HISTORICAL/ARCHAEOLOGICAL RESOURCES SURVEY REPORT

SAN BERNARDINO INTERNATIONAL AIRPORT
EASTGATE BUILDING 1 PROJECT

City of San Bernardino
San Bernardino County, California

For Submittal to:

San Bernardino International Airport Authority
1601 East Third Street
San Bernardino, CA 92408

and

Federal Aviation Administration
Western-Pacific Region, Airports Division
Los Angeles Airports District Office
15000 Aviation Boulevard
Los Angeles, CA 90261

Prepared for:

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June 26, 2018
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USGS Quadrangle: Redlands, Calif., 7.5’ quadrangle (Rancho San Bernardino land grant; T1S R3W, San Bernardino Baseline and Meridian)

Project Size: Approximately 114 acres

Keywords: Eastern San Bernardino Valley; Phase I historical/archaeological resources survey; Site 36-006848 (CA-SBR-6848H): North Fork Ditch/ Cram and van Leuven Ditch; no “historic properties” or “historical resources” affected
EXECUTIVE SUMMARY

Between April and June 2018, at the request of Tom Dodson and Associates, CRM TECH performed a cultural resources study on the Area of Potential Effects (APE) for the proposed San Bernardino International Airport Eastgate Building 1 Project in the City of San Bernardino, San Bernardino County, California. The APE encompasses approximately 114 acres of vacant land in the northeastern portion of the San Bernardino International Airport (former Norton Air Force Base), located on the south side of Third Street and near the intersection of Lankershim Avenue, within the Rancho San Bernardino land grant and T1S R3W, San Bernardino Baseline and Meridian. The anticipated footprint of the undertaking will be limited to the northerly 101.5 acres of the APE, and the vertical extent of the APE may reach as deep as 20 feet below the ground surface where underground infiltration systems will be installed but will not exceed three feet in most of the APE.

The study is part of the environmental review process for the undertaking, which entails the construction of an Air Cargo Logistics Center next to Taxiway E, primarily an approximately 658,500-square-foot warehouse with docking and parking facilities for an estimated 14 aircraft. The San Bernardino International Airport Authority (SBIAA), as the lead agency for the undertaking, required the study in compliance with the California Environmental Quality Act (CEQA). Since the undertaking requires oversight by the Federal Aviation Administration (FAA), the study is also conducted to comply with Section 106 of the National Historic Preservation Act. The purpose of the study is to provide SBIAA and FAA with the necessary information and analysis to determine whether the undertaking would have an effect on any “historic properties,” as defined by 36 CFR 800.16(l), or “historical resources,” as defined by Title 14 CCR §15064.5(a)(1)-(3), that may exist in or near the APE.

In order to identify such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical background and geoarchaeological research, contacted Native American representatives, and carried out a systematic field survey of the entire APE. The results of these research procedures indicate that Site 36-006848 (CA-SBR-6848H), representing the 1865 alignment of the North Fork Ditch, an extension of the 1858 Cram and van Leuven Ditch, was previously delineated as lying along the northern boundary of the APE, but no evidence of this early irrigation work could be found at that location during the field survey. In view of the drastic changes in the landscape that have occurred since it was abandoned in the 1880s, it is apparent that all surface remnants of the ditch in the vicinity of the APE have been obliterated by later developments, especially the construction of Norton Air Force Base in 1940-1941 and the realignment of City Creek to this location around the same time.

A small segment of a runway and a portion of an airport apron were noted during the survey as lying within the APE, both of them dating at least to the 1950s. They were once integral components of Norton Air Force Base, which was previously determined not to be eligible for listing in the National Register of Historic Places due to the lack of historic integrity. Furthermore, as working components of the modern infrastructure, their current appearance reflects alterations and maintenance over the past six decades, and no longer retains any distinctively historical characteristics. Similarly, the concrete-lined City Creek Channel on the northern edge of the APE, which evidently dates to the construction of the airfield in 1940-1941, also lacks sufficient historical characteristics to be
considered a potential “historic property” or “historical resource” due to later alterations and maintenance.

In conclusion, the present study did not encounter any “historic properties” or “historical resources” within or adjacent to the APE, and the subsurface sediments in the vertical APE appear to be relatively low in sensitivity for potentially significant archaeological remains. Based on these findings, and pursuant to 36 CFR 800.4(d)(1) and Calif. PRC §21084.1, CRM TECH recommends to SBIAA and FAA a conclusion that no “historic properties” or “historical resources” will be affected by the proposed undertaking. No further cultural resources investigation is recommended for the undertaking unless project plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered during earth-moving operations associated with the undertaking, all work in the immediate area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.
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INTRODUCTION

Between April and June 2018, at the request of Tom Dodson and Associates, CRM TECH performed a cultural resources study on the Area of Potential Effects (APE) for the proposed San Bernardino International Airport Eastgate Building 1 Project in the City of San Bernardino, San Bernardino County, California (Figure 1). The APE encompasses approximately 114 acres of vacant land in the San Bernardino International Airport, located on the south side of Third Street and near the intersection of Lankershim Avenue, within the Rancho San Bernardino land grant and T1S R3W, San Bernardino Baseline and Meridian (Figures 2, 3). The anticipated footprint of the undertaking will be limited to the northerly 101.5 acres of the APE, and the vertical extent of the APE may reach as deep as 20 feet below the ground surface where underground infiltration systems will be installed but will not exceed three feet in most of the APE.

The study is part of the environmental review process for the undertaking, which entails the construction of an Air Cargo Logistics Center next to Taxiway E, primarily an approximately 655,746-square-foot warehouse with docking and parking facilities for an estimated 15 aircraft. The San Bernardino International Airport Authority (SBIAA), as the lead agency for the undertaking, required the study in compliance with the California Environmental Quality Act (CEQA). Since the undertaking requires oversight by the Federal Aviation Administration (FAA), the study is also conducted to comply with Section 106 of the National Historic Preservation Act. The purpose of the study is to provide SBIAA and FAA with the necessary information and analysis to determine whether the undertaking would have an effect on any “historic properties,” as defined by 36 CFR 800.16(l), or “historical resources,” as defined by Title 14 CCR §15064.5(a)(1)-(3), that may exist in or near the APE.

![Figure 1. Vicinity of the APE. (Based on USGS San Bernardino, Calif., 1:250,000 quadrangle [USGS 1969])](image-url)
Figure 2. Area of Potential Effects. (Based on USGS San Bernardino South and Redlands, Calif., 1:24,000 quadrangles [USGS 1980; 1996])
Figure 3. Aerial image of the APE. (Based on Google Earth imagery)
In order to identify such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical background and geoarchaeological research, contacted Native American representatives, and carried out a systematic field survey of the entire APE. The following report is a complete account of the methods, results, and final conclusion of the study. Personnel who participated in the study are named in the appropriate sections below, and their qualifications are provided in Appendix 1.

SETTING

CURRENT NATURAL SETTING

The City of San Bernardino is situated in the eastern end of the San Bernardino Valley, a broad inland valley defined by the San Gabriel and San Bernardino Mountain Ranges on the north and a series of low rocky hills on the south. The natural environment of the region is characterized by its temperate Mediterranean climate, with the average maximum temperature in July reaching the 90s (Fahrenheit) and the average minimum temperature in January hovering around 35º. Rainfall is typically less than 20 inches annually, most of which occurs between November and March.

The APE is located in the northeastern portion of the San Bernardino International Airport, which occupies a total of more than 1,300 acres on the southeastern corner of the City of San Bernardino, along the boundaries with the adjacent Cities of Highland and Redlands. Formerly a military installation known as Norton Air Force Base, the airport today lies in a generally urbanized setting, surrounded by residential neighborhoods, apartment complexes, commercial and industrial properties, as well as a few tracts of vacant land. The Santa Ana River, the main natural watercourse in the San Bernardino Valley, forms the southern perimeter of the airport, approximately a half-mile south of the APE (Figure 2).

Currently, most of the APE is used as for storage of tractor trailers, and much of the ground surface is covered with crushed gravel, asphalt, and some concrete pavement. The southeastern portion of the APE is occupied by large stockpiles of soil and broken concrete, and the southernmost portion, along the northern edge of Taxiway E, is used to store aircraft that have been stripped down (Figure 3). The ground surface in the APE has clearly been leveled in the past, resulting in a generally flat terrain. Elevations in the APE range approximately from 1,110 feet to 1,145 feet above sea level. The existing vegetation in the vicinity consists of foxtail, tumbleweed, various landscaping trees, and the typical small grass and shrub (Figure 4).

CULTURAL SETTING

Prehistoric Context

The earliest evidence of human occupation in inland southern California was discovered below the surface of an alluvial fan in the northern portion of the Lakeview Mountains, overlooking the San Jacinto Valley, with radiocarbon dates clustering around 9,500 before present (B.P.; Horne and McDougall 2008). Another site found near the shoreline of Lake Elsinore, close to the confluence of Temescal Wash and the San Jacinto River, yielded radiocarbon dates between 8,000 and 9,000 B.P. (Grenda 1997). Additional sites with isolated Archaic dart points, bifaces, and other associated lithic
artifacts from the same age range have been found in the nearby Cajon Pass area, typically atop knolls with good viewsheds (Basgall and True 1985; Goodman and McDonald 2001; Goodman 2002; Milburn et al. 2008).

The cultural history of southern California has been summarized into numerous chronologies, including the works of Chartkoff and Chartkoff (1984), Warren (1984), and others. The prehistory of Riverside County specifically has been addressed by O’Connell et al. (1974), McDonald, et al. (1987), Keller and McCarthy (1989), Grenda (1993), Goldberg (2001), and Horne and McDougall (2008). Although the beginning and ending dates of different cultural horizons vary regionally, the general framework of the prehistory of inland southern California can be divided into three primary periods:

- **Paleoindian Period (ca. 18,000-9,000 B.P.):** Native peoples of this period created fluted spearhead bases designed to be hafted to wooden shafts. The distinctive method of thinning bifaces and spearhead preforms by removing long, linear flakes leaves diagnostic Paleoindian markers at tool-making sites. Other artifacts associated with the Paleoindian toolkit include choppers, cutting tools, retouched flakes, and perforators. Sites from this period are very sparse across the landscape and most are deeply buried.

- **Archaic Period (ca. 9,000-1,500 B.P.):** Archaic sites are characterized by abundant lithic scatters of considerable size with many biface thinning flakes, bifacial preforms broken during manufacture, and well-made groundstone bowls and basin metates. As a consequence of making dart points, many biface thinning waste flakes were generated at individual production stations, which is a diagnostic feature of Archaic sites.
• Late Prehistoric Period (ca. 1,500 B.P. - contact): Sites from this period typically contain small lithic scatters from the manufacture of small arrow points, expedient groundstone tools such as tabular metates and unshaped manos, wooden mortars with stone pestles, acorn or mesquite bean granaries, ceramic vessels, shell beads suggestive of extensive trading networks, and steatite implements such as pipes and arrow shaft straighteners.

Ethnohistoric Context

The present-day San Bernardino area is a part of the homeland of the Serrano people, which is centered in the San Bernardino Mountains. Together with that of the Vanyume people, linguistically a subgroup, the traditional territory of the Serrano also includes part of the San Gabriel Mountains, much of the San Bernardino Valley, and the Mojave River valley in the southern portion of the Mojave Desert, reaching as far east as the Cady, Bullion, Sheep Hole, and Coxcomb Mountains. The name “Serrano” was derived from a Spanish term meaning “mountaineer” or “highlander.” The basic written sources on Serrano culture are Kroeber (1925), Strong (1929), and Bean and Smith (1978). The following ethnographic discussion of the Serrano people is based mainly on these sources.

Prior to European contact, the Serrano were primarily hunter-gatherers and occasionally fishers, and settled mostly on elevated terraces, hills, and finger ridges near where flowing water emerged from the mountains. They were loosely organized into exogamous clans, which were led by hereditary heads, and the clans in turn were affiliated with one of two exogamous moieties. The clans were patrilineal, but their exact structure, function, and number are unknown, except that each clan was the largest autonomous political and landholding unit. There was no pan-tribal political union among the clans, but they shared strong trade, ceremonial, and marital connections that sometimes also extended to other surrounding nations, such as the Kitanemuk, the Tataviam, and the Cahuilla.

Although contact with Europeans may have occurred as early as 1771 or 1772, Spanish influence on Serrano lifeways was negligible until the 1810s, when a mission asistencia was established on the southern edge of Serrano territory. Between then and the end of the mission era in 1834, most of the Serrano in the western portion of their traditional territory were removed to the nearby missions. In the eastern portion, a series of punitive expeditions in 1866-1870 resulted in the death or displacement of almost all remaining Serrano population in the San Bernardino Mountains. Today, most Serrano descendants are affiliated with the San Manuel Band of Mission Indians, the Morongo Band of Mission Indians, or the Serrano Nation of Indians.

Historic Context

The San Bernardino Valley, along with the rest of Alta California, was claimed by Spain in the late 18th century, and the first European explorers traveled through the area as early as 1772, three years after the beginning of Spanish colonization (Beck and Haase 1974:15). For nearly four decades afterwards, however, the arid inland valley received little attention from the European colonizers, who concentrated their efforts along the Pacific coast. Following the establishment of Mission San Gabriel in 1771, the San Bernardino Valley became a part of the mission’s vast land holdings. The name “San Bernardino” was bestowed on the region in the 1810s, when the asistencia and an associated mission rancho, both bearing that name, were established in present-day Loma Linda (Lerch and Haenszel 1981).
After gaining independence from Spain in 1821, the Mexican authorities began in 1834 the process of secularization to dismantle the mission system in Alta California. During the next 12 years, former mission ranchos throughout Alta California were surrendered to the Mexican government, and subsequently divided and granted to various prominent citizens of the province. In 1842, Rancho San Bernardino was granted to members of a prominent Los Angeles family, the Lugos (Schuiling 1984:34). An adobe house built by one of the grantees at the site of today’s county courthouse became the earliest non-Indian settlement in San Bernardino. As elsewhere in Alta California during the Spanish and Mexican periods, cattle raising was the primary economic activity on Rancho San Bernardino and other nearby land grants, often with the local Native American population providing the labor force (Lerch and Haenszel 1981).

After the American annexation of Alta California in 1848, the Lugos sold the entire Rancho San Bernardino land grant in 1851 to a group of Mormon settlers, who promptly established a fortified settlement around the Lugo adobe and thus founded the town of San Bernardino, one of the oldest non-Indian community in what is known today as the Inland Empire (Schuiling 1984:45). The early growth of the Mormon colony was promising. It became county seat of the newly created San Bernardino County in 1853 and was incorporated as a city the next year (ibid.:48-49). In 1857, however, the budding town suffered a devastating setback when half of its population, responding to a recall from Mormon leaders, left California for Utah, causing the city to disincorporate (ibid.:50).

In the 1880s, spurred by the completion of the Santa Fe Railway in 1885, the rise of the profitable citrus industry, and a general land boom that swept through much of southern California, San Bernardino gradually recovered and reincorporated in 1886. With the selection of the city by the Santa Fe Railway as its regional headquarters, San Bernardino embarked on a period of steady growth that lasted well into the 20th century. During World War II, the growth of San Bernardino was further boosted when the U.S. Army Air Corps established an airport and pilot training base in the city in 1940-1941. Renamed Norton Air Force Base in 1950, the large military installation continued to provide an important driving force in the local economy until it was closed in 1994 and eventually converted into civilian use as the present-day San Bernardino International Airport.

**RESEARCH METHODS**

**RECORDS SEARCH**

On January 29, 2018, CRM TECH archaeologist Ben Kerridge conducted the historical/archaeological resources records search at the South Central Coastal Information Center (SCCIC), California State University, Fullerton, which is the State of California’s official repository of cultural resource records for the County of San Bernardino. During the records search, Kerridge examined maps and records on file at the SCCIC for previously identified cultural resources in or near the APE and existing cultural resources reports pertaining to the vicinity. Previously identified historical/archaeological resources include properties designated as California Historical Landmarks, Points of Historical Interest, or San Bernardino County Historical Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.
HISTORICAL BACKGROUND RESEARCH

Historical background research for this study was conducted by Ben Kerridge and CRM TECH principal investigator/historian Bai “Tom” Tang. Sources consulted during the research included published literature in local and regional history, U.S. General Land Office land survey plat maps dated 1858, U.S. Geological Survey (USGS) topographic maps dated 1901-1996, and aerial photographs taken in 1938-2018. The historic maps are collected at the Science Library of the University of California, Riverside, and the California Desert District of the U.S. Bureau of Land Management, located in Moreno Valley. The aerial photographs are available at the NETR Online website and through the Google Earth software.

NATIVE AMERICAN PARTICIPATION

On April 20, 2018, CRM TECH submitted a written request to the State of California’s Native American Heritage Commission (NAHC) for a records search in the commission’s Sacred Lands File (SLF). Following the commission’s recommendations and previously established consultation protocol, CRM TECH contacted the nearby San Manuel Band of Mission Indians in writing on April 23-24 for additional information on potential Native American cultural resources in the vicinity of the APE. The correspondence between CRM TECH and the Native American representatives is summarized below and presented in Appendix 2.

FIELD SURVEY

On May 16 and 22, 2018, CRM TECH field director Daniel Ballester and project archaeologist Cynthia Morales carried out the field survey of the APE. Most of the survey was completed at an intensive level by walking a series of parallel 15-meter (approximately 50-foot) transects. Parts of the APE were obstructed by tractor-trailers, aircraft, stockpiles of soil and concrete, or other debris. In these areas, the survey was conducted at a reconnaissance level by staying close to the transect system and inspecting the exposed ground surface wherever possible.

Using these methods, the entire APE was surveyed systematically for any evidence of human activities dating to the prehistoric or historic period (i.e., 50 years or older). Visibility of the native ground surface vary from poor to fair (0 to 50 percent) across the APE, mostly due to the presence of pavement, gravel, stockpiles, and scattered debris. In light of the extent of past disturbances to the ground surface resulting from the construction and operation of the existing airport facilities, the level of survey efforts and the ground visibility were considered adequate for this study.

GEOARCHAEOLOGICAL ANALYSIS

As part of the research procedures, Ben Kerridge and CRM TECH geologist Harry M. Quinn pursued geoarchaeological analysis to assess the APE’s potential for the deposition and preservation of subsurface cultural deposits from the prehistoric period, which cannot be detected through a standard surface archaeological survey. Sources consulted for this purpose included primarily topographic, geologic, and soil maps and reports pertaining to the surrounding area. Findings from these sources were used to develop a geomorphologic history of the APE and address geoarchaeological sensitivity of the vertical APE.
RESULTS AND FINDINGS

RECORDS SEARCH

The records search at the SCCIC revealed that the entire APE was included in two previous cultural resources studies completed in 1991, while a small portion of the APE on the western edge was apparently also covered by a third study in 2002 (Figure 5). The two studies in 1991 were both conducted in preparation for the closure of Norton Air Force Base, and they resulted in the recordation and evaluation of more than 40 WWII-era buildings and other features through a systematic survey of the entire base (Carmichael 1991; Schmuecker 1991). None of them, however, was located within or adjacent to the current APE. During one of the 1991 studies, the base as a whole was also evaluated against the criteria for listing in the National Register of Historic Places, and it was concluded that:

Norton AFB itself does possess significance at the local level due to its predominance in the development of the San Bernardino region, however, the degree of alteration to the Base as a whole and to the buildings individually, preclude recommendation for nomination to the National Register. (Schmuecker 1991:v)

According to SCCIC records, the only cultural resource that has been formally recorded in the immediate vicinity of the APE was Site 36-006848 (CA-SBR-6848H), the Cram and van Leuven Ditch. Existing site records delineate the site as extending along Third Street, adjacent to the northern boundary of the APE. However, historical sources suggest that the segment of the site near the APE is more properly known as the North Fork Ditch rather than the Cram and van Leuven Ditch, as discussed further below (see “Historical Background Research”).

Within a one-mile radius of the APE, SCCIC records show more than 50 other previous studies on various tracts of land and linear features (Figure 5). In all, more than half of the land within the scope of the records search has been surveyed, resulting in the identification of nearly 100 additional historical/archaeological sites, including 30 “pending” sites, and one isolate—i.e., a locality with three or fewer artifacts—within the one-mile radius.

Two of these known sites were of prehistoric—i.e., Native American—origin, as was the isolate. Site 36-003965 (CA-SBR-3965), a lithic flake scatter, was recorded in 1987 about a half-mile north of the APE and Site 36-004495 (CA-SBR-4495), a single bedrock milling slick, was recorded in 1980 just inside a mile to the southwest. Isolate 36-012385, a vesicular basalt metate, was recorded in 1988 roughly a mile south of the APE. The other sites all dated to the historic period and consisted predominantly of buildings, including those associated with Norton Air Force Base, as well as structural remains, irrigation features, refuse scatters, and a railroad line. With the exception of 36-006848, none of these resources was found in the immediate vicinity of the APE, and thus none of them requires further consideration during this study.

HISTORICAL BACKGROUND RESEARCH

Historical sources consulted for this study indicate that settlement and development activities began in the project vicinity shortly after the establishment of the Mormon colony of San Bernardino in 1851. By the mid-1850s, several smaller Mormon settlements had been established
Figure 5. Previous cultural resources studies in the vicinity of the APE, listed by SCCIC file number. Locations of historical/archaeological sites are not shown as a protective measure.
around the main colony, on the former Rancho San Bernardino (Scott 1977:12). One of these, the City Creek Settlement, was located in the area along present-day Sixth Street between Waterman Avenue and Sterling Avenue, to the northwest of the APE (ibid.). A short ditch built in 1856 from the nearby Santa Ana River, known as the North Fork Ditch and running a short distance to the southwest of the APE, served the settlement’s needs for irrigation water (ibid.).

In 1862, a catastrophic flood on the Santa Ana River rendered many of the early irrigation works in the San Bernardino area useless, including the North Fork Ditch (Scott 1977:14). As a result, shareholders of the North Fork Ditch entered into an agreement with the owners of the nearby Cram and van Leuven Ditch, which had been built in 1858 further upstream but had terminated well to the east of the APE, to enlarge and lengthen the latter ditch for the conveyance of water allotted to the City Creek Settlement (ibid.:14-16). The new ditch, which traversed east-west near the APE along its northern boundary, was completed in 1865 and inherited the name of the North Fork Ditch (ibid.:15).

Until the early 1880s, the North Fork Ditch enterprise was limited to irrigating relatively low-quality land along the edge of the Santa Ana River wash (Anonymous n.d.). In 1881, in a water rights settlement with the North Fork interests, Edward G. Judson and Frank E. Brown, developers of the Redlands colony, offered to build a new “highline ditch” along the base of the San Bernardino Mountains, which would maximize the potential acreage of land irrigated by North Fork water (Scott 1977:17). The construction of the new North Fork Canal was completed in 1882 (ibid.), after which the 1865 alignment of the combined North Fork Ditch and Cram and van Leuven Ditch near the APE was largely abandoned.

By the 1890s, a grid of roads had been established around the project location, including the forerunners of present-day Third Street and Lankershim Avenue, each of them lined by scattered farmsteads and other buildings (Figure 6). The road along the northern project boundary was named City Creek Road in the 1930s, when it was joined by Third Street along its original alignment running east-west across the southern half of the APE (Figure 7). A handful of buildings were known to be present within the project boundaries at that time, along City Creek Road and Leslie Way, a short street that extended into the southwestern portion of the APE, while a large portion of the APE, between City Creek Road and Third Street, was located within the meandering City Creek Wash (Figure 7). Other than the wide, unregulated wash, most of the APE was evidently used as farmlands in the 1930s (NETR Online 1938).

As mentioned above, the aviation facility at this location was originally built in 1940-1941 as a U.S. Army Air Corps base (Richards 1966). During WWII, it served primarily as a repair and maintenance depot for Army aircraft. After the war, it was transferred to the newly created U.S. Air Force and renamed Norton Air Force Base in honor of Captain Leland F. Norton, a San Bernardino native and Army pilot who was killed in action over France in 1944 (ibid.). By the 1950s, the APE was partially occupied by portions of a runway and an airport apron and at least three buildings on the base, with most of the acreage left undeveloped (Figure 8; NETR Online 1959). Meanwhile, all buildings and other man-made features in the APE that predated 1940 had been removed, undoubtedly during the construction of the base (ibid.). Third Street had been realigned to the north of the APE, taking over the former alignment of City Creek Road, and City Creek had also been realigned and channelized along the south side of Third Street (ibid.).
Over the years, the runway that extended into the APE was lengthened to the northern edge of the airfield between 1959 and 1966, and then shortened to its current configuration between 1968 and 1980 (NETR Online 1959-1980). In 1966-1968, a pair of cylindrical storage tanks were built on the northwestern edge of the APE, one of them within the project boundaries (NETR Online 1966; 1968). By 1980, all buildings that stood in the APE in the 1950s have been removed, as were the storage tanks sometime between 1994 and 2002 (NETR Online 1980-2002; Google Earth 1994; 2002). Other than the runway and the paved apron, all other existing airport-related facilities in the APE are modern in origin, built after the beginning of the current century (NETR Online 1994-2012; Google Earth 1994-2018).

**NATIVE AMERICAN PARTICIPATION**

In response to CRM TECH’s inquiry, the NAHC reports in a letter dated April 23, 2018,
that the SLF record search identified unspecified Native American cultural resources within the APE and recommends that the San Manuel Band of Mission Indians be consulted for further information (see Appendix 2). Prior to receiving the commission’s reply, CRM TECH had sent a written request for comments to the Cultural Resources Management Department of the San Manuel Band on April 23, and the request was subsequently updated on April 24 (see Appendix 2).

In an e-mail reply on April 24, 2018, Jessica Mauck, Cultural Resources Analyst for the San Manuel Band, states that the APE is in fact outside the Native American cultural resource identified in SLF but within a large buffer area. Therefore, the tribe has “no concern with the proximity of the project area to the SLF resource(s).” However, she remains concerned about the possibility of subsurface cultural deposits in the APE, and indicates that the tribe may request subsurface testing in the APE depending on the extent of past ground disturbances and that of future disturbances anticipated during the proposed undertaking (see Appendix 2).

**FIELD SURVEY**

Throughout the course of the field survey, no potential “historic properties” or “historical resources” were encountered within and adjacent to the APE. The ground surface in the entire APE has been greatly disturbed by past construction activities associated with Norton Air Force Base and the existing facilities on the property, such as the runway, airport apron, and paved parking areas, leaving little vestige of the native landscape. As discussed above, most of the existing facilities in the APE are of recent vintage. The portions of the runway and the apron in the APE date at least to the 1950s, but both have undergone various alterations, upgrading, and frequent maintenance over the years (Figure 8; NETR Online 1959-2012). As a result, neither of them demonstrates any distinctively historical characteristics today.

No evidence of Site 36-006848, the 1865 North Fork Ditch and an extension of the 1858 Cram and van Leuven Ditch, was observed during the survey. The only water-conveyance feature found along its course, as reflected in SCCIC records, was the concrete-lined channel for the rerouted City Creek, which lies on the south side of Third Street and on the northern edge of the APE. As the historical sources demonstrate, the channel was evidently built in 1940-1941, during the construction of the airfield (Figures 7, 8). However, as a working component of the modern flood-control infrastructure, the channel has also been altered in appearance and demonstrates no particular historical characteristics.

**GEOARCHAEOLOGICAL ANALYSIS**

Dibblee (1974) maps the surface geology in the APE as mostly $Qa$ with some $Qg$. According to Dibblee (ibid.), $Qa$ consists of gravel and sand of stream channels and $Qg$ consists of alluvium, sand, and gravel, both of them Holocene in age. Morton (1978) categorizes the soil in the APE as $Qya2$, or younger, “unconsolidated grayish pebbly to boulder alluvium.” Matti et al. (2003) identify the surface sediments in and near the APE as $Qya4$, $Qvyw$, and $Qya5$, from north to south. All three soil types are described as slightly to moderately consolidated sand and gravel deposits of late Holocene age, typically exhibiting a high coarse-to-fine ratio, with $Qya4$ and $Qya5$ associated with alluvial fans and $Qvyw$ associated with active washes.
In summary, according to these sources the surface soils in the APE are composed of Holocene-age alluvial sediments deposited by City Creek, which ran through the APE before being channelized in 1940-1941, and by occasional floods from the Santa Ana River a short distance to the south. In light of its location along an active wash and on the floodplain of a major river, the APE would not have been considered a favorable setting for long-term settlement in prehistoric times, nor would the setting be conducive for the preservation of subsurface archaeological deposits, especially given the coarse grain of the sediments. Any cultural remains encountered in this area would be of questionable contextual integrity, as their occurrence may have resulted from fluvial activities on City Creek or the Santa Ana River.

In addition, as noted above, the surface sediments in the APE has been greatly disturbed by extensive construction activities since 1940, and largely represent artificial fill over the former City Creek wash, which further reduces the archaeological sensitivity of the area. The 1991 archaeological study of Norton Air Force Base also concluded that:

> Based on evidence of extensive ground disturbance, intact aboriginal sites are not expected at the main base. … The extensive ground disturbance also minimizes the probability of finding historic remains dating to the mission or early agricultural periods. (Carmichael 1991:vi)

Based on these consideration, the subsurface sediments within the vertical APE are considered to be relatively low in sensitivity for potentially significant archaeological deposits of prehistoric or early historic origin.

**DISCUSSION**

The purpose of this study is to identify and evaluate any “historic properties” or “historical resources,” that may exist within or adjacent to the APE. “Historic properties,” as defined by the Advisory Council on Historic Preservation, include “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior” (36 CFR 800.16(l)). The eligibility for inclusion in the National Register is determined by applying the following criteria, developed by the National Park Service as per provision of the National Historic Preservation Act:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and
> (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
> (b) that are associated with the lives of persons significant in our past; or
> (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
> (d) that have yielded, or may be likely to yield, information important in prehistory or history. (36 CFR 60.4)

For CEQA-compliance considerations, the State of California’s Public Resources Code (PRC) establishes the definitions and criteria for “historical resources,” which require similar protection to
what NHPA Section 106 mandates for “historic properties.” “Historical resources,” according to PRC §5020.1(j), “includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.”

More specifically, CEQA guidelines state that the term “historical resources” applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria of historical significance, CEQA guidelines mandate that “generally a resource shall be considered by the lead agency to be ‘historically significant’ if the resource meets the criteria for listing on the California Register of Historical Resources” (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

In summary of the research results presented above, Site 36-006848, representing the 1865 alignment of the North Fork Ditch, an extension of the 1858 Cram and van Leuven Ditch, was previously delineated as lying along the northern boundary of the APE, but no evidence of this early irrigation work could be found at that location during the field survey. In view of the drastic changes in the landscape that have occurred since it was abandoned in the 1880s, it is apparent that all surface remnants of the ditch in the vicinity of the APE have been obliterated by later developments, especially the construction of Norton Air Force Base in 1940-1941 and the realignment of City Creek to this location around the same time.

A small segment of a runway and a portion of an airport apron were noted during the survey as lying within the APE, both of them dating at least to the 1950s (Figure 8; NETR Online 1959). They were once integral components of Norton Air Force Base, which was previously determined not to be eligible for listing in the National Register of Historic Places due to the lack of historic integrity (Schmoecker 1991:v). Furthermore, as working components of the modern infrastructure, their current appearance reflects alterations and maintenance over the past six decades, and no longer retains any distinctively historical characteristics, as noted above. Similarly, the concretelined City Creek Channel on the northern edge of the APE, which evidently dates to the construction of the airfield in 1940-1941, also lacks sufficient historical characteristics to be considered a potential “historic property” or “historical resource” due to later alterations and maintenance.

Based on these findings, and in light of the criteria listed above, this study concludes that no “historic properties” or “historical resources” exist within or adjacent to the APE.
CONCLUSION AND RECOMMENDATIONS

Section 106 of the National Historic Preservation Act mandates that federal agencies take into account the effects of their undertakings on historic properties and seek ways to avoid, minimize, or mitigate any adverse effects on such properties (36 CFR 800.1(a)). Similarly, CEQA establishes that “a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment” (PRC §21084.1). “Substantial adverse change,” according to PRC §5020.1(q), “means demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired.”

Throughout the course of the present study, no “historic properties” or “historical resources” were identified within or adjacent to the APE, and the subsurface sediments within the vertical APE appear to be relatively low in archaeological sensitivity. Therefore, CRM TECH presents the following recommendations to SBIAA and FAA:

- No “historic properties” or “historical resources” will be affected by the proposed undertaking.
- No further cultural resources investigation will be necessary for the undertaking unless project plans undergo such changes as to include areas not covered by this study.
- If buried cultural materials are discovered during earth-moving operations associated with the undertaking, all work in the immediate area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the find.

REFERENCES

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Dibblee, T.W.

Goldberg, Susan K. (ed.)

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Grenda, Donn

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Matti, J.C., D.M. Morton, B.F. Cox, and K.J. Kendrick

McDonald, Meg, Philip J. Wilke, and Andrea Kausa

Milburn, Doug, U.K. Doan, and John D. Goodman II
Morton, D.M.

NETR Online

O’Connell, James F., Philip J. Wilke, Thomas F. King, and Carol L. Mix (eds.)
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Schmuecker, Brian L.
1991 Final Report: Inventory and Evaluation of World War II Structures at Norton Air Force Base in San Bernardino County, California. On file, South Central Coastal Information Center, California State University, Fullerton.

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Scott, M.B.
1977 Development of Water Facilities in the Santa Ana River Basin California, 1810-1968. On file, South Central Coastal Information Center, California State University, Fullerton.

Strong, William Duncan

USGS (United States Geological Survey, U.S. Department of the Interior)
1901a Map: San Bernardino, Calif. (15’, 1:62,500); surveyed in 1893-1894.
1901b Map: Redlands, Calif. (15’, 1:62,500); surveyed in 1898-1899.
1943 Map: Redlands and Vicinity, Calif. (1:31,680); surveyed in 1939.
1954 Map: Redlands, Calif. (7.5’, 1:24,000); aerial photographs taken in 1952, field-checked 1954.
1969 Map: San Bernardino, Calif. (1:250,000); 1958 edition revised.

Warren, Claude N.
APPENDIX 1:  
PERSONNEL QUALIFICATIONS

PRINCIPAL INVESTIGATOR/HISTORIAN  
Bai “Tom” Tang, M.A.

Education

1982      B.A., History, Northwestern University, Xi’an, China.


Professional Experience

2002-      Principal Investigator, CRM TECH, Riverside/Colton, California.
1993-2002  Project Historian/Architectural Historian, CRM TECH, Riverside, California.
1991-1993  Project Historian, Archaeological Research Unit, UC Riverside.
1990      Intern Researcher, California State Office of Historic Preservation, Sacramento.
1988-1993  Research Assistant, American Social History, UC Riverside.
1985-1986  Teaching Assistant, Modern Chinese History, Yale University.
1982-1985  Lecturer, History, Xi’an Foreign Languages Institute, Xi’an, China.

Cultural Resources Management Reports


Numerous cultural resources management reports with the Archaeological Research Unit, Greenwood and Associates, and CRM TECH, since October 1991.
PRINCIPAL INVESTIGATOR/ARCHAEOLOGIST
Michael Hogan, Ph.D., RPA*

Education

1991  Ph.D., Anthropology, University of California, Riverside.
1981  B.S., Anthropology, University of California, Riverside; with honors.

2002  “Wending Your Way through the Regulatory Maze,” symposium presented by the Association of Environmental Professionals.

Professional Experience

2002-  Principal Investigator, CRM TECH, Riverside/Colton, California.
1999-2002  Project Archaeologist/Field Director, CRM TECH, Riverside.
1992-1998  Assistant Research Anthropologist, University of California, Riverside
1993-1994  Adjunct Professor, Riverside Community College, Mt. San Jacinto College, U.C. Riverside, Chapman University, and San Bernardino Valley College.
1984-1998  Archaeological Technician, Field Director, and Project Director for various southern California cultural resources management firms.

Research Interests

Cultural Resource Management, Southern Californian Archaeology, Settlement and Exchange Patterns, Specialization and Stratification, Culture Change, Native American Culture, Cultural Diversity.

Cultural Resources Management Reports

Author and co-author of, contributor to, and principal investigator for numerous cultural resources management study reports since 1986.

Memberships

* Register of Professional Archaeologists; Society for American Archaeology; Society for California Archaeology; Pacific Coast Archaeological Society; Coachella Valley Archaeological Society.
PROJECT ARCHAEOLOGIST/REPORT WRITER
Ben Kerridge, M.A.

Education

2014  Archaeological Field School, Institute for Field Research, Kephallenia, Greece.
2010  M.A., Anthropology, California State University, Fullerton.
2009  Project Management Training, Project Management Institute/CH2M HILL.
2004  B.A., Anthropology, California State University, Fullerton.

Professional Experience

2015  Teaching Assistant, Institute for Field Research, Kephallenia, Greece.
2009-2014  Publications Delivery Manager, CH2M HILL, Santa Ana, California.
•  Led teams of editors, document processors, and graphic designers in production of technical documents in support of construction, remediation, and mitigation-monitoring projects of varying sizes around the world.
•  Provided field and research support to cultural resources management teams on various projects.
2010- Naturalist, Newport Bay Conservancy, Newport Beach, California.
2009-2010  Senior Commentator, GameReplays.org.
2006-2009  Technical Publishing Specialist, CH2M HILL, Santa Ana, California.
2002-2006  English Composition/College Preparation Tutor, various locations, California.

Papers Presented


Cultural Resources Management Reports

Co-author and contributor to numerous cultural resources management reports since 2013.

Memberships

Society for California Archaeology; Pacific Coast Archaeological Society.
PROJECT GEOLOGIST
Harry M. Quinn, M.S., California Professional Geologist #3477

Education

1978 Certificate in Archaeology, University of California, Los Angeles.
1968 M.S., Geology, University of Southern California, Los Angeles.
1964 B.S., Geology, Long Beach State College, Long Beach.

- Graduate work oriented toward invertebrate paleontology; M.S. thesis completed as a stratigraphic paleontology project on the Precambrian and Lower Cambrian rocks of Eastern California.

Professional Experience

1998- Project Archaeologist/Geologist/Paleontologist, CRM TECH, Riverside/Colton, California.

Memberships

Society of Vertebrate Paleontology; American Association of Petroleum Geologists; Association of Environmental Professionals; Rocky Mountain Association of Geologists, Pacific Section; Society of Economic Paleontologists and Mineralogists; San Bernardino County Museum; Society for American Archaeology; Society for California Archaeology; Archaeological Survey Association of Southern California; Coachella Valley Archaeological Society (President, 1993-1994, 2000; Vice President, 1992, 1995-1999, 2001; Basic Archaeology Training Course Instructor, 1996-2000; Environmental Assessment Committee Chair, 1997-1999); Coachella Valley Historical Society; Malki Museum; Southwest Museum; El Paso Archaeological Society; Ohio Archaeological Society; West Virginia Archaeological Society; Museum of the Fur Trade; Cahokia Mounds Association.

Publications

Five publications in Geology concerning an oil field study, a ground water and earthquake study, a report on the geology of the Santa Rosa Mountain area, and papers on vertebrate and invertebrate Holocene Lake Cahuilla faunas. Approximately 55 articles in archaeology and history in various journals. Co-author of more than 100 cultural resources reports.
PROJECT ARCHAEOLOGIST/FIELD DIRECTOR
Daniel Ballester, M.S.

Education

2013    M.S., Geographic Information System (GIS), University of Redlands, California.
1998    B.A., Anthropology, California State University, San Bernardino.
1997    Archaeological Field School, University of Las Vegas and University of California, Riverside.
2007    Certificate in Geographic Information Systems (GIS), California State University, San Bernardino.

Professional Experience

2002-    Field Director/GIS Specialist, CRM TECH, Riverside/Colton, California.
1999-2002    Project Archaeologist, CRM TECH, Riverside, California.
1998    Field Crew, Archaeological Research Unit, University of California, Riverside.

PROJECT ARCHAEOLOGIST
Cynthia Morales, B.A.

Education

2014    B.A., Anthropology (cum laude; concentration in Archaeology), California State University, San Bernardino.

Professional Experience

2014-    Project Archaeologist, CRM TECH, Colton, California.
2014    Paleontological Field Assistant, HKA Enterprises, Santa Ana, California.
2012    Museum Studies Intern, San Bernardino County Museum, Redlands, California.

Memberships

Delta Epsilon Iota Academic Honor Society; National Society of Collegiate Scholars; Student Conservation Association.
APPENDIX 2

CORRESPONDENCE WITH
NATIVE AMERICAN REPRESENTATIVES
SACRED LANDS FILE & NATIVE AMERICAN CONTACTS LIST REQUEST

NATIVE AMERICAN HERITAGE COMMISSION
915 Capitol Mall, RM 364
Sacramento, CA 95814
(916) 653-4082
(916) 657-5390 – Fax
nahc@pacbell.net

Project: New Air Freight Facility at the SBD Airport; (CRM TECH No. 3336)

County: San Bernardino

USGS Quadrangle Name: Redlands, Calif. (See attached map).

Township 1 South  Range 3 West  SB_BM; Section(s) San Bernardino land grant

Company/Firm/Agency: CRM TECH

Contact Person: Nina Gallardo

Street Address: 1016 E. Cooley Drive, Suite A/B

City: Colton, CA  Zip: 92324

Phone: (909) 824-6400  Fax: (909) 824-6405

Email: ngallardo@crmtech.us

Project Description: The project entails the construction of an air freight facility within the former Norton Air Force Base, along the south side of Third Street and east of 100th Street (extension of Victoria Avenue), in the City of San Bernardino, San Bernardino County, California.

April 20, 2018
April 23, 2018

Nina Gallardo
CRM TECH

Sent by E-mail: ngallardo@crmtech.us

RE: Proposed Air Freight Facility at the SBO airport (CRM TECH No. 3336) Project, City of San Bernardino,
Redlands USGS Quadrangle, San Bernardino County, California

Dear Ms. Gallardo:

Attached is a list of tribes that have cultural and traditional affiliation to the areas of potential project effect
(APE) referenced above. I suggest you contact all of those listed, if they cannot supply information, they might
recommend others with specific knowledge. The list should provide a starting place to locate areas of potential
adverse impact within the APE. By contacting all those on the list, your organization will be better able to
respond to claims of failure to consult, as may be required under particular state statutes. If a response has
not been received within two weeks of notification, the Native American Heritage Commission (NAHC)
requests that you follow-up with a telephone call to ensure that the project information has been received.

THIS INFORMATION IS CONFIDENTIAL! PLEASE DO NOT INCLUDE IN PUBLIC DOCUMENTS.

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was
completed for the area of potential project effect (APE) for the above referenced project. Sites have been
located within the APE you provided that may be impacted by the project. Please immediately contact the San
Manuel Band of Mission Indians at (909) 364-8933 for more information about these sites.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups,
please notify me. With your assistance, we are able to assure that our lists contain current information. If you
have any questions, please contact me at my email address: gayle.totten@nahc.ca.gov.

Sincerely,

Gaye Totten, M.A., PhD.
Associate Governmental Program Analyst
(918) 373-3974

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is
solicited for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate
applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender
and destroy all copies of the communication.
Native American Heritage Commission  
Native American Contact List  
San Bernardino County  
4/23/2018

Agua Caliente Band of Cahuilla Indians  
Patricia Garcia-Plotkin, Director  
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Palm Springs, CA, 92264  
Phone: (760) 699 - 6807  
Fax: (760) 699-6924  
ACBCI-THPO@aguacaliente.net

Gabrieleno/Tongva San Gabriel Band of Mission Indians  
Anthony Morales, Chairperson  
P.O. Box 693  
San Gabriel, CA, 91778  
Phone: (626) 483 - 3564  
Fax: (626) 286-1262  
GTTRIB@Gmail.com

Agua Caliente Band of Cahuilla Indians  
Jeff Grubbe, Chairperson  
5401 Dinah Shore Drive  
Palm Springs, CA, 92264  
Phone: (760) 699 - 6800  
Fax: (760) 699-6919

Gabrieleno /Tongva Nation  
Sandonne Goad, Chairperson  
106 1/2 Judge John Aiso St,  
#231  
Los Angeles, CA, 90012  
Phone: (951) 807 - 0479  
sgoad@gabrieleno-tongva.com

Augustine Band of Cahuilla Mission Indians  
Amanda Vance, Chairperson  
P.O. Box 846  
Coachella, CA, 92236  
Phone: (760) 398 - 4722  
Fax: (760) 398-7161  
haines@augustinetribe.com

Gabrieleno Tongva Indians of California Tribal Council  
Robert Dorame, Chairperson  
P.O. Box 490  
Bellflower, CA, 90707  
Phone: (562) 761 - 6417  
Fax: (562) 761-6415  
gtongva@gmail.com

Cabazon Band of Mission Indians  
Doug Welmas, Chairperson  
84-245 Indio Springs Parkway  
Indio, CA, 92203  
Phone: (760) 342 - 2593  
Fax: (760) 347-7890  
jstapp@cabazonindians-nsn.gov

Gabrieleno-Tongva Tribe  
Charles Alvarez  
23454 Vanowen Street  
West Hills, CA, 91307  
Phone: (310) 403 - 6048  
roadkingcharles@aol.com

Cahuilla Band of Indians  
Daniel Salgado, Chairperson  
52701 U.S. Highway 371  
Anza, CA, 92539  
Phone: (951) 763 - 5549  
Fax: (951) 763-2608  
Chairman@cahuilla.net

Los Coyotes Band of Mission Indians  
John Perada, Environmental Director  
P. O. Box 189  
Warner Springs, CA, 92086  
Phone: (760) 782 - 0712  
Fax: (760) 782-2730

Gabrieleno Band of Mission Indians - Kizh Nation  
Andrew Salas, Chairperson  
P.O. Box 393  
Covina, CA, 91723  
Phone: (626) 926 - 4131  
admin@gabrielenoindians.org

Los Coyotes Band of Mission Indians  
Shane Chapparosa, Chairperson  
P.O. Box 189  
Warner Springs, CA, 92086-0189  
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Chapparosa@msn.com

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 5997.94 of the Public Resource Section 5997.99 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Air Freight Facility at the SBD Airport Project, San Bernardino County.
Native American Heritage Commission
Native American Contact List
San Bernardino County
4/23/2018

Morongo Band of Mission Indians
Denisa Torres, Cultural Resources Manager
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Banning, CA, 92220
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dtorres@morongo-nsn.gov

San Fernando Band of Mission Indians
Donna Yocum, Chairperson
P.O. Box 221838
Newhall, CA, 91322
Phone: (503) 539 - 0933
Fax: (503) 574-3308
ddyocum@comcast.net

San Manuel Band of Mission Indians
Lee Claus, Director of Cultural Resources
26569 Community Center Drive
Highland, CA, 92346
Phone: (909) 864 - 8933
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lclauss@sanmanuel-nsn.gov

Pauma Band of Luiseno Indians
- Pauma & Yuima Reservation
Tremet Aguilar, Chairperson
P.O. Box 369
Pauma Valley, CA, 92061
Phone: (760) 742 - 1289
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Santa Rosa Band of Mission Indians
Steven Estrada, Chairperson
P.O. Box 391820
Cahuilla
Anza, CA, 92539
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Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairperson
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Cahuilla
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Fax: (951) 763-4325
admin@ramonatribe.com

Serrano Nation of Mission Indians
Goldie Walker, Chairperson
P.O. Box 334
Patton, CA, 92369
Phone: (909) 528 - 9027

Ramona Band of Cahuilla Mission Indians
John Gomez, Environmental Coordinator
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Anza, CA, 92539
Phone: (951) 763 - 4105
Fax: (951) 763-4325
jgomez@ramonatribe.com

Soboba Band of Luiseno Indians
Carrie Garcia, Cultural Resources Manager
P. O. Box 487
San Jacinto, CA, 92583
Phone: (951) 654 - 2765
Fax: (951) 654-4198
carrieg@soboba-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 5097.04 of the Public Resource Section 5097.96 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Air Freight Facility at the SBD Airport Project, San Bernardino County.
Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487
San Jacinto, CA, 92581
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Soboba Band of Luiseno Indians
Scott Cozart, Chairperson
P. O. Box 487
San Jacinto, CA, 92583
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Torres-Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
P. O. Box 1180
Thermal, CA, 92274
Fax: (760) 397-8146
mmirelez@tdai.org

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 7080.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.99 of the Public Resources Code.
This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Air Freight Facility at the SBD Airport Project, San Bernardino County.
From: ngallardo@crmtech.us
Sent: Monday, April 23, 2018 2:14 PM
To: 'Jessica Mauck'
Subject: Cultural Study for the New Air Freight Facility at the SBD Airport in the City of San Bernardino, San Bernardino County (CRM TECH No. 3336)

Hello,

I’m emailing to inform you that CRM TECH is conducting a cultural study for the New Air Freight Facility at the SBD Airport in the City of San Bernardino, San Bernardino County (CRM TECH No. 3336). We have sent a SLF Request to the Native American Heritage Commission, and I’m contacting you to see if the tribe has information or comments regarding any Native American cultural resources that may be located within the project area, part of the former Norton Air Force Base. I’m attaching the project area map and other information.

Thank you for your time and input on this project.

Nina Gallardo
(909) 824-6400 (phone)
(909) 824-6405 (fax)
CRM TECH
1016 E. Cooley Drive, Ste. A/B
Colton, CA 92324

---

From: ngallardo@crmtech.us
Sent: Tuesday, April 24, 2018 9:42 AM
To: 'Jessica Mauck'
Subject: Cultural Study for the New Air Freight Facility at the SBD Airport in the City of San Bernardino, San Bernardino County (CRM TECH No. 3336)

Hello Jessica,

I’m emailing you regarding the email I sent yesterday for the New Air Freight Facility at the SBD Airport in the City of San Bernardino, San Bernardino County (CRM TECH No. 3336). We have received the Native American Heritage Commission (NAHC) SLF Response and NA Contact List. In the response, the NAHC reports that the SLF record search identified Native American cultural resources in the project area, and recommends that the San Manuel Band of Mission Indians be contacted for further information (see attached). I’m contacting you to see if the tribe has any additional information regarding cultural sites located with the project area.

Thank you for your time and input on this project.

Nina Gallardo
(909) 824-6400 (phone)
(909) 824-6405 (fax)
CRM TECH
1016 E. Cooley Drive, Ste. A/B
Colton, CA 92324
April 24, 2018

Jessica Mauck, Cultural Resources Analyst  
San Manuel Band of Mission Indians  
26569 Community Center Drive  
Highland, CA 92346

RE: Norton Area D, New San Bernardino International Air Freight Facility Project  
118 Acres in the City of San Bernardino  
San Bernardino County, California  
CRM TECH Contract #3336

Dear Ms. Mauck:

I am writing to bring your attention to an ongoing CEQA-compliance study for the proposed project referenced above. The project entails the construction of an air freight facility on approximately 118 acres of land located within the former Norton Air Force Base, on the south side of Third Street and east of 100th Street (extension of Victoria Avenue) in the City of San Bernardino, San Bernardino County, California. The accompanying map, based on the USGS Redlands and San Bernardino South, Calif., 7.5' quadrangles, depicts the project location within the San Bernardino land grant and T1S R3W, SBBM.

In a letter dated April 23, 2018, the Native American Heritage Commission reports that the record search identified unspecified Native American cultural resources that may be impacted by the project and recommended that the San Manuel Band of Mission Indians be contacted for further information on these resources (see attached). Therefore, as part of the cultural resources study for this project, I am writing to request your input on potential Native American cultural resources in or near the project area.

Please respond at your earliest convenience if you have any specific knowledge of sacred/religious sites or other sites of Native American traditional cultural value in or near the project area, or any other information to consider during the cultural resources investigations. Any information or concerns may be forwarded to CRM TECH by telephone, e-mail, facsimile, or standard mail. Requests for documentation or information we cannot provide will be forwarded to our client and/or the lead agency, namely the San Bernardino International Airport Authority.

We would also like to clarify that, as the cultural resources consultant for the project, CRM TECH is not involved in the AB 52-compliance process or in government-to-government consultations. The purpose of this letter is to seek any information that you may have to help us determine if there are cultural resources in or near the project area that we should be aware of and to help us assess the sensitivity of the project area. Thank you for your time and effort in addressing this important matter.

Respectfully,

Nina Gallardo  
Project Archaeologist/Native American liaison  
CRM TECH  
Email: ngallardo@crmtech.us

Encl.: NAHC response letter and project location map
Hi Nina,

Thank you for the provided information. The project area is located just outside of the SLF, and the resource(s) within the SLF have a very large buffer, so there is no concern with the proximity of the project area to the SLF resource(s). That being said, the site is within .5 miles of the Santa Ana River and just under 1 mile from Harlem Springs, so there is concern about potential subsurface resources due to the historic occupation of Harlem Springs, the historic use of the River as a result of the Harlem Springs occupation, and prehistoric occupation along the River. The project area has undergone some development, so any information you can provide within the report concerning land use history and potential previous disturbance would be most helpful. In addition, SMBMI will most likely request subsurface testing within the undisturbed portions of the project, designed based on the depth of proposed disturbance. I hope that information is helpful.

Regards,

Jessica Mauck
CULTURAL RESOURCES ANALYST
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