

Appendix F

Cultural Resources

APPENDIX F: Cultural Resources

The following reports are included as part of this appendix:

- Attachment A: Cultural Resources Report
- Attachment B: Research Results [CONFIDENTIAL]
- Attachment C: Tribal Coordination [CONFIDENTIAL]

Appendix F

Attachment A

Cultural Resources Report

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February 28, 2022

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Caroline E. Pinegar
HNTB Corporation
82 Running Hill Road, Suite 201
South Portland, ME 04106

Subject: Cultural Resources Letter Report for the Rehabilitation of R/W 8R-26L and Associated Airfield Improvements at Ontario International Airport

Dear Ms. Pinegar:

HELIX Environmental Planning, Inc. (HELIX) conducted a cultural resources study to identify any cultural resources extant within the study area for the proposed Rehabilitation of R/W 8R-26L and Associated Airfield Improvements (Proposed Action; project) located at Ontario International Airport (ONT). The study included a review of site records and previous studies conducted within half-mile of the project area, accessed through the South Central Coastal Information Center (SCCIC); a pedestrian field survey conducted with a Native American monitor of Gabrieleño descent to confirm the presence or absence of tribal, archaeological, and built environment resources (cultural resources) within the project area; and coordination with HNTB Corporation (HNTB) and the lead agency, the Ontario International Airport Authority (OIAA), to facilitate tribal consultation. The results of this study did not identify cultural resources within the project area. However, prehistoric resources have been recovered outside of the project area within ONT facilities. As such, this study recommends the project implement archaeological and Native American monitoring during project related ground-disturbing activities.

PROJECT LOCATION

The project is located at Ontario International Airport (ONT), located at 2500 E Airport Drive, Ontario, CA 91761, within San Bernardino County, approximately 35 miles east of Downtown Los Angeles in the center of Southern California (Inland Empire). The project location is shown on Figure 1, *Regional Location*, and Figure 2, *USGS Topography* (provided in Attachment A, *Figures*). The project focuses on the rehabilitation and reconstruction of Runway 8R-26L, associated airfield improvements, and the relocation of several objects within the Runway Safety Area (RSA) and Runway Object Free Area (ROFA), such as a vehicle safety road (VSR). The study area for the project is shown in Figure 3, *Aerial Photograph* (Attachment A), and includes 434.6 acres within the airport property.

PROJECT DESCRIPTION

OIAA proposes to make improvements to the existing 8R-26L Runway and associated airfield facilities to meet current Federal Aviation Administration (FAA) standards, improve safety, and enhance airfield efficiency. Connector taxiways will be reconstructed to align more closely with current FAA standards, as well as to improve pavement conditions for air traffic throughout the airfield. The proposed pavement sections will be designed for a 20-year life for all shoulder pavements, blast pad pavement, and the new taxiway pavement. Runway 8R-26L requires rehabilitation and reconstruction as it was built in 1979 and has exceeded the intended design service life of 20-years. Runway shoulder replacement is also proposed along sections of Runway 8L-26R in the vicinity of taxiway improvements. Also proposed is the development of a batch plant, located between East Avion Street and Mission Boulevard, south of the OIAA offices. Additionally, there are objects located within the RSA and ROFA that need to be relocated to meet FAA standards, such as the VSR. The airfield drainage includes tributary areas on the airfield located between the runways and taxiways. The proposed improvements are not increasing the airfield drainage areas; however, they are being modified to accommodate existing connector taxiways and construction of the new connector taxiways. The proposed improvements will not result in increased runway capacity.

REGULATIONS

Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance (Office of Historic Preservation [OHP] 1995). The California Environmental Quality Act (CEQA), Public Resources Code (PRC) 21084.1, and California Code of Regulations (CCR) Title 14 Section 15064.5, address determining the significance of impacts to archaeological and historic resources, and discuss significant cultural resources as “historical resources,” which are defined as:

- resource(s) listed or determined eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources (CRHR; 14 CCR Section 15064.5[a][1])
- resource(s) either listed in the National Register of Historic Places (NRHP) or in a “local register of historical resources” or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, unless “the preponderance of evidence demonstrates that it is not historically or culturally significant” (14 CCR Section 15064.5[a][2])
- resources determined by the Lead Agency to meet the criteria for listing on the CRHR (14 CCR Section 15064.5[a][3])

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

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

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

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

Significant resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Resource integrity, which is the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance, is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. In an archaeological deposit, integrity is assessed with reference to the preservation of material constituents and their culturally and historically meaningful spatial relationships. A resource must also be judged with reference to the particular CRHR criteria under which it is proposed for eligibility.

Tribal Cultural Resources

California State Assembly Bill 52 (AB 52) revised PRC Section 21074 to include Tribal Cultural Resources (TCRs) as an area of CEQA environmental impact analysis. As a general concept, a TCR is similar to the federally defined term Traditional Cultural Properties (TCP); however, it incorporates consideration of local and state significance and required mitigation under CEQA. According to Patricia L. Parker and Thomas F. King (1998), “Traditional” in this context refers to those beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional cultural significance of a historic property, then, is derived from the role the property plays in a community’s historically rooted beliefs, customs, and practices.

A TCR may be considered significant if it is (i) included in a local or state register of historical resources; (ii) determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1; (iii) a geographically defined cultural landscape that meets one or more of these criteria; (iv) a historical resource described in PRC Section 21084.1 or a unique archaeological resource described in PRC Section 21083.2; or (v) a non-unique archaeological resource if it conforms with the above criteria.

BACKGROUND

Prehistoric Period

Proposed dates for the earliest human occupation in California vary from around 20,000 years ago to 10,000 years ago. Carter (1957, 1978, 1980), Minshall (1976), and others (e.g., Childers 1974; Davis 1968, 1973) have long argued for the presence of Pleistocene humans in California. However, these sites identified as “early man” are all controversial. The material from the sites is generally considered non-artifactual, and the investigative methodology is often questioned (Moratto 1984). The most widely recognized timeline for the prehistory of Southern California was proposed by Wallace (1955) and divides the region’s prehistory into four main periods, or “horizons:” Early, Milling Stone (Archaic Period), Intermediate, and Late horizons.

The best example of Early Prehistoric Period archaeological evidence in Southern California is in the San Dieguito complex of San Diego County, dating to over 9,000 years ago (Warren 1967; Warren et al. 2004). The San Dieguito Tradition is thought by most researchers to have an emphasis on big game hunting and coastal resources (Warren 1967). The material culture of the San Dieguito complex consists primarily of scrapers, scraper planes, choppers, large blades, and large projectile points. In some areas of California, the Early Prehistoric Period is often referred to as the Paleo-Indian period and is associated with the last Ice Age occurring during the Terminal Pleistocene (pre-10,000 years ago) and the Early Holocene, beginning circa 10,000 years ago (Erlandson 1994, 1997).

The Millingstone Horizon, or Archaic Period, dates from 7,000-8,600 to 1,300-3,000 years ago and is generally consistent with the Oak Grove complex of Santa Barbara, the Topanga complex of Los Angeles, and the La Jolla complex of San Diego (Warren et al. 2004). The Millingstone Horizon is also referred to as the Encinitas Tradition (Warren 1968). The Encinitas tradition is generally “recognized by millingstone assemblages in shell middens, often near sloughs and lagoons” (Moratto 1984:147). According to Wallace, “a changeover from hunting to the collection of seed foods is clearly reflected in the archaeological record for the period between 6,000 and 3,000 B.C. The importance of seeds in the diet of the prehistoric peoples can be seen in the numbers of food-grinding implements present at their settlements” (Wallace 1978:28). Basin metates, manos, discoidals, a small number of Pinto series and Elko series points, and flexed burials are also characteristic. Most of the archaeological evidence for Archaic Period occupation in southern California is derived from sites located in near-coastal valleys, and around estuaries that are present along the San Diego coast (Warren et al. 2004). In the project region, Archaic Period occupation is represented by a few diagnostic artifacts and one radiocarbon date of circa 2,200 years before present (BP) identified during archaeological excavations conducted for the Perris Reservoir project in Perris Valley (Bettinger 1974).

Dates for the Intermediate Horizon vary by locale but can generally be dated to between 2000 BC and AD 500 (Elsasser 1978). The Intermediate Horizon is consistent with the Hunting Culture of Santa Barbara County and is characterized by the presence of Pinto style points, named after the Pinto Basin in Riverside County, an increased use of the mortar and pestle, and the consumption of fleshier foods such as acorns as opposed to small, hard seeds (Stickel 1978). This change resulted in the adoption of a more sedentary lifestyle, as seen in the presence of seasonal campsites (Van Horn 1980).

The Late Prehistoric period is characterized by the incursion of Takic-speaking peoples of Uto-Aztecan linguistic stock into southern California. The expansion of the Takic group from a presumed Great Basin hearth land is unrefined, but several scholars have hypothesized as to when and how the so-called “Uto-Aztecan wedge” occurred. Sutton (2009) argues that the Takic group expanded into southern California from the San Joaquin Valley about 3,500 years ago. Moratto (1984) also proposes that Takic expansion into the Southern Coast region correlates to the end of the Early Period (Late Archaic) ca. 3,200 to 3,500 years ago, while Golla (2007) suggests an expansion of Uto-Aztecan speakers into southern California at approximately 2,000 years ago.

While the exact chronology of Takic-speaking groups’ immigration to southern California remains uncertain, the beginning of the Late Prehistoric Period is marked by evidence of a number of new tool technologies and subsistence shifts in the archaeological record and is characterized by higher population densities and intensification of social, political, and technological systems. The changes include the production of pottery and the use of the bow and arrow for hunting instead of atlatl and

dart, a reduction of shellfish gathering in some areas, an increase in the storage of foodstuffs such as acorns, and new traits such as the cremation of the dead (Gallegos 2002; McDonald and Eighmey 2004).

Native American population figures in the region substantially increased toward the end of the Late Prehistoric Period. After AD 1600, a change occurred in settlement and subsistence patterns, and land use intensified region, which was reflected into the ethnohistoric period (Wilke 1974, 1978; Bean et al. 1991; Goldberg 2001).

Ethnohistory

The Late Horizon inhabitants of the project area are believed to be the same as those recorded ethnohistorically, namely the Gabrielino people. The Gabrielino occupied most of present-day Los Angeles and Orange Counties, extending along the coast from the southern portion of the Santa Monica Mountains to the northern portion of the Santa Ana Mountains and east along the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers (Bean and Smith 1978). Additionally, the Gabrielino occupied several off-shore islands, including San Clemente, Santa Catalina, and San Nicholas. The name Gabrielino stems from one of the two major Spanish missions established in the Gabrielino territory, the Mission San Gabriel Arcángel. The Gabrielino were among the most powerful and populous ethnic nationalities in California's prehistory; however, few ethnographic studies were accomplished, and, therefore, little is known of them (Bean and Smith 1978).

At the time of Spanish explorer Juan Rodriguez Cabrillo's entrance into Gabrielino territory, it is estimated that their population may have reached approximately 5,000 people (Bean and Smith 1978; Shipley 1978). They were semi-nomadic and subsisted on a hunter-gatherer lifestyle in the rich landscape abundant in coastal resources, as well as acorns, pine nuts, and small game. The Gabrielino settlements were situated near water courses; permanent villages were always established "in the fertile lowlands along rivers and streams" (Bean and Smith 1978: 540). Both primary and subsistence villages were occupied continuously, with smaller gathering camps being intermittently occupied, depending on the season and resource. Gabrielino people maintained a rich material culture of varied and technical tools. They created wooden planked canoes, called *ti'ats*, which allowed them to populate and exploit the resources of the Southern Channel Islands (Welch 2006:3-4). Among these resources was steatite, a type of soapstone that was carved into vessels and ornaments and traded with neighboring tribes. The Gabrielino also created rock art and produced ceramic vessels. They used asphaltum, which occurs naturally in the area, both as a waterproof seal and as an adhesive to attach shell decorations to items. Other tools included portable mortars and metates, scrapers, knives, drills, paddles, wooden spoons and bowls, bone saws, needles, fishhooks, awls, slings, clubs, and baskets (Bean and Smith 1978). Their pre-contact and contact period burial practices included cremation and flex burials (Moratto 1984).

Historical Background

Spanish Period

Coastal Southern California's historic period began in September 1542 when Juan Rodriguez Cabrillo landed on Santa Catalina Island as part of his exploration expedition up the coast north of "New Spain." Although the impact of this initial contact did not usher in instant changes in the region, it marks the opening of the area to new contact, colonialism, and cultural shifts.

During the mid-eighteenth century, Spain escalated its involvement in California from exploration to colonization (Weber 1992). In 1769, a Spanish expedition headed by Gaspar de Portolá and Junípero Serra traveled north from San Diego, seeking suitable locations to establish military presidios and religious missions in order to extend the Spanish Empire into Alta California. The Presidio of San Diego and the Mission San Diego de Alcalá were established in 1769, followed by the Presidio of Monterey and Mission San Carlos Borromeo de Carmelo in 1770 in northern California. Built between 1769 and 1821, the Mission San Gabriel Arcángel and 20 other missions stood, literally and figuratively, as symbols of Spanish colonialism, importing new systems of labor, demographics, settlement, and economies to the area. Agriculture and animal husbandry were the main pursuits of the Missions. At Mission San Gabriel Arcángel, the Gabrielino were forced to labor in these activities to make the Mission self-sufficient (McCawley 2006). Native American revolts were common at the mission throughout the late 1770s; the most notable Gabrielino revolt was led by Toypurina, a chief's daughter, against Mission San Gabriel in 1785 (Bean and Smith 1978: 540-541).

In the early nineteenth century, ranchos and mission outposts, called *asistencias*, were established in inland southern California, increasing the amount of Spanish contact in the region. An *asistencia* was established in San Bernardino County, near Redlands, in 1819. The *asistencia* was an outpost of the San Gabriel Mission, which had laid claim to large tracts of land in southwestern San Bernardino County and western Riverside County for cattle grazing activities (Lech 2012). In 1820, Father Payeras, a senior mission official, promoted the idea that the San Bernardino *asistencia* be developed into a full mission, with the idea of establishing an inland mission system (Lech 2004). However, Mexico won its independence from Spain in 1821, bringing an end to the Spanish Period in California.

Mexican Period

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

The project lies northeast of the Rancho Santa Ana del Chino land grant. Rancho Santa Ana del Chino was originally composed of approximately 22,203 acres of land bordered by San Jose Rancho to the northwest, Jurupa and El Rincon Ranchos to the southeast, and public lands on the other sides (Lecouvreur 1862). The Rancho was granted to Don Antonio Maria Lugo by the Mexican government in 1841. Lugo gifted his son-in-law, Isaac Williams, a portion of the Rancho as a wedding present upon his marriage to Lugo's daughter, Maria de Jesus in 1843 (Partridge 2017). Williams acquired an additional 13,310 acres on the northeastern border of the Rancho, creating a total of over 35,000 acres (Brown and Boyd 1922). The Rancho was "famous for its splendid water supply and fertile soil" and Williams took advantage of its resources by importing sheep from New Mexico, building a sawmill, and planting orchards (Brown and Boyd 1922:30). He built a large adobe house in 1841 within the western portion of the Rancho (OHP n.d.). Later, this adobe became a stop on the Butterfield stage route and was the site of a battle of the Mexican-American War known as the Battle of Chino (Brown and Boyd 1922).

The battle occurred in September 1846 between Mexican Californios led by Cervol Varela (or Barelas) and Americans under Lieutenant A.H. Gillespie. When his troops were attacked, Gillespie demanded assistance from D.B. Wilson, the owner of Rancho Jurupa; Wilson stopped at William's adobe to ask for ammunition only to be warned by a scout that the Californios were approaching. Wilson and Williams decided to stand siege at the adobe. Fifty Californios attacked, and a gun battle ensued during which one man was killed. The Californios set fire to the adobe's roof, forcing Wilson and Williams to surrender. They were captured and taken to Los Angeles where they were threatened but ultimately released. After the American annexation of California, Wilson applied for and received an \$80,000 reimbursement for property damages during the battle (Brown and Boyd 1922).

American Period

American governance began in 1848, when Mexico signed the Treaty of Guadalupe Hidalgo, ceding California to the United States at the conclusion of the Mexican–American War. California's acquisition by the United States substantially increased the growth of the population in California. The California gold rush, the end of the Civil War, and the passage of the Homestead Act implementing the United States' manifest destiny to occupy and exploit the North American continent brought many people to California after 1848.

While the American system required that the newly acquired land be surveyed prior to settlement, the Treaty of Guadalupe Hidalgo bound the United States to honor the land claims of Mexican citizens who were granted ownership of ranchos by the Mexican government (Lech 2004). The Land Act of 1851 established a board of commissioners to review land grant claims, and land patents for the land grants were issued in the latter half of the eighteenth century. However, the cost of defending their claim and the evidence required by the State Lands Commission to prove title claims meant that many Mexican-era ranchos were claimed as public land that was open to American settlement.

A land patent for Rancho Santa Ana del Chino land grant was issued by the United States to Isaac Williams in 1869 (9 Stat. 631). Rancho Santa Ana del Chino remained in the Williams family until 1881, when the land foreclosed and was sold to Richard Gird (Van Horn 1980). Gird purchased additional land totaling 47,000 acres and used much of the land for raising stock (Brown and Boyd 1922). He laid out the town of Chino across 23,000 acres, split into 10-acre lots, and promoted railroad lines to the area (Van Horn 1980). In 1894, Gird sold 41,000 acres to Charles Phillips for \$1,600,000. Two years later, Phillips turned around and sold the Rancho to an English syndicate, who subdivided the land into smaller parcels for purchase (Brown and Boyd 1922).

Southern California was developed by Americans and other immigrants who migrated to the western frontier in pursuit of gold and other mining, agriculture, trade, and land speculation (Lech 2004). This population growth of southern California during the early years of the American Period brought a need for mail and freight travel. In 1857, John Butterfield was awarded a six-year contract to transport mail twice a week between St. Louis, Missouri, and San Francisco, California (Helmich 2008). The Butterfield Stage Route used the same trail as the Sonora (or Southern Emigrant) Trail from Yuma through Warner Springs and Temecula, up north through Temescal Valley to Chino, and then to Los Angeles. Local mail routes within southern California were also developed, beginning in the 1850s, such as the line begun in 1852 by Phineas Banning between Los Angeles and San Diego (Stott 1968). In 1868, Tomlinson & Co. briefly operated a daily mail route from Tucson, Arizona to Los Angeles via San Diego and San

Bernardino (Stott 1968), although, after only four months, the company had lost \$12,000 and discontinued service (Mills 1957).

While stagecoaches were successful at transporting gold, people, and mail, the need for a railroad to California was imperative. In the 1850s, surveys were initiated by the federal government to determine a railroad route to the Pacific coast (Lech 2004). Although the first transcontinental railroad was completed in 1869 to northern California, in the 1870s, the Southern Pacific Railroad Company, incorporated in 1865 and consolidated in 1870, began to construct a southern route that would traverse the state (Fickewirth 1992). In the early 1880s, the California Southern Railway, a subsidiary of the Atchison, Topeka and Santa Fe Railway (Santa Fe), was completed and allowed for travel through the Cajon Pass to Barstow to a junction of the Atlantic and Pacific Railroad and down to San Diego. Additionally, Richard Gird, who had purchased the Rancho Santa Ana del Chino along with additional land in the region during the early 1880s, established a narrow-gauge railway in 1887 within the Chino Valley, the Chino Valley Railroad. The railway was built to connect with the Southern Pacific line at Ontario, and a railway station was erected on the far side of the existing Southern Pacific tracks (Galvin & Associates 2004).

With the completion of the California Southern Railway, settlers flocked to southern California in even greater numbers. The development and urbanization of Los Angeles and Orange Counties pushed agricultural and dairy farms pursuits further into western San Bernardino County, which saw a land boom of farming and ranching at the turn of the century.

City of Ontario

William and George Chaffey acquired approximately 7,000 acres of land between 1881 and 1882, a portion of which would become the cities of Ontario and Upland (Galvin & Associates 2004). The Chaffey brothers designed a water system composed of miles of cement pipe from an underground source that brought water to every parcel within Ontario. The brothers then established a “mutual water company” which granted stockholdings to landowners. The City of Ontario was incorporated in 1891, and the growing citrus industry led to the establishment of the first college in San Bernardino, Chaffey College, which was constructed in 1883 on twenty acres of the Ontario Colony. Other crops such as grapes, peaches, and walnuts were also cultivated in Ontario during this time (Galvin & Associates 2004). The Chaffey brothers’ water system was an important development within the City because it facilitated the agricultural industry within the region. In the late nineteenth century, the City received an award at the World Fair, identifying it as a “Model Irrigation Colony,” leading to the City being referred to as the “Model Colony” (Galvin & Associates 2004).

A Southern Pacific Railway depot located near the center of the town brought prospective buyers, farmers, and landowners to the area, and Ontario became a rich agricultural source for the region. The roughly 60-year period (until ca. 1950) which followed saw continued agricultural growth. The citrus industry dominated Ontario’s agricultural industry, and in the 1920s, the largest business in Ontario was the Exchange Orange Products Company (now Sunkist Growers, Inc.), which was a subsidiary of the California Fruit Growers Exchange (Galvin & Associates 2004). This period of agricultural prosperity was followed by the post-World War II (WWII) population boom, which led to the subdivision of former large-scale groves into residential housing developments. The economy soon shifted from an agricultural to an industrial and manufacturing economy (Galvin & Associates 2004).

Ontario International Airport

The origins of ONT began in 1923 when a local flying club landed an airplane on a dirt field between South San Antonio and South Mountain avenues, and the Union Pacific and Southern Pacific railroad tracks, which they called the landing area Latimer Field. In 1929, Ontario saw its first full airport when the City purchased 30 acres just a few miles east of Latimer Field, at the current location of the southwest corner of the current airport, to be known as the Ontario Airport (Watson 1983).

Six years later, in 1935, Carl von Darnell leased land from the City and established Darnell's Flying Service. They developed their business with the construction of a wood-framed hanger as well as creating a runway, before selling the business to Arthur Nelson. Nelson continued the flight school with subsidies from a program offered by the Civil Aeronautics Authority, a Federal agency tasked with training a pool of potential military pilots in anticipation of war with Germany (USACE 1995).

The flying field saw further expansion in the 1940s, beginning when the City leased an additional 405 acres from Ballou Ranch, later annexing the land and its neighboring parcels in a move approved by President Roosevelt's Works Project Administration (WPA). The WPA proceeded to improve the Ontario Municipal Airport by constructing two concrete runways, drainage structures, roadways, lighting, in addition to water supply and storage facilities (USACE 1995). With the United States entering WWII, the U.S. Army Air Corps acquired the majority of the Airport for wartime use on May 30, 1942 (USACE 1995). After the war, the California Air National Guard took over a portion of the military facilities to establish a training station and was responsible for further expansion of the runways up to 1966 (California State Military Museum 2021).

In 1945, the Ontario master plan included the incorporation of the airport as an important piece in the growth of the City, as the Ontario Municipal Airport was the only Southern California Airfield capable of handling large aircraft (Daily Report 1945). Transportation of cargo across the Pacific was already occurring from Ontario, and due to those activities and the City's focus on developing the airport, the Ontario Municipal Airport was designated an official international Port of Entry in 1946 (Daily Report 1946).

The airport continued to grow, with a new two-story terminal constructed in 1950, control towers in 1953, and then the replacement of the original terminal with Terminal One in the late 1950s. The runways saw continued and repeated expansion to allow for the landing of jet aircraft and proposed military activities. With the growth of the aviation/aerospace industry, companies such as Lockheed Aircraft Services and GE Aircraft Engines arrived, and with the increase in national and international passenger flights, the airport saw even more expansion.

METHODS

Records Search

HELIX requested a confidential search of the California Historical Resources Information System (CHRIS) records at the SCCIC, located on the campus of California State University, Fullerton, on August 12, 2021. The SCCIC maintains records of previously documented cultural resources and technical studies; it also maintains copies of the OHP's portion of the statewide Historical Resources Inventory. The search included any previously recorded cultural resources within the project area and surrounding 0.5-mile

area. The purpose of the CHRIS records search is to identify whether any cultural resources have been documented in the project area and assess the potential for undocumented resources to be present by comparison to adjacent areas. Due to Covid-19 protocols, the SCCIC was only able to provide data that is already digital, meaning that additional studies and resources may be present within the search radius. HELIX received the results of the SCCIC record search on November 4, 2021.

Previous Surveys

The records search results identified 14 previous cultural resource studies within the record search limits, two of which overlap with the project area - SB-05358 and SB-07074 (Table 1, *Previous Studies within a Half-Mile of the Project Area*, provided in Attachment B, *Record Search Results*). SB-05358 is a letter report regarding the installation of a 60-foot stealth mono palm with a parabolic that was installed at the airport shuttle van lot at 1228 East Holt Boulevard. SB-07074 consisted of an environmental review for a Verizon telecommunication facility. These two studies did not identify cultural resources within the project area.

Previously Recorded Sites

The records search results identified 20 previously recorded cultural resources within a 0.5-mile radius of the project area (Table 2, *Previously Recorded Resources within a Half-Mile of the Project Area*, provided in Attachment B); none of the resources are located directly within the project area. Of the 20 resources identified in the vicinity, 15 are historic-period built-environment resources, three are historic-period archaeological sites, and two are historic districts. The record search did not identify any prehistoric sites. As only digitized resources were provided, there is the possibility of additional resources being present within a half-mile of the project area.

NATIVE AMERICAN CONTACT PROGRAM

A Sacred Lands File search was requested by OIAA through the Native American Heritage Commission (NAHC). The Sacred Lands File search results were received on April 13, 2021 (provided in Attachment C, *Native American Consultation*). The results indicated that no known sacred lands of Native American Cultural Resources are within the project area. The NAHC noted that negative results may not indicate the absence of Native American cultural resources in the area and provided a contact list of 12 Native American tribal organizations that may have knowledge of cultural resources in or near the airport property.

In accordance with AB 52, OIAA sent letters to the Native American representatives and interested parties as identified by the NAHC on August 27, 2021. Three responses were received to date (Table 3, *Native American Consultation Responses*, provided in Attachment C). San Manuel Band of Mission Indians (SMBMI) responded via email on September 1, 2021, and Agua Caliente Band of Cahuilla Indians (ACBCI) responded via email on September 2, 2021 to indicate the project is not located within the boundaries of the Tribes' Traditional Use Area. The Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation) responded via email on September 17, 2021 to request a consultation with the lead agency.

OIAA initiated consultation on November 4, 2021 with Kizh Nation. The tribe indicated the airport is considered sensitive to tribal cultural resources. Although no tribal resources have been identified

within the project area, the tribe has knowledge of several resources, including prehistoric isolates and fire hearths associated with habitation, within the airport property. As such, the tribe requests Native American monitoring during all ground-disturbing activities related to the project. To date, consultation remains ongoing between OIAA and Kizh Nation.

Fieldwork

HELIX archaeologist, Kassie Sugimoto, conducted an intensive pedestrian survey of the project area along with Christina Conley-Haddock, a Native American representative from the Gabrielino Tongva Indians of California, on October 5, 2021. The pedestrian survey consisted of a systematic surface inspection of all accessible project areas with transects walked at 15-m intervals or less to ensure that any surface-exposed artifacts and cultural resources could be identified. The ground surface was inspected for the presence of prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools); historic artifacts (e.g., metal, glass, ceramics); sediment discoloration that might indicate the presence of a cultural midden; roads and trails; and depressions and other features that might indicate the former presence of structures or buildings (e.g., post holes, foundations).

In inaccessible areas that were unsafe for a pedestrian survey due to airport activities, a reconnaissance-level survey was undertaken. The reconnaissance survey consisted of inspecting the area from within a vehicle and at a safe distance, looking for indications that cultural resources were present. The project area was photographed using a digital camera, and property boundaries were identified with a handheld global positioning system unit. All field notes, photographs, and records related to the current study are on file at HELIX's office in La Mesa, California.

No cultural resources were identified during the survey. Ground visibility was excellent (76 to 100 percent) across the surveyed area. The project area is primarily level open space, though there are some buildings and a parking lot. Modern refuse, comprised of plastic fragments, was noted across the project area. Soil was consistent across the surveyed area and was imported fill used to cap the project area as part of the historic construction of the airport and associated structure.

CONCLUSION AND RECOMMENDATIONS

HELIX requested a records search through the SCCIC, a review of the Sacred Lands File, reviewed archival research, and conducted a pedestrian field survey of the project area. The SCCIC record search did not identify any cultural resources within the project area. Furthermore, the Sacred Lands File search, conducted through the NAHC, failed to identify any tribal cultural resources within the project area. However, during AB 52 consultation with Kizh Nation, the tribe indicated that the ONT facility, including the project area, is sensitive to tribal cultural resources. Although not recorded at the SCCIC, the tribe has knowledge of prehistoric isolates and a fire hearth located within the airport property. As such, there is potential for the proposed project to impact buried prehistoric archaeological and tribal cultural resources if found during construction.

To reduce the potential impacts to buried archaeological and tribal cultural resources, this study recommends the project implement Native American and archaeological monitoring during all ground-disturbing activities within undisturbed native soils. The archaeological and Native American monitoring program should include the attendance by the project archaeologist and Native American monitor at a pre-construction meeting with the construction contractor. Archaeological and Native American

monitors should be present during initial ground-disturbing activities within native soils, including grubbing and clearing, trenching, drilling, auguring, and grading. Monitors would have the authority to temporarily halt or redirect grading and other ground-disturbing activity in the event that cultural resources are encountered.

In the event that human remains are discovered, the County Coroner shall be contacted. If the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains. All requirements of Health & Safety Code §7050.5 and PRC §5097.98 shall be followed.

If you have any questions regarding the monitoring program, please call Kassie Sugimoto at (949) 234-8770, or via email at KassieS@helixepi.com.

Sincerely,



Trevor Gittelhough, M.A., RPA
Senior Archaeologist



Kassie Sugimoto, M.A.
Cultural Resources Project Manager

Attachments:

- Attachment A: Figures
- Attachment B: Record Search Results
- Attachment C: Native American Consultation

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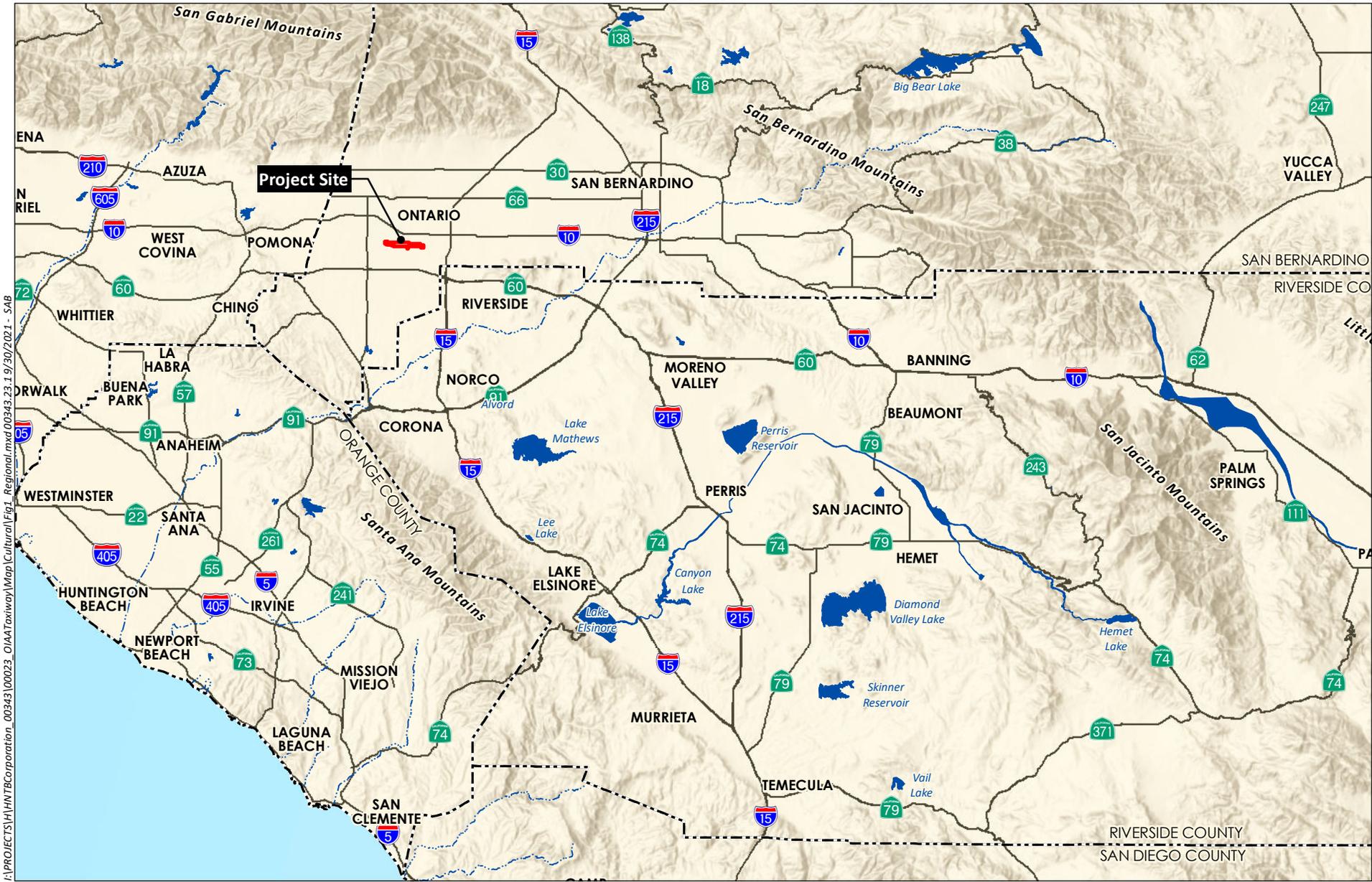
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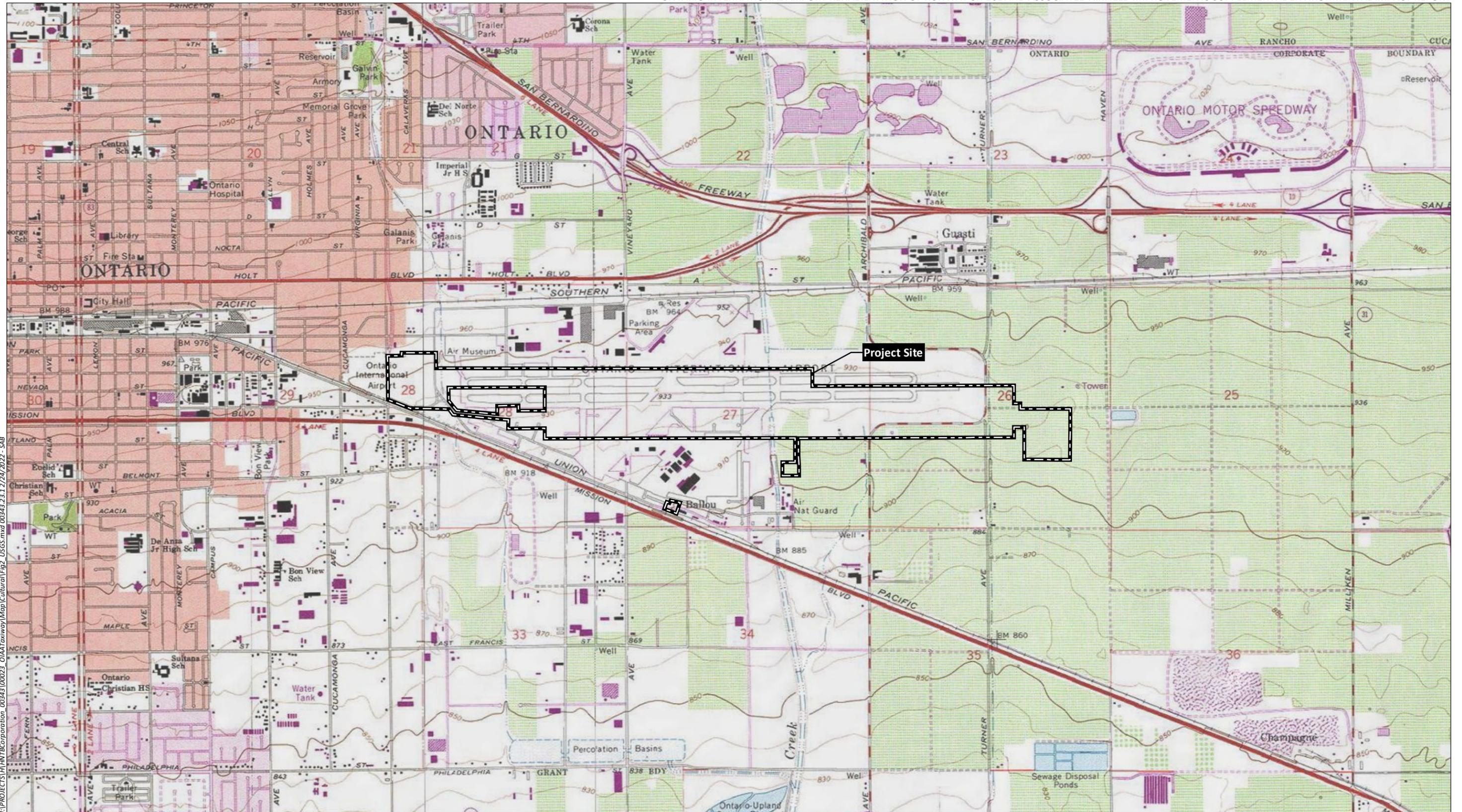
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Attachment A

Figures



Source: Base Map Layers (ESRI, 2013)



Source: ONTARIO & GUAISTI 7.5' Quad (USGS)

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Source: Aerial (San Bernardino County, 2020)