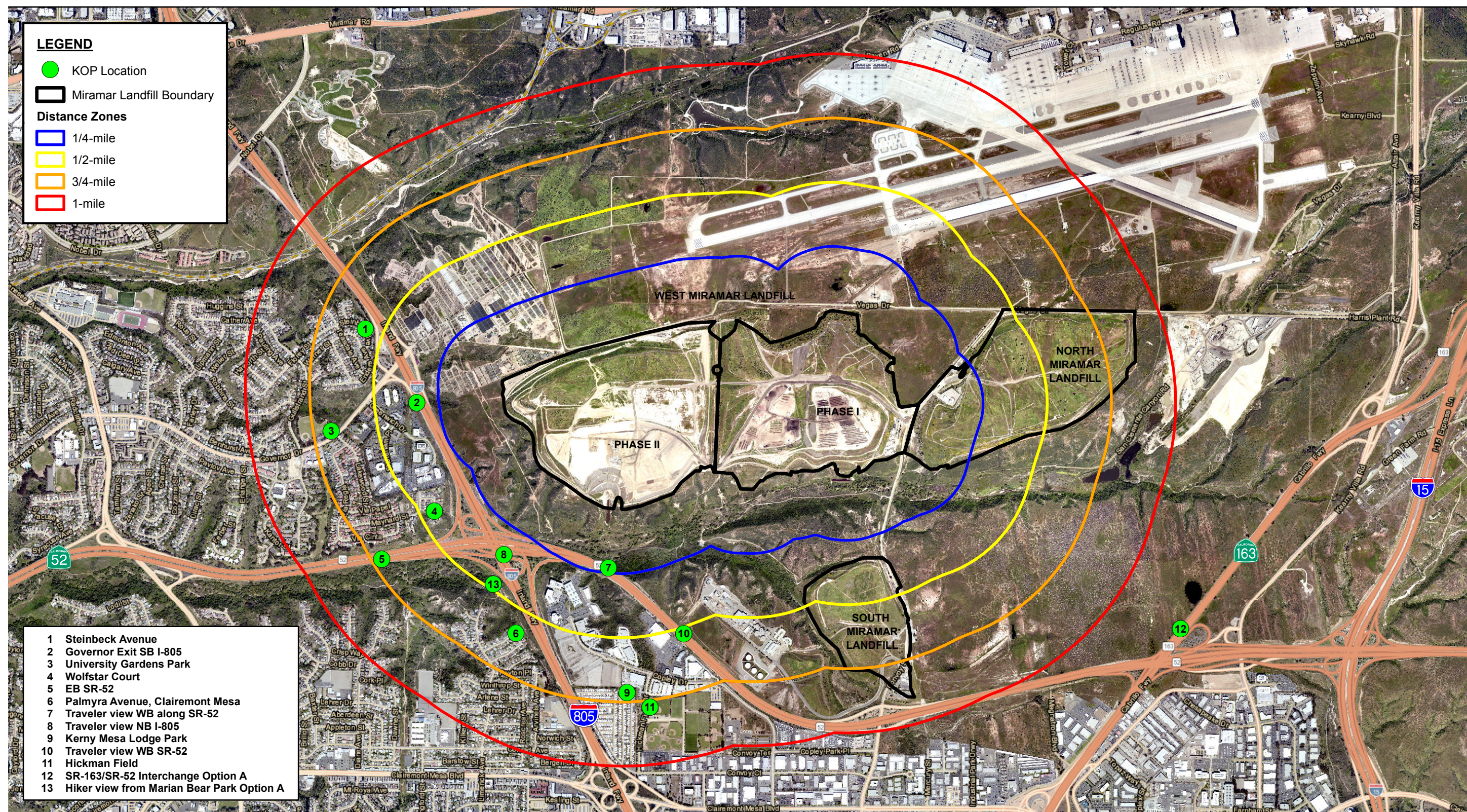


Figure 1.1-1
Project Overview Map



Source: Aerial Imagery (SANDAG 2017); KOP Locations (AECOM 2019).

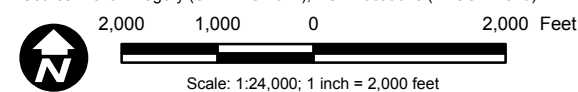


Figure 3.2-1
Visual Resources Key Observation Points (KOPs)

Figure 3.2-2
Existing View Photos: KOP #1 and KOP #2



(Above): KOP #1 Residential View From University City at Steinbeck Avenue



(Above): KOP #2 Traveler View Southbound Along Interstate I-805
at Governor Drive Southbound On-Ramp

Figure 3.2-3
Existing View Photos: KOP #3 and KOP #4



(Above): KOP #3 Recreational View from University Gardens Park
(View completely obscured by vegetation screening and topography)



(Above): KOP #4 Pedestrian View from University City at Wolfstar Court
(Views from landscaped area along sidewalk)

Figure 3.2-4
Existing View Photos: KOP #5 and KOP #6



(Above): KOP #5 Traveler View Eastbound along State Route 52
(View mostly obscured by intervening freeway structures).



(Above): KOP #6 Residential View from Clairemont Mesa at Palmyra Avenue

Figure 3.2-5
Existing View Photos: KOP #7 and KOP #8



(Above): KOP #7 Traveler View Westbound Along State Route 52 at Point Closest to Landfill.



(Above): KOP #8 Traveler View Northbound from Interstate 805.

Figure 3.2-6
Existing View Photos: KOP #9 and KOP #10



(Above): KOP #9 Residential View From Kearny Mesa at Kearny Lodge Trailer Park
(Views partially screened by wall and near by development)



(Above): KOP #10 Traveler View Westbound Along State Route 52.

Figure 3.2-7
Existing View Photos: KOP #11 and KOP #12



(Above): KOP #11 Recreational View From Kearny Mesa at Hickman Field (Landfill not visible)



(Above): KOP #12 Traveler View at SR-52/SR-163 Interchange

Figure 3.2-8
Existing View Photos: KOP #13



(Above): KOP #13 Hiker view from Marian Bear Memorial Park

This space intentionally left blank.

This page intentionally left blank

Figure 3.5-1
Visual Simulation at KOP #2
I-805 at Governor Drive Southbound On-Ramp



KOP #2 Existing View

Traveler View Southbound Along Interstate I-805 at Governor Drive
Southbound On-Ramp



KOP #2 Visual Simulation of Final Project (Before Re-vegetation)

Traveler View Southbound Along Interstate I-805 at Governor Drive
Southbound On-Ramp



KOP #2 Visual Simulation of Final Project (After Re-vegetation)

Traveler View Southbound Along Interstate I-805 at Governor Drive
Southbound On-Ramp

Figure 3.5-2
Visual Simulation at KOP #4
Pedestrian View from University City at Wolfstar Court



KOP #4 Existing View

Pedestrian View from University City at Wolfstar Court
(View from landscaped area along sidewalk)



KOP #4 Visual Simulation of Final Project (Before Re-vegetation)

Pedestrian View from University City at Wolfstar Court
(View from landscaped area along sidewalk).



KOP #4 Visual Simulation of Final Project (After Re-vegetation)

Pedestrian View from University City at Wolfstar Court
(View from landscaped area along sidewalk).

Figure 3.5-3
Visual Simulation at KOP #7
Westbound Along State Route 52 at Point Closest to Landfill



KOP #7 Existing View

Traveler View Westbound Along State Route 52 at Point Closest to Landfill



KOP #7 Visual Simulation of Final Project (Before Re-vegetation)

Traveler View Westbound Along State Route 52 at Point Closest to Landfill



KOP #7 Visual Simulation of Final Project (After Re-vegetation)

Traveler View Westbound Along State Route 52 at Point Closest to Landfill

Figure 3.5-4
Visual Simulation at KOP #8
Traveler View Northbound from Interstate 805, Closest View to the Project



KOP #8 Existing View

Traveler View From Closest Point Along Northbound Interstate 805



KOP #8 Visual Simulation of Final Project (Before Re-vegetation)

Traveler View From Closest Point Along Northbound Interstate 805



KOP #8 Visual Simulation of Final Project (After Re-vegetation)

Traveler View From Closest Point Along Northbound Interstate 805

Figure 3.5-5
Visual Simulation at KOP #10
Traveler View Westbound Along State Route 52



KOP #10 Existing View

Traveler View Westbound Along State Route 52



KOP #10 Visual Simulation of Final Project (Before Re-vegetation)

Traveler View Westbound Along State Route 52



KOP #10 Visual Simulation of Final Project (After Re-vegetation)

Traveler View Westbound Along State Route 52

Figure 3.5-6
Visual Simulation at KOP #12
Traveler View at SR-52/SR-163 Interchange



KOP #12 Existing View

Existing Traveler View North of SR-52/SR-163 Interchange



KOP #12 Visual Simulation of Final Project (Before Re-vegetation)

Existing Traveler View North of SR-52/SR-163 Interchange



KOP #12 Visual Simulation of Final Project (After Re-vegetation)

Existing Traveler View North of SR-52/SR-163 Interchange

Figure 3.5-7
Visual Simulation at KOP #13
Hiker view from Marian Bear Memorial Park



KOP #13 Existing View

Hiker view from Marian Bear Memorial Park



KOP #13 Visual Simulation of Final Project (Before Re-vegetation)

Hiker view from Marian Bear Memorial Park



KOP #13 Visual Simulation of Final Project (After Re-vegetation)

Hiker view from Marian Bear Memorial Park

This page intentionally left blank

**BIOLOGICAL RESOURCES REPORT
FOR
WEST MIRAMAR LANDFILL PHASE II HEIGHT INCREASE
CITY OF SAN DIEGO, CALIFORNIA**

Prepared for:

City of San Diego
Environmental Services Department
9601 Ridgehaven Court, MS 1102-A
San Diego, California 92123

Submitted by:

AECOM
401 West A Street, Suite 1200
San Diego, California 92101

March 2019

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
LIST OF ACROYMS AND ABBREVIATIONS	iii
EXECUTIVE SUMMARY	iv
1.0 INTRODUCTION	1
2.0 METHODS AND SURVEY LIMITATIONS.....	1
3.0 SURVEY RESULTS	5
3.1 Physical Characteristics	5
3.2 Biological Resources	5
3.2.1 Vegetation Communities	5
3.2.2 Uplands	6
3.2.3 Other Cover Types.....	7
3.2.4 Botanical Resources - Plants.....	7
3.2.5 Zoological Resources – Wildlife	8
3.3 Rare, Threatened, Endangered, Endemic, and/or Sensitive Species or MSCP – Covered Species	9
3.3.1 Sensitive Plants	9
3.3.2 Sensitive Wildlife.....	9
4.0 CONCLUSION.....	10
5.0 REFERENCES	11
APPENDICES	
A Representative Photographs	
B Botanical Species Detected On-Site	
C Wildlife Species Detected On-Site	

LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
1 Vicinity Map	3
2 Vegetation and Sensitive Species	4

LIST OF TABLES

<u>Table</u>	<u>Page</u>
1 Survey Conditions.....	2
2 Summary of Existing Plant Communities within 100 Feet of the Project Footprint	6

LIST OF ACROYMS AND ABBREVIATIONS

CDFW	California Department of Fish and Wildlife
City	City of San Diego
CNDDB	California Natural Diversity Database
CRPR	California Rare Plant Rank
FE	federally endangered
FT	federally threatened
INRMP	Integrated Natural Resources Management Plan
I-805	Interstate 805
MCAS	Marine Corps Air Station
MHPA	Multi-Habitat Planning Area
MSCP	Multiple Species Conservation Program
SSC	Species of Special Concern
SR 52	State Route 52
URS	United Research Services
USFWS	U.S. Fish and Wildlife Service
WL	Watch List

EXECUTIVE SUMMARY

This report summarizes and addresses the existing biological resources observed within a 100-foot survey buffer associated with the City of San Diego's (City) proposed height increase of the West Miramar Landfill Phase II (Landfill), located on Marine Corps Air Station Base Miramar in San Diego, California. The proposed project will be confined within the permitted Landfill area (hereafter, "footprint" or "direct impact area") and will raise the height of the existing Landfill 20 feet to increase the capacity and extend the life of the Landfill.

The purpose of this Biological Resources Report is to present and summarize current biological conditions surrounding the Landfill perimeter and the suitability of the present vegetation communities to support sensitive plant and wildlife species. The existing Landfill and adjacent 100-foot survey buffer (hereafter, "study area") are located entirely outside of the Multi-Habitat Planning Area (MHPA) of the City's Multiple Species Conservation Program but lie adjacent to areas designated as part of the MHPA near the State Route 52 and Interstate 805 interchange, approximately 0.30 mile to the south in the San Clemente canyon and associated tributary. Another nearby designated MHPA area lies approximately 1 mile northwest of the Landfill in Rose Canyon.

The Landfill began operation in 1983 and the footprint was previously graded and filled with solid waste; therefore, it is considered primarily disturbed habitat. No updated mapping was conducted for the Landfill footprint, or portions of the surrounding landscape adjacent to the east and northeast boundary of the Landfill, as these areas are actively operated and maintained and no new ground disturbance impacts are proposed. A general habitat assessment and vegetation mapping effort was conducted over a 2-day survey period on January 9 and 10, 2019, to document the current biological resources within the 100-foot survey buffer adjacent to the north, south, and west boundaries of the Landfill, and to evaluate the potential for the surrounding vegetation communities to support sensitive species of plants and/or wildlife. Any sensitive species encountered incidentally during the survey effort were documented.

The adjacent 100-foot survey buffer supports a total of five vegetation communities or land cover types, including three upland native vegetation communities (Diegan coastal sage scrub, southern mixed chaparral, and chamise chaparral); and two other land cover types, which also occur within the Landfill footprint (disturbed habitat and urban/developed land).

Multiple sensitive plant and animal species were detected or were historically recorded in nearby habitat and have potential to occur based on suitable habitat observed within the adjacent 100-foot survey buffer. These species are San Diego button-celery (*Eryngium aristulatum* var.

parishii), San Diego mesa mint (*Pogogyne abramsii*), little mousetail (*Myosurus minimus* ssp. *apus*), Orcutt's brodiaea (*Brodiaea orcuttii*), San Diego barrel cactus (*Ferocactus viridescens*), San Diego goldenstar (*Muilla clevelandii*), wart-stemmed ceanothus (*Ceanothus verrucosus*), Palmer's sagewort (*Artemisia palmeri*), ashy spike-moss (*Selaginella cinerascens*), willow monardella (*Monardella viminea*), coastal California gnatcatcher (*Polioptila californica californica*), northern harrier (*Circus cyaneus*), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), California horned lark (*Eremophila alpestris actia*), San Diego black-tailed jackrabbit (*Lepus townsendii townsendii*), southern mule deer (*Odocoileus hemionus fuliginata*), western spadefoot toad (*Spea hammondi*), coast horned lizard (*Phrynosoma coronatum* ssp. *blainvillei*), orange-throated whiptail (*Cnemidophorus hyperythrus* ssp. *beldingi*), Cooper's hawk (*Accipiter cooperii*), southern California legless lizard (*Anniella stebbinsi*), and two-striped gartersnake (*Thamnophis hammondi*).

This page intentionally left blank.

1.0 INTRODUCTION

The City of San Diego (City) proposes to expand the West Miramar Landfill Phase II (Landfill), located on the southwest corner of Marine Corps Air Station Base Miramar (MCAS Miramar) in San Diego, California (Figure 1). Proposed improvements include the increase of the Landfill by 20 feet vertically, which will increase the capacity of the Landfill and extend its lifespan. The proposed improvements will be contained within the current Landfill footprint. This Biological Resources Report addresses the existing biological resources within the study area associated with the proposed project. Biological resources within the study area were previously documented in the Miramar Landfill Service Life Extension/Height Increase at MCAS Miramar Environmental Impact Report (EIR) (City 2007), and more recently, the 2018 Integrated Natural Resources Management Plan (INRMP) for Marine Corps Air Station Miramar (Tetra Tech et al. 2018).

2.0 METHODS AND SURVEY LIMITATIONS

Prior to performing the field survey, AECOM biologists conducted a desktop analysis that included a California Natural Diversity Database (CNDDDB) search of sensitive species occurrences intersecting the study area to determine any nearby records indicating which species have potential to occur within the study area (CDFW 2019). In addition, AECOM biologists performed a review of the Miramar Landfill Service Life Extension/Height Increase at MCAS Miramar EIR (City 2007), specifically the 2007 Biological Resources Report (URS 2007) provided as Appendix E of the EIR, and 2018 INRMP (Tetra Tech et al. 2018) to identify species historically known to occur within the study area, previously surveyed 500-foot buffer, and surrounding vicinity.

Following the desktop analysis, biologists conducted a general habitat assessment and vegetation mapping effort of the study area over a 2-day survey period to document current biological resources within a 100-foot survey buffer adjacent to the north, south, and west boundaries of the Landfill (Table 1). No updated mapping was conducted for the Landfill footprint, or portions of the surrounding landscape adjacent to the east and northeast boundary of the Landfill, as these areas are actively operated and maintained and no new ground disturbance impacts are proposed (Figure 2). AECOM biologists conducted surveys by walking meandering transects throughout the 100-foot buffer. Focused field surveys for sensitive species were not conducted, but potentially sensitive resources encountered incidentally were recorded and mapped during the general habitat assessment and vegetation mapping effort. A formal wetland delineation was not conducted.

Habitat was assessed for suitability and potential to support various plant and wildlife species, specifically species protected under state and/or federal law and/or covered under the City's Multiple Species Conservation Program (City 1998). Vegetation communities were assessed for breeding and foraging opportunities, habitat connectivity, and overall suitability to support a species. To identify wildlife, incidental observations were made during the general habitat assessment based on vocalizations, burrows, tracks, scat, or direct observations with the aid of binoculars in areas that were not accessible by foot (i.e., areas with steep terrain).

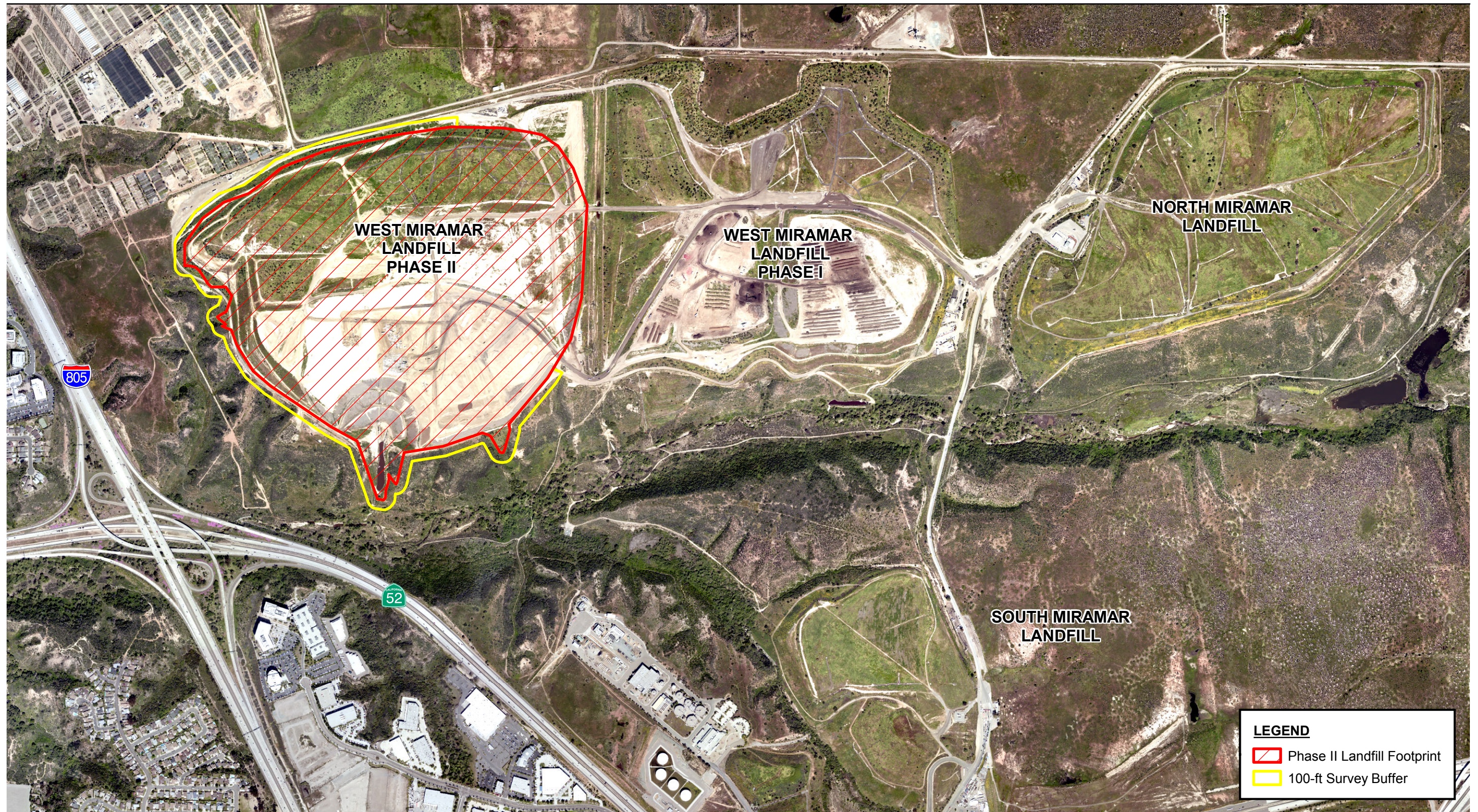
Table 1
Survey Conditions

Survey Number	Date	Survey Personnel	Weather Summary	Temp. (°F)	Cloud Cover (%)	Average Wind Speed (mph)	Survey Times
1	1/9/2019	Emma Fraser, Bonnie Hendricks	Clear, Calm	52.5	5	0	08:14 AM START
			Partly Cloudy	63.9	15	4	2:37 PM END
2	1/10/2019	Emma Fraser, Bonnie Hendricks	Mostly Cloudy	59.3	75	0	09:07 AM START
			Clear	60.3	5	1	4:22 PM END

°F = degrees Fahrenheit; mph = miles per hour

Vegetation communities observed within the 100-foot survey buffer were classified according to the Holland System of Classification of Natural Communities of California (Holland 1986) as modified by Thomas Oberbauer and others for San Diego County (Oberbauer et al. 2008). Vegetation communities and land cover types were compared with the previous Landfill and buffer area mapping conducted by United Research Services (URS 2007) and classifications provided in the 2018 INRMP (Tetra Tech et al. 2018).¹ The vegetation community classification and polygon mapping were updated within the 100-foot survey buffer as necessary to better represent current conditions. The Landfill footprint was not part of the survey area due to restricted access resulting from the Landfill's current operation; as such, the vegetation polygon mapping from the URS March 2007 Biological Resources Report was used and edge-matched to

¹ Vegetation maps provided in the 2018 INRMP were based on a broad-scale, generalized mapping effort in 2014 using the National Vegetation Classification (NVC) Standard to classify vegetation types in undeveloped areas of MCAS Miramar (Federal Geographic Data Committee 2008). Approximately 18,171 acres of MCAS Miramar are undeveloped and were classified into vegetation types, including disturbed polygons, using the descriptions within *A Manual of California Vegetation, Second Edition* (Sawyer et al. 2009) and the *Vegetation Classification Manual for Western San Diego County*, which was prepared for the San Diego Association of Governments in 2011 (Sproul et al. 2011).



Source: SANDAG 2017 (Aerial Imagery); URS 2007; AECOM 2019.

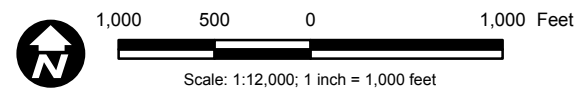
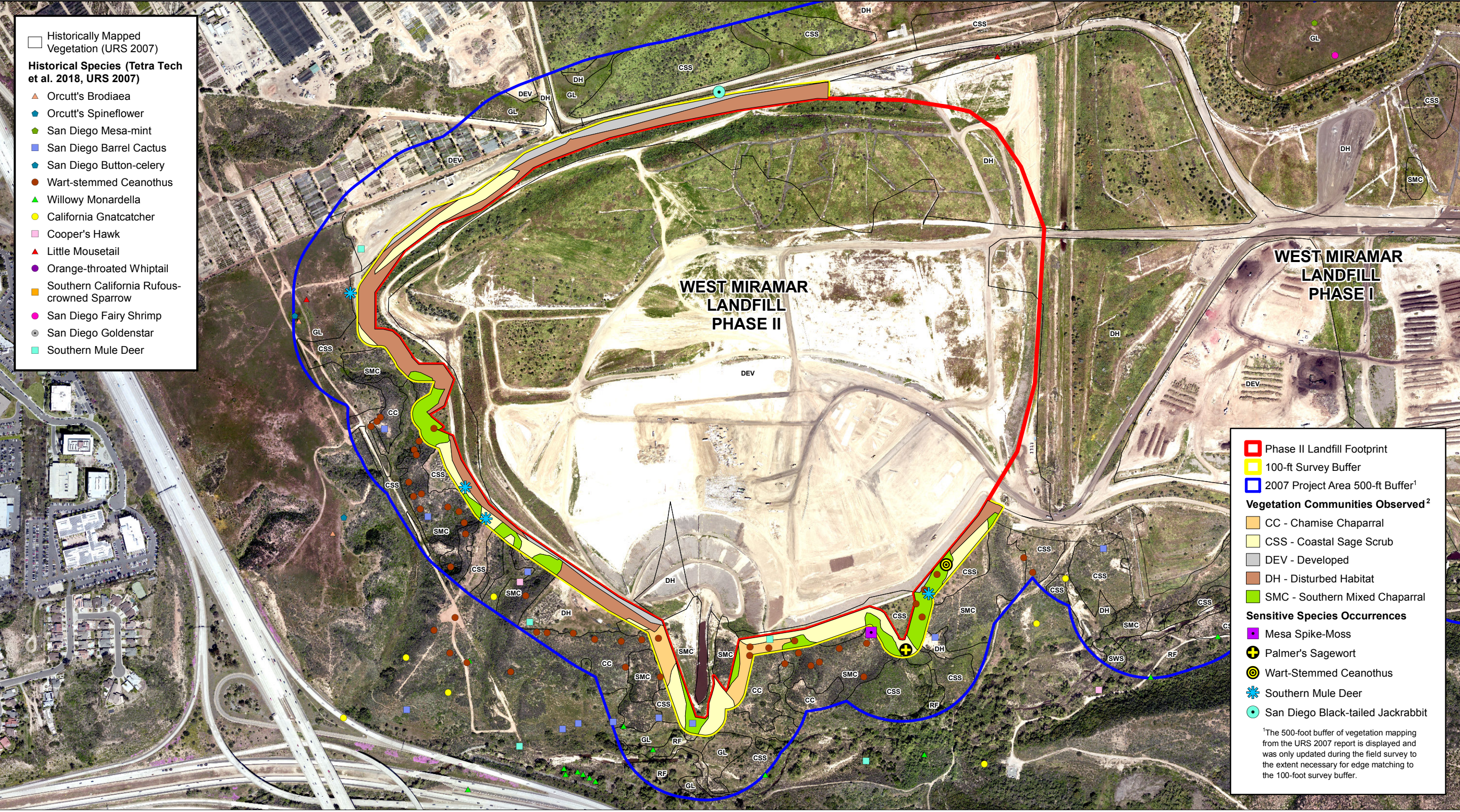


Figure 1
Vicinity Map
West Miramar Landfill Phase II Height Increase



Source: Aerial Imagery (SANDAG 2017); Historically Mapped Vegetation (URS 2007); Historical Species Occurrences (Tetra Tech et al. 2018, URS 2007); Vegetation Communities Observed² (Classified Using: Holland 1986, Oberbauer et. al. 2008; Compared Using: URS 2007, Tetra Tech et al. 2018; Modified by AECOM 2019), Sensitive Species Occurrences (AECOM 2019).



Figure 2
Vegetation Communities and Sensitive Species Locations
West Miramar Landfill Phase II Height Increase

the 100-foot survey buffer for the current project (Figure 2). Likewise, a 500-foot buffer of vegetation mapping from the URS 2007 report is displayed in Figure 2 and was only updated during the field survey to the extent necessary for edge matching to the 100-foot survey buffer.

3.0 SURVEY RESULTS

3.1 Physical Characteristics

The proposed project site is north of State Route 52 (SR 52) at Convoy Street and directly east of Interstate 805 (I-805). The Landfill encompasses approximately 237 acres and the 100-foot survey buffer encompasses approximately 23 acres. In total, the study area encompasses approximately 260 acres. The Landfill is located within MCAS Miramar boundaries, with residential and commercial development on the south and west sides of SR 52 and I-805. The entirety of the Landfill footprint is on disturbed land and remains defined as such due to the constant vehicular and operational activity within the Landfill boundaries. The southern half of the study area, within the 100-foot survey buffer, is composed of primarily native upland plant species. The San Clemente canyon drainage system runs parallel to the southern half of the Landfill but lies outside of the 100-foot survey buffer. It is located on the north side of SR 52 and serves as an active wildlife corridor (Tetra Tech et al. 2018). Much of the surrounding landscape within the southern half of the 100-foot survey buffer is composed of deep ravines that lead into the San Clemente canyon drainage system. Nonnative vegetation is more prevalent along the northern half of the 100-foot survey buffer and the topography is more flat in nature.

3.2 Biological Resources

3.2.1 Vegetation Communities

The 100-foot survey buffer supports three upland native vegetation communities (Diegan coastal sage scrub, southern mixed chaparral, and chamise chaparral) and two other land cover types, which also occur within the Landfill footprint (disturbed habitat and urban/developed land). The vegetation and land cover types are organized by Tier according to the City's classification system, as outlined in the MSCP. The acreages of upland native vegetation communities and land cover types within the 100-foot survey buffer are provided below in Table 2 and shown in Figure 2. Representative photographs of the study area and surrounding vegetation communities are provided in Appendix A.

Table 2
Summary of Existing Plant Communities within 100 Feet of the Project Footprint

Vegetation Communities and Land Cover Types	Tier	100-foot Survey Buffer (acres)
Upland		
Diegan Coastal Sage Scrub	II	6.10
Southern Mixed Chaparral	III	4.23
Chamise Chaparral	III	1.64
Other Cover Types		
Urban/Developed Land	N/A	2.42
Disturbed Habitat	IV	8.56
Total	--	22.95

N/A = not applicable

3.2.2 Uplands

Diegan Coastal Sage Scrub

Diegan coastal sage scrub is an open canopy plant community occurring on the south-facing slopes and disturbed slopes of the 100-foot survey buffer, interspersed with chaparral communities and disturbed habitat. Coastal sage scrub is most common along the southern half of the outside perimeter of the Landfill within the 100-foot survey buffer (Figure 2). Typical species throughout this community on-site are lemonade berry (*Rhus integrifolia*), yerba santa (*Eriodictyon californicum*), deerweed (*Acmispon glaber*), broom baccharis (*Baccharis sarathroides*), California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), laurel sumac (*Malosma laurina*), white sage (*Salvia apiana*), and black sage (*Salvia mellifera*). Herbaceous species associated with this community on-site include nonnative brome grasses (*Bromus* spp.), star thistle (*Centaurea melitensis*), and storksbill (*Erodium botrys*) among others (Appendix B).

Southern Mixed Chaparral

Southern mixed chaparral is a plant community of densely vegetated evergreen shrubs and occurs primarily on north-facing slopes within the southern portion of the 100-foot survey buffer (Figure 2). This community occurs primarily south of the access road and is dominated by a dense cover of chamise (*Adenostemma fasciculata*) and wart-stemmed ceanothus (*Ceanothus verrucosus*). Other typical species found throughout this community within the 100-foot survey buffer include yerba santa, black sage, Cleveland sage (*Salvia clevelandii*), laurel sumac,

spicebush (*Cneoridium dumosum*), monkey flower (*Diplacus aurantiacus*), and sawtooth goldenbush (*Hazardia squarrosa*), among others (Appendix B).

Chamise Chaparral

Chamise chaparral is a generally low-growing plant community characterized by nearly monotypic stands of chamise. Additional species, such as ashy spike-moss, deerweed, and Mohave yucca (*Yucca schidigera*), among others, are also present in this community (Appendix B) and contribute to the overall character of the community. The herbaceous component of this association is relatively sparse, and openings with undisturbed soils supporting biotic soil crusts are common. Chamise chaparral occurs on xeric slopes and ridges, and is found on shallower, drier soils in the southern portion of the 100-foot survey buffer (Figure 2).

3.2.3 Other Cover Types

Urban/Developed Land

This cover type describes areas that are built up, paved, or otherwise altered for human use; barren Landfill surfaces; infrastructure, roads (paved and unpaved); and associated ornamental landscaping. This cover type occurs scattered throughout the study area in association with the existing Landfill, and paved and unpaved roads (Figure 2).

Disturbed Habitat

This cover type describes areas that are previously disturbed by human activity, or are disturbed by current human activity, and feature less than 20 percent cover of native plants. In the study area, disturbed habitat is mapped in areas that primarily feature bare ground, but that also consist of nonnative species introduced and established due to human action. These areas include scattered clusters of ornamental plantings throughout the study area (Figure 2).

3.2.4 Botanical Resources - Plants

In total, 52 plant species, including 45 native species and 21 nonnative species, were observed within the study area. Given the timing and season of the survey effort, certain plant species with specific blooming periods may not have been detectable. Sensitive plant species (i.e., those protected under state and/or federal law, and/or covered under the City's MSCP) observed incidentally are discussed in Section 3.3.1, and a list of all the plant species detected during the survey is provided as Appendix B.

3.2.5 Zoological Resources – Wildlife

In total, 31 wildlife species were observed or detected within the study area: 25 bird species and six mammal species. Sensitive wildlife species (i.e., those protected under state and/or federal law, and/or covered under the City's MSCP) observed incidentally are discussed in Section 3.3.2, and a list of wildlife species detected is provided as Appendix C.

The upland habitat within the southern portion of the 100-foot survey buffer is considered high-quality native habitat for a number of different native wildlife species including avian, mammal, and reptile species; this habitat has the resources to support breeding activity among a variety of species due to its connectivity to additional high-quality habitat surrounding the survey buffer and linkage to the adjacent San Clemente canyon. Many of the drainages and ravines within the southern portion of the 100-foot survey buffer serve as trails and access points for individuals traveling in and out of the nearby San Clemente canyon. San Clemente canyon functions as a habitat linkage in the project vicinity and serves as an important wildlife corridor for various species traveling through the area (URS 2007). A number of different wildlife tracks, including coyote (*Canis latrans*) and southern mule deer, were observed throughout these drainage systems and an established network of deer trails indicate frequent use.

Some isolated areas of annual grassland are located adjacent to portions of the 100-foot survey buffer and offer foraging opportunities for raptors, several of which were observed flying back forth during the survey. The areas of adjacent annual grassland also provide habitat suitable for a variety of small mammals and reptiles, and could provide nesting opportunities for various species of ground nesting birds. It's likely that small mammal and reptile species inhabiting these adjacent annual grasslands travel in and out of the 100-foot survey buffer as a result of natural movement patterns.

Given the timing and season of the survey effort, behavior indicative of breeding activity in avian and mammal species was not observed; however, two inactive raptor nests were observed within riparian habitat outside of the 100-foot survey buffer in the nearby San Clemente canyon, indicating nesting activity during the breeding season. Overall reptile activity was very low and can likely be attributed to the relatively cool weather conditions present during the time of the survey. It can be assumed that during warmer weather, various reptile species utilize the majority of the 100-foot survey buffer based on the quality and type of vegetation communities observed. In addition, coyotes were frequently seen traveling throughout the study area.

3.3 Rare, Threatened, Endangered, Endemic, and/or Sensitive Species or MSCP – Covered Species

3.3.1 Sensitive Plants

Several sensitive plant species are known to occur within the vicinity of the study area. Within the 2007 500-foot buffer are several historical locations of endangered plant species, some of which overlap with the current 100-foot survey buffer around the Landfill, and include the U.S. Fish and Wildlife Service (USFWS) federally listed endangered (FE) species willow monardella (USFWS: FE), San Diego mesa mint (USFWS: FE), and San Diego button-celery (USFWS: FE).

California Native Plant Society-listed species with historical locations within proximity of the study area, some of which overlap with the current 100-foot survey buffer, include San Diego barrel cactus (California Rare Plant Rank [CRPR] List 2B.1), wart-stemmed ceanothus (CRPR List 2B.2), Palmer's sagewort (CRPR List 4.2), ashy spike-moss (CRPR List 4.1), Orcutt's brodiaea (CRPR List 1B.1), San Diego goldenstar (CRPR List 1B.1), and little mousetail (CRPR List 3).

Of these species with known historical presence, three were detected during the January 9 and 10, 2019 survey: wart-stemmed ceanothus, Palmer's sagewort, and ashy spike-moss (Figure 2).

Additional sensitive species listed above that were not observed during the most recent survey effort were determined to still have potential to occur within the 100-foot survey buffer based on the vegetation communities currently present and habitat suitability observed.

3.3.2 Sensitive Wildlife

A number of sensitive wildlife species are known to occur within the vicinity of the study area. Within the 2007 500-foot buffer are numerous historic locations of federally listed species, one of which overlaps with the current 100-foot survey buffer around the Landfill: coastal California gnatcatcher (USFWS: federally listed threatened (FT)), discussed in further detail at the end of this section.

Additional sensitive species with historical detections within proximity of the study area, some of which overlap with the 100-foot survey buffer, that are listed by the California Department of Fish and Wildlife (CDFW) as either a species of special concern (SSC) or watch list (WL) species include western spadefoot toad (CDFW: SSC), coast horned lizard (CDFW: SSC),

southern California legless lizard (CDFW: SSC), two-striped gartersnake (CDFW: SSC), northern harrier (CDFW: SSC), orange-throated whiptail (CDFW:WL), southern California rufous-crowned sparrow (CDFW: WL), California horned lark (CDFW: WL) and Cooper's hawk (CDFW: WL). Three of these CDFW listed species are also covered under City's MSCP (MSCP Covered): coast horned lizard, orange-throated whiptail, and Cooper's hawk. Southern mule deer is also a MSCP covered species that has been historically detected but is not listed under the CDFW.

Of these sensitive species with known historical presence, only one was detected during the January 9 and 10, 2019 survey: southern mule deer. Southern mule deer tracks were detected throughout much of the survey buffer (Figure 2). An additional sensitive species was observed that was not previously detected, the San Diego black-tailed jackrabbit (CDFW: SSC). This species was detected within the 100-foot buffer along the northern boundary of the Landfill, in an area adjacent to open annual grassland habitat (Figure 2). A number of woodrat middens were detected within the 100-foot survey buffer around the southern edge of the Landfill and have potential to be associated with the San Diego desert woodrat (*Neotoma lepida intermedia*) (CDFW: SSC); however, the specific species of woodrat cannot be confidently identified without implementing trapping efforts for identification and has not been historically detected.

Additional sensitive species listed above that were not observed during the most recent survey effort were determined to still have potential to occur within the 100-foot survey buffer based on the vegetation communities currently present and habitat suitability observed. As mentioned above, several coastal California gnatcatchers (USFWS: FT) were historically observed nearby and adjacent to the 100-foot survey buffer on coastal sage scrub slopes just outside of the Landfill footprint during previous Landfill monitoring activities (URS 2007); however, none were detected during AECOM's recent survey effort. No historic detections are known of coastal California gnatcatcher occurrences within the Landfill footprint. Previous protocol surveys for the coastal California gnatcatcher were conducted in June 2006 and results were negative (URS 2007). Much of the native upland habitat adjacent to the southern border of the Landfill is considered suitable habitat for coastal California gnatcatcher and this species is considered to have a high potential to occur based on historical detections adjacent to the 100-foot survey buffer and high quality of present habitat.

4.0 CONCLUSION

The proposed height increase of West Miramar Landfill Phase II will not result in any operational changes or in any new impacts other than what is already permitted under current conditions. Therefore, no impacts to biological resources are expected from the proposed project

and potential edge effects within the adjacent habitats will be similar to edge effects occurring from the current Landfill operation.

5.0 REFERENCES

California Department of Fish and Wildlife (CDFW). 2019. California Natural Diversity Database (CNDDDB) Search for Special-Status Species Intersecting the Study Area on January 3.

City of San Diego (City). 1998. MSCP Subarea Plan. August.

City. 2007. *Final Environmental Impact Report (EIR) Miramar Landfill Service Life Extension/Height Increase At MCAS Miramar, County of San Diego, California*. July.

Holland, R. F. 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. Unpublished report. California Department of Fish and Game, Natural Heritage Division, Sacramento, CA.

Oberbauer, Thomas, Meghan Kelly, and Jeremy Buegge. 2008 (March). *Draft Vegetation Communities of San Diego County*. Based on Preliminary Descriptions of the Terrestrial Natural Communities of California, R. F. Holland, Ph.D. October 1986.

Sawyer J. O., T. Keeler-Wolf, and J. Evens. 2009. *A Manual of California Vegetation, Second Edition*. California Native Plant Society. Sacramento, CA.

Sproul F., T. Keeler-Wolf, P. Gordon-Reedy, J. Dunn, A. Klein, and K. Harper. 2011. *Vegetation Classification Manual for Western San Diego County. First Edition*. Prepared for the San Diego Association of Governments. February.

Tetra Tech, Inc., Gene Stout and Associates, Geomorph Information Systems, and Natural Resources Division Environmental Management Department Marine Corps Air Station Miramar. 2018. *Integrated Natural Resources Management Plan for Marine Corps Air Station Miramar, California*. Prepared for Commanding Officer, Marine Corps Air Station Miramar. June.

United Research Services (URS). 2007. *Biological Resources Report*. Prepared for City of San Diego. March.

This page intentionally left blank.

APPENDIX A

REPRESENTATIVE PHOTOGRAPHS

Appendix A Representative Photographs



West-facing photograph of a southern boundary of Phase II.



West-facing photograph of the northern boundary of the 100-foot survey buffer of Phase II.



South-facing photograph of a ravine connecting to the adjacent San Clemente canyon, along the southern portion of the 100-foot survey buffer of Phase II.



South-facing photograph of a deer trail leading into the adjacent San Clemente canyon, along the southern portion of the 100-foot survey buffer of Phase II.



East-facing photograph of habitat within the 100-foot survey buffer adjacent to the southern boundary of Phase II.



East-facing photograph of Phase II and adjacent 100-foot survey buffer.

APPENDIX B

BOTANICAL SPECIES DETECTED ON-SITE

Appendix B
Plant Species Detected On-Site
January 9 and 10, 2019

PTERIDOPHYTES (FERNS AND FERN ALLIES)

SELAGINELLACEAE – Spike-Moss Family

***Selaginella cineracens* – Ashy spike-moss

ANGIOSPERMS (FLOWERING PLANTS)

MONOCOTYLEDONEAE

AGAVACEAE – Agave Family

Chlorogalum parviflorum – small-flower soap plant

Yucca schidigera – Mohave yucca

POACEAE – Grass Family

**Avena barbata* – slender wild oat

**Avena fatua* – wild oat

**Bromus diandrus* – ripgut brome

**Bromus hordeaceus* – soft chess

**Bromus madritensis ssp. rubens* – foxtail chess

**Cynodon dactylon* – bermuda grass

**Hordeum jubatum* – wild barley

**Pennisetum setaceum* – fountain grass

Stipa pulchra – purple needle grass

DICOTYLEDONEAE

ANACARDIACEAE – Sumac Family

Malosma laurina – laurel sumac

Rhus integrifolia – lemonadeberry

ASTERACEAE – Sunflower Family

Ambrosia psilostachya – western ragweed

Artemisia californica – California sagebrush

***Artemisia palmeri* – Palmer’s sagewort

Baccharis salicifolia – mulefat

Baccharis sarothroides – broom baccharis

**Centaurea melitensis* – tocalote

**Conyza bonariensis* – flax-leaf fleabane

Deinandra fasciculata – fascicled tarplant

Encelia californica – California sunflower

Hazardia squarrosa – sawtooth goldenbush

Heterotheca grandiflora – telegraph weed

**Hypochoeris glabra* – cat’s ear

Isocoma menziesii var. *menziesii* – goldenbush

BORAGINACEAE – Borage Family

Pholisma aurenarium – sand plant

BRASSICACEAE – Mustard Family

**Hirschfeldia incana* – short-pod mustard

CACTACEAE – Cactus Family

Cylindropuntia prolifera – cholla

Opuntia littoralis – coastal prickly pear

CHENOPODIACEAE – Goosefoot Family

**Atriplex semibaccata* – Australian saltbush

**Salsola tragus* – Russian thistle

CRASSULACEAE – Stonecrop Family

Crassula connata – pygmyweed

FABACEAE – Pea Family

**Acacia* spp. – acacia species

Achmispon glaber – deerweed

**Melilotus alba* – white sweet clover

GERANIACEAE – Geranium Family

**Erodium botrys* – storksbill

**Geranium dissectum* – cut-leaved geranium

HYDROPHYLLACEAE – Waterleaf Family

Eriodictyon crassifolium – yerba santa

LAMIACEAE – Mint Family

Salvia apiana – white sage

Salvia clevelandii – Cleveland's sage

Salvia mellifera – black sage

PLANTAGINACEAE – Plantain Family

POLYGONACEAE – Buckwheat Family

Eriogonum fasciculatum var. *fasciculatum* – California buckwheat

RHAMNACEAE – Buckthorn Family

***Ceanothus verrucosus* – wart-stem ceanothus

ROSACEAE – Rose Family

Adenostoma fasciculatum – chamise

Heteromeles arbutifolia – toyon

RUBIACEAE – Madder Family

Galium angustifolium var. *angustifolium* – narrow-leaved bedstraw

RUTACEAE – Rue Family

Cneoridium dumosum – coast spice bush

SALICACEAE – Willow Family

Salix lasiolepis – arroyo willow

SCROPHULARIACEAE – Figwort Family

Diplacus aurantiacus – red bush monkey flower

SOLANACEAE – Nightshade Family

**Nicotiana glauca* – tree tobacco

* nonnative species

**special-status species

APPENDIX C

WILDLIFE SPECIES DETECTED ON-SITE

Appendix C
Wildlife Species Detected On-Site
January 9 and 10, 2019

Common Name	Scientific Name	Order	Family
Birds			
Red-tailed Hawk	<i>Buteo jamaicensis</i>	Accipitriformes	Accipitridae
Red-shouldered Hawk	<i>Buteo lineatus</i>	Accipitriformes	Accipitridae
Anna's Hummingbird	<i>Calypte anna</i>	Apodiformes	Trochilidae
Western Gull	<i>Larus occidentalis</i>	Charadriiformes	Laridae
Mourning Dove	<i>Zenaida macroura</i>	Columbiformes	Columbidae
American Kestrel	<i>Falco sparverius</i>	Falconiformes	Falconidae
Bushtit	<i>Psaltirparus minimus</i>	Passeriformes	Aegithalidae
California Scrub-Jay	<i>Aphelocoma californica</i>	Passeriformes	Corvidae
Common Raven	<i>Corvus corax</i>	Passeriformes	Corvidae
Song Sparrow	<i>Melospiza melodia</i>	Passeriformes	Emberizidae
California Towhee	<i>Melospiza crissalis</i>	Passeriformes	Emberizidae
Spotted Towhee	<i>Pipilo maculatus</i>	Passeriformes	Emberizidae
White-crowned Sparrow	<i>Zonotrichia leucophrys</i>	Passeriformes	Emberizidae
House Finch	<i>Haemorhous mexicanus</i>	Passeriformes	Fringillidae
California Thrasher	<i>Toxostoma redivivum</i>	Passeriformes	Mimidae
Yellow-rumped Warbler	<i>Setophaga coronata</i>	Passeriformes	Parulidae
Blue-gray Gnatcatcher	<i>Poliophtila caerulea</i>	Passeriformes	Poliophtilidae
European Starling	<i>Sturnus vulgaris</i>	Passeriformes	Sturnidae
Wrentit	<i>Chamaea fasciata</i>	Passeriformes	Sylviidae
Bewick's Wren	<i>Thryomanes bewickii</i>	Passeriformes	Troglodytidae
Black Phoebe	<i>Sayornis nigricans</i>	Passeriformes	Tyrannidae
Say's Phoebe	<i>Sayornis saya</i>	Passeriformes	Tyrannidae
Cassin's Kingbird	<i>Tyrannus vociferans</i>	Passeriformes	Tyrannidae
Northern Flicker	<i>Colaptes auratus</i>	Piciformes	Picidae
Nuttall's Woodpecker	<i>Picoides nuttallii</i>	Piciformes	Picidae
Terrestrial Mammals			
Mule Deer ¹	<i>Odocoileus hemionus</i>	Artiodactyla	Cervidae
Coyote	<i>Canis latrans</i>	Carnivora	Canidae
Bobcat	<i>Lynx rufus</i>	Carnivora	Felidae
San Diego Black-tailed Jackrabbit ¹	<i>Lepus townsendii</i>	Lagomorpha	Leporidae
Desert Cottontail	<i>Sylvilagus audubonii</i>	Lagomorpha	Leporidae
Woodrat sp.	<i>Neotoma</i> sp.	Rodentia	Cricetidae

¹ Sensitive species



AECOM
401 West A Street
Suite 1200
San Diego, CA 92101
www.aecom.com

619.610.7600 tel.
619.610.7600 fax

June 27, 2019

Lisa F. Wood
Senior Planner
City of San Diego, Environmental Services Department
9601 Ridgehaven Court
San Diego, California 92123

Subject: Letter Report: Cultural Resources Assessment, West Miramar Landfill Phase II Height Increase

Dear Ms. Wood:

This letter report documents the cultural resources investigation in support of the West Miramar Landfill (WML) Phase II Height Increase, located within the current WML on the Marine Corps Air Station Miramar (Figures 1 and 2). Specifically, the investigation supports an Addendum to the March 2008 *Miramar Landfill Service Life Extension/Height Increase Environmental Impact Report* (State Clearinghouse No. 2006051004). As discussed below, the investigation is designed to assess potential impacts to archaeological and Native American tribal resources resulting from the proposed height increase.

Project Description and Approach

The City of San Diego has determined the need to increase the permitted height of the existing WML, located at 5180 Convoy Street on a leased area of Marine Corps Air Station Miramar (MCAS Miramar). The proposed project is a maximum 25-foot increase to the active portion of the WML Phase II from 485 feet to 510 feet. No other changes to the existing landfill operations are proposed. Potential impacts to cultural resources within the project area were addressed in the 2008 Environmental Impact Report (EIR), and the present investigation is designed to supplement those findings in compliance with the requirements of the California Environmental Quality Act (CEQA).

Because the project area is currently used as landfill and no changes to the project footprint are proposed, the investigation was limited to archival research. This research included a request for a review of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) and a California Historical Resource Information System (CHRIS) record search from the South Coastal Information Center (SCIC) for all areas within one mile of the project area. The records search included the site and report files maintained at the SCIC, as well as the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Inventory of Historical Resources, California Historical Landmarks, California Points of Historical Interest, and Local Historical Register Listings. The SCIC record search and NAHC Sacred Lands File-Check results are included in Attachments 1 and 2.

Previous Investigations

The records search revealed that 14 previous cultural resources investigations have been conducted within or partially within the project area (Table 1). These include archaeological surveys and evaluations, cultural resources monitoring, historic building evaluations, a regional study, and an EIR. Of these, two (Documents SD-02910 and SD-15097) specifically address cultural resources within the project area.

Ms. Lisa F. Wood
City of San Diego
June 25, 2019
Page 2

These are summarized below.

Document SD-02910 (Strudwick and Gallegos 1993)

Document SD-02910 details the results of a cultural resources survey and evaluation program within a 960-acre parcel that includes the present project area. Conducted in support of the Miramar Landfill General Development Plan, the survey identified 19 archaeological sites and 8 isolated finds. Of these, four archaeological sites (P-37-12140, P-37-12141, P-37-12142, and P-37-12143) and six isolated finds (P-37-015174 and P-37-015176 through P-37-015180) were recorded within the present project area. Limited subsurface testing was conducted at site P-37-12140, yielding no cultural materials. Because sites P-37-12141, -12142, and -12143 were determined to likely be directly on top of the Pleistocene-age Linda vista formation, they were considered to lack a subsurface component and no subsurface testing was conducted. The report concludes that sites in this region, particularly the lithic scatters, represent areas where local cobbles were flaked to test their quality, with the result that most sites contain few artifacts and lack subsurface deposits (Strudwick and Gallegos 1993:2-31). All the sites and isolates identified in this survey were assessed as not eligible for the NRHP and not important pursuant to the California Environmental Quality Act (CEQA) (Strudwick and Gallegos 1993:3-4).

Table 1. Previous Investigations within the Project Area

Report Number	Authors	Year	Title	Affiliation	Report Type
SD-00565	Carrillo, C. and K. Crotteau	1981	Archaeological Survey of Several Highway Route Alternatives in Kearny Mesa, San Diego, California	Caltrans	Archaeological, Field study
SD-02188	City of San Diego	1991	Draft Environmental Impact Report Miramar Landfill General Development Plan	City of San Diego	Management/planning, Other research
SD-02910	Strudwick, I. H., and D. R. Gallegos,	1993	Historical/Archaeological Survey and Test Report for Miramar Landfill General Development Plan EIS/EIR, San Diego, California	Gallegos & Associates	Archaeological Survey, Evaluation
SD-02998	Strudwick, I. and D. Gallegos	1994	Historical/Archaeological Survey Report for The Proposed Fiesta Island Replacement Project and Northern Sludge Processing Facilities, NAS Miramar, San Diego, California	Gallegos & Associates	Archaeological, Evaluation, Excavation,
SD-04819	Carrico, R.	1999	Historical Overview to Land Use and Development Within the Camp Elliott Area	Mooney And Associates	Architectural/Historical
SD-06877	Widell, Cheryllyn	1995	NAS Miramar Realignment--Historic Resources	Office of Historic Preservation	Other research
SD-09397	Hector, S. M., S. Ni Ghabhlain, M. S. Becker, and K. Moslak	2004	Archaeological Site Evaluations in Support for Marine Corps Air Station Miramar, San Diego County, California	ASM Affiliates, Inc.	Other research
SD-10704	Flower, D. and L. Roth	1981	NAS Miramar, Initial Cultural Resources Study Archaeology/History/Architecture	Environmental Consultants	Archaeological, Evaluation, Other research
SD-11460	Reddy, S. N.	2007	A Programmatic Approach for National Register Eligibility Determinations of Prehistoric Sites Within the Southern Coast Archaeological Region, California	Statistical Research, Inc.	Archaeological, Evaluation, Other research

Ms. Lisa F. Wood
City of San Diego
June 25, 2019
Page 3

Report Number	Authors	Year	Title	Affiliation	Report Type
SD-11976	Bischoff, M., W. Manley, and M. Rosen	1995	Draft Cultural Resources Inventory Survey Naval Air Station Miramar, California	William Manley Consulting	Archaeological, Evaluation, Other research
SD-14095	ASM Affiliates, Inc.	2011	Final Integrated Cultural Resources Management Plan Update for Marine Corps Air Station Miramar	ASM Affiliates, Inc.	Archaeological, Evaluation, Other research
SD-15097	Chmiel, K. A.	2014	Letter Report: eTS 29153- Cultural Resources Survey for Removal Activities for Pole P107729 And P107731 And Installation of New Anchors and One Pole, Miramar Landfill, San Diego County, California—IO 7011102	ICF International	Archaeological, Evaluation, Field study, Other research
SD-16555	Davis, S. and Gorman, J.	2015	Historic Building/Structure Evaluation Supplement, Marine Corps Air Station Miramar, San Diego, California	ASM Affiliates, Inc.	Architectural/Historical, Evaluation
SD-17496	Cox, N.	2017	Letter Report: eTS 29153 - Cultural Resources Monitoring of Installation of Two New Poles, Miramar Landfill, San Diego County, California - IO 7011102	ICF International	Archaeological, Monitoring

Document SD-15097 (Chmiel, 2014)

Document SD-15097 is a letter report regarding a cultural survey undertaken as part of an SDG&E pole removal and new pole and anchor installation project in 2014. Survey of the area around one of these poles relocated artifacts associated with site P-37-009711, including a can scatter and two locations of concrete and cobble chunks (see below). No other historic cultural materials were recorded as part of the survey.

Previously Recorded Cultural Resources

The results of the record search indicated that a total of 12 cultural resources have been previously recorded within the project area (Table 2; Figure 3). Of these, five are identified as archaeological sites and seven were recorded as isolated artifacts. The archaeological sites include four artifact scatters and a demolished military complex. The isolates consist of cores, core tools, and one flake. Descriptions of these resources are provided below.

Archaeological Sites

P-37-009117: Located on a mesa top bordering San Clemente Canyon, this site was originally recorded in 1981 by Todd Hannahs as an isolated prehistoric scraper in an area disturbed by an extensive military foundation and trench (Hannahs 1981). The site was revisited in 1992 by Van Wormer and Strudwick, who described the remains of a World War II training complex consisting of concrete foundations and assorted debris. They noted that 90% of the site had been destroyed and that the isolate could not be relocated (Van Wormer and Strudwick 1992). The original site form notes that the isolate had been collected during the 1981 survey (Hannahs 1981). A revisit by ICF International in 2014 identified a can concentration and concrete chunks associated with the original site, as well as extensive additional disturbance by Miramar Landfill grading and construction activities (Chmiel 2014).

Table 2. Previously Recorded Resources within the Project Area

Primary Number	Resource Type	Age	Description	Date Recorded	NRHP/CRHR Assessment
P-37-009117	Military complex/Isolate	Prehistoric/Historic	Destroyed military complex composed of concrete fragments, can concentration, and one isolated prehistoric scraper. 90% disturbed.	1981, 1992, and 2014	Ineligible
P-37-012140	Artifact Scatter	Prehistoric	Low density artifact scatter with two metate fragments and 3 quartzite cores.	1992	Ineligible
P-37-012141	Artifact Scatter	Prehistoric	Low density lithic scatter with 4 quartzite cores and 2 quartzite flakes.	1992	Ineligible
P-37-012142	Artifact Scatter	Prehistoric	Low density artifact scatter with 3 cores, 1 possible mano fragment, and 1 quartzite flake.	1992	Ineligible
P-37-012143	Artifact Scatter	Prehistoric	Low density lithic scatter with 1 quartzite core fragment and 5 quartzite and porphyritic flakes.	1992	Ineligible
P-37-014980 ¹	Isolate	Prehistoric	1 metavolcanic flake.	1990	Ineligible
P-37-015174	Isolate	Prehistoric	1 quartzite core.	1992	Ineligible
P-37-015176	Isolate	Prehistoric	1 porphyritic core fragment.	1992	Ineligible
P-37-015177	Isolate	Prehistoric	1 porphyritic core tool.	1992	Ineligible
P-37-015178	Isolate	Prehistoric	1 porphyritic core.	1992	Ineligible
P-37-015179	Isolate	Prehistoric	1 quartzite core.	1992	Ineligible
P-37-015180	Isolate	Prehistoric	1 porphyritic core tool.	1992	Ineligible

¹ Isolate was collected in 1990. This location is now part of P-32-009117.

P-37-12140: This site was originally recorded in 1992 by Gallegos and Associates as a low-density artifact scatter with two portable slab metate fragments and three quartzite cores (Strudwick et al. 1992a). The site is located on a mesa top approximately 1.6 kilometers south-southwest of the western end of the NAS Miramar airstrip, and measures approximately 100 by 50 meters. It was also noted that the site had been repeatedly plowed over and the eastern canyon edge was destroyed by the landfill, but that the site otherwise remained relatively intact. To assess the potential for subsurface deposits, Strudwick and colleagues (1992) excavated six shovel test pits at the site. No subsurface materials were recovered, and it was concluded that the site represents a limited-use milling and lithic reduction site.

P-37-12141: Site P-37-12141 was originally recorded in 1992 by Gallegos and Associates as a low-density artifact scatter consisting of four quartzite cores and two quartzite flakes (Strudwick et al. 1992b). The site is located on a mesa top approximately 1.6 kilometers south-southwest of the western end of the NAS Miramar airstrip, and measures approximately 120 by 50 meters. Strudwick et. al. (1992b) also noted that the site had been repeatedly plowed over. Because the site lies directly on the Pleistocene-age Linda vista Formation, Strudwick and colleagues (1992) considered it to have little potential for subsurface deposits.

P-37-12142: This site was originally recorded in 1992 by Gallegos and Associates as a low-density artifact scatter consisting of three cores, a possible granitic mano fragment, and a large quartzite flake (Strudwick et al. 1992c). The site is located on a mesa top approximately one kilometer south-southwest of the western end of the NAS Miramar airstrip, and measures approximately 30 by 30 meters. Strudwick et. al. (1992c) also noted that the site was relatively undisturbed due to a large number of cobbles in the area. Because the site lies directly on the Pleistocene-age Linda vista Formation, Strudwick and colleagues (1992) considered it to have little potential for subsurface deposits.

Ms. Lisa F. Wood
City of San Diego
June 25, 2019
Page 5

P-37-12143: This site was originally recorded in 1992 by Gallegos and Associates as a low-density artifact scatter consisting of one quartzite core fragment, four quartzite flakes, and one porphyritic volcanic flake (Strudwick et al. 1992d). The site is located on a mesa top approximately one kilometer southwest of the western end of the NAS Miramar airstrip, and measures approximately 40 by 20 meters. Strudwick and colleagues also noted that the site was highly disturbed by landfill expansion. Because the site lies directly on the Pleistocene-age Linda Vista Formation, Strudwick and colleagues (1992) considered it to have little potential for subsurface deposits.

Isolated Finds

As shown in Table 2, seven isolated finds have been recorded in the project area. All the isolates are prehistoric artifacts, including four cores, two core tools, and one flake (Robbins-Wade 1990; Strudwick et al. 1992 e-j). The isolates are all fashioned from porphyritic and quartzite cobbles that are available in the immediate vicinity.

Native American Heritage Commission Sacred Lands File Check

AECOM requested a Sacred Lands File check from the NAHC on June 6, 2019. A response was received on June 21, 2019, indicating that the search was positive and to contact the Viejas Band of Kumeyaay Indians for additional information. As such, AECOM contacted Ernest Pingleton, Tribal Historic Preservation Officer for Viejas. Although Mr. Pingleton did not provide specific locational information, he confirmed the presence of tribal cultural resources in the area and recommended that all ground-disturbing project activities is monitored.

Summary and Recommendations

The cultural resources investigation in support of the WML Phase II Height Increase project was designed to summarize existing data and identify potentially significant cultural resources within the project area. Because the area is currently covered by the existing landfill, no field surveys were conducted, and the known cultural resources were identified through archival research that included a records search at the SCIC and a search of the Sacred Lands File maintained by the NAHC. The archival research revealed that, prior to construction of the landfill, the entire project area had been intensively surveyed for cultural resources (Strudwick and Gallegos 1993) and that five archaeological sites and seven isolated finds had been recorded. The sites include four low-density scatters of prehistoric artifacts and one series of World War II-era foundations, while the isolates are all prehistoric in age and consist of cores, core tools, and a single flake.

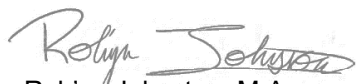
Under the 2008 FEIR, the significance of cultural resources is determined through application of the City of San Diego Development Services Department's Significance Determination Thresholds. These state that a significant historic resource is one that is eligible or potentially eligible for the National Register of Historic Places (NRHP); or qualifies for the California Register of Historical Resources; or is listed in a local historic register or deemed significant in a historical resources survey, as provided under Section 5024.1(g) of the Public Resources Code. The significance of the cultural resources within the project area was evaluated by Strudwick and Gallegos (1993) through application of the criteria for inclusion in the National Register of Historic Places (NRHP). It was concluded that none of these resources are associated with important events or important people (Criteria A and B), do not represent high artistic values or the work of a master (Criterion C), and do not present any important research information (Criterion D). On this basis these resources were concluded to be ineligible for the National Register of Historic Places and to not constitute important resources pursuant to CEQA (Strudwick and Gallegos

Ms. Lisa F. Wood
City of San Diego
June 25, 2019
Page 6

1993:3-3). Although the consultation with the NAHC and tribal representatives indicated that tribal cultural resources are known to be in the general vicinity, such resources would not be affected by the proposed landfill height increase.

Based on the results of the archival research and application of the Significance Determination Thresholds, it is concluded that no significant cultural resources would be affected by the proposed WML height increase. No further cultural resources investigations are recommended.

Sincerely,



Rob'yn Johnston, M.A.
Archaeologist
robyn.johnston@aecom.com

Figures:

- 1 Vicinity Map
- 2 Project Area
- 3 Cultural Resources Results (Confidential)

Confidential Attachments:

- 1 SCIC Records Search
- 2 NAHC Sacred Lands File Check

Ms. Lisa F. Wood
City of San Diego
June 25, 2019
Page 7

References:

Chimel, Karolina

2014 DPR Site Form Update for CA-SDI-9711. On file at the South Coast Information Center, San Diego State University.

Chimel, Karolina

2014 eTS 29153- Cultural Resources Survey for Removal Activities for Pole P107729 And P107731 And Installation of New Anchors and One Pole, Miramar Landfill, San Diego County, California—IO 7011102. SCIC Report #SD-15097.

City of San Diego

1991 Draft Environmental Impact Report Miramar Landfill General Development Plan. City of San Diego Development and Environmental Planning. SCIC Report #SD-02188.

Hannahs, Todd

1981 DPR Site Form for CA-SDI-9711. On file at the South Coast Information Center, San Diego State University.

Robbins-Wade, Mary, Jacobson, Lorin, Gentile, Vicki, and Smith, Elvin.

1990 DPR Site Form for CA-SDI-14980. On file at the South Coast Information Center, San Diego State University.

Strudwick, Ivan, Paniagua, Jaime, Briggs, Steve, and Campbell, Scott.

1992a DPR Site Form for CA-SDI-12140. On file at the South Coast Information Center, San Diego State University.

Strudwick, Ivan, Paniagua, Jaime, Briggs, Steve, and Campbell, Scott.

1992b DPR Site Form for CA-SDI-12141. On file at the South Coast Information Center, San Diego State University.

Strudwick, Ivan, Briggs, Steve, Campbell, Scott, and Paniagua, Jaime.

1992c DPR Site Form for CA-SDI-12142. On file at the South Coast Information Center, San Diego State University.

Strudwick, Ivan, Briggs, Steve, Campbell, Scott, and Paniagua, Jaime.

1992d DPR Site Form for CA-SDI-12143. On file at the South Coast Information Center, San Diego State University.

Strudwick, Ivan, Campbell, Scott, Briggs, Steve, and Paniagua, Jaime.

1992e DPR Site Form for CA-SDI-15174. On file at the South Coast Information Center, San Diego State University.

Strudwick, Ivan, Briggs, Steve, Campbell, Scott, and Paniagua, Jaime.

1992f DPR Site Form for CA-SDI-15176. On file at the South Coast Information Center, San Diego State University.

Ms. Lisa F. Wood
City of San Diego
June 25, 2019
Page 8

Strudwick, Ivan, Briggs, Steve, Campbell, Scott, and Paniagua, Jaime.
1992g DPR Site Form for CA-SDI-15177. On file at the South Coast Information Center, San Diego State University

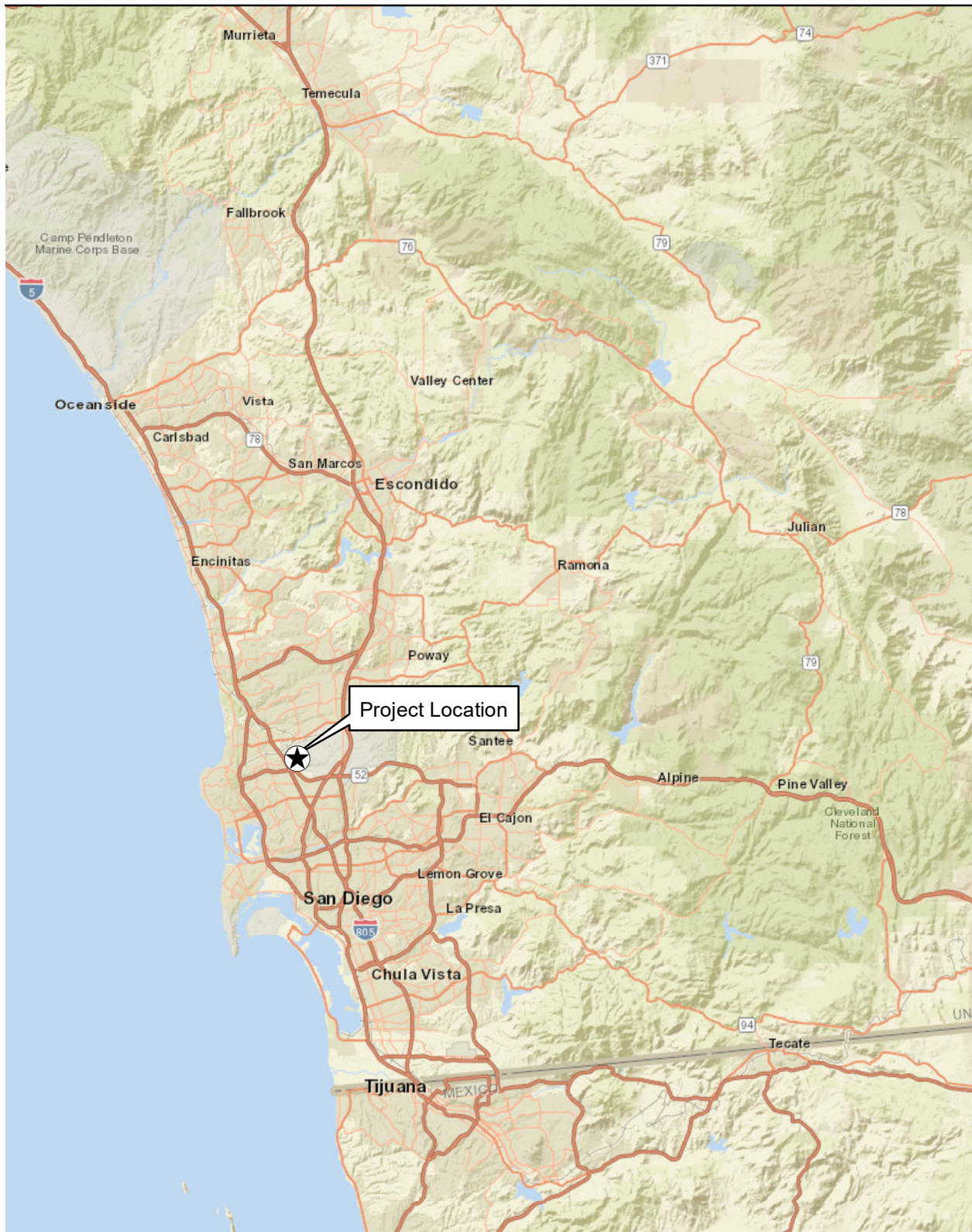
Strudwick, Ivan, Briggs, Steve, Campbell, Scott, and Paniagua, Jaime.
1992h DPR Site Form for CA-SDI-15178. On file at the South Coast Information Center, San Diego State University

Strudwick, Ivan, Briggs, Steve, Campbell, Scott, and Paniagua, Jaime.
1992i DPR Site Form for CA-SDI-15179. On file at the South Coast Information Center, San Diego State University

Strudwick, Ivan, Briggs, Steve, Campbell, Scott, and Paniagua, Jaime.
1992j DPR Site Form for CA-SDI-15180. On file at the South Coast Information Center, San Diego State University

Strudwick, Ivan, and Dennis Gallegos
1993 *Historical/Archaeological Survey and Test Report for Miramar Landfill General Development Plan EIS/EIR, San Diego, California*. Gallegos & Associates, Carlsbad. Prepared for Naval Air Station Miramar, and Waste Management Department, San Diego, California. Report on file at the South Coast Information Center, San Diego State University.

Van Wormer, Steven, and Strudwick, Ivan.
1992 DPR Site Form Update for CA-SDI-9711. On file at the South Coast Information Center, San Diego State University.



Source: ESRI, AECOM, City of San Diego

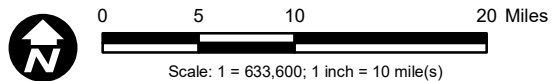
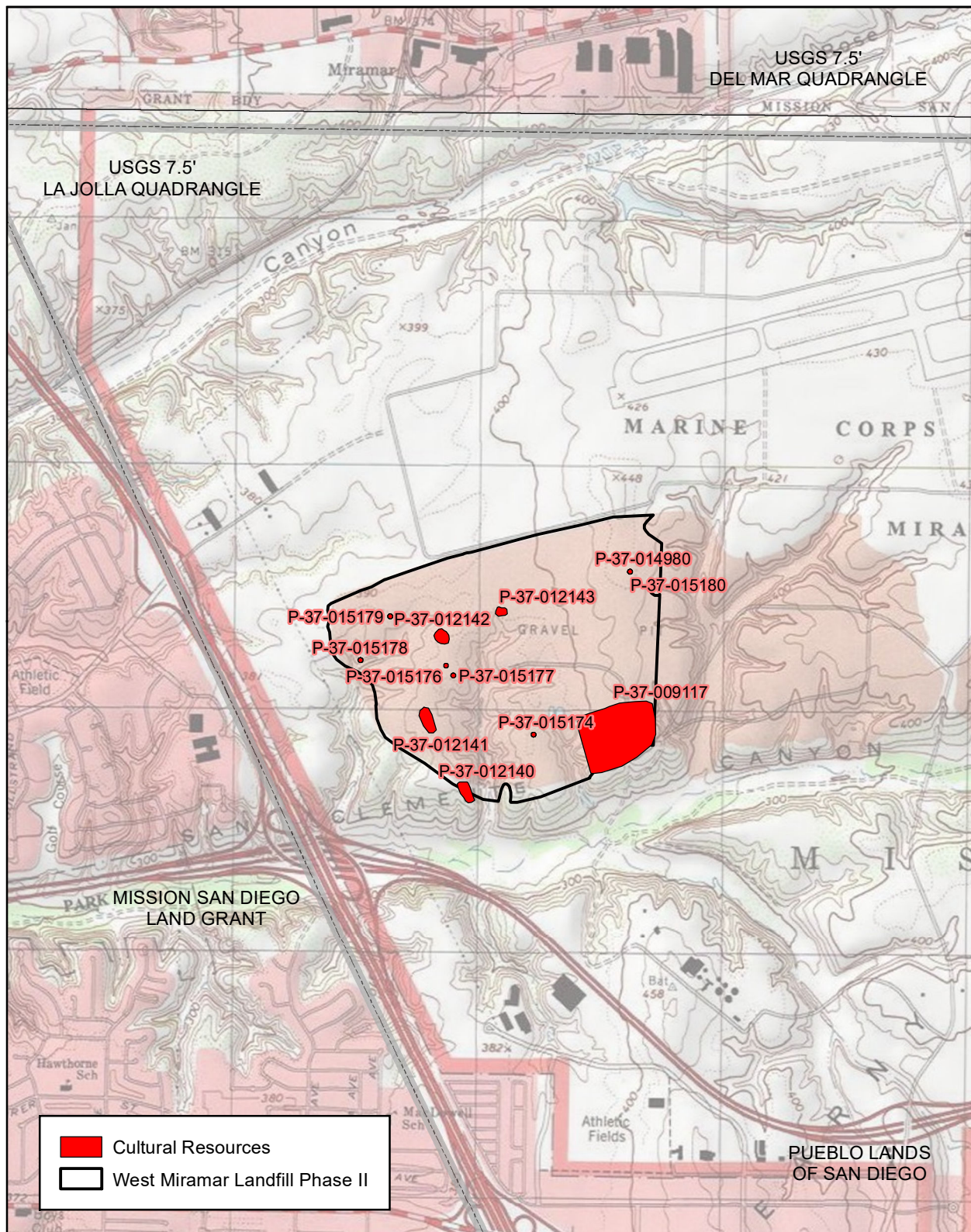


Figure 1
Project Vicinity

West Miramar Landfill Phase II

Path: \\ussdg1fp001.na.aecomnet.com\data\projects_6055\60559319_Mrmr_Landfill\900-CAD-GIS\920 GIS\map_docs\mxd\Cultural\Figure1_ProjectVicinity_Miramar_Landfill.mxd, 6/12/2019, Robyn Johnston



Source: ESRI 2011; USGS Topo Quad La Jolla, Del Mar.

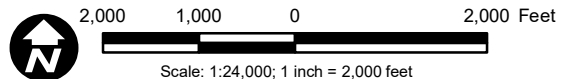


Figure 3
Cultural Resources Results

West Miramar Landfill Phase II

Path: \\ussdglp001.na.aecomnet.com\data\projects\6055\60559319_Mrnr_Landfill\900-CAD-GIS\920 GIS\map_docs\mxd\Cultural\Figure_3_Results_Miramar_Landfill_PhaseII_small.mxd, 6/12/2019, Robyn Johnston

CONFIDENTIAL ATTACHMENT 1

SCIC RECORDS SEARCH

CHRIS Data Request Form

ACCESS AND USE AGREEMENT NO.: _____ **IC FILE NO.:** _____

To: _____ Information Center

Print Name: _____ Date: _____

Affiliation: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____ Email: _____

Billing Address (if different than above): _____

Project Name / Reference: _____

Project Street Address: _____

County: _____

Township/Range/UTMs: _____

USGS 7.5' Quad(s): _____

PRIORITY RESPONSE (Additional Fee): yes / no

TOTAL FEE NOT TO EXCEED: \$ _____

Special Instructions:

Information Center Use Only

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes / no

Notes: _____

CHRIS Data Request Form

Include the following information (mark as necessary) for the records search area(s) shown on the attached map(s) or included in the associated shapefiles. Shapefiles are the current CHRIS standard format for digital spatial data products.

NOTE: All digital data products are subject to availability - check with the appropriate Information Center.

1. **Map Type Desired:** Digital map products will be provided only if they are available at the time of this request. *Regardless of what is requested, only hard copy hand-drawn maps will be provided for any part of the requested search area for which digital map products are not available at the time of this request.*
There is an additional charge for shapefiles, whether they are provided with or without Custom GIS Maps.

Mark one map choice only

Custom GIS Maps

Shapefiles

Custom GIS Maps **and** ShapefilesHard Copy Hand-Drawn Maps **only**

Any selection below left unmarked will be considered a "no."

2a.	Within project area	Within _____ radius
ARCHAEOLOGICAL Resource Locations⁺	yes / no	yes / no
NON-ARCHAEOLOGICAL Resource Locations	yes / no	yes / no
Report Locations⁺	yes / no	yes / no
Resource Database Printout* (list)	yes / no	yes / no
Resource Database Printout* (detail)	yes / no	yes / no
Resource Digital Database Records (spreadsheet)*	yes / no	yes / no
Report Database Printout* (list)	yes / no	yes / no
Report Database Printout* (detail)	yes / no	yes / no
Report Digital Database Records (spreadsheet)*	yes / no	yes / no
ARCHAEOLOGICAL Resource Record copies**	yes / no	yes / no
PDF / Hard Copy		
NON-ARCHAEOLOGICAL Resource Record copies*	yes / no	yes / no
PDF / Hard Copy		
Report copies**:	yes / no	yes / no
PDF / Hard Copy		
	Only directory listing	Associated documentation
OHP Historic Properties Directory**		
within project area	yes / no	yes / no
within _____ mi radius	yes / no	yes / no
OHP Archaeological Determinations of Eligibility*		
within project area	yes / no	yes / no
within _____ mi radius	yes / no	yes / no
California Inventory of Historical Resources (1976):		
within project area	yes / no	yes / no
within _____ mi radius	yes / no	yes / no

+ In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User under an active CHRIS Access and Use Agreement.

* These documents may be supplied as PDF files, if available

** Includes, but is not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys.

CHRIS Data Request Form

2b. Listed below are sources of additional information that may be available at the Information Center. Indicate if a review and documentation of any of the following types of information is requested.

Caltrans Bridge Survey	yes / no
Ethnographic Information	yes / no
Historical Literature	yes / no
Historical Maps	yes / no
Local Inventories	yes / no
GLO and/or Rancho Plat Maps	yes / no
Shipwreck Inventory	yes / no
Soil Survey Maps	yes / no

Record Search Request

Submission Date	2019-05-09 19:58:01
RSID	RSID-2613
CHRIS Access & Use Agreement #:	106
Company Name:	AECOM
Full Name:	Lauren Downs
E-mail:	lauren.downs@aecom.com
Project Name:	West Miramar Landfill Phase II Height Increase
Project Number:	60559319.002
County:	San Diego
Buffer Size:	1 Mile
Rush Record Search?	No
CHRIS Data Request Form:	CHRIS_Data_Request_Form_60559319.pdf
When do you need the results by?	05/31/2019
GIS Shapefiles:	RS_Landfill_PhaseII.zip



South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
Office: (619) 594-5682
www.scic.org
nick@scic.org

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM RECORDS SEARCH

Company: AECOM

Company Representative: Lauren Downs

Date Processed: 6/3/2019

Project Identification: West Miramar Landfill Phase II Height Increase

Search Radius: 1 mile

Historical Resources: YES

Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been included for all recorded sites.

Previous Survey Report Boundaries: YES

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been included.

Historic Addresses: YES

A map and database of historic properties (formerly Geofinder) has been included.

Historic Maps: YES

The historic maps on file at the South Coastal Information Center have been reviewed, and copies have been included.

Summary of SHRC Approved CHRIS IC Records Search Elements

RSID:	2613
RUSH:	no
Hours:	1
Spatial Features:	78
Address-Mapped Shapes:	no
Digital Database Records:	0
Quads:	1
Aerial Photos:	0
PDFs:	Yes
PDF Pages:	304

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-00042	NADB-R - 1120042; Voided - ADAMS 01	1978	Adams, Therese E.	Archaeological Survey of the Sunglow Property (6254), San Diego County,	RECON	
SD-00334	NADB-R - 1120334; Voided - CARRICO72	1978	Carrico, Richard	Archaeological/Historical Reconnaissance of Star Village, University City	Westec Services, Inc.	
SD-00564	NADB-R - 1120564; Other - 11206-047040; Voided - CARRILLO13	1981	Carrillo, Charles	Archaeological Survey Report for a Proposed Extension of State Route 52 in San Diego, CA. 11-SD-52, 3.3/5.5; 11-SD-85, 23.3/23.9; 11-SD-52, 5.5/7.4; 11-SD-52, 5.5/7.4; 11-SD-163, 9.4/9.7; 11206-047040.	CALTRANS	37-008646, 37-008647
SD-00565	NADB-R - 1120565; Other - 11206-047040; Voided - CARRILLO12	1981	Carrillo, Charles and Karen Crotteau	Archaeological Survey of Several Highway Route Alternatives in Kearny Mesa, San Diego, California	CALTRANS	37-001076, 37-004956, 37-004957, 37-005186, 37-005444, 37-007241, 37-008801, 37-008802, 37-008805, 37-008807, 37-008808
SD-00578	NADB-R - 1120578; Other - 11206-047070; Voided - CARRILLO15	1982	Carrillo, Charles	First Addendum Survey Report for Archaeological Survey of Several Highway Route Alternatives in Kearny Mesa, San Diego, California.	CALTRANS	
SD-00580	NADB-R - 1120580; Other - 11206-047070; Voided - CARRILLO18	1982	Carrillo, Charles	Report of an Extended Phase I Archaeological Study of CA-SDi-8647 11-SD-52-3.3/8.8, 11206-047070. 11206-047040, 11206-142361	CALTRANS	37-008647
SD-00823	NADB-R - 1120823; Voided - GALLEGOS75	1990	Gallegos, Dennis and Andrew Pignolo	Cultural Resource Survey of The Allred-Collins Business Park East, San Diego, California	ERC Environmental and Energy Services Company	
SD-01203	NADB-R - 1121203; Voided - CARRILLO16	1982	Carrillo, Charles	Historical Property Survey Report for the Proposed State Route 52 11-SD-52 3.31/8.8, 11206-047070, 11206-047040, 11206-	CALTRANS	37-008646, 37-008647
SD-01247	NADB-R - 1121247; Voided - KALDENBE23	1973	Kaldenberg, Russell L.	Archaeological Survey 11-SD-52 2.7-5.0 5.0-9.3 11208-047-71 047041.	San Diego State University	
SD-01931	NADB-R - 1121931; Voided - MAIDHOF 01	1968	Maidhof, James G.	Archaeological Site Survey in San Clemente Canyon	James Maidhof	
SD-01952	NADB-R - 1121952; Voided - SMITHB 92	1990	Smith, Brian F.	Phase I Constraints Analysis Results of an Initial Cultural Resources Survey of the Nobel Drive/I-805 Interchange and Extension Project	Brian F. Smith and Associates	37-010781

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-02188	NADB-R - 1122188; Voided - CITYSD 31	1991	CITY OF SAN DIEGO	DRAFT ENVIRONMENTAL IMPACT REPORT MIRMAR LANDFILL GENERAL DEVELOPMENT PLAN	CITY OF SD DEVELOPMENT AND ENVIRONMENTAL PLANNING	
SD-02217	NADB-R - 1122217; Voided - SMITHB 138	1991	Smith, Brian F.	RESULTS OF AN ARCHAEOLOGICAL STUDY FOR THE SAN DIEGO HEBREW DAY SCHOOL PROJECT	BRIAN F. SMITH AND ASSOCIATES	
SD-02388	NADB-R - 1122388; Voided - SMITHB 181	1991	SMITH, BRIAN F.	AN ARCHAEOLOGICAL SURVEY REPORT FOR THE PROPOSED NOBEL DRIVE / I- 805 INTER-CHANGE AND EXTENSION PROJECT	BRIAN F. SMITH AND ASSOCIATES	37-010781, 37-011788, 37-012408, 37-012409, 37-012410, 37-012411, 37-012412, 37-012413, 37-012414, 37-012416, 37-012417, 37-012418, 37-012419, 37-012420, 37-012421, 37-012422, 37-012423, 37-012424, 37-012425, 37-012426, 37-012427, 37-012428, 37-012429, 37-012430, 37-012431, 37-012432, 37-012433, 37-012434, 37-012435, 37-012436, 37-012437, 37-012438, 37-012439, 37-012440, 37-012441
SD-02910	NADB-R - 1122910; Other - 910653; Voided - STRUDWIC08	1993	STRUDWICH, IVAN H., DENNIS R. GALLEGOS, and STEVEN VANWORMER	HISTORICAL/ARCHAEOLOGICAL SURVEY AND TEST REPORT FOR MIRAMAR LANDFILL GENERAL DEVELOPMENT PLAN EIS/EIR, SAN DIEGO, CALIFORNIA	GALLEGOS & ASSOCIATES	37-009117, 37-011762, 37-011763, 37-011764, 37-011765, 37-011789, 37-012136, 37-012137, 37-012138, 37-012139, 37-012140, 37-012141, 37-012142, 37-012143, 37-012412, 37-012413, 37-012440, 37-012864, 37-012865
SD-02998	NADB-R - 1122998; Voided - STRUDWIC17	1994	STRUDWICK, IVAN and DENNIS GALLEGOS	HISTORICAL/ARCHAEOLOGICAL SURVEY REPORT FOR THE PROPOSED FIESTA ISLAND REPLACEMENT PROJECT AND NORTHERN SLUDGE PROCESSING FACILITIES, NAS MIRAMAR, SAN DIEGO, CALIFORNIA	GALLEGOS & ASSOCIATES	37-000476, 37-000477, 37-000478, 37-000479, 37-009117, 37-011762, 37-011763, 37-011764, 37-011765, 37-011789, 37-012136, 37-012137, 37-012138, 37-012139, 37-012141, 37-012142, 37-012413, 37-012414, 37-012439, 37-012441
SD-03550	NADB-R - 1123550; Other - WSA JOB NO. #-9685; Voided - SELF 01	1997	SELF ASSOCIATES, WILLIAM	CULTURAL RESOURCES ASSESSMENT OF SANTA FE PACIFIC PIPELINE PARTNERS 16" PIPELINE EXTENSION PROJECT, NAS MIRAMAR SAN DIEGO COUNTY, CALIFORNIA	DAVE CORNMAN SANTA FE PACIFIC PIPELINE PARTNERS, L.P.	37-012138, 37-012139, 37-012642, 37-012864
SD-03624	NADB-R - 1123624; Voided - SELF 02	1997	SELF, WILLIAM	CULTURAL RESOURCES ASSESSMENT SFPP, L.P. MARINE CORPS AIR STATION (MCAS) PIPELINE EXTENSION PROJECT SAN DIEGO COUNTY, CALIFORNIA	SFPP, L.P.	37-012138, 37-012642, 37-012864

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-03720	NADB-R - 1123720; Voided - SCHROTH17	1996	SCHROTH, ADELLA B, DENNIS R. GALLEGOS, PETI MCHENRY, and NINA HARRIS	HISTORICAL/ARCHAEOLOGICAL SURVEY REPORT FOR THE WATER REPURIFICATION PIPELINE AND ADVANCED WATER TREATMENT FACILITY, CITY OF SAN DIEGO, CALIFORNIA	TETRA TECH, INC	
SD-04311	NADB-R - 1124311; Voided - SMITH340	1991	SMITH, BRIAN	AN ARCHAEOLOGICAL SURVEY REPORT FOR THE PROPOSED NOBEL DRIVE/INTERSTATE 805 INTERCHANGE AND INTERCHANGE AND EXTENSION PROJECT	BRIAN F. SMITH AND ASSOCIATES	
SD-04740	NADB-R - 1124740; Voided - SMITH353	1994	SMITH, BRIAN	HISTORIC PROPERTY SURVEY REPORT FOR THE NOBEL DRIVE/INTERSTATE 805 EXTENSION AND IMPROVEMENT PROJECT	BRIAN SMITH AND ASSOCIATES	37-012408, 37-012426
SD-04819	NADB-R - 1124819; Voided - CARRICO225	1999	CARRICO, RICHARD	HISTORICAL OVERVIEW TO LAND USE AND DEVELOPMENT WITHIN THE CAMP ELLIOTT AREA	MOONEY AND ASSOCIATES	
SD-05251	NADB-R - 1125251; Voided - WESTEC23	1979	WESTEC SERVICES	ENVIRONMENTAL DATA STATEMENT SAN ONOFRE TO ENCINA 230 KV TRANSMISSION LINE ADDENDUM NO. 3	WESTEC SERVICES	37-004538, 37-005131, 37-005133, 37-005445
SD-05482	NADB-R - 1125482; Other - AFFRIAS NO.812MIR; Voided - GROSS57	1990	GROSS TIMOTHY	HISTORIC PROPERTIES INVENTORY FOR THE SAN DIEGO SLUDGE MANAGEMENT PROGRAM--NAS MIRAMAR NORTH DEWATERING FACILITY, SAN DIEGO, CA	BUTLER/ ROACH GROUP	
SD-06877	NADB-R - 1126877; Voided - WIDELL04	1995	Widell, Cheryl	NAS Miramar Realignment--Historic Resources	Office of Historic Preservation	37-000655, 37-013814
SD-07178	NADB-R - 1127178; Voided - ALTER 79	2002	ALTER, RUTH C.	LETTER REPORT: RESULTS OF THE HISTORIC BUILDING ASSESSMENT FOR 12747 VIA BORGIA, SAN DIEGO, CALIFORNIA 92014	RONALD F. NEWBY	
SD-08548	NADB-R - 1128548; Voided - PALLETTE08	2003	PALLETTE, DREW	CULTURAL RESOURCE STUDY FOR THE MIRIMAR TRUCK SEWER REPLACEMENT PROJECT	ASM AFFILIATES	
SD-08648	NADB-R - 1128648; Voided - CITYSD1045		CITY OF SAN DIEGO	ENVIRONMENTAL IMPACT REPORT GOVERNOR DRIVE BUSINESS PARK	CITY OF SAN DIEGO	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-08852	NADB-R - 1128852; Other - CONTRACT NO. RR-272024; Voided - WADE129	1990	WADE, SUE A., STEPHEN R. VAN WORMER, and DAYLE M. CHEEVER	HISTORIC PROPERTIES INVENTORY FOR NORTH CITY WATER RECLAMATION FACILITIES CLEAN WATER PROGRAM FOR GREATER SAN DIEGO, SAN DIEGO, CALIFORNIA	RECON	37-000045, 37-000046, 37-002723, 37-004513, 37-004609, 37-005017, 37-005204, 37-005443, 37-008803, 37-010437, 37-010438, 37-010531, 37-011750, 37-011751, 37-011752, 37-011753, 37-011754, 37-011783, 37-011784, 37-011785
SD-08963	NADB-R - 1128963; Other - AFFINIS NO. 812MIR; Voided - ROBBINS115	1990	ROBBINS-WADE, MARY and G. TIMOTHY GROSS	HISTORIC PROPERTIES INVENTORY FOR THE SAN DIEGO SLUDGE MANAGEMENT PROGRAM- NAS MIRAMAR NORTH DEWATERING FACILITY, SAN DIEGO, CALIFORNIA	BUTLER/ROACH GROUP	
SD-09342	NADB-R - 1129342; Other - 58- 00161049.01; Voided - HARPER02	2002	HARPER, CHRISTOPHER and ROMAN F. BECK	PHASE I CULTURAL RESOURCES SURVEY AND ASSESSMENT: SORRENTO- MIRIMAR CURVE REALIGNMENT AND SECOND MAIN TRACK PROJECT PROJECT SAN DIEGO COUNTY, CALIFORNIA	URS CORPORATION	37-005204, 37-005606, 37-010438
SD-09397	NADB-R - 1129397; Voided - HECTOR124	2004	HECTOR, SUSAN M., SINEAD NI GHABHLAIN, MARK S. BECKER, and KEN MOSLAK	ARCHAEOLOGICAL SITE EVALUATIONS IN SUPPORT FOR MARINE CORPS AIR STATION MIRIMAR, SAN DIEGO COUNTY, CALIFORNIA	ASM AFFILIATES, INC.	37-009126, 37-009128, 37-009129, 37-012441, 37-012603, 37-012605, 37-013751, 37-013752, 37-013754, 37-013807, 37-014276, 37-014277, 37-014278, 37-014279, 37-014280, 37-014281, 37-018873, 37-018874, 37-019206
SD-09754	NADB-R - 1129754; Voided - HECTOR 130	2005	Hector, Susan	Cultural Resource Overview of Rose Canyon and San Clemente Canyon, City of San Diego, California	Susan Hector Consulting	
SD-10506	NADB-R - 1130506; Voided - SMITHD 01	2006	SMITH, DAVID M.	MCAS MIRAMAR TANK SITE CULTURAL RESOURCES RECORDS SEARCH REPORT	TRC Solutions, Inc.	
SD-10704	NADB-R - 1130704; Voided - FLOWER09	1981	FLOWER, DOUGLAS and LINDA ROTH	NAS MIRAMAR, INITIAL CULTURAL RESOURCES STUDY ARCHAEOLOGY/HISTORY/ARCHITECTURE	Environmental Consultants	
SD-10751	NADB-R - 1130751; Voided - SMITHB578	1990	SMITH, BRIAN F.	THE RESULTS OF AN ARCHAEOLOGICAL STUDY FOR THE GOLDEN TRIANGLE BUSINESS CENTER	BRIAN F. SMITH AND ASSOCIATES	
SD-11142	NADB-R - 1131142; Voided - HECTOR178	2007	HECTOR, SUSAN	UPDATE - CULTURAL RESOURCE OVERVIEW OF ROSE CANYON AND SAN CLEMENTE CANYON, CITY OF SAN FDIEGO, CALIFORNIA	ASM AFFILIATES, INC.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-11460	NADB-R - 1131460; Other - PROJECT 05-251; Voided - REDDY19	2007	REDDY, SEETHA N.	A PROGRAMMATIC APPROACH FOR NATIONAL REGISTER ELIGIBILITY DETERMINATIONS OF PREHISTORIC SITES WITHIN THE SOUTHERN COAST ARCHAEOLOGICAL REGION, CALIFORNIA	STATISTICAL RESEARCH, INC.	
SD-11803	NADB-R - 1131803; Voided - DOMINICI68	2008	DOMINICI, DEB	HISTORIC PROPERTY SURVEY REPORT FOR INTERSTATE 805 NORTH CORRIDOR PROJECT	CALTRANS	
SD-11823	NADB-R - 1131823; Voided - KICKM01	2007	KICK, MAUREEN S.	CULTURAL RESOURCES TECHNICAL REPORT FOR THE SAN DIEGO VEGETATION MANGEMENT PROJECT	URS	37-000194, 37-000322, 37-005371, 37-005373, 37-005388, 37-005694, 37-008102, 37-008108, 37-010029, 37-010035, 37-010117, 37-010118, 37-010168, 37-013094, 37-013248, 37-016029, 37-030187, 37-030188, 37-030189
SD-11826	NADB-R - 1131826; Other - AFFINIS JOB NO. 2215; Voided - ROBBINS255	2008	ROBBINS-WADE, MARY	ARCHAEOLOGICAL RESOURCES ANALYSIS FOR THE MASTER STORMWATER SYSTEM MAINTENANCE PROGRAM, SAN DIEGO, CALIFORNIA PROJECT. NO. 42891	AFFINIS	
SD-11856	NADB-R - 1131856; Voided - IVERSEN07	2008	IVERSEN, DAVE, SINEAD NI GHABHLAIN, SARAH STRINGER-BOWSHER, and MARK S. BECKER	ARCHAEOLOGICAL EVALUATION OF 17 SITES ON MARINE CORPS AIR STATION MIRAMAR, SAN DIEGO COUNTY, CALIFORNIA	ASM AFFILIATES	37-009914, 37-012411, 37-012642, 37-012927, 37-013083, 37-013227, 37-013808, 37-014653, 37-014662, 37-014663, 37-019207, 37-025558, 37-025560, 37-025567, 37-025579, 37-025580
SD-11976	NADB-R - 1131976; Voided - BISCHM01	1995	BISCHOFF, MATT, WILLIAM MANLEY, and MARTIN ROSEN	DRAFT CULTURAL RESOURCES INVENTORY SURVEY NAVAL AIR STATION MIRAMAR, CALIFORNIA	WILLIAM MANLEY CONSULTING	
SD-12200	NADB-R - 1132200; Other - Project No. 42891 SCH No. 200101032; Voided - CITYSD1081	2009		DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MASTER STORM WATER SYSTEM MAINTENANCE PROGRAM (MSWSMP)	CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT	
SD-12642	NADB-R - 1132642; Voided - LAYLAD73	2008	LAYLANDER, DON and LINDA AKYUZ	ARCHAEOLOGICAL SURVEY AND EXTENDED PHASE I INVESTIGATIONS FOR THE CALTRANS I-805 NORTH CORRIDOR PROJECT, SAN DIEGO COUNTY, CALIFORNIA	ASM AFFILIATES	37-002723, 37-011762, 37-012418, 37-012424, 37-012425

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-13283	NADB-R - 1133283; Voided - RUSTONR01	2011	RUSTON, RACHEL S.	CULTURAL RESOURCES REVIEW AND RECORDS SEARCHES FOR LINE 3010 OPERATIONS & MAINTENANCE POTHOLING AND PHASE I & 2 PIPELINE INTEGRITY/ RETROFIT ACTIVITIES	ASM AFFILIATES	37-000608, 37-000611, 37-000689, 37-005369, 37-014133
SD-13915	NADB-R - 1133915; Voided - AMEC01	2009	AMEC	FINAL CULTURAL RESOURCES SURVEY SAN DIEGO AIR NATIONAL GUARD STATION, SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA	AMEC	37-008646, 37-008647, 37-012138, 37-012139, 37-012865, 37-014662
SD-14089	NADB-R - 1134089; Voided - NIGHAS106	2012	NI GHABHLAIN, SINEAD, SARAH STRINGER BOWSHER, and SCOTT WOLF	CULTURAL RESOURCE EVALUATION REPORT FOR ALTERNATIVES 1C AND 6, SORRENTO TO MIRAMAR CURVES STRAIGHTENING AND DOUBLE TRACK PROJECT, SAN DIEGO COUNTY, CALIFORNIA	ASM AFFILIATES, INC.	37-005203, 37-005204, 37-005605, 37-005606, 37-010249, 37-010251, 37-014807, 37-030526
SD-14095	NADB-R - 1134095; Voided - ASM38	2011	ASM AFFILIATES, INC.	FINAL INTEGRATED CULTURAL RESOURCES MANAGEMENT PLAN UPDATE FOR MARINE CORPS AIR STATION MIRAMAR	ASM AFFILIATES, INC.	37-008339, 37-009130
SD-14102	NADB-R - 1134102; Voided - IVERSEN13	2008	IVERSEN, DAVID R., SINEAD NI GHABHLAIN, SARAH STINGER-BOWSHER, and MARK S. BECKER	FINAL ARCHAEOLOGICAL EVALUATION OF 17 SITES ON MARINE CORPS AIR STATION MIRAMAR, SAN DIEGO COUNTY, CALIFORNIA	ASM AFFILIATES, INC.	37-009914, 37-012411, 37-012642, 37-012927, 37-013083, 37-013227, 37-013808, 37-014653, 37-014662, 37-014663, 37-019207, 37-025558, 37-025560, 37-025567, 37-025579, 37-025580
SD-14497	NADB-R - 1134497; Voided - CITYSD1125	2013	CITY OF SAN DIEGO	WET WEATHER INTERMITTENT STREAM DISCHARGE, PROJECT NO. 267482	CITY OF SAN DIEGO	
SD-14818	NADB-R - 1134818; Voided - MANIERY01	2014	MANIERY, MARY, MONICA NOLTE, JOSHUA ALLEN, and JOHN BERG	NATIONAL REGISTER EVALUATION OF 12 SITES AT MARINE CORPS AIR STATION, MIRAMAR, SAN DIEGO COUNTY, CALIFORNIA FINAL REPORT	PAR ENVIRONMENTAL SERVICES, INC.	37-013227, 37-014271, 37-025560, 37-025564, 37-025565, 37-025566, 37-030521, 37-030522, 37-030523, 37-030524, 37-030525, 37-030526, 37-030527, 37-030529
SD-15097	NADB-R - 1135097	2014	KAROLINA A. CHMIEL	LETTER REPORT: ETS 29153- CULTURAL RESOURCES SURVEY FOR REMOVAL ACTIVITIES FOR POLE P107729 AND P107731 AND INSTALLATION OF NEW ANCHORS AND ONE POLE, MIRAMAR LANDFILL, SAN DIEGO COUNTY, CALIFORNIA--IO7011102	ICF INTERNATIONAL	37-009711

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SD-16555	NADB-R - 1136555	2015	DAVIS, SHANNON and GORMAN, JENNIFER	HISTORIC BUILDING/STRUCTURE EVALUATION SUPPLEMENT, MARINE CORPS AIR STATION MIRAMAR, SAN DIEGO, CALIFORNIA	ASM Affiliates	37-036110, 37-036111, 37-036112, 37-036113, 37-036114, 37-036115, 37-036116, 37-036117, 37-036118, 37-036119, 37-036120, 37-036121, 37-036122, 37-036123, 37-036124, 37-036125, 37-036126, 37-036127, 37-036128, 37-036129, 37-036130, 37-036131, 37-036132, 37-036133, 37-036134, 37-036135, 37-036136, 37-036137, 37-036138, 37-036139
SD-17231	NADB-R - 1137231; Submitter - BCR Project No. SYN1613	2017	BRUNZELL, DAVID	CULTURAL RESOURCE ASSESSMENT OF THE MTSA SAN DIEGO FIBER TRENCH PROJECT, SAN DIEGO, CALIFORNIA (BCR CONSULTING PROJECT NO. SYN1613)	BCR Consulting LLC	
SD-17496	NADB-R - 1137496	2017	COX, NARA	LETTER REPORT: ETS 29153 - CULTURAL RESOURCES MONITORING OF INSTALLATION OF TWO NEW POLES, MIRAMAR LANDFILL, SAN DIEGO COUNTY, CALIFORNIA - IO 7011102	ICF	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-008647	CA-SDI-008647						SD-00564, SD-00579, SD-00580, SD-00597, SD-00958, SD-01203, SD-11977, SD-13915
P-37-009117	CA-SDI-009117						SD-02910, SD-02998, SD-08458, SD-11977
P-37-009130	CA-SDI-009130						SD-04561, SD-08981, SD-11977, SD-14095
P-37-010971	CA-SDI-010971						SD-00958
P-37-011762	CA-SDI-011762						SD-02628, SD-02910, SD-02998, SD-12642
P-37-011763	CA-SDI-011763						SD-02628, SD-02910, SD-02998
P-37-011764	CA-SDI-011764						SD-02628, SD-02910, SD-02998
P-37-011765	CA-SDI-011765						SD-02628, SD-02910, SD-02998
P-37-012136	CA-SDI-012136						SD-02910, SD-02998, SD-11977
P-37-012137	CA-SDI-012137						SD-02910, SD-02998, SD-11977
P-37-012138	CA-SDI-012138						SD-02910, SD-02998, SD-03550, SD-03624, SD-11977, SD-13915
P-37-012139	CA-SDI-012139						SD-02910, SD-02998, SD-03550, SD-11977, SD-13915
P-37-012140	CA-SDI-012140						SD-02910
P-37-012141	CA-SDI-012141						SD-02910, SD-02998

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-012142	CA-SDI-012142						SD-02910, SD-02998, SD-14113
P-37-012143	CA-SDI-012143						SD-02910, SD-14113
P-37-012416	CA-SDI-012416						SD-02388, SD-08458
P-37-012417	CA-SDI-012417						SD-02388, SD-03235
P-37-012438	CA-SDI-012438						SD-02388
P-37-012439	CA-SDI-012439						SD-02388, SD-02998, SD-08458
P-37-012440	CA-SDI-012440						SD-02388, SD-02910
P-37-012441	CA-SDI-012441						SD-02388, SD-02998, SD-09397
P-37-012642	CA-SDI-012642	Other - MIII-130-S-8		Historic	AH07 (Roads/trails/railroad grades); AH16 (Other) - bird bath; flagpole	1992 (Ivan Strudwisk, Douglas McIntosh, Gallegos and Associates); 1995 (Matt Bischoff, William Manley, William Manley Consulting); 2007	SD-03550, SD-03624, SD-03627, SD-11856, SD-11977, SD-14102
P-37-012864	CA-SDI-012864						SD-02910, SD-03550, SD-03624, SD-11977
P-37-012865	CA-SDI-012865						SD-02910, SD-11977, SD-13915
P-37-014961							SD-11977
P-37-014979							
P-37-014980							
P-37-015174							
P-37-015175							
P-37-015176							
P-37-015177							
P-37-015178							
P-37-015179							

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-37-015180							
P-37-024739	CA-SDI-016385	Other - CRM Tech 878-2H; Other - Burlington Northern Santa Fe (BNSF, formerly Atchinson, Topeka and Santa Fe) Railway; Other - SVDT-Railroad; Other - Atchinson, Topeka and Santa Fe Railway (AT&SF); Other - Santa Fe Surf Line	Structure, Site	Historic	AH07 (Roads/trails/railroad grades) - railroad grade; HP19 (Bridge) - railroad bridge; HP37 (Highway/trail) - railroad	2002 (Daniel Ballester, Teresa Woodard, CRM Tech); 2007 (Barry Stiefel, Shelby Gunderman, ASM Affiliates); 2011 (E. Schultz, K. Harper, Garcia & Associates); 2012; 2013 (Shelby Castells, Jennifer Krintz, ASM Affiliates); 2015 (Shelby Castells, ASM Affiliates); 2015 (Pamela Daly, M.S.H.P.); 2016 (Larry Tift, Joel Lennen, ASM Affiliates); 2017 (Shannon Foglia, AECOM)	SD-14032, SD-17201, SD-17218
P-37-030521	CA-SDI-019395	Other - KM-1				2009 (ASM Affiliates, Inc.)	SD-14818
P-37-030523	CA-SDI-019397	Other - KM-3				2009 (ASM Affiliates, Inc.)	SD-14818
P-37-030524		Other - KM-4				2009 (ASM Affiliates, Inc.)	SD-14818
P-37-030525	CA-SDI-019398	Other - KM-5				2009 (ASM Affiliates, Inc.)	SD-14818
P-37-030529	CA-SDI-019402	Other - KM-9				2009 (ASM Affiliates, Inc.)	SD-14818
P-37-037559		IC Informal - RNID-4028					

CONFIDENTIAL ATTACHMENT 2

NAHC SACRED LANDS FILE SEARCH



AECOM
401 West A Street
Suite 1200
San Diego, CA 92101
www.aecom.com

619.610.7600 tel
619.610.7601 fax

Memorandum

To	Native American Heritage Commission	Page	1 of 3
Email	nahc@nahc.ca.gov		
Subject	West Miramar Landfill Phase II Height Increase		
From	Rob'yn Johnston		
Date	June 6, 2019		

I am contacting you to request a Sacred Lands file check for the West Miramar Landfill Phase II Height Increase/60559319.002. The proposed project involves a height increase for the existing landfill. These upgrades are proposed to occur on a total of approximately 288 acres in central San Diego County, south of the Marine Corps Air Station Miramar military base. This project site is located within the Civil Colonies Land Grant and National City 7.5' USGS topographic quadrangles. Attached please find the Sacred Lands File & Native American Contacts List Request form and maps showing the project areas at the following location:

Unsectioned Mission San Diego Land Grant lands in Township 15 South, Range 3 West, La Jolla Quadrangle California USGS 7.5-minute quadrangle, San Bernardino Baseline and Meridian

Please contact me if you have any questions.

Sincerely,

Rob'yn Johnston, MA
Archaeologist
robyn.johnston@aecom.com
619-610-7632

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100 West Sacramento, CA 95691 916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: West Miramar Landfill Phase II Height Increase/60559319.002

County: San Diego

USGS Quadrangle Name: La Jolla

Township: 15S **Range:** 3W **Section(s):** Unsectioned

Company/Firm/Agency: AECOM

Street Address: 401 West A Street, Suite 1200

City: San Diego **Zip:** 92101

Phone: 619-610-7632

Fax: 619-610-7601

Email: robyn.johnston@aecom.com

Project Description:

The proposed project involves a height increase to the West Miramar Landfill in the City of San Diego. The project site is located within the Unsectioned Mission San Diego Land Grant in Township 15S, Range 3W in the La Jolla USGS 7.5' topographic quadrangle.

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>
Twitter: @CA_NAHC



June 21, 2019

Robyn Johnston
AECOM

VIA Email to: robyn.johnston@aecom.com

RE: West Miramar Landfill Phase II Height Increase Project, San Diego County

Dear Ms. Johnston:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were positive. Please contact the Viejas Band of Kumeyaay Indians on the attached list for more information. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Steven Quinn".

Steven Quinn
Associate Governmental Program Analyst

Attachment

**Native American Heritage Commission
Native American Contact List
San Diego County
6/21/2019**

Barona Group of the Capitan Grande

Edwin Romero, Chairperson
1095 Barona Road Diegueno
Lakeside, CA, 92040
Phone: (619) 443 - 6612
Fax: (619) 443-0681
cloyd@barona-nsn.gov

Campo Band of Diegueno Mission Indians

Ralph Goff, Chairperson
36190 Church Road, Suite 1 Diegueno
Campo, CA, 91906
Phone: (619) 478 - 9046
Fax: (619) 478-5818
rgoff@campo-nsn.gov

Ewiiapaayp Tribe

Robert Pinto, Chairperson
4054 Willows Road Diegueno
Alpine, CA, 91901
Phone: (619) 445 - 6315
Fax: (619) 445-9126
wmicklin@leaningrock.net

Ewiiapaayp Tribe

Michael Garcia, Vice Chairperson
4054 Willows Road Diegueno
Alpine, CA, 91901
Phone: (619) 445 - 6315
Fax: (619) 445-9126
michaelg@leaningrock.net

Iipay Nation of Santa Ysabel

Clint Linton, Director of Cultural Resources
P.O. Box 507 Diegueno
Santa Ysabel, CA, 92070
Phone: (760) 803 - 5694
cjlinton73@aol.com

Iipay Nation of Santa Ysabel

Virgil Perez, Chairperson
P.O. Box 130 Diegueno
Santa Ysabel, CA, 92070
Phone: (760) 765 - 0845
Fax: (760) 765-0320

Inaja-Cosmit Band of Indians

Rebecca Osuna, Chairperson
2005 S. Escondido Blvd. Diegueno
Escondido, CA, 92025
Phone: (760) 737 - 7628
Fax: (760) 747-8568

Jamul Indian Village

Erica Pinto, Chairperson
P.O. Box 612 Diegueno
Jamul, CA, 91935
Phone: (619) 669 - 4785
Fax: (619) 669-4817
epinto@jiv-nsn.gov

Kwaaymii Laguna Band of Mission Indians

Carmen Lucas,
P.O. Box 775 Kwaaymii
Pine Valley, CA, 91962 Diegueno
Phone: (619) 709 - 4207

La Posta Band of Diegueno Mission Indians

Gwendolyn Parada, Chairperson
8 Crestwood Road Diegueno
Boulevard, CA, 91905
Phone: (619) 478 - 2113
Fax: (619) 478-2125
LP13boots@aol.com

La Posta Band of Diegueno Mission Indians

Javaughn Miller, Tribal Administrator
8 Crestwood Road Diegueno
Boulevard, CA, 91905
Phone: (619) 478 - 2113
Fax: (619) 478-2125
jmiller@LPtribe.net

Manzanita Band of Kumeyaay Nation

Angela Elliott Santos, Chairperson
P.O. Box 1302 Diegueno
Boulevard, CA, 91905
Phone: (619) 766 - 4930
Fax: (619) 766-4957

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed West Miramar Landfill Phase II Height Increase Project, San Diego County.

**Native American Heritage Commission
Native American Contact List
San Diego County
6/21/2019**

***Mesa Grande Band of Diegueno
Mission Indians***

Michael Linton, Chairperson
P.O Box 270 Diegueno
Santa Ysabel, CA, 92070
Phone: (760) 782 - 3818
Fax: (760) 782-9092
mesagrandeband@msn.com

***Viejas Band of Kumeyaay
Indians***

Robert Welch, Chairperson
1 Viejas Grade Road Diegueno
Alpine, CA, 91901
Phone: (619) 445 - 3810
Fax: (619) 445-5337

***San Pasqual Band of Diegueno
Mission Indians***

John Flores, Environmental
Coordinator
P. O. Box 365 Diegueno
Valley Center, CA, 92082
Phone: (760) 749 - 3200
Fax: (760) 749-3876
johnf@sanpasqualtribe.org

***Viejas Band of Kumeyaay
Indians***

Ernest Pingleton, Tribal Historic
Officer, Resource Management
1 Viejas Grade Road Diegueno
Alpine, CA, 91901
Phone: (619) 659 - 2314
epingleton@viejas-nsn.gov

***San Pasqual Band of Diegueno
Mission Indians***

Allen Lawson, Chairperson
P.O. Box 365 Diegueno
Valley Center, CA, 92082
Phone: (760) 749 - 3200
Fax: (760) 749-3876
allenl@sanpasqualtribe.org

***Sycuan Band of the Kumeyaay
Nation***

Lisa Haws, Cultural Resources
Manager
1 Kwaaypaay Court Kumeyaay
El Cajon, CA, 92019
Phone: (619) 312 - 1935
lhaws@sycuan-nsn.gov

***Sycuan Band of the Kumeyaay
Nation***

Cody J. Martinez, Chairperson
1 Kwaaypaay Court Kumeyaay
El Cajon, CA, 92019
Phone: (619) 445 - 2613
Fax: (619) 445-1927
ssilva@sycuan-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed West Miramar Landfill Phase II Height Increase Project, San Diego County.