



**Historical Resources Survey for the
San Diego Fire-Rescue Air Operations
Hangar Project
(WBS #B-15012.02.02)**

Prepared for
City of San Diego

Submitted to
Platt/Whitelaw Architects, Inc.
4034 30th Street
San Diego, CA 92104
Contact: Mr. Thomas Brothers

Prepared by
RECON Environmental, Inc.
1927 Fifth Avenue
San Diego, CA 92101
P 619.308.9333

RECON Number 9078
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A handwritten signature in black ink that reads "Carmen Zepeda-Herman".

Carmen Zepeda-Herman, M.A., Project Archaeologist

ARCHAEOLOGICAL RESOURCE REPORT FORM

I. PROJECT DESCRIPTION AND LOCATION

Phase II of the San Diego's Fire-Rescue Air Operations (AirOps) Facility Project (proposed project) would design and construct permanent helicopter hangars and support facilities at Montgomery-Gibbs Executive Airport. The project area is located in the northeastern corner of the airport in the Kearny Mesa community of the city of San Diego, California (Figure 1). The project area is within an unsectioned portion of the Mission San Diego landgrant on the U.S. Geological Survey 7.5-minute La Jolla quadrangle (Figure 2). Figure 3 shows the project location on a City 800' map. The project area consists of a 6.5-acre site located adjacent to the Air Traffic Control Tower between the Federal Aviation Administration (FAA) lease area, the Runway Object Free Area, and the Runway Protection Zone for the northwest approach to Runway 5/23 (Figure 4). Entry to the project area is via an asphalt road accessed from a security gate located off Ponderosa Avenue.

AirOps is a 24/7 365-day operating facility with no hangar space at Montgomery Field. A feasibility study concluded that 30,000 square feet of hangar space is required to meet future needs of the AirOps fleet. The proposed project would construct approximately 32,000 square feet of prefabricated metal hangar buildings, as well as an approximately 65,000-square-foot concrete apron, to accommodate five helicopters. The new hangar space would include a hangar support area for maintenance offices, over-haul, avionics, and storage rooms. The proposed project would also construct parking and shelter for a single Heli-tender and two fueling tender vehicles. Additionally, the proposed project would design and relocate existing utility connections (Sewer, Stormwater, Gas, Water, Power, etc.) within the main access roadway from Ponderosa Avenue. Once project construction and utility relocation is completed, the main access roadway would be repaired and resurfaced from Ponderosa Avenue to the FAA Air Traffic Control Tower and the new AirOps facility.

The project would also introduce storm water retention features that would capture runoff from the proposed improvements and a parking pad that would be constructed as a separate project adjacent to the southern project boundary. San Diego Fire-Rescue currently operates three helicopters consisting of two Bell 412 helicopters and one Lockheed Martin/SikorskyS70i Firehawk. The proposed hangars are intended to accommodate these three existing helicopters, as well as one additional Lockheed Martin/SikorskyS70i Firehawk and one additional Bell 412. In the future condition, the Bell 412 helicopters would take off and land from the existing concrete parking pad, while the Lockheed Martin/SikorskyS70i Firehawks would taxi from the proposed hangars along Taxiway Charlie to take off from Runway 5/23. The Lockheed Martin/SikorskyS70i Firehawks would also land at Runway 5/23 and taxi back to the proposed hangars along Taxiway Charlie.

II. SETTING

Natural Environment (Past and Present)

The proposed project is located within the Montgomery-Gibbs Executive Airport on a portion of Kearny Mesa. The project elevation is approximately 420 feet above mean sea level (AMSL). Murphy Canyon is located east of the airport and Mission Valley is southeast. Residential and commercial development occurs surrounding the airport. The project area is covered in non-native weeds and grasses with some scattered buckwheat bushes.

The soil in the project area consists of Redding gravelly loam (RdC), 2 to 9 percent slopes. The Redding gravelly loam is gently rolling with low hummocks or mima mounds. The

Redding series consists of well-drained, undulating to steep gravelly loams that have a gravelly clay subsoil and a hardpan. These soils formed in old mixed cobbly and gravelly alluvium. They are located on dissected terraces (U.S. Department of Agriculture 1973).

Ethnography/History

The prehistoric cultural sequence in San Diego County is generally conceived as comprising three basic periods: the Paleoindian, dated between about 11,500 and 8,500 years ago and manifested by the artifacts of the San Dieguito Complex; the Archaic, lasting from about 8,500 to 1,500 years ago (A.D. 500) and manifested by the cobble and core technology of the La Jolla Complex; and the Late Prehistoric, lasting from about 1,500 years ago to historic contact (i.e., A.D. 500 to 1769) and represented by the Cuyamaca Complex. This latest complex is marked by the appearance of ceramics, small arrow points, and cremation burial practices.

The Paleoindian Period in San Diego County is most closely associated with the San Dieguito Complex, as identified by Rogers (1938, 1939, 1945). The San Dieguito assemblage consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting (Warren et al. 1993:III-33).

The Archaic Period in coastal San Diego County is represented by the La Jolla Complex, a local manifestation of the widespread Millingstone Horizon. This period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jolla Complex along the coast and the Pauma Complex inland. Pauma Complex sites lack the shell that dominates many La Jolla sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. The La Jolla assemblage is dominated by rough, cobble-based choppers and scrapers, and slab and basin metates. Elko series projectile points appeared by about 3,500 years ago. Large deposits of marine shell at coastal sites argue for the importance of shellfish gathering to the coastal Archaic economy.

Near the coast and in the Peninsular Mountains beginning approximately 1,500 years ago, patterns began to emerge that suggest the ethnohistoric Kumeyaay. The Late Prehistoric Period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversify and intensify during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive but effective technological innovations. The late prehistoric archaeology of the San Diego coast and foothills is characterized by the Cuyamaca Complex. It is primarily known from the work of D. L. True at Cuyamaca Rancho State Park (True 1970). The Cuyamaca Complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants, steatite comales (heating stones), Tizon Brown ware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery, various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, mortars and pestles, and Desert Side-Notched (more common) and Cottonwood Series projectile points.

Ethnohistory

The Kumeyaay (also known as Kamia, Ipai, Tipai, and Diegueño) occupied the southern two-thirds of San Diego County. The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherias. Settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places (Cline 1984a and 1984b).

Their economic system consisted of hunting and gathering, with a focus on small game, acorns, grass seeds, and other plant resources. The most basic social and economic unit was the patrilocal extended family. A wide range of tools was made of locally available and imported materials. A simple shoulder-height bow was utilized for hunting. Numerous other flaked stone tools were made including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, cherts, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars, manos, metates, and pestles typically made of locally available, fine-grained granite. Both portable and bedrock types are known. The Kumeyaay made fine baskets using either coiled or twined construction. The Kumeyaay also made pottery, utilizing the paddle-and-anvil technique. Most were a plain brown utility ware called Tizon Brown ware, but some were decorated (Meighan 1954; May 1976, 1978).

Spanish/Mexican/American Periods

The Spanish Period (1769–1821) represents a time of European exploration and settlement. Military and naval forces along with a religious contingent founded the San Diego Presidio, the pueblo of San Diego, and the San Diego Mission in 1769 (Rolle 1998). The mission system used forced Native American labor and introduced horses, cattle, other agricultural goods, and implements. Native American culture in the coastal strip of California rapidly deteriorated despite repeated attempts to revolt against the Spanish invaders (Cook 1976). One of the hallmarks of the Spanish colonial scheme was the rancho system. In an attempt to encourage settlement and development of the colonies, large land grants were made to meritorious or well-connected individuals.

In 1821, Mexico declared its independence from Spain. During the Mexican Period (1822–1848), the mission system was secularized by the Mexican government and these lands allowed for the dramatic expansion of the rancho system. The southern California economy became increasingly based on cattle ranching.

The Mexican Period came to a close when Mexico signed the Treaty of Guadalupe Hidalgo on February 2, 1848, concluding the Mexican–American War (1846–1848; Rolle 1998). Just prior to the signing of the Treaty of Guadalupe Hidalgo, gold was discovered in the northern California Sierra-Nevada foothills, the news was published on March 15, 1848, and the California Gold Rush began. The great influx of Americans and Europeans eliminated many remaining vestiges of Native American culture. California became a state in 1850.

The American homestead system encouraged settlement beyond the coastal plain into areas where Indians had retreated to avoid the worst of Spanish and Mexican influences (Carrico 1987; Cook 1976). A rural community cultural pattern existed in San Diego County from approximately 1870 to 1930. These communities were composed of an aggregate of people who lived on scattered farmsteads tied together through a common school district, church, post office, and country store (Hector and Van Wormer 1986; Pourade 1963).

The U.S. Army acquired 12,721 acres of what is now Kearny Mesa in 1917 to establish Camp Kearny, to be used as a mobilization and training camp for soldiers going to fight in Europe in World War I. Although not constructed during World War I, an airfield was established at Camp Kearny prior to its closure as an active army camp in 1920 and continued to be used through the 1920s and 1930s. The U.S. Navy began an expansion program at Camp Kearny in 1940, and the base was commissioned as Naval Auxiliary Air Station Camp Kearny in 1943. Concurrently with Navy use, the U.S. Marine Corps began using a portion of the base for maneuvers and gunnery ranges. During World War II, the Marine Corps also used the northern portion of Camp Kearny to process Marine squadrons en route to the South Pacific. In 1946, the Navy departed Camp Kearny, but returned when the Marines moved to Marine

Corps Air Station El Toro in 1947. The Marines returned in 1993, when the base was transferred back to the Marines.

Montgomery Airport was established in 1937 by William Gibbs. Initially known as Gibbs Field, Gibbs leased the field to Ryan School of Aeronautics for the training of U.S. Army Air Corps cadets in 1940 (City of San Diego 2016). The City of San Diego purchased the field from Gibbs in 1947, and in 1950 renamed it Montgomery Field, in honor of pioneer aviator John J. Montgomery.

Prior to the 1950s there was little non-military development on Kearny Mesa. This changed significantly in the later 1950s and 1960s. Substantial residential developments were constructed south and west of the project during this time. The area east of Interstate 805 took longer to develop, and when it did was predominately commercial, industrial, and research and development companies.

III. AREA OF POTENTIAL EFFECT (APE)

The APE encompasses approximately 6.5 acres as shown in Figure 4. The APE would include a maximum excavation of 4 feet for the proposed hangars and 8 feet for the proposed utility lines within the access route from Ponderosa Avenue. The maximum height of the proposed hangars would be 42 feet.

IV. STUDY METHODS

The cultural resources survey included both an archival search and an on-site foot survey of the APE. A records search with a one-mile radius buffer was requested from the South Coastal Information Center (SCIC) at San Diego State University in order to determine if previously recorded prehistoric or historic cultural resources occur on the project area.

A letter was sent to the Native American Heritage Commission (NAHC) on May 22, 2018, and again on May 30, 2019, requesting them to search their files to identify spiritually significant and/or sacred sites or traditional use areas in the proposed project vicinity. The NAHC was also asked to provide a list of local Native American tribes, bands, or individuals who may have concerns or interests in the cultural resources of the proposed project (Appendix A).

The field survey was conducted on June 13, 2018, by RECON archaeologist Harry Price accompanied by Kaci Brown, a Native American representative from Red Tail Environmental. The access road was not surveyed because of the lack of surface visibility. The spacing between the field personnel was 6 meters. The survey area was inspected for evidence of archaeological materials such as flaked and ground stone tools, ceramics, milling features, and historic features. Photographs were taken to document the environmental setting and general conditions.

V. RESULTS OF STUDY

The record search indicated that there have been 43 cultural resources investigations and 3 recorded historic-era cultural resources, 1 prehistoric cultural resource, and 1 prehistoric isolated artifact within a one-mile radius of the proposed project (Confidential Appendix B). The prehistoric resource consisted of a lithic and shell scatter. The historic resources consist of industrial and commercial buildings. No previously recorded cultural resources are present within the proposed project area. A total of three historic addresses have been recorded within the search radius, none of which are within the proposed project area.

The results received from the NAHC on June 14, 2019 were positive. The NAHC indicated that the Viejas Band of Kumeyaay Indians should be contacted for further information (see Appendix A). RECON assumes that the City will conduct government-to-government consultation via Assembly Bill 52 with interested tribes.

The survey resulted in finding no cultural material. Survey conditions consisted of clear skies, bright sunlight, and a slight breeze with a temperature of approximately 75 degrees. The project area is mowed on a regular basis for weed control, increasing ground visibility. Ground visibility averaged 70 percent (Photograph 1). Large patches of reddish sandstone and cobble lenses cover the ground surface in much of the survey area (Photograph 2). The APE has been scraped in the past, probably for the initial brushing of the area, exposing subsoils. Numerous broken cobbles were noted on the surface. The cobbles were likely broken as a result of past scraping and mowing and/or from natural fracturing. Surface gravel and small amounts of concrete and asphalt pieces were in the area between the existing control tower and the runway. The large landing pad at the southwest end of the survey area was not surveyed, as well as the taxi lane along the western edge of the survey area because the ground surface is covered by either asphalt or concrete in both these locations.

VI. RECOMMENDATIONS

No cultural resources were identified in the APE. The cultural resource investigations summarized herein satisfy the study and documentation requirements identified by City of San Diego Development Services staff and are consistent with the goals and policies of the City of San Diego as published in the Land Development Manual. As such, the efforts to identify and document historical resources in the APE for the proposed project reveal that the proposed project will have no impact on prehistoric cultural resources.

The possibility of significant historical resources being present within the proposed project is considered low. The topsoil within the APE has been scraped away in the past, leaving no suitable areas where potentially significant prehistoric or historic cultural resources could be present. RECON recommends no further cultural resources work; construction monitoring is not recommended.

VII. SOURCES CONSULTED	DATE
National Register of Historic Places <input checked="" type="checkbox"/>	Month and Year: July 2018
California Register of Historical Resources <input checked="" type="checkbox"/>	Month and Year: July 2018
City of San Diego Historical Resources Register <input checked="" type="checkbox"/>	Month and Year: July 2018
Archaeological/Historical Site Records: South Coastal Information Center <input checked="" type="checkbox"/>	Month and Year: June 2018
Other Sources Consulted:	

VIII. CERTIFICATION

Preparer: Carmen Zepeda-Herman, M.A.	Title: Principal Investigator
Signature: 	Date: December 16, 2019

IX. ATTACHMENTS

Bibliography
Attached

National Archaeological Data Base Information
Attached

Maps (include all of the following maps.)

- Figure 1: Regional Location
- Figure 2: Project Location on USGS Map
- Figure 3: Project Location on City 800' Map
- Figure 4: Project Location on Aerial Photograph

Photographs

- Photograph 1: Typical Ground Cover, Looking East from the Runway
- Photograph 2: Exposed Subsoil, Looking North-northeast with Runway on the Left and FAA Building on the Right

Personnel Qualifications (Include resumes if not already on file with the City.)
Resumes are already on file with the City.

X. APPENDICES

Native American Heritage Commission Correspondence (Appendix A)
Letter dated June 14, 2019

Record search results (Confidential Appendix B)
Records search results from South Coastal Information Center.

New or updated historical resource records
None.

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NATIONAL ARCHAEOLOGICAL DATA BASE INFORMATION

Authors: Carmen Zepeda-Herman, RPA

Consulting Firm: RECON Environmental
1927 Fifth Avenue
San Diego, CA 92101-2358

Report Date: December 16, 2019

Report Title: Historical Resources Survey for the City of San Diego Fire-Rescue Air Ops Hangar Project, San Diego, California

Prepared for: City of San Diego

Submitted to: Thomas Brothers
Platt/Whitelaw Architects, Inc.
4034 30th Street
San Diego, California 92104

Contract Number: RECON 9078

USGS Quadrangle Map: La Jolla Quadrangle

Keywords: Negative survey, Montgomery Field

ABSTRACT

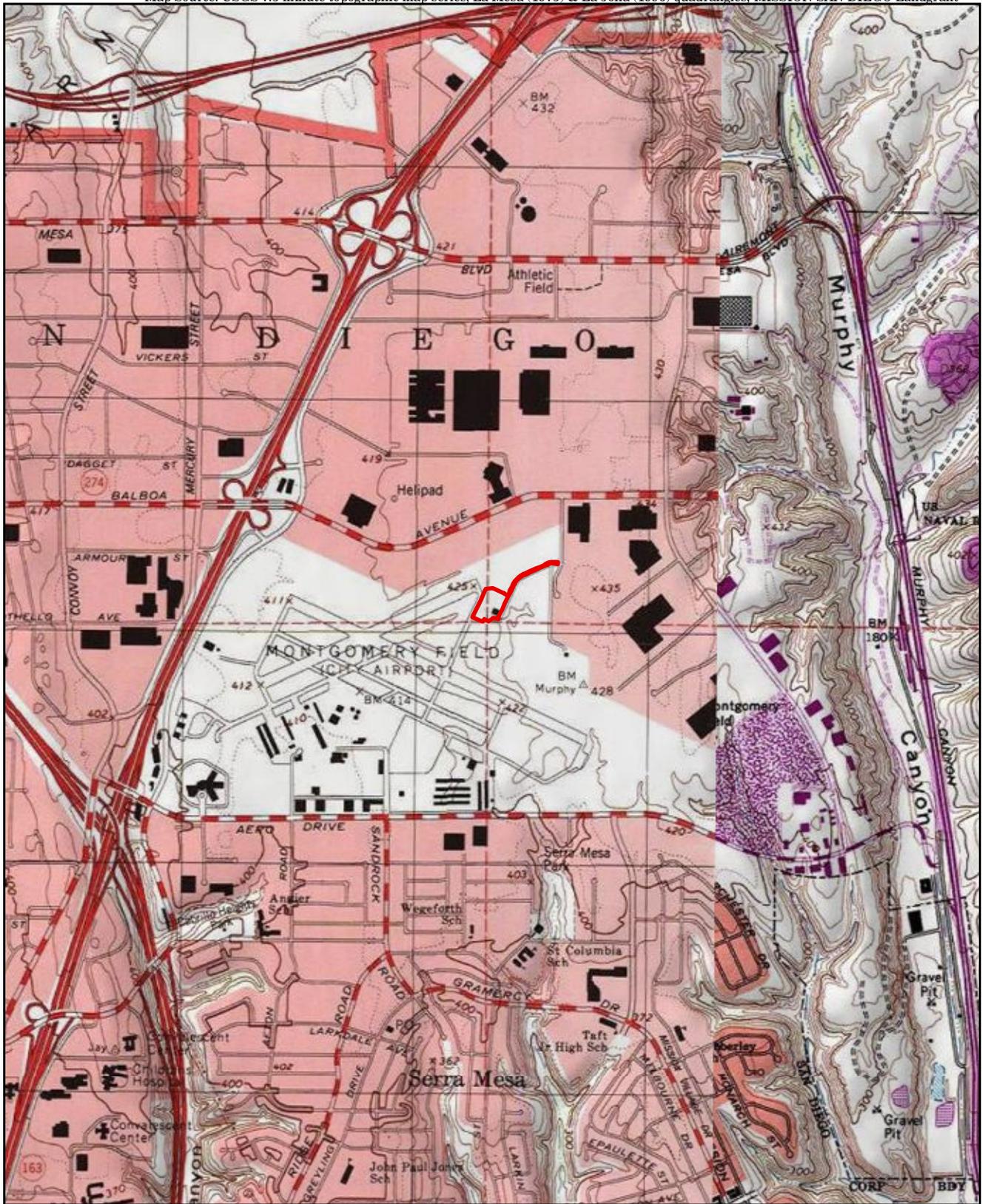
A cultural resources survey was conducted for the San Diego Fire-Rescue Air Ops Hangar project within the Montgomery-Gibbs Executive Airport in the City of San Diego. The survey included a records search at the South Coastal Information Center and a sacred lands search from the Native American Heritage Commission. Three historic-era cultural resources, one prehistoric cultural resource, one prehistoric isolated artifact, and three historic addresses have been recorded within a one-mile radius of the project. None of the previously recorded cultural resources are within the project APE. The Native American Heritage Commission files indicated that no sites have been located within the project area.

A RECON archaeologist and Native American monitor from Red Tail Monitoring and Research completed a field survey on June 13, 2018. No cultural resources were identified. The possibility of significant historical resources being present within the proposed project is considered low. The topsoil within the APE has been scraped away in the past, leaving no suitable areas where potentially significant prehistoric or historic cultural resources could be present. RECON recommends no further cultural resources work; construction monitoring is not recommended.



***** Project Location

FIGURE 1
Regional Location



 Project Boundary

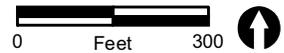
FIGURE 2

Project Location on USGS Map



 Project Boundary

FIGURE 3
Project Location on City 800' Map



 Project Boundary

FIGURE 4

Project Location on Aerial Photograph



PHOTOGRAPH 1
Typical Ground Cover, Looking East from the Runway



PHOTOGRAPH 2
Exposed Subsoil, Looking North-Northeast with Runway on the Left
and FAA Building on the Right

APPENDIX A
Native American Heritage Commission
Correspondence

**Native American Heritage Commission
Native American Contact List
San Diego County
6/14/2019**

Barona Group of the Capitan Grande

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

Inaja-Cosmit Band of Indians

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

Campo Band of Diegueno Mission Indians

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

Jamul Indian Village

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

Ewiiapaayp Tribe

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

Kwaaymii Laguna Band of Mission Indians

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

Ewiiapaayp Tribe

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

La Posta Band of Diegueno Mission Indians

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

lipay Nation of Santa Ysabel

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

La Posta Band of Diegueno Mission Indians

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

lipay Nation of Santa Ysabel

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

Manzanita Band of Kumeyaay Nation

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed San Diego Fire Rescue Air Ops Project, San Diego County.

**Native American Heritage Commission
Native American Contact List
San Diego County
6/14/2019**

**Mesa Grande Band of Diegueno
Mission Indians**

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

**Viejas Band of Kumeyaay
Indians**

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

**San Pasqual Band of Diegueno
Mission Indians**

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

**Viejas Band of Kumeyaay
Indians**

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

**San Pasqual Band of Diegueno
Mission Indians**

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

**Sycuan Band of the Kumeyaay
Nation**

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

**Sycuan Band of the Kumeyaay
Nation**

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

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CONFIDENTIAL APPENDIX B
Record Search (Not for Public Review)