APPENDIX 5.4-1

Archaeological Resource Assessment for the Ontario Airport South Cargo Center Project City of Ontario, San Bernardino County, California PaleoWest. February 16, 2023

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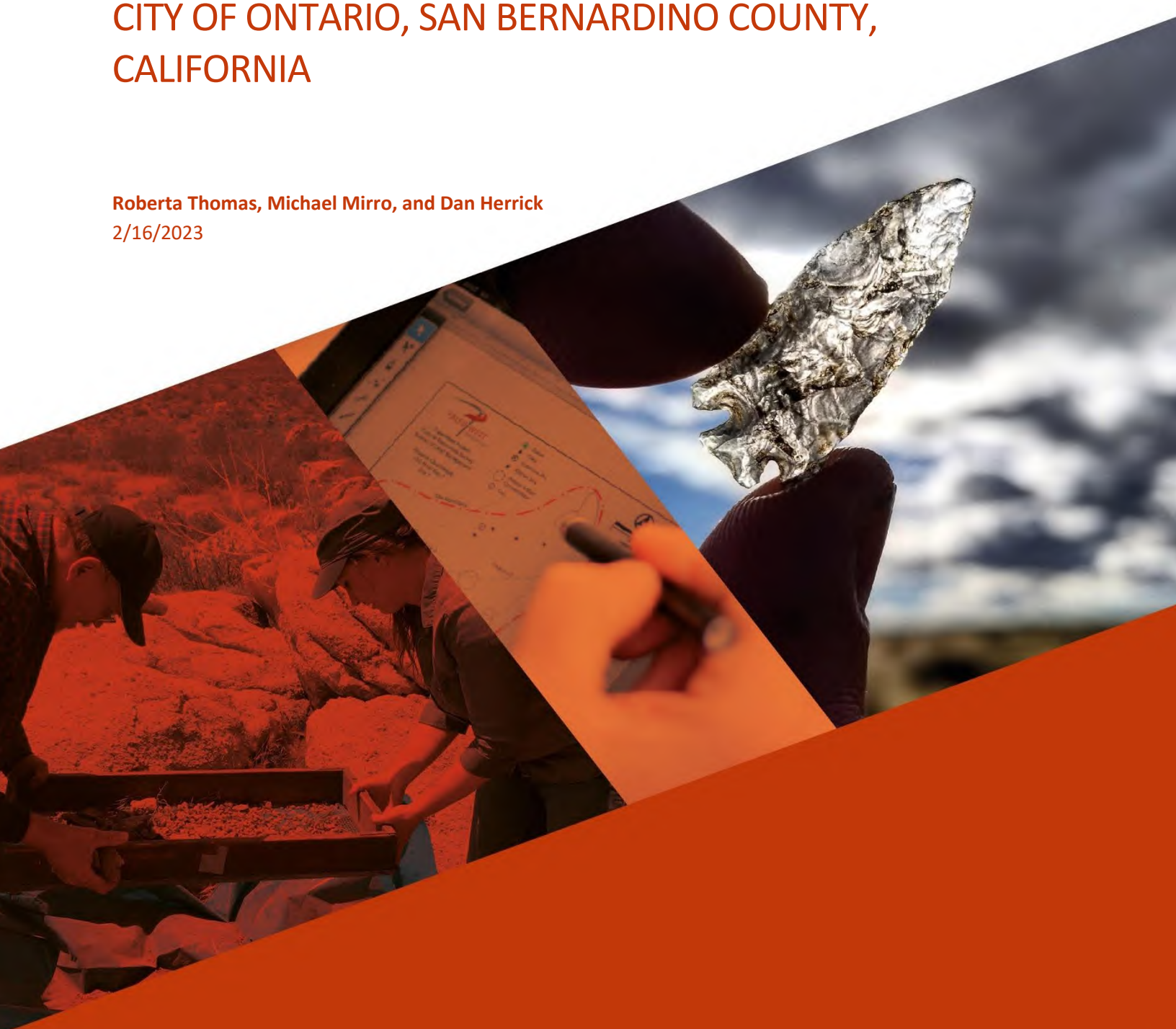
ARCHAEOLOGICAL RESOURCE ASSESSMENT FOR THE ONTARIO AIRPORT SOUTH CARGO CENTER PROJECT, CITY OF ONTARIO, SAN BERNARDINO COUNTY, CALIFORNIA

Roberta Thomas, Michael Mirro, and Dan Herrick

2/16/2023



ARCHAEOLOGICAL RESOURCE ASSESSMENT FOR THE ONTARIO AIRPORT SOUTH CARGO CENTER PROJECT, CITY OF ONTARIO, SAN BERNARDINO COUNTY, CALIFORNIA

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MANAGEMENT SUMMARY

The Ontario International Airport Authority (OIAA), in cooperation with the Federal Aviation Administration (FAA), proposes the Ontario International Airport (ONT Airport) South Cargo Center Project (Project). The proposed Project is a facility expansion project that includes the redevelopment of existing underutilized parcels on the south side of the ONT Airport in the city of Ontario, San Bernardino County, California. PaleoWest, LLC (PaleoWest) was contracted by Meridian Consultants, LLC, to conduct an archaeological resource assessment for the Project in compliance with the California Environmental Quality Act (CEQA). The OIAA is acting as the lead CEQA agency.

This report summarizes the methods and results of the archaeological resource assessment of the approximately 97-acre Project area. The investigation included a record search and background research, communication with the Native American Heritage Commission (NAHC), a reconnaissance pedestrian survey of the Project area, and the preparation of this report. The purpose of the investigation was to consider the effects of the undertaking on significant archaeological resources that are considered *historical resources* under CEQA.

PaleoWest reviewed existing cultural resource records on file at the South Central Coastal Information Center of the California Historical Resources Information System. In addition, historical maps and aerial photographs of the Project area were examined. Although one historic period archaeological resource has been previously recorded within 0.5-mile of the Project, no archaeological resources have been documented in the Project area.

As part of the background research, PaleoWest also requested a search of the Sacred Lands File (SLF) from the NAHC. The results of the records review and SLF search were negative. The NAHC suggested contacting 18 individuals representing 12 Native American tribal groups to find out if they have additional information about the Project area. It is assumed that the OIAA will be responsible for conducting Assembly Bill 52 consultation with local Native American groups.

On September 29, 2021, PaleoWest conducted a reconnaissance pedestrian survey of the Project area. The reconnaissance survey found that most of the Project area is hardscaped with no exposed native sediments present in the area. No archaeological resources were identified during the survey effort.

A buried site sensitivity analysis of the Project area indicates that surficial sediments have been extensively disturbed by the construction of extant buildings, structures, roadways, and airport features, as well as the installation of underground utilities associated with the ONT Airport. Additionally, there appears to be a layer of artificial fill covering the native surface sediments. Despite the disturbance and fill layer, the assessment found that there is a moderate potential for buried prehistoric and historic archaeological deposits immediately below the artificial fill layer. The analysis suggests that the potential for buried archaeological deposits decreases with depth and the likelihood of encountering deeply buried cultural remains in the Project area is low.

PaleoWest recommends that initial Project-related ground disturbing activities be observed by an archaeological monitor. If archaeological resources are encountered during ground disturbing activities, work in the immediate area shall halt and the find shall be evaluated for listing in the California Register of Historical Resources. If monitoring of the initial ground disturbing

activities finds that there is a low potential for encountering intact archaeological remains within the Project area, monitoring activities may be reduced or halted at the discretion of the qualified archaeologist.

Based on these findings, PaleoWest recommends a finding of *less than significant impacts to historical resources with mitigation incorporated* under CEQA.

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1 INTRODUCTION

The Ontario International Airport Authority (OIAA), in cooperation with the Federal Aviation Administration (FAA), proposes the Ontario International Airport (ONT Airport) South Cargo Center Project (Project). The proposed Project is a facility expansion project at the ONT Airport that includes the redevelopment of existing underutilized parcels on the south side of the ONT Airport. PaleoWest, LLC (PaleoWest) was contracted by Meridian Consultants, LLC, to conduct an archaeological resource assessment for the Project in compliance with the California Environmental Quality Act (CEQA). The OIAA is acting as the lead CEQA agency.

1.1 PROJECT LOCATION AND DESCRIPTION

The proposed Project is a facility expansion project at the ONT Airport that includes the redevelopment of approximately 97 acres of existing underutilized parcels, including Assessor's Parcel Numbers (APNs) 11326106, 11326107, 11326108, 11327101, and 11327102 on the south side of the ONT Airport in the city of Ontario, San Bernardino County, California (Figure 1-1). The majority of the Project is located north of East Avion Street with the remainder located between East Avion Street and Mission Boulevard west of South Hellman Avenue. More specifically, the Project area is within Sections 27 and 34, Township 1 South, Range 7 West, San Bernardino Baseline and Meridian (SBBM), as depicted on the Guasti, CA 7.5' U.S. Geological Survey (USGS) topographic quadrangle (Figure 1-2). The elevation of the Project area ranges from approximately 886–915 feet (ft) above mean sea level (amsl).

The purpose of the Project is to develop and operate an air cargo facility at the ONT Airport to meet increased regional cargo volumes and customer needs. The proposed Project would replace existing, underutilized airport related buildings and site improvements with an air cargo center. The Project would include demolition of the existing buildings, site improvements, and the development of a new air cargo center in two phases. Phase 1 would take place on the easternmost 62 acres of the Project site, and Phase 2 would occur on the remaining western 35 acres.

The Project will be composed of the construction of four primary elements: (1) a cargo sorting building; a 60-ft tall, approximately 857,000 ft^2 facility that will house a sorting facility and office spaces; (2) a 210,000 ft^2 truck yard and visitor parking area that will include ground-to-air and air-to-ground cargo operations and trailer truck parking/staging stalls; (3) visitor and employee parking that would include 933 automobile parking stalls; approximately 930 employee stalls in an approximately 271,000 ft^2 parking garage on 3 acres and 30 at-grade, visitor parking stalls; and (4) an aircraft apron with approximately 26 aircraft parking stalls/gates, comprising 2,900,000 ft^2 and ground service equipment maintenance building, garage, and parking area. In addition, the Project requires infrastructural improvements including construction of internal roadways, an aircraft fuel system, substation and substation building, a stormwater drainage/detention system, security systems, utility services, and related developments.

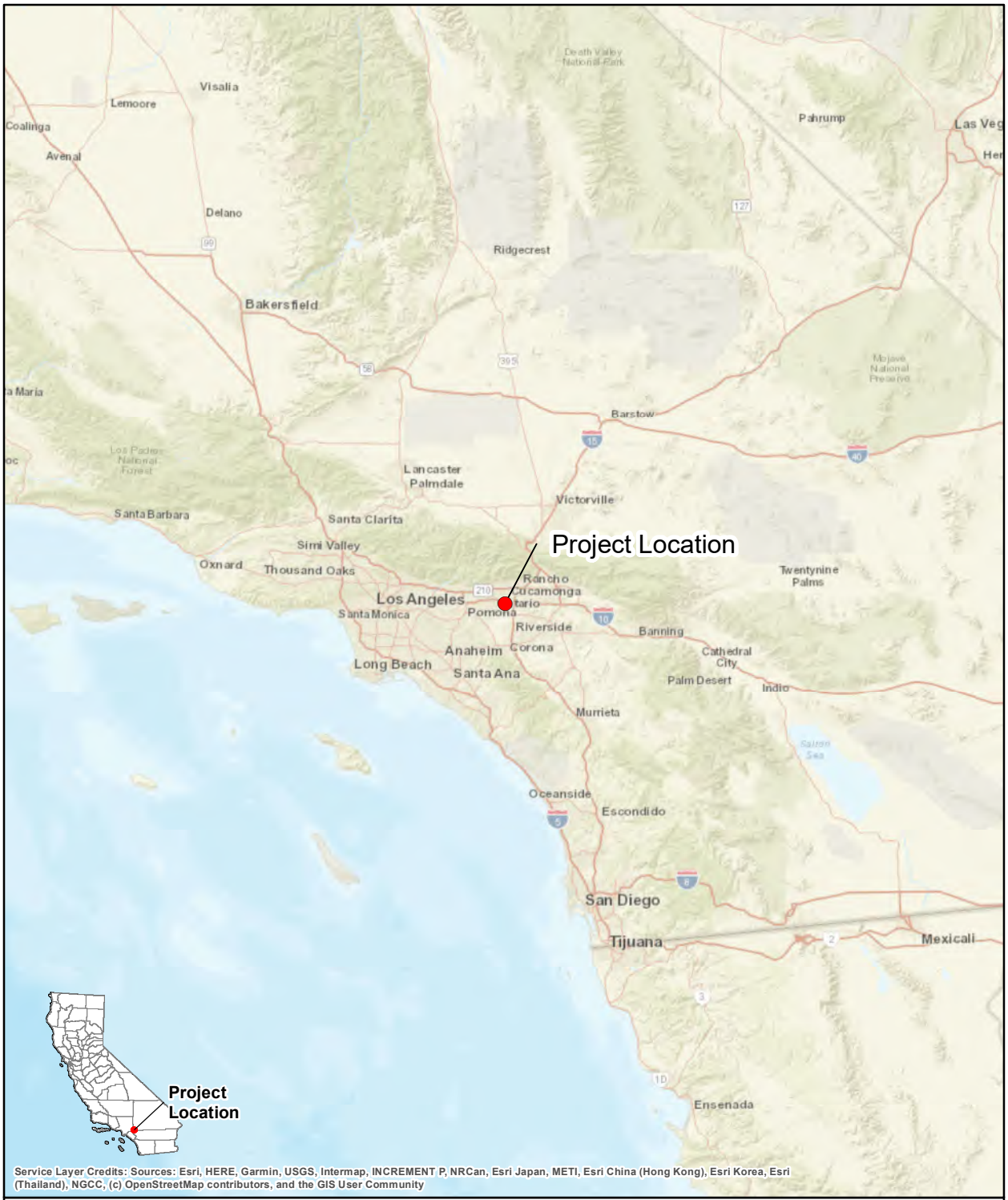
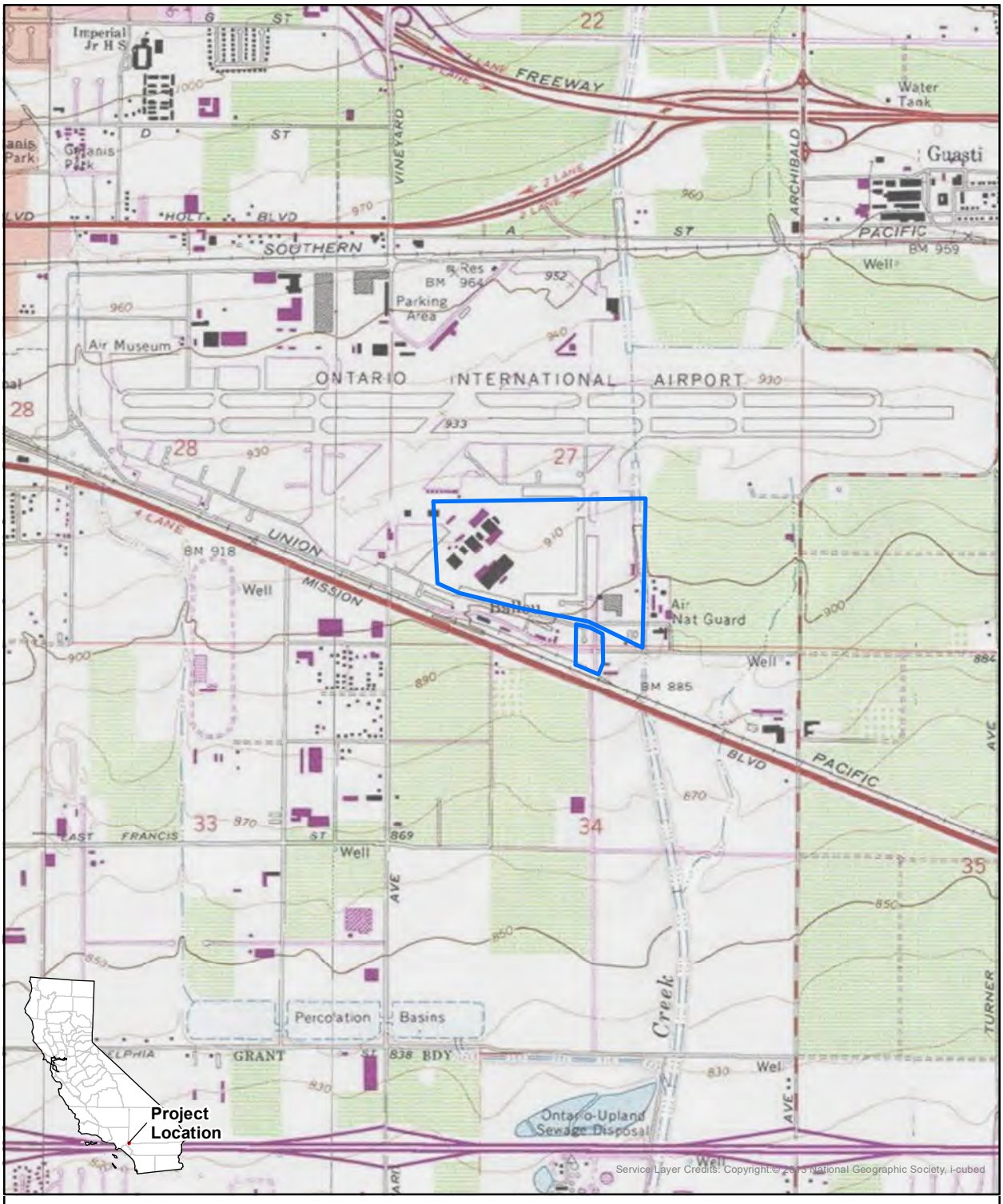


Figure 1-1. Project Vicinity Map USGS 7.5' Quadrangle: Guasti, CA (1982) T1S R7W, Secs 27 & 34 UTM Zone 11, NAD 83 SBBM



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0 meters 500

1:24,000

Figure 1-2. Project Location Map USGS 7.5' Quadrangle: Guasti, CA (1982) T1S R7W, Secs 27 & 34 UTM Zone 11, NAD 83 SBBM

Project Area

The Project footprint includes all construction areas and staging areas (Figure 1-3). It encompasses the proposed cargo sorting building, the aircraft apron and ground service equipment support infrastructure, the employee parking structure and visitor parking area, and the truck yard as well as the internal roadways, an aircraft fuel system, substation and substation building, the stormwater drainage/detention system, security systems, utility services and all related developments. In total, the Project covers an area of approximately 97 acres.

The depth of ground disturbance for the Project will range from 3 ft to approximately 20 ft below the current ground surface (bgs). Installation of the stormwater drainage system piping and associated structures, as well as other utilities are expected to extend up to 20 ft in depth; however, the apron pavement and parking garage foundations are anticipated to only reach up to 2-4 ft and between 5–7 ft bgs, respectively. The extent of the building foundation is not known at this time, but it is not anticipated to extend below 20 ft.

1.2 REPORT ORGANIZATION

This report documents the results of an archaeological resource investigation conducted for the proposed undertaking. Section 1 has introduced the Project location and description. Section 2 states the regulatory context for the Project. Section 3 synthesizes the natural and cultural setting of the Project area and surrounding region. The results of the previous cultural investigations and the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search is presented in Section 4. The field methods employed during this investigation and findings are outlined in Section 5. Management recommendations are provided in Section 6. This is followed by bibliographic references and appendices.

PALEO WEST

0 feet 520

0 meters 125

1:6,000

Figure 1-3. Project Area Map USGS 7.5' Quadrangle: Guasti, CA (1982) T1S R7W, Secs 27 & 34 UTM Zone 11, NAD 83 SBBM

Project Area

2 REGULATORY CONTEXT

2.1 STATE

2.1.1 California Environmental Quality Act

The proposed Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess the project's impact on cultural resources (Public Resources Code Section 21082, 21083.2 and 21084 and California Code of Regulations 10564.5). The first step in the process is to identify cultural resources that may be impacted by the Project and then determine whether the resources are "historically significant" resources.

CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (Public Resources Code Section 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the following criteria for listing on the CRHR:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

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

C. 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; or,

D. Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code Section 5024.1).

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered. Additionally, any proposed project that may affect historically significant cultural resources must be submitted to the State Historic Preservation Officer (SHPO) for review and comment prior to project approval by the responsible agency and prior to construction.

2.1.2 California Assembly Bill 52

Signed into law in September 2014, California Assembly Bill 52 (AB 52) created a new class of resources—tribal cultural resources—for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing in the CRHR, included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing in the CRHR. AB 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating

Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

2.2 LOCAL

2.2.1 City of Ontario's Development Code

Initially adopted in 1991 and subsequently amended in the following decades, the City of Ontario (City) enacted a Historic Preservation Ordinance that provides the framework for preserving the character and history of the city. Now organized in Chapters 4 and 7 of the City's Development Code, the historic preservation section contains the following purpose and goals (Ontario Development Code §7.01.000):

A. Safeguarding the character and history of the City which is reflected in its unique cultural, historical, and architectural heritage, with emphasis on the "Model Colony" as recognized by an Act of Congress and presented at the St. Louis World's Far in 1904;

B. Encourage and promote the adaptive reuse of the City's historic resources;

C. Enhance, perpetuate, and preserve architecturally and historically significant structures and promote revitalization of historic neighborhoods and commercial areas;

D. Ensure that the rights of the owners of historic resources are safeguarded;

E. Foster civic pride in the beauty and noble accomplishments of the past by promoting private stewardship of historic resources that represent these accomplishments;

F. Fulfill the City's responsibilities as a Certified Local Government under Federal preservation laws;

G. Promote the identification, documentation, and evaluation of the significance of individual historic resources and districts;

H. Implement the historic preservation goals, policies, and programs of the Policy Plan (General Plan) component of the Ontario Plan;

I. Promote the City as a destination for tourists and as a desirable location for business;

J. Promote public awareness of the value of rehabilitation, restoration, and maintenance of the existing building stock as a means to conserve reusable material and energy resources;

K. Recognize the City's historic resources as economic assets and provide economic financial incentives for historic preservation;

L. Stabilize and improve property values, and enhance the aesthetic and visual character, place making, diversity, and environmental amenities of the City's historic properties and areas;

M. Promote public knowledge, appreciation, and understanding of the City's past, and foster civic and neighborhood pride in the beauty and accomplishments of the past;

N. Promote the enjoyment and use of historic resources appropriate for the education and recreation of the people of the City'

O. Recognize historic resources and protect areas of historic structures from encroachment of incompatible design;

P. Promote public awareness of the benefits of preservation; and

Q. Encourage public participation in historic preservation, thereby increasing civic pride in the City's heritage.

To accomplish these goals, the City oversees multiple incentive programs and approval frameworks for projects that involve historic resources, many of which involve review by the City's Historic Preservation Commission/Subcommittee. Additionally, the ordinance outlines conditions and penalties for those in violation of the development code as it pertains to historic resources.

Ontario Register of Historic Resources

The Ontario Register of Historic Resources (ORHR), as outlined in Section 7.01.010 of the City's Development Code, creates a local register and inventory of "buildings, structures, sites, objects and districts worthy of preservation due to their significance in history, architecture, archaeology, engineering, and/or culture within the City." The ORHR includes a list of designated local Historic Landmarks and Districts that exhibit historical significance, as determined through an established set of eligibility criteria. Based upon the NRHR and CRHR significance criteria and identified in §4.02.040(B)(2) of Ontario's Development Code, a local Historic Landmark may qualify for designation if it exhibits significance under one more of the following criteria:

A. The historic resource exemplifies or reflects special elements of the City's history;

B. The historic resource is identified with persons or events significant in local, state, or national history;

C. The historic resource is representative of the work of a notable builder, designer, architect, or artist;

D. The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction;

E. The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship;

F. The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation

G. The historic resource has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the City;

H. The historic resource is one of the few remaining examples in the City, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen;

I. The historic resource has yielded, or is likely to yield, information important to the City's history or prehistory.

The designation of local Historic Districts has its own set of eligibility criteria outlined under §4.02.040(B)(3). To qualify as eligible, a Historic District may either meet the criteria for listing in the NRHP or CRHR, or meet one or more of the following local criteria:

A. The historic resource is a geographically definable area possessing a concentration of historic resources or a thematically related grouping of structures that contribute to each other and are unified by plan, style, or physical development, and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;

B. The historic resource reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of a park landscape, site design, or community planning;

C. The historic resource is associated with, or the contributing resources are unified by, events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or

D. The historic resource is, or the contributing resources are, associated with the lives of persons important to the City, State, or National history.

In instances of potential Historic Landmarks and Districts, the resource must also retain sufficient historical integrity dating to the established "period of significance" in order to qualify for listing in the ORHR. The relevant aspects of integrity for listing in the ORHR include design, setting, materials and workmanship, location, feeling, and association.

Historic Resource Tiering System

In addition to listing Historic Landmarks and Districts to the ORHR, the Ontario Historic Preservation Commission/Subcommittee manages a Historic Resource Tier Designation List, which essentially categorizes the level of historical significance of a resource based upon a rank of "Tier I, Tier II, or Tier III," which are defined as follows (Ontario Development Code §4.02.040(G)):

- Tier I consists of historic resources that should not be demolished or significantly altered under any circumstances, regardless of their designation status. Resources within this tier are determined to be the City's most significant historical or cultural resources.
- Tier II consists of historic resource wherein demolition of these properties should be avoided.
- Tier III consists of historic resources that are designated local Historic Landmarks, are contributing properties within designated local Historic Districts, or are eligible historic resources. Demolition of these resources should be avoided where possible, but may be appropriate under certain circumstances.

The Historic Resource Tier a resource is determined by using an additional set of criteria that examines a properties Architecture/Form and its History. All of these criteria specific to Historic

Landmarks and Districts are outlined under the City's Development Code§4.02.040(H)(1) and §4.02.040(H)(2), respectively.

3 NATURAL AND CULTURAL SETTING

This section of the report summarizes information regarding the physical and cultural setting of the Project area, including the prehistoric, ethnographic, and historic contexts of the general area. Several factors, including topography, available water sources, and biological resources, affect the nature and distribution of prehistoric, ethnographic, and historic-period human activities in an area. This background provides a context for understanding the nature of the cultural resources that may be identified within the region.

3.1 ENVIRONMENTAL SETTING

The Project area is south of the San Gabriel Mountains, which are part of the Transverse Ranges that separate the Los Angeles Basin and the Mojave Desert. More specifically, the Project area is within the western part of the San Bernardino Basin between the Santa Ana River to the south and San Gabriel Range to the north. The alluvial valley was formed by the Santa Ana River and its tributaries. The Santa Ana River originates on the northern and eastern slopes of Mount San Gorgonio and is the largest hydrological feature near the Project area, approximately 7 miles (mi) away. The natural course of Cucamonga Creek flanks the eastern Project boundary and the San Antonio Creek, which crosses the western portion of the valley and runs along the Los Angeles County and San Bernardino County border, is approximately 5 mi away. Other notable tributaries emerging from the southern slopes of the San Gabriel Mountains include Lytle Creek, Cajon Wash, Deer Canyon Wash, and Etiwanda Creek.

As the climate of the region is largely determined by topographic features, climate, in turn, largely dictates the character of the biotic environment exploited by native populations. The climate of the Project area is characterized as Mediterranean, with hot, dry summers and cool, moist winters. It has a semi-arid precipitation regime; significant changes in temperature and moisture occur based on elevation and exposure, particularly in the nearby mountains.

Prior to historical development of the Project vicinity, vegetation in the area included representative species of the valley grassland plant community. Indigenous species present may have included rye grass (*Leymus condensatus*), blue grass (*Poa secunda*), bent grass (*Agrostis* spp.), needlegrass (*Stipa* spp.), three-awn (*Aristida divaricata*), and members of the sunflower family (Asteraceae). Additionally, restricted riparian communities also occurred near springs and along watercourses. Various floral species were available from early spring until winter, and the leaves, stems, seeds, fruits, roots, and tubers from many of these plant species formed an important subsistence base for the Native American inhabitants of the region (Bean and Saubel 1972; Hyde and Elliot 1994).

3.2 PREHISTORIC SETTING

Prehistoric occupation of the inland valleys of Southern California can be divided into seven cultural periods: Paleoindian (circa [ca.] 12,000–9,500 years before present [B.P.]), Early Archaic (ca. 9,500–7,000 B.P.), Middle Archaic (ca. 7,000–4,000 B.P.), Late Archaic (ca. 4,000–1,500 B.P.), Saratoga Springs (ca. 1,500–750 B.P.), Late Prehistoric (ca. 750–410 B.P.), and Protohistoric (ca. 410–180 B.P.), which ended in the Ethnographic Period. These periods are structured based on the archaeological research conducted at Diamond Valley Lake as part of the Eastside Reservoir Project (ESRP), approximately 36 mi southeast of the Project area (Goldberg et al. 2001; McDougall et al. 2003). Prior to the work conducted for the Eastside

Reservoir Project, no comprehensive context had been developed specifically for the interior valley and mountain localities of Southern California that distinguished the region from the nearby desert and coastal regions. Due to the nature and temporal association of the archaeological resources identified within a one-mile radius of the Project area, the prehistoric cultural setting discussed below begins at the Protohistoric Period. The following has been adapted from Horne and McDougall (2003).

3.2.1 Late Prehistoric Period (ca. 750–410 B.P.)

The Medieval Warm Period extended into the Late Prehistoric Period, ending about 575 B.P. A period of lower temperatures and increased precipitation, known as the Little Ice Age, resulted in increased resource productivity in the inland region. Population increased in the region of the Project study area during this wet interval. In the ESRP area, several small, but apparently semisedentary occupations, date to this period. Cottonwood Triangular points began to appear in inland assemblages at this time, and Obsidian Butte obsidian became much more common (Goldberg et al. 2001).

By about 500 B.P., strong ethnic patterns developed among native populations in Southern California. This may reflect accelerated cultural change brought about by increased efficiency in cultural adaptation and diffusion of technology from the central coastal region of California and the southern Great Basin (Douglas 1981).

Also during this period, Lake Cahuilla began to recede (Waters 1983) and the large Patayan populations occupying its shores began moving westward into areas such as Anza Borrego, Coyote Canyon, the Upper Coachella Valley, the Little San Bernardino Mountains, and the San Jacinto Plain (Wilke 1976). The final desiccation of Lake Cahuilla, which had occurred by approximately 400 B.P. (A.D. 1640), resulted in a population shift away from the lakebed into the Peninsular Ranges to the west, and the Colorado River regions to the east.

3.2.2 Protohistoric Period (ca. 410–180 B.P.)

The improved and dynamic conditions of the Little Ice Age continued throughout the Protohistoric Period. Use of the bow and arrow promoted an increase in hunting efficiency and a renewed abundance of mortars and pestles indicates extensive exploitation of various hard nuts and berries. As a result of the increased resource use of the area, sedentism intensified with small, fully sedentary villages forming during the Protohistoric Period. This is evidenced by sites containing deeper middens, suggesting more permanent habitation. These would have been the villages, or rancherias, noted by the early nonnative explorers (True 1966, 1970).

The cultural assemblage associated with the Protohistoric Period included the introduction of locally manufactured ceramic vessels and ceramic smoking pipes, an abundance of imported Obsidian Butte obsidian, Cottonwood Triangular points, and Desert Side-notched points as well as the addition of European trade goods, such as glass trade beads, late in the period (Meighan 1954).

3.3 ETHNOGRAPHIC SETTING

Archival research and published reports suggest the Project area is where three traditional use territories of Native American groups meet. The traditional use territories of the Serrano, Cahuilla, and Gabrielino come together just southwest of the present-day city of San Bernardino, which is very near the Project area. These cultural groups all spoke languages

belonging to the Takic branch of the Shoshonean family, a part of the larger Uto-Aztecan language stock (Bean 1978:576; Geiger and Meighan 1976:19). In the following section, a brief synopsis of Serrano, Cahuilla, and Gabrielino ethnography is presented. This information has been summarized from Bean and Vane (2001) and McCawley (1996).

The Cahuilla and Serrano belonged to nonpolitical, nonterritorial patrimoieties that governed marriage patterns as well as patrilineal clans and lineages. Each clan—or "political-ritual-corporate units"—was composed of 3 to 10 lineages, owned a large territory in which each lineage owned a village site with specific resource areas. Clan lineages cooperated in defense, in large communal subsistence activities, and in performing rituals. Clans were apt to own land in the valley, foothill, and mountain areas, providing them with the resources of many different ecological niches. Unlike their Cahuilla and Serrano neighbors, the Gabrielino had a hierarchically ordered social class that included groupings of elite, middle class, and commoners. Class membership played a major role in determining individual lifestyles, as it depended upon both ancestry and wealth (Bean and Smith 1978:543).

In prehistoric times Cahuilla, Gabrielino, and Serrano shelters are believed to have been dome shaped; after contact they tended to be rectangular in shape. Cahuilla and Serrano shelters were often made of brush, palm fronds, or arrowweed while the Gabrielino used reed. Most of the Serrano and Cahuilla domestic activities were performed outside the shelters within the shade of large, expansive ramadas; windbreaks, made of vertical poles covered with rush mats, provided open-air food preparation and cooking areas at Gabrielino settlements.

The Cahuilla, Gabrielino, and Serrano were, for the most part, hunting, collecting, harvesting, and protoagricultural peoples. As in most of California, acorns were a major staple, but the roots, leaves, seeds, and fruit of many other plants also were used. Fish, birds, insects, and large and small mammals were also available.

To gather and prepare these food resources, the Cahuilla, Gabrielino, and Serrano had an extensive inventory of equipment including bows and arrows, traps, nets, disguises, blinds, spears, hooks and lines, poles for shaking down pine nuts and acorns, cactus pickers, seed beaters, digging sticks and weights, and pry bars. In addition, the Cahuilla also had an extensive inventory of food processing equipment including hammers and anvils, mortars and pestles, manos and metates, winnowing shells and baskets, strainers, leaching baskets and bowls, knives (made of stone, bone, wood, and carrizo cane), bone saws, and drying racks made of wooden poles to dry fish.

Mountain tops, unusual rock formations, springs, and streams are held sacred to the Cahuilla, Gabrielino, and Serrano, as are rock art sites and burial and cremation sites. In addition, various birds are revered as sacred beings of great power and sometimes were killed ritually and mourned in mortuary ceremonies similar to those for important individuals. As such, bird cremation sites are sacred.

3.4 HISTORICAL SETTING

3.4.1 San Bernardino County

The earliest recorded historic period use of the lands within the San Bernardino Valley began in the 1770s, following establishment of the Mission San Gabriel approximately 40 mi west of the Project area. Euro-American settlement in San Bernardino began in the early 1800s through the establishment of Politana and the Asistencia, but was largely fostered by the establishment of a

Mormon colony under the leadership of Amasa Lyman and Charles Rich. Brothers Lyman and Rich bought the San Bernardino Rancho from Jose and Maria Armenta Lugo in 1851. The other large land grant, Cucamonga Rancho, remained largely undeveloped, although the landowner, Tiburcia Tapia, had developed several outposts in failed attempts to lure perspective buyers in the 1840s (Gentlcore 1960). Tapia had acquired the 13,000-acre rancho—which encompasses modern day Fontana, Rancho Cucamonga, Ontario, and Upland—in 1839. He used the land to run 1,500 head of cattle along with raising other livestock; however, due to the arid nature of the land, very little crops were grown. Cattle ranching would remain the dominant economic driver in the region until 1865 when disease, famine, and price competition largely ended the industry across the county (Gentlcore 1960).

San Bernardino County was established on April 26, 1853 and subsequently ceded a portion of its territory to the formation of Riverside County in 1893 (Chasteen 2015). By the time California had formed and the counties were established, those in the area had begun experimenting with new crops including barley and wheat, which could be dry farmed. However, these endeavors proved fruitless due to a lack of transport, lack of labor, and small profit margins. The introduction of the orange fundamentally changed the landscape of the region. The first orange trees in San Bernardino were planted by Anson Van Leuven in 1857. This variety proved perfect for the region as it prospered on foothills. Citrus quickly became the largest industry in Southern California, including growing, packing, and shipping. Growth of the region accelerated following completion of the Southern Pacific Railroad in 1876. By 1885, the region was synonymous with the growth of oranges (Gentlcore 1960).

Starting in the 1860s and 1870s, companies began to form across California with the intent of purchasing readily available land (much of it owned by railroad companies) to redevelop into land colonies. These land colonies were pivotal in the rapid development of regions across the West and specifically in San Bernardino County. The companies purchased the land, acquired water rights, established lots, and built infrastructure such as roads and water irrigation lines. These land colonies were key to agricultural growth in the region (Gentlcore 1960). In 1881, George and William Chaffey purchased 6,200 acres of land in what is today considered Upland for the formation of the Ontario Colony. The land provided was ideal for the growing of oranges. Happening concurrently, the Semi-Tropic Land and Water Company formed. The company purchased 28,000 acres and the water rights to Lytle Creek. The company laid out the townsites of Rosena (now known as Fontana), Rialto, Bloomington, and San Sevaine. The Semi-Tropic Land and Water Company, though ultimately unsuccessful in its attempts, initiated early residential and commercial development in San Bernardino County (Chasteen 2015).

3.4.2 City of Ontario

The city of Ontario was founded in 1882 as agricultural colony, which was a model of development used in California as a promotional tool and early co-operative system for creating irrigation developments and marketing infrastructure. The Ontario Colony recognized the areas potential for the development of agricultural products—namely citrus fruit and grapes—due to the Mediterranean climate and rich soils of the surrounding valley. The colony itself featured a patchwork of agricultural land centered around a subdivided townsite in a one-square-mile area, all of which was supported by water conveyance infrastructure from the nearby mountains. With immediate proximity to the Southern Pacific Railroad and the aggressive promotion of the romanticized Southern California landscape and lifestyle, the colony attracted new residents from throughout the United States (U.S.) to come and establish their own farms and orchards. The boost to agricultural productivity, particularly with orange groves, led to the creation of

numerous packing houses and other agricultural-based industries that allowed for the marketing and shipment of these products. The influx of people also spurred development in the townsite with new hotels, schools, commercial blocks, and churches. In 1891, the colony was officially incorporated as the city of Ontario (Davis and Novell 2017:15).

During the turn of the century, the Ontario Land and Improvement Company continued attract additional residents and provide a framework for further growth. By the 1920s, the city was a bustling regional center with a developed downtown, residential neighborhoods, and an industrial center that largely catered to the exporting of the citrus fruit and other agricultural products of the area. Most notably, the California Fruit Growers Exchange and its subsidiary Sunkist was one of the largest employers in the city during this period. Although the Great Depression and the economic uncertainties drastically affected much of the U.S., the city continued to prosper in relative terms. With the outbreak of World War II, the U.S. Army established the Ontario Army Air Field in support of the war effort in the Pacific Theater. This became the crucial foundations for the modern ONT (Davis and Novell 2017:15–16).

During the post-war period, the population of California increased exponentially, which led to an expansive period of residential, commercial, and industrial development. Similar to many other areas in Southern California, the city experienced the construction of large tract house developments, which came to reflect the new post-war suburban model for living. This development led to acres of agricultural land, including the previously defining citrus groves, being removed and redeveloped for housing and commercial purposes. With increased commerce and industry, new business and industrial parks were established, reflecting the increasing shift from agricultural industries in the area to a more manufacturing and services-based economy. This shift in industry would continue to define the city throughout the remainder of the twentieth century (Davis and Novell 2017:16)

3.4.3 Ontario International Airport

Early Aviation and Ontario Municipal Airport (1923–1939)

Aviation in the area began in 1923 when a local flying club constructed a simple landing strip near downtown. The landing area was set between the Union Pacific (south) and Southern Pacific (north) railroad lines and Mountain Avenue (west) and San Antonio Avenue (east). Known as "Latimer Field" from the nearby Latimer Packing House, this simple air strip would serve as the center for aviation in the area for the following decade (Davis and Novell 2017:17).

In 1929, the City purchased approximately 30 acres of agricultural land southwest of downtown for the construction of an airport. Located between the Southern Pacific and Union Pacific railroad lines, near the southwest corner of present-day ONT Airport, the land that became known as the Ontario Municipal Airport was not developed until 1935, when a flight instructor leased the land from the City and began operating a flight school at the property. This involved the construction of simple infrastructure, including a modest wood framed hangar and 1,200-ft-long runway landing strip that was graded using an automobile pulling a series of weights across the property (Davis and Novell 2017:17).

Federal Buildup and Ontario Army Airfield (1940–1945)

By the late 1930s, the flight school at Ontario Municipal Airport was being funded in part by the U.S. Civil Aeronautic Authority (CAA). At this time, the Roosevelt administration was discretely building up U.S. military capabilities as World War II unfolded around the world. As part of this

effort, the CAA began a program for training potential military pilots. Federal involvement at the Ontario Municipal Airport increased in 1940 as the CAA and Works Progress Administration proposed to drastically expand the airfield. The following year, the City annexed over 400 acres of ranchland west adjacent to the airport. With the U.S. entering World War II, the WPA began a rapid expansion campaign at the airport with the construction of two new concrete runways, a control tower, and support infrastructure. The U.S. Army Air Corps, later known as the U.S. Air Force, began operating at Ontario Municipal Airport by leasing it from the City. This was supplemented by an additional several hundred acres purchased to accommodate the ramp up in wartime operations, which included fighter pilot training and mission facilities (Davis and Novell 2017:17). The facility became known as Ontario Army Airfield during this period.

Post-war Period (1946–1966)

At the end of World War II, the City reasserted the airport's use for civilian aviation purposes. In 1946, the Ontario Municipal Airport was officially designated an international port of entry, creating the foundation for modern ONT. In the early 1950s, a new terminal building and air traffic control tower were constructed. However, the terminal was quickly determined to be obsolete and ultimately replaced in 1959.

The airfield, and much of the U.S. Air Force land, continued to be used for military purposes during this post-war period, primarily due to the readily available land for expansion, as well as the runway infrastructure that was capable of handling heavy military aircraft. In 1949, a training station for the California Air National guard (CA ANG) was established at the southern edge of ONT. The Ontario Air National Guard Station (ANGS) would continue to be expanded over the following decades with new facilities being constructed on the southern side of the airfield. The CA ANG operations also had resounding impacts on the development of the ONT airfield, primarily through the expansion of the runway network in 1952, 1956, and 1962, all of which were necessitated by the exponential improvement in military aircraft capabilities during this period (Davis and Novell 2017).

Industrial and aviation support services also increased at ONT during the post-war period. This included the introduction of major aviation companies, such as Lockheed, Aerojet, and General Electric (GE) Aviation Services. These companies provided both commercial and military-based aviation support services during the second half of the twentieth century.

Modern Ontario International Airport (1967–Present)

In 1967, the City entered into a Joint Powers Agreement with the City of Los Angeles' Department of Airports (LADoA) to manage ONT as part of the Los Angeles regional airport system. With increased passenger traffic to ONT during the 1970s as part of the Los Angeles regional airport system, the airport was expanded to increase its capacity. In 1981, the second east-west runway was constructed. Both this runway and the pre-existing were expanded throughout the 1980s to accommodate increased traffic and the larger aircraft that were becoming more common during this period (Los Angeles World Airports [LAWA] 2014).

By the 1980s, military operations at ONT were decreasing. In 1983, one of the last fighter squadrons at Ontario ANGS was transferred to March Air Force Base in nearby Riverside County. Over the next decade, the ANGS facilities were used by a combat communications squadron and its radar operations. The Ontario ANGS was ultimately decommissioned following the 1995 Base Realignment and Closure Commission.

In 1998, a new passenger terminal was constructed at ONT. In addition to passenger traffic, ONT became an increasingly important center for cargo and air freight services. This largely coincided with the decommissioning of the pre-existing aviation support services under Lockheed and eventually GE, who ceased operations at the airfield. With the readily available land and capacity for flights, especially with a reduction in passenger traffic during the Great Recession of 2008, air cargo and freight services have become an important aspect of the operations at ONT (LAWA 2014).

In 2015, LAWA, the successor agency to the LADoA, relinquished control of ONT to OIAA and San Bernardino County after concerns of how ONT was being operated were voiced. Since then, the airport has been administered by the OIAA. Today, the airport continues to serve as critical aviation infrastructure, both as a center for passenger traffic in the Inland Empire and east Los Angeles area, as well as a center for cargo and shipping operations with key on-site operations from FedEx, United Parcel Service, and Amazon among others.

4 CULTURAL RESOURCES INVENTORY

A literature review and records search were conducted at the South Central Coastal Information Center (SCCIC), housed at California State University, Fullerton, on November 17, 2021. This inventory effort included the Project area and a one-half-mile radius around the Project area, collectively termed the Project study area. The objective of this records search was to identify prehistoric or historical cultural resources that have been previously recorded within the study area during prior cultural resource investigations.

As part of the cultural resources inventory, PaleoWest staff also examined historical maps and aerial images to characterize the developmental history of the Project area and surrounding area. Finally, PaleoWest contacted the NAHC to request a review of the SLF to identify any known Native American cultural resources that may be present in the Project area. A summary of the results of the record search and background research are provided below.

4.1 PREVIOUS CULTURAL RESOURCE INVESTIGATIONS

The records search indicates that five previous investigations have been conducted the Project study area since 1976 (Table 4-1). One of these studies (SB-05358) includes a small portion of the Project area. This study involved the compilation of historical research on the development of the flood control channel along Cucamonga Creek. No archaeological survey was completed as part of this project.

Table 4-1. Previous Cultural Studies within the Project Study Area

Report No.	Date	Author(s)	Title
SB-03586	2000	Love, Bruce	Ontario To Colton Pipeline, San Bernardino County, California
SB-04674	2004	Bonner, Wayne H. and Christeen Taniguchi	Records Search Results and Site Visit for Cingular Wireless Telecommunications Facility Candidate SB-476-01 (Villa Park Trucking) 2301 East Francis Street, Ontario, San Bernardino County, California
SB-05358	*1976*	*Sider, W.A.*	*Cucamonga Creek 1776-1976 After 200 Years*
SB-05367	2004	Marvin, Judith and Riordan Goodwin	Cultural Resource Assessment: Hofer Ranch Airport Business Park Specific Plan Amendment, City of Ontario, San Bernardino County, California
SB-05814	2007	Bonner, Wayne H. and Marnie Aislin-Kay	Cultural Resource Records Search Results and Site Visit for Royal Street Communications, LLC Candidate LA-730C (Carlos Ct), 2001 Elm Court, Ontario, San Bernardino County, California

Italics indicate previous projects that include portions of the current Project area.

4.2 CULTURAL RESOURCES REPORTED WITHIN THE STUDY AREA

The records search indicated that two cultural resources have been previously documented within Project study area (Table 4-2). These resources include one historic period building, the Ontario International Airport Terminal (36-012630), and one historic period archaeological site, the remains of an abandoned irrigation system (36-007096). Neither of these resources are within the Project area. A description of each resource is provided below.

Table 4-2 Cultural Resources Recorded within the Project Study Area

Primary No.	Trinomial	Type	Age	Description
P-36-007096	CA-SBR-7096H	Site	Historic	Remnants of an abandoned irrigation system
P-36-012630	–	Building	Historic	Ontario International Airport Terminal

4.2.1 P-36-007096/CA-SBR-7096H

This resource consists of an abandoned irrigation system made up of a precast concrete valve gate and standpipes that was originally recorded in 1991 (Hampson et al. 1991). The resource is 427 ft × 7 ft and includes a linear arrangement of formed concrete standpipes. The standpipes run parallel to Mission Avenue and a transmission line. It does not appear that this resource has been evaluated for listing in the NRHP or CRHR.

4.2.2 P-36-012630 (Ontario International Airport Terminal)

The Ontario International Airport Terminal is a one- to two-story passenger terminal building that was originally constructed in 1959–1960 with additions made in the 1970s (Taniguchi and Taniguchi 2005). It was originally documented in 2005. The floor plan of the building is irregular and has a northwest facing façade (Taniguchi and Taniguchi 2005). The building has a steel frame structural system with a concrete foundation and a rolled composite material roof. The original building was constructed in the International style; however, the additions are in a Modern style. The building is part of the larger Ontario International Airport property.

The terminal was evaluated for listing in the NRHP in 2005 and not recommended eligible for listing under any criteria. The property was not evaluated for listing in the CRHR.

4.3 ADDITIONAL SOURCES

4.3.1 Historic Maps and Aerial Images

Historical maps consulted include Southern California Sheet No. 1 (1901) and San Bernardino, CA (1952 and 1958) 60-minute, Cucamonga (1894), Guasti and Vicinity (1941), and Ontario, CA (1954) 15-minute, and Guasti, CA (1953, 1966, and 1973) 7.5-minute USGS quadrangles. Historical aerial images from NETROnline dated to 1938, 1948, 1959, and 1966 were also reviewed. Results of the archival research indicate that the area was used for agricultural purposes before the airport was constructed with the Cucamonga Creek running along the eastern side of the Project area. By the late 1940s, the Project area began to be built up with the construction of the airport and the channelization of the creek. By 1959, the GE buildings and the ANG hangar had been built in the area. Over the subsequent years, additional buildings, structures, roadways, and associated airport features were constructed in the area.

4.3.2 Buried Archaeological Site Sensitivity Assessment

The Project area is on a series of broad coalescing alluvial fans in the western part of the San Bernardino Basin between the Santa Ana River to the south and San Gabriel Range to the north. Fan sediments are sourced from creeks draining the San Gabriel Range flowing south toward the Santa Ana River. The historic period course of Cucamonga Creek flanks the eastern Project boundary and San Antonio Creek is five miles to the west and deposits from both

creeks form a very low rise on the fan surface in Project vicinity. Cox and Morton (1978) have mapped underlying sediments as Holocene alluvium consisting of unconsolidated deposits of fine- to coarse-grained sand with dispersed thin beds of pebble gravel or silt, indicative of stream channels. Subsequent geological mapping by Morton and Miller (2006) indicates the mid-eastern side of the Project area is underlain by late Pleistocene to early Holocene alluvial fan deposits and middle Holocene alluvial fan deposits on the far eastern side, both of which are slightly to moderately consolidated. Soils mapping suggests that native soils were sandy to sandy loams, relatively fine grained, and relatively young (Bureau of Soils 1915; Soil Survey Staff 2021). Native sediments across the Project area appear to be overlaid by artificial fill (Morton and Miller 2006).

As previously stated, a review of aerial imagery (NETROnline 2021) indicates that in the early part of the twentieth century, the Project area consisted of plowed fields and the natural (or minimally altered) course of Cucamonga Creek ran along the eastern side of the Project, incised into the native surface. Evidence that the creek consisted of a broader braided stream bed extending farther east merging into a single channel to the south is visible in a 1938 image (NETROnline 2021). Currently, the locus of deposition of the creek appears to be south of the Project area. No abandoned creek channels or fluvial features are mapped within the Project, indicating recent surface stability. With the construction of the airport and channelizing of the Cucamonga Creek in the late 1940s, the landscape appears to have further stabilized with minimal deposition or erosion. Although geological mapping by Morton and Morton (2006) indicate artificial fill covers the Project area, no indication was seen in the historic aerial imagery of either the emplacement of fill or its potential depth.

This review suggests that there is moderate potential for buried archaeological sites within the Project area. The former historic period surface appears to have been relatively stable through the latter half of the Holocene having formed on material deposited between the late Pleistocene and middle Holocene. During this time, the surface may have been used prehistorically. As such, there is potential that artifacts associated with prehistoric occupation of the area could be present in the Project area. Farming in the in early twentieth century may have led to surface disturbances and deposition of historic period artifacts. If intact, there is moderate potential for buried prehistoric and historic deposits to be present in the native sediments underlying the artificial fill layer. There is a low potential for more deeply buried archaeological deposits associated with the early Holocene and late Pleistocene.

4.4 NATIVE AMERICAN COORDINATION

PaleoWest contacted the NAHC, as part of the cultural resource assessment, on August 26, 2021, for a review of the SLF. The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC responded on September 30, 2021, stating that the SLF was completed with negative results (Appendix C). However, NAHC noted that the absence of specific site information in the SLF does not indicate the absence of cultural resources within the Project area. The NAHC requested that 18 individuals representing 12 Native American tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project. No additional outreach was conducted. It is assumed that the OIAA will be responsible for conducting Assembly Bill 52 consultation with local Native American groups.

5 FIELD INVESTIGATION

5.1 FIELD METHODS

A reconnaissance survey of the Project area was completed by PaleoWest's Dan Herrick on September 29, 2021. The fieldwork effort included an inspection of the entire Project area, which involved locations on the controlled air-side portion of ONT, as well as the publicly accessible area along East Avion Street. All areas likely to contain or exhibit sensitive cultural resources were carefully inspected to ensure discovery and documentation of any visible, potentially significant cultural resources within the Project area.

Prehistoric site indicators may include areas of darker soil with concentrations of ash, charcoal, bits of animal bone (burned or unburned), shell, flaked stone, ground stone, or even human bone. Historical site indicators may include fence lines, ditches, standing buildings, objects or structures such as sheds, or concentrations of materials at least 45 years in age, such as domestic refuse (e.g., glass bottles, ceramics, toys, buttons or leather shoes), refuse from other pursuits such as agriculture (e.g., metal tanks, farm machinery parts, horse shoes) or structural materials (e.g., nails, glass window panes, corrugated metal, wood posts or planks, metal pipes and fittings, railroad spurs, etc.).

5.2 FIELD RESULTS

The Project area is in a flat area that is largely developed with expanses of paved surfaces used for aircraft circulation on the air-side portion of the Project area, and airfield support operations and automobile circulation on the publicly accessible portion. The Project area features two primary collections of buildings, the former ANG facilities in the eastern half of the Project area, and the former GE maintenance complex in the western half of the Project area. The former GE maintenance complex is currently integrated into the ONT Airport office and operations facilities at 1923 East Avion Street. The Project area features multiple buildings, structures, and landscape features, which obscure the ground surface. As such, ground visibility was poor (0–5%). The rare exposures of surficial sediments exhibit a low degree of disturbance as they are between paved roadways and runway aprons (Figure 5-1 to Figure 5-4). However, the built nature of most of the Project area, as well as the assumed placement of underground utilities associated with the extant buildings and structures, suggests subsurface sediments have also been extensively disturbed.

No archaeological resources were identified within the Project area during the survey.

Figure 5-1. Former ANG Hangar and Crash Truck Station fronting aircraft parking apron, facing south.

Figure 5-2. Overview of the former ANG aircraft parking apron, facing north.

Figure 5-3. Overview of the former ANG complex and service yard south of Avion Street, facing north.

Figure 5-4. Overview of the former ANG complex and service yard south of Avion Street, facing east.

6 RECOMMENDATIONS AND SUMMARY

The results of the literature review and records search, archival research, Native American outreach, and reconnaissance survey did not identify any archaeological resources within the Project area.

Surficial sediments throughout the Project area have been disturbed by the construction of extant buildings, structures, roadways, and airport features, as well as the installation of underground utilities associated with the ONT Airport. Despite the high level of existing ground disturbance, there is a moderate potential for buried prehistoric and historic archaeological deposits to be encountered immediately below a layer of artificial fill in the Project area. The buried site sensitivity analysis conducted for this study indicates that the uppermost stratum of native sediments has been relatively stable through the latter half of the Holocene. As such, if the area was used prehistorically, there is potential that artifacts associated with this early period of occupation may be present. Additionally, farming in the in early twentieth century may have also resulted in the deposition of historic period artifacts. Results of the analysis suggests that the sensitivity of the Project area deceases with depth with a low potential for archaeological deposits to be encountered in deeply buried contexts.

PaleoWest recommends that initial Project-related ground disturbing activities be observed by an archaeological monitor. If archaeological resources are encountered during ground disturbing activities, work in the immediate area shall halt and the find shall be evaluated for listing in the CRHR. If monitoring of the initial ground disturbing activities finds that there is a low potential for encountering intact archaeological remains within the Project area, monitoring activities may be reduced or halted at the discretion of the qualified archaeologist.

Based on these findings, PaleoWest recommends a finding of *less than significant impacts to historical resources with mitigation incorporated* under CEQA.

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Appendix A.
Native American Outreach

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

September 30, 2021

Robbie Thomas
PaleoWest Archaeology

Via Email to: rthomas@paleowest.com

Re: Ontario Airport South Cargo Center Project, San Bernardino County

Dear Ms. Thomas:

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 negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. 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 me. 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: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
San Bernardino County
9/30/2021

Agua Caliente Band of Cahuilla Indians
Patricia Garcia-Plotkin, Director
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6907
Fax: (760) 699-6924
ACBCI-THPO@aguacaliente.net

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

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

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

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

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 — Gabrielino
Bellflower, CA, 90707
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Fax: (562) 761-6417
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Gabrielino Tongva Indians of California Tribal Council
Christina Conley, Tribal Consultant and Administrator
P.O. Box 941078 — Gabrielino
Simi Valley, CA, 93094
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu

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

Morongo Band of Mission Indians
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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 Ontario Airport South Cargo Center Project, San Bernardino County.

Native American Heritage Commission
Native American Contact List
San Bernardino County
9/30/2021

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