Appendix E

Historic Properties Report

IDENTIFICATION AND EVALUATION OF HISTORIC PROPERTIES

GATEWAY AVIATION CENTER PROJECT

March Air Reserve Base, Moreno Valley Area
Riverside County, California

For Submittal to:

March Joint Powers Authority
14205 Meridian Parkway, #140
Riverside, CA 92518
and
Federal Aviation Administration
Western-Pacific Region, Airports Division
El Segundo, CA 90245

Prepared for:

Lewis Retail Centers
1156 North Mountain Avenue
Upland, CA 91785

Prepared by:

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Bai "Tom" Tang, Principal Investigator
Michael Hogan, Principal Investigator

September 23, 2020
CRM TECH Project No. 3611A

Title: Identification and Evaluation of Historic Properties: Gateway Aviation Center Project, March Air Reserve Base, Moreno Valley Area, Riverside County, California

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USGS Quadrangle: Perris, Riverside East, Steele Peak, and Sunnymead, Calif., 7.5' quadrangles (Section 25, T3S R4W, San Bernardino Baseline and Meridian)

Project Size: Approximately 79 acres

Keywords: Phase I historical/archaeological resources survey; portions of Assessor's Parcel Nos. 294-170-006 and -010; Site 33-024853: earthen drainage channel (ca. 1950s); Site CRM TECH 3611-1H (*temporary designation*): Taxiway A (ca. 1940s); Site CRM TECH 3611-2H: Taxiway G and apron (ca. 1953-1966); no "historic property" or "historical resource" under NHPA and CEQA provisions

EXECUTIVE SUMMARY

Between May and September 2020, at the request of Lewis Retail Centers, CRM TECH performed a cultural resources study on the Area of Potential Effects (APE) for the proposed Gateway Aviation Center Project on a portion of March Air Reserve Base (ARB), near the City of Moreno Valley, Riverside County, California. The subject property of the study consists of portions of Assessor's Parcel Nos. 294-170-006 and -010 and encompasses approximately 79 acres of vacant land located to the southwest of the intersection of Heacock Street and Krameria Avenue, in the southeast quarter of Section 25, T3S R4W, San Bernardino Baseline and Meridian.

The proposed undertaking entails the development of an air freight cargo center with an approximately 201,200-square-foot industrial warehouse, an approximately 69,130-square-foot accessory maintenance building, a parking apron to accommodate up to eight commercial cargo airplanes, 100 trailer storage positions, and paved parking areas for employees and visitors. The existing taxiways and aprons in the APE will be expanded as a part of the undertaking. All construction staging and storage will occur within the project footprint, and no additional APE was delineated for visual, atmospheric, or other indirect effects since no historic-period buildings are known to be located adjacent to the project boundary. The maximum depth of excavation required for the undertaking, or the vertical extent of the APE below surface, is not anticipated to exceed eight feet.

The study is a part of the environmental review process for the undertaking, as required by the March Joint Powers Authority (JPA) pursuant to the California Environmental Quality Act (CEQA). As the undertaking may require oversight by the Federal Aviation Administration (FAA), the study was designed to comply with both CEQA and Section 106 of the National Historic Preservation Act (NHPA). The purpose of the study is to provide the March JPA and the FAA with the necessary information and analysis to determine whether the undertaking would have an effect on any "historical resources," as defined by Calif. Title 14 CCR §15064.5(a)(1)-(3), or "historic properties," as defined by 36 CFR 800.16(l), that may exist in the APE. In order to identify such resources, CRM TECH initiated a historical/archaeological resources records search, pursued historical and geoarchaeological background research, contacted Native American representatives, and carried out an intensive-level field survey.

As a result of these research procedures, a previously recorded historic-period site, 33-024853, was found to be located within the APE, and two additional sites from the historic period, designated temporarily as CRM TECH 3611-1H and -2H pending the assignment of official site numbers, were also recorded in the APE. Site 33-024853 represents a drainage channel that was likely built in the mid-1950s, while the two newly recorded sites consist mainly of segments of Taxiways A and G, which were constructed in the 1940s and the 1950s-1960s, respectively. None of these three sites appear to meet the statutory/regulatory definition of a "historic property" or a "historical resource," and no other potential "historic properties"/ "historical resources" were encountered throughout the course of this study. Meanwhile, the subsurface sediments in the vertical APE appear to be relatively low in sensitivity for potentially significant archaeological deposits of prehistoric origin.

Based on these findings, and pursuant to 36 CFR 800.4(d)(1) and Calif. PRC §21084.1, CRM TECH recommends to the March JPA and the FAA a conclusion that *no "historic properties" or "historical resources" will be affected by the proposed undertaking*. No further cultural resources investigation is recommended for the undertaking unless project plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered during earth-moving operations associated with the undertaking, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the find.

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INTRODUCTION

Between May and September 2020, at the request of Lewis Retail Centers, CRM TECH performed a cultural resources study on the Area of Potential Effects (APE) for the proposed Gateway Aviation Center Project on a portion of March Air Reserve Base (ARB), near the City of Moreno Valley, Riverside County, California (Fig. 1). The subject property of the study consists of portions of Assessor's Parcel Nos. 294-170-006 and -010 and encompasses approximately 79 acres of vacant land located to the southwest of the intersection of Heacock Street and Krameria Avenue, in the southeast quarter of Section 25, T3S R4W, San Bernardino Baseline and Meridian (Figs. 2, 3).

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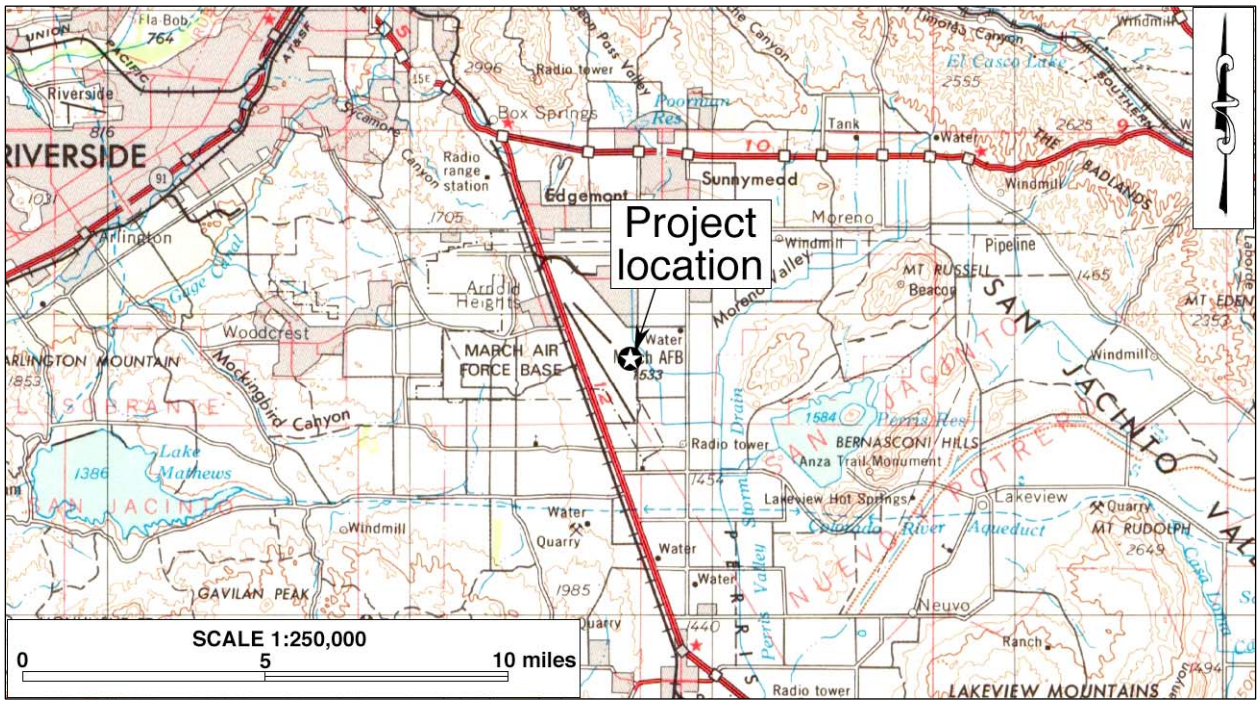

Figure 1. Project vicinity. (Based on USGS Santa Ana, Calif., 120'x60' quadrangle [USGS 1979a])

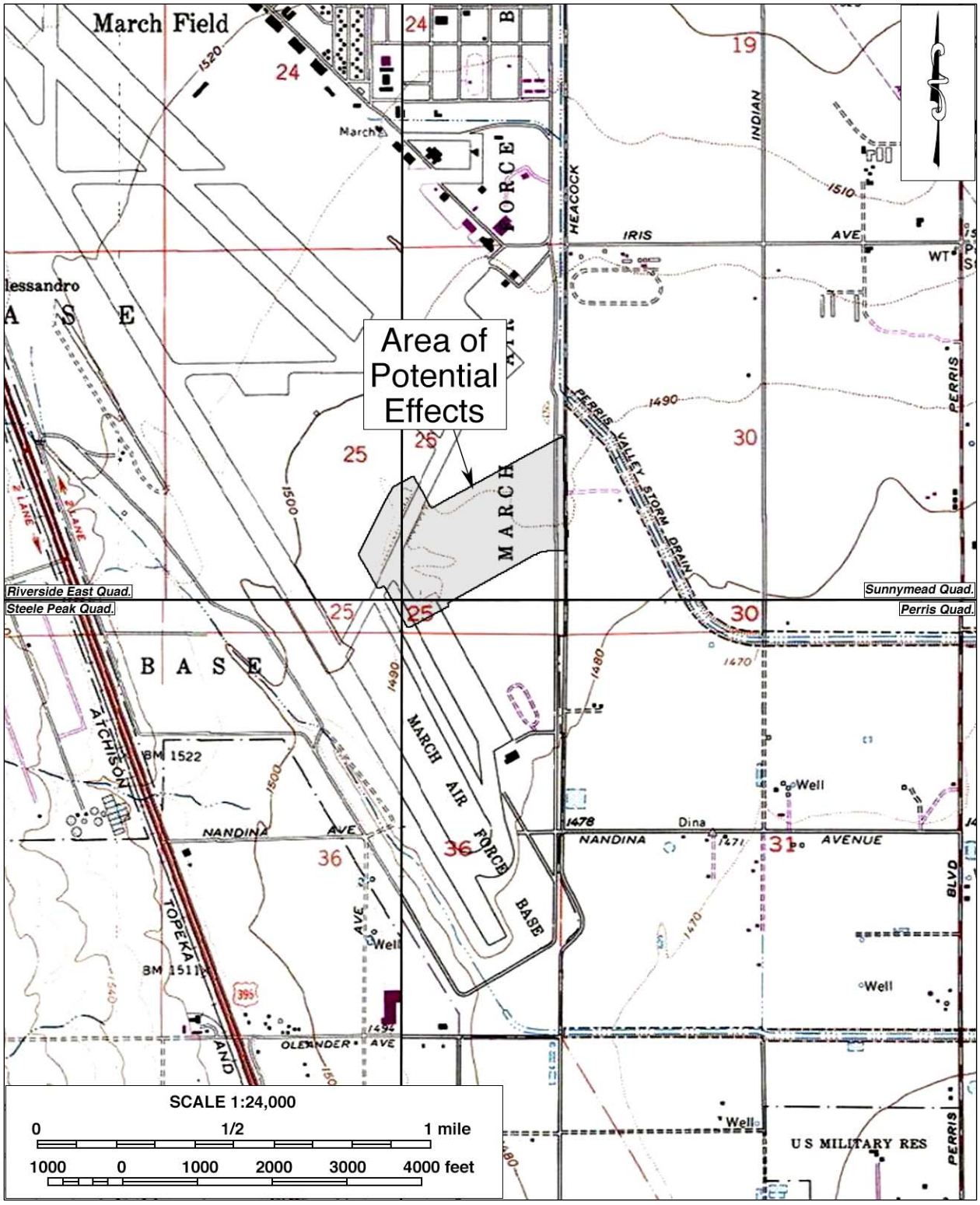

Figure 2. Area of Potential Effects. (Based on USGS Perris, Riverside East, Steele Peak, and Sunnymead, Calif., 7.5' quadrangles [USGS 1978; 1979b; 1980a; 1980b])

Figure 3. Aerial image of the APE and vicinity.

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In order to identify such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical and geoarchaeological background research, contacted Native American representatives, and carried out an intensive-level field survey. The following report is a complete account of the methods, results, and final conclusion of the study. Personnel who participated in the study are named in the appropriate sections below, and their qualifications are provided in Appendix 1.

SETTING

CURRENT NATURAL SETTING

March Air Reserve Base and the adjacent City of Moreno Valley are situated on the eastern edge of a lowland area in the northern portion of the Peninsular Ranges geomorphic province, which is surrounded by the Santa Ana Mountains on the southwest, the San Jacinto Mountains on the southeast, and the San Gabriel and San Bernardino Mountains on the north. The natural landscape in the Peninsular Ranges province features a number of inland valleys divided by groups of rolling hills and rocky knolls. The mild Mediterranean climate of the region is typical of inland southern California lowlands, characterized by hot and dry summers and mild and wet winters. The average annual rainfall in the region is approximately 10 inches, the majority of which typically falls seasonally between December and March.

The APE consists of mostly undeveloped and currently unused land in the southeastern portion of March ARB (Figs. 3, 4). It is bounded roughly by Heacock Street on the east, the March ARB Fire Department facility on the north, Taxiways A and G on the west, and an industrial warehouse and an air cargo center on the south. The terrain is relatively level with a gradual decline to the southeast,

Figure 4. Typical landscape in the APE. *Left*: view to the southeast; *right*: view to the west. (Photographs taken on June 23, 2020)

and the elevations range approximately between 1,490 feet to 1,500 feet above mean sea level. Most of the APE features open fields covered by dense, low-lying ruderal grasses and weeds, although some areas have been cleared of vegetation (Fig. 4), and portions of the APE are occupied by the two taxiways and a paved apron. The topsoil generally consists of fine to medium-grained clayey loam, reddish brown in color and mixed with some small rocks. No bedrock outcrops were observed within the APE.

Past construction and maintenance activities associated with the aviation facilities and underground utility lines have disturbed much of the APE (Fig. 4). The eastern portion of the APE, for examples, shows evidence of underground powerlines as well as gas and water pipelines. An above-ground power transmission line runs in a north-south direction adjacent to a road, and several water wells are also located in that portion of the APE. Plant species observed in the vicinity include dove mullein, foxtail, wild mustard, tumbleweed, and other shrubs and grasses (Fig. 4).

CULTURAL SETTING

Prehistoric Context

The earliest evidence of human occupation in western Riverside County was discovered below the surface of an alluvial fan in the northern portion of the Lakeview Mountains, some ten miles southeast of the APE, with radiocarbon dates clustering around 9,500 B.P. (Horne and McDougall 2008). Another site found near the shoreline of Lake Elsinore, close to the confluence of Temescal Wash and the San Jacinto River, yielded radiocarbon dates between 8,000 and 9,000 B.P. (Grenda 1997). Additional sites with isolated Archaic dart points, bifaces, and other associated lithic artifacts from the same age range have been found in the nearby Cajon Pass area of San Bernardino County, roughly 25 miles to the northwest, typically atop knolls with good viewsheds (Basgall and True 1985; Goodman and McDonald 2001; Goodman 2002; Milburn et al. 2008).

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

- Paleoindian Period (ca. 12,500-9,000 B.P.): Native peoples of this period created fluted spearhead bases designed to be hafted to wooden shafts. The distinctive method of thinning bifaces and spearhead preforms by removing long, linear flakes leaves diagnostic Paleoindian markers at tool-making sites. Other artifacts associated with the Paleoindian toolkit include choppers, cutting tools, retouched flakes, and perforators. Sites from this period are very sparse across the landscape and most are deeply buried.
- Archaic Period (ca. 9,000-1,500 B.P.): Archaic sites are characterized by abundant lithic scatters of considerable size with many biface thinning flakes, bifacial preforms broken during manufacture, and well-made groundstone bowls and basin metates. As a consequence of making dart points, many biface thinning waste flakes were generated at individual production stations, which is a diagnostic feature of Archaic sites.

- Late Prehistoric Period (ca. 1,500 B.P.-contact): Sites from this period typically contain small lithic scatters from the manufacture of small arrow points, expedient groundstone tools such as tabular metates and unshaped manos, wooden mortars with stone pestles, acorn or mesquite bean granaries, ceramic vessels, shell beads suggestive of extensive trading networks, and steatite implements such as pipes and arrow shaft straighteners.

Ethnohistoric Context

According to current ethnohistorical scholarship, the traditional territories of several Native American groups, including the Luiseño, the Serrano, the Gabrielino, and the Cahuilla, overlapped one another in the present-day Riverside-San Bernardino region during the Late Prehistoric Period, but the Moreno Valley area is generally recognized as a part of the traditional homeland of the Luiseño, a Takic-speaking people whose territory extended from present-day Riverside to Escondido and Oceanside. The name of the group derived from Mission San Luis Rey, which held jurisdiction over most of the traditional Luiseño territory during the late 18th and early 19th centuries. In modern anthropological literature, the leading sources on Luiseño culture and history are Kroeber (1925), Strong (1929), and Bean and Shipek (1978).

Anthropologists have divided the Luiseño into several autonomous lineages or kin groups, which represented the basic political unit among most Native Americans in southern California. According to Bean and Shipek (1978:551), each Luiseño lineage possessed a permanent base camp, or village, on the valley floor and another in the mountain regions for acorn collection. Luiseño villages were made up of family members and relatives, the chiefs inherited their positions, and each village owned its own land. Villages were usually located in sheltered canyons or near year-round sources of fresh water, always near subsistence resources.

The Luiseño exploited nearly all resources of the environment in a highly developed seasonal mobility system. Primarily hunters and gatherers, they collected seeds, roots, wild berries, acorns, wild grapes, strawberries, wild onions, and prickly pear cacti, and hunted deer, elks, antelopes, rabbits, wood rats, and a variety of insects. Bows and arrows, atlatls or spear throwers, rabbit sticks, traps, nets, clubs, and slings were the main hunting tools. Each lineage had exclusive hunting and gathering rights in their procurement ranges. These boundaries were respected and only crossed with permission (Bean and Shipek 1978:551).

It is estimated that when Spanish colonization of Alta California began in 1769, the Luiseño had approximately 50 active villages with an average population of 200 individuals each, although other estimates place the total Luiseño population at 4,000-5,000 (Bean and Shipek 1978:557). Some of the villages were forcefully moved to the Spanish missions, while others were left largely intact (*ibid.*:558). Ultimately, Luiseño population declined rapidly after European contact because of diseases such as smallpox and harsh living conditions at the missions and, later, on the Mexican ranchos, where the Native people often worked as seasonal ranch hands.

After the American annexation of Alta California, the large number of non-Native settlers further eroded the foundation of traditional Luiseño society. During the latter half of the 19th century, almost all of the remaining Luiseño villages were displaced, their occupants eventually removed to the various reservations. Today, the nearest Native American groups of Luiseño heritage live on the Soboba, Pechanga, and Pala Indian Reservations.

Historic Context

In comparison to other nearby cities like Riverside and San Jacinto, the City of Moreno Valley is a "late-boomer" both in early development in the 19th century and in urban growth in the 20th. By the mid-19th century, the area that constitutes today's Moreno Valley remained essentially uninhabited despite its location on a plain surrounded by several large Mexican land grants. In 1853-1855, when the U.S. government initiated the first official land survey in southern California, the only man-made features observed in the area were a few roads crisscrossing the desert floor, including a wagon road from San Bernardino to Temecula, a second one leading to San Jacinto, and several unidentified roads or trails (GLO 1856a; 1856b).

The Moreno Valley area remained unclaimed public land until 1870, when a 13,471-acre tract was purchased from the U.S. government in a single transaction (BLM n.d.). It was on this vast acquisition that the 11,560-acre Alessandro Tract and the town of Alessandro, which is occupied by March ARB today, were laid out and offered to settlers in 1887 during a land boom that swept through southern California in the 1880s (Gunther 1984:11). After this initial development scheme failed, the developers of Redlands in San Bernardino County, fresh from their acclaimed success in creating the Bear Valley reservoir and the thriving Redlands colony, took over the Alessandro Tract with the intention of irrigating the land with an elaborate water system (*ibid.*).

Water from the Bear Valley reservoir reached the Moreno Valley area in 1891, ushering in a few years of prosperity. Two more communities formed during this brief boom: New Haven, soon to be renamed Moreno, and Midland, also known as Armada (Gunther 1984:323, 333). The boom turned to bust during the drought of the late 1890s, however, when Bear Valley water was no longer delivered to the Moreno Valley area. As a result, the once flourishing towns in the area were largely abandoned, and many of the buildings were taken up and moved to Riverside (*ibid.*:13, 334).

During the early 20th century, the Moreno Valley area began to recover slowly. In 1912, a 1,100-acre portion of the original Alessandro Tract was re-subdivided as the Sunnymead Orchard Tract (County of Riverside 1912), and thus the community formerly known as Midland or Armada became Sunnymead. A decade later, a series of land development projects began just to the west of Sunnymead, which ultimately resulted in the establishment of the community of Edgemont (County of Riverside 1927; Gunther 1984:171-172).

Despite these development efforts, Moreno Valley's economic prospect was severely hampered by the lack of reliable water supply until 1973, after the completion of the California Aqueduct and its southern terminus, Lake Perris (Gunther 1984:334). Since then, the promise of affordable housing brought an influx of commuters to the Moreno Valley area, setting off a period of rapid growth and urbanization. By 1984, when residents in the communities of Moreno, Sunnymead, and Edgemont voted to incorporate as the City of Moreno Valley, the new city had already become the second most populous in Riverside County (*ibid.*), thanks mainly to its attraction as a "bedroom community."

In the vicinity of the APE, in contrast, the establishment of the U.S. Army's Alessandro Aviation Field in 1918 began a long history of military installations, a tradition that was reinforced by the WWII-era Camp Haan and carried to the present time by March ARB. In more recent times, the area around March ARB has undergone a gradual transition to an industrial/commercial park, largely because of its convenient location in close proximity to the Interstate Highway 215 corridor.

RESEARCH METHODS

RECORDS SEARCH

The historical/archaeological resources records search was completed by the Eastern Information Center (EIC), University of California, Riverside on June 8, 2020. During the records search, EIC administrative/coordinator assistant Eulices Lopez examined maps and records on file for previously identified cultural resources and existing cultural resources reports within a one-mile radius of the APE. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, or Riverside County Historic Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.

GEOARCHAEOLOGICAL ANALYSIS

As a part of the research procedures, CRM TECH archaeologist/report writer Deirdre Encarnación pursued geoarchaeological analysis to assess the APE's potential for the deposition and preservation of subsurface cultural deposits from the prehistoric period, which cannot be detected through a standard surface archaeological survey. Sources consulted for this purpose included topographic, geologic, and soil maps pertaining to the surrounding area (e.g., Knecht 1971, Rogers 2005). Findings from these sources were used to develop a geomorphologic history of the APE and address geoarchaeological sensitivity of the vertical APE.

NATIVE AMERICAN PARTICIPATION

On April 21, 2020, CRM TECH submitted a written request to the State of California Native American Heritage Commission (NAHC) for a records search in the commission's Sacred Lands File. Following the NAHC's recommendations and previously established consultation protocol, CRM TECH further contacted eight tribal representatives in the region for additional information on potential Native American cultural resources in or near the APE. The written requests for comments were sent to the tribal representatives via both U.S. mail and e-mail on May 1, 2020, and follow-up telephone solicitations were carried out on May 15-22. The correspondence between CRM TECH and the Native American representatives is summarized in the sections below, and a complete record is attached to this report as Appendix 2.

HISTORICAL RESEARCH

Historical background research for this study was conducted by CRM TECH principal investigator/ historian Bai "Tom" Tang. Sources consulted during the research included published literature in local and regional history, archival records of the U.S. Bureau of Land Management (BLM) and the County of Riverside, U.S. General Land Office (GLO) land survey plat maps dated 1856, U.S. Geological Survey (USGS) topographic maps dated 1901-1980, and aerial photographs taken in 1966-2018. The historic maps are collected at the Science Library of the University of California, Riverside, and the California Desert District of the BLM, located in Moreno Valley. The aerial photographs are available at the Nationwide Environmental Title Research (NETR) Online website and through the Google Earth software.

FIELD SURVEY

On June 23, 2020, CRM TECH field director Daniel Ballester and project archaeologist Nina Gallardo carried out the field survey of the APE. The survey was completed on foot at an intensive level by walking a series of parallel north-south and northeast-southwest transects at 15-meter (approximately 50-foot) intervals. In this way, the entire APE was surveyed systematically for any evidence of human activities dating to the prehistoric or historic period (i.e., 50 years or older). Ground visibility was variable, ranging from poor (nearly 0%) in open fields with dense vegetation to excellent (100%) where the ground surface had been cleared. In light of past ground disturbances in the vicinity, the ground visibility is considered adequate for this study.

RESULTS AND FINDINGS

RECORDS SEARCH

EIC records identify four previous cultural resources studies that covered the APE, at least partially (Fig. 5). Three of these were large-scale studies conducted on the entire area of the former March Air Force Base in preparation for its realignment in the mid-1990s (#3510, #8272, and #10093 in Fig. 5). These studies are now more than 20 years old and are considered to be outdated for statutory compliance purposes. The most recent study among the four, completed in 2016, did not include the westernmost portion the current APE (#10339 in Fig. 5). During that study, a drainage channel lying within the APE was recorded into the California Historical Resources Inventory and designated Site 33-024853 (Smallwood 2016; see Appendix 3), as discussed further below.

Within the one-mile scope of the records search, EIC records show at least 31 other previous studies on various tracts of land and linear features, which collectively covered roughly 70% of the land within the records search scope, mostly within the boundaries of March ARB (Fig. 5). As a result of these and other similar studies in the vicinity, nine additional historical/archaeological sites and one isolate—i.e., a locality with fewer than three artifacts—have been identified within one mile of the APE, as listed in Table 1.

Table 1. Previously Recorded Cultural Resources within the Scope of the Records Search

Site No.	Recorded by/Date	Description
33-005562	Giacomini 1994	Isolate: two shards of amethyst glass
33-007649	Harmon 1982	Former Camp Haan barracks
33-015743	Various 2005-2016	Atchison, Topeka, and Santa Fe Railway
33-021503	Kay 2013	Former grain mill
33-024850	Smallwood 2016	Former electrical facilities
33-024851	Smallwood 2016	Concrete slab foundations and walkways
33-024852	Smallwood 2016	Flood control channel segment
33-024853*	Smallwood 2016	Flood control channel segment
33-024854	Smallwood 2016	Flood control channel segment
33-028072	Morales 2015	Historic-period refuse deposit
33-028073	Morales 2015	Historic-period refuse deposit

* Located within the APE

None of the previously recorded resources were of prehistoric—i.e., Native American—origin, and all of them dated to the historic period. These included segments of the former Atchison, Topeka,

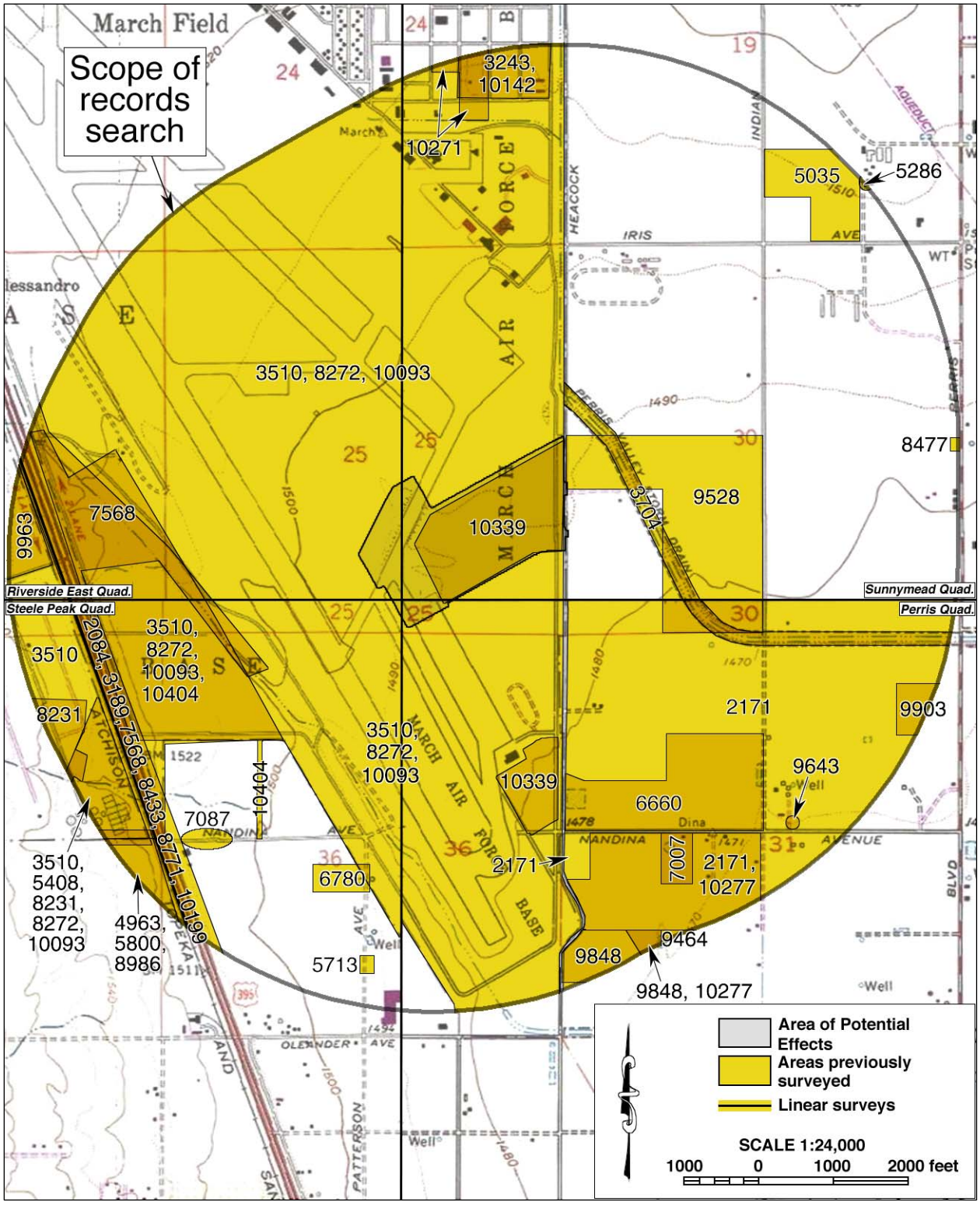

Figure 5. Previous cultural resources studies in the vicinity of the APE, listed by EIC file number. Locations of historical/archaeological resources are not shown as a protective measure.

and Santa Fe Railway, two additional flood control channels, structural remains from the WWII-era Camp Haan, and refuse deposits. Several of the sites were remains of facilities at March Air Force Base. Other than Site 33-024853, all of these localities were found at least a half-mile from the APE. Therefore, none of them require further consideration during this study.

GEOARCHAEOLOGICAL ANALYSIS

The surface geology in the vicinity of the APE was mapped by Rogers (1965) as *Qal*, or alluvium of Recent (Holocene) age. More recently, however, Morton (2001; 2003), Morton and Cox (2001), Morton and Matti (2001), and Morton and Miller (2006) mapped the area as $Qvof_a$, namely very old alluvial fan deposits of early Pleistocene age. Since the deposition of the surface sediments in the project vicinity by far predated the earliest human occupation in the region, generally speaking the APE is not very likely to contain deeply buried archaeological remains.

According to existing ethnographic literature on Luiseño culture, "villages were usually in sheltered coves or canyons, on the side of slopes in a warm thermal zone, near good water supplies, and in defensive locations" (Bean and Shipek 1978:551). This is corroborated by observations made during numerous past studies that CRM TECH has completed in inland southern California region since 1993, which suggest that longer-term residential settlements of the Native population were more likely to occur near the base of hills and/or on elevated terraces or ridges near creeks or springs, while the level, unprotected valley floor was used mainly for resource procurement, travel, and temporary camping during these activities.

Based on this settlement pattern, the location of the APE, on an alluvial fan subject to occasional flooding but nearly 10 miles from any relatively steady streams, would not have provided a favorable setting for permanent or long-term habitation by the aboriginal population during prehistoric times. Instead, the area was likely used as a travel route and for opportunistic subsistence activities, where surviving cultural remains are typically limited to the ground surface and shallow deposits.

The surface soils within March ARB have been extensively disturbed by past construction and military activities since the beginning of Alessandro Aviation Field in 1918. In the APE itself, the presence of the drainage channel at Site 33-024853, the taxiways, and the underground utility lines indicates prior disturbances to the surface as well as subsurface sediments. In light of its geoarchaeological profile, the APE appears to be relatively low in sensitivity for potentially significant prehistoric cultural remains in buried deposits.

NATIVE AMERICAN PARTICPATION

In response to CRM TECH's inquiry, the NAHC reported that the Sacred Lands File search yielded negative results for Native American cultural resources in the APE. Noting that the absence of specific information does not indicate the absence of cultural resources, however, the NAHC recommended that local Native American groups be contacted for further information and provided a list of potential contacts in the region for that purpose (see App. 2). Upon receiving the NAHC's reply, CRM TECH sent written requests for comments to the eight tribes on the referral list whose traditional territories are located in and around the Moreno Valley area, mainly those of Luiseño and

Mountain Cahuilla heritage (see App. 2). For some of the tribes, the designated spokespersons on cultural resources issues were contacted in lieu of the individuals suggested by the NAHC, as recommended previously by the tribal government staff. The eight tribal representatives contacted during this study are listed below:

- BobbyRay Esparza, Cultural Coordinator, Cahuilla Band of Indians;
- Ray Chapparosa, Chairperson, Los Coyotes Band of Cahuilla and Cupeño Indians;
- Denisa Torres, Cultural Resources Manager, Morongo Band of Mission Indians;
- Molly Earp-Escobar, Cultural Planning Specialist, Pechanga Band of Luiseño Indians;
- John Gomez, Jr., Cultural Resource Coordinator, Ramona Band of Cahuilla Indians;
- Cheryl Madrigal, Tribal Historic Preservation Officer, Rincon Band of Luiseño Indians;
- Mercedes Estrada, Tribal Administrative Assistant, Santa Rosa Band of Cahuilla Indians;
- Joseph Ontiveros, Tribal Historic Preservation Officer, Soboba Band of Luiseño Indians.

As of this time, four tribal representatives have responded in writing while another has provided comments via telephone (see App. 2). Among them, Joseph Ontiveros of the Soboba Band reported that "multiple areas of potential impact were identified during an in-house database search" and requested further consultations with the March JPA and the FAA to discuss the specifics. In addition, Mr. Ontiveros requested that ground-disturbing activities in the APE be monitored by a representative of the Soboba Band, while BobbyRay Esparza made a similar request on behalf of the Cahuilla Band.

Cheryl Madrigal stated that the Rincon Band had no knowledge of any cultural resources in the APE and requested to review the results of the historical/archaeological resources records search. Ann Brierty, newly appointed Tribal Historic Preservation Officer of the Morongo Band, noted the presence of prehistoric bedrock milling features within a five-mile radius of the APE but did not make a specific request or recommendation. When reached by telephone, Jonnie Miranda, tribal receptionist for the Santa Rosa Band, stated that the tribe had no comments at this time.

HISTORICAL RESEARCH

Historical sources consulted during this study yielded no evidence of any settlement or development activities in or near the APE before the forerunner of present-day March ARB expanded to this area during World War II. In the 1850s and the 1890s, the only man-made features known to be present in the immediate project vicinity were a number of crisscrossing roads, including one that traversed northwest-southeast across the eastern portion of the APE (Figs. 6, 7). As mentioned above, the base was originally built by the U.S. Army in 1918 as Alessandro Aviation Field but was renamed March Field later that year (Gunther 1984:13; 310). Although not shown in maps published during WWII, by the 1930s March Field occupied a roughly 0.8x0.8-mile area in and around what is now the March Field Historic District on March ARB (Figs. 8, 9).

Located some ¾ mile to the south of the original March Field, the APE remained undeveloped land that did not appear to be under any use at that time (Fig. 9). In 1941-1942, the U.S. government acquired several hundred acres of adjacent land and doubled the size of March Field in preparation for its wartime service as a bomber crew training facility that hosted as many as 75,000 troops (County of Riverside 1937-1948; March ARB n.d.). The name of the base was changed to March

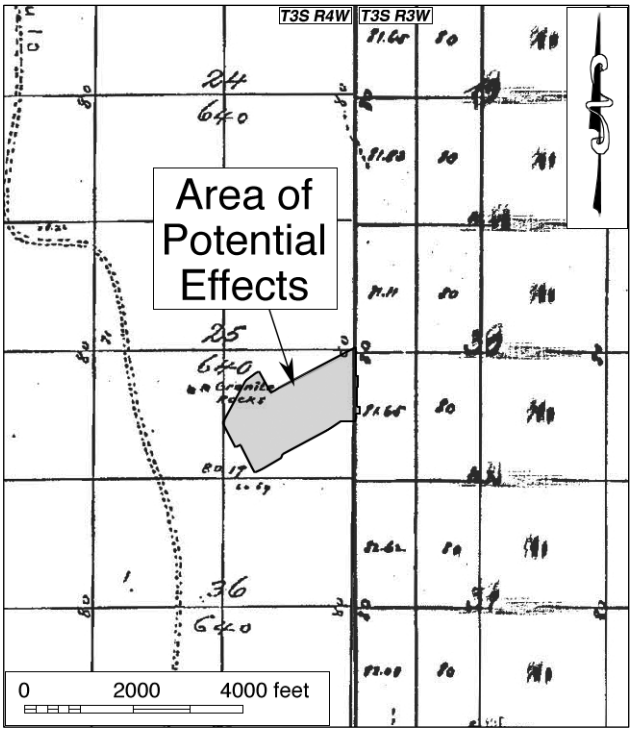

Figure 6. The APE and vicinity in 1853-1855. (Source: GLO 1856a; 1856b)

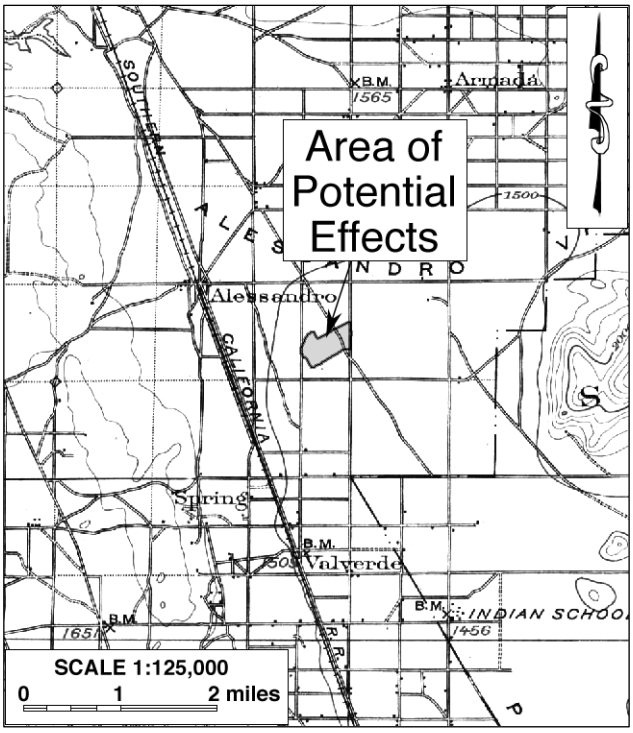

Figure 7. The APE and vicinity in 1897-1898. (Source: USGS 1901)

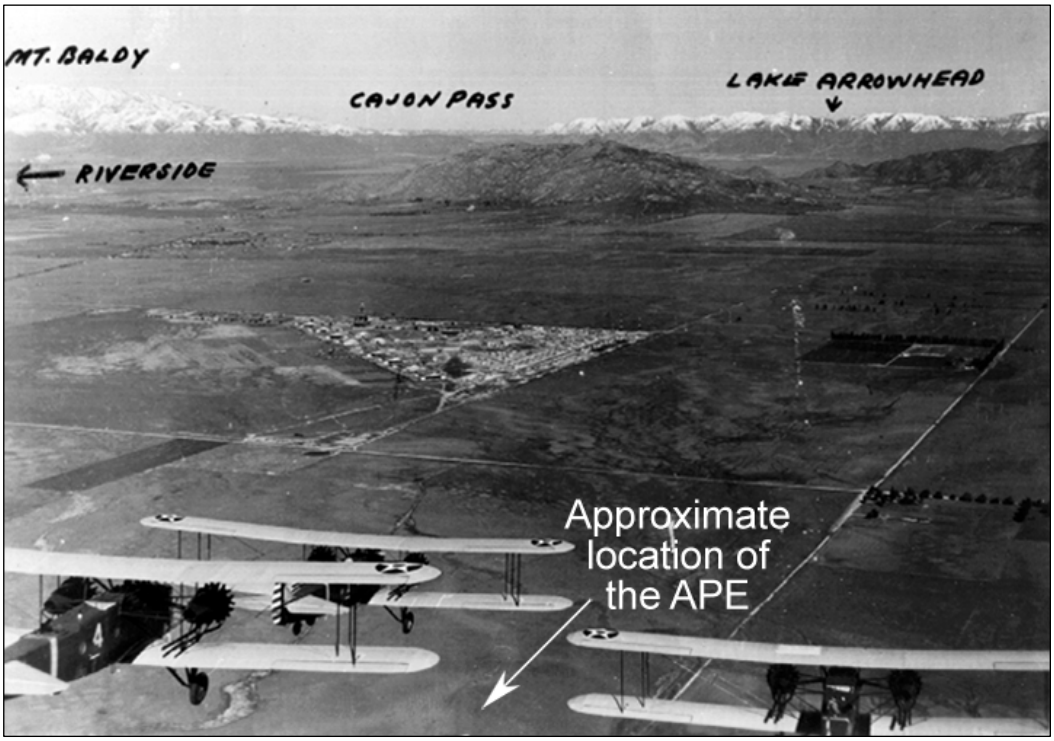

Figure 8. Aerial photograph of March Field and the APE location in the 1930s. (Source: March ARB 2010)

Army Air Field in 1941, March Army Air Base in 1942, March Air Force Base in 1947, and finally March ARB in 1996 (Gunther 1984:310; March ARB n.d.).

Among the existing features in the APE, Taxiway A, running northeast-southwest

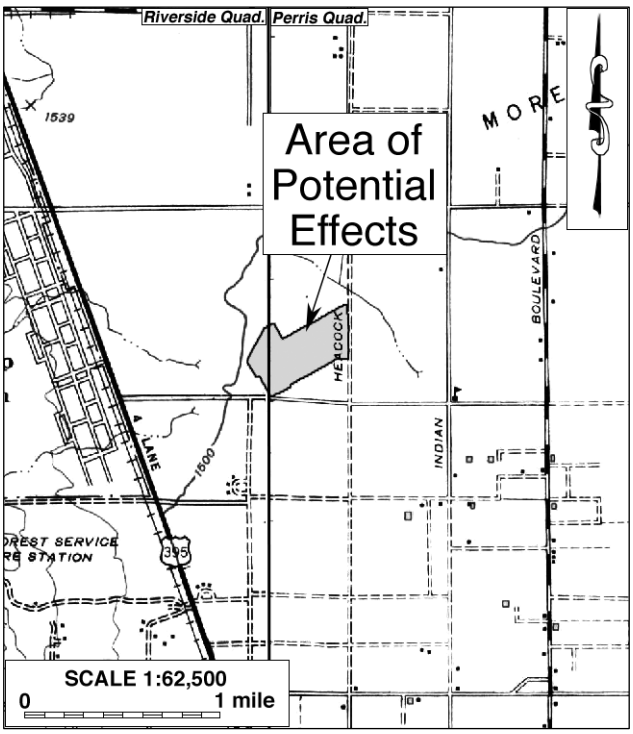

Figure 9. The APE and vicinity in 1939. (Source: USGS 1942; 1943)

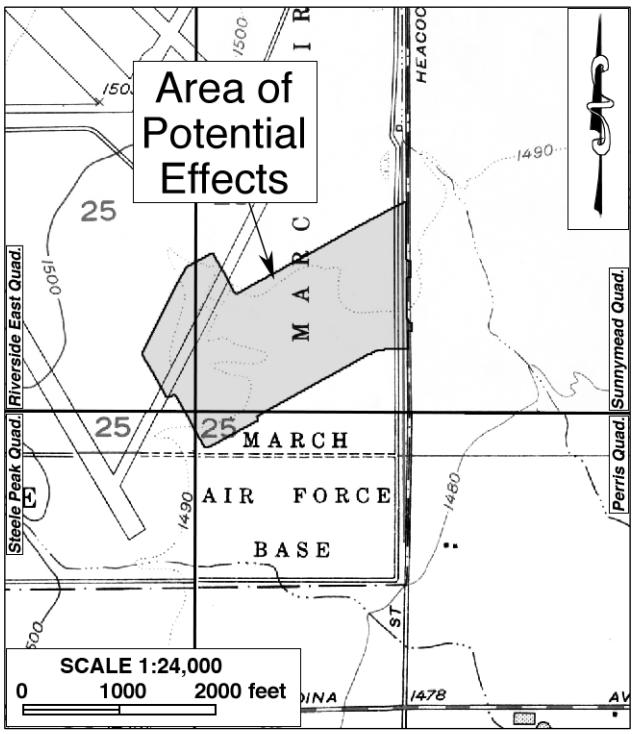

Figure 10. The APE and vicinity in 1951-1953. (Source: USGS 1953a-d)

along the northwestern project boundary, was known to be extant by the early 1950s (Fig. 10), evidently a result of the 1940s expansion. Taxiway G, running northwest-southeast along the southwestern project boundary, and the associated apron were both constructed between 1953 and 1966 (Fig. 10; NETR Online 1966). The drainage channel recorded in 2016 as Site 33-024853 was also present by 1966 (NETR Online 1966). As the channel drains into Lateral B of the Perris Valley Storm Drain, which was built by the Riverside County Flood Control District in 1955, the earthen channel in the APE likely also dates to the mid-1950s (Smallwood 2016:2; Smallwood et al. 2016:30, 35). Since the 1960s, no major changes have been observed in the land use or other characteristics of the APE despite the construction of the nearby warehouses and the fire station between 1997 and 2005 (NETR Online 1966-2016; Google Earth 1994-2020).

FIELD SURVEY

During the field survey, the earthen drainage channel at Site 33-024853 was found to remain extant, and a site record update was prepared to document its current conditions (see App. 3). Meanwhile, the segments of Taxiways A and G in the APE were also recorded into the California Historical Resources Inventory and designated temporarily as CRM TECH 3611-1H and -2H, pending the assignment of official site numbers by the SCCIC (see App. 3). No other features or artifact deposits more than 50 years of age were encountered within the APE. The APE is devoid of any bedrock outcrops, which often contain milling features, the most common type of prehistoric archaeological sites to be found in the Moreno Valley area, nor was any other indication of prehistoric or historical cultural remains observed during the field survey.

Site 33-024853 (Drainage Channel)

When first recorded in 2016, Site 33-024853 was described as follows:

> This segment of flood control channel spans from a taxiway along the southeast edge of March ARB property, southeasterly across the vacant land to a modern concrete pipe culvert on the north side of an unnamed street. It then continues as an underground drain pipe heading southeast across the adjacent property to the Heacock Street channel… The main channel, running from west to southeast, measures approximately 1,132 linear feet, while the branch channel from the northwest measures 743 linear feet. The channel measures approximately 40-50 feet wide across the top, and is approximately 2-3 feet deep. It is an earthen channel with sloped sides… The floodwater from this channel eventually drains southeast into the Perris Valley Storm Drain Lateral B at the intersection of Oleander Avenue (Harley Knox Boulevard) and Heacock Street. (Smallwood 2016:1)

No substantial change appears to have occurred in the conditions of the site since 2016. As the area covered by this study extended further west than the 2016 survey, additional segments of the channel were recorded as parts of the site. The segment of the main channel surveyed and recorded now runs a total length of approximately 1,600 feet, while the northern branch runs approximately 1,140 feet. Both branches cross Taxiway A in concrete culverts. The headwalls of the culvert on the main branch, designated Feature 1, measure approximately 33x12 feet, with a 45-inch pipe in the center, and the ones on the northern branch, designated Feature 2, measure approximately 11x4 feet and contain a 52-inch corrugated metal pipe (Fig. 11).

Sites CRM TECH 3611-1H and -2H (Taxiways A and G)

Site CRM TECH 3611-1H and -2H represents the approximately 1,300-foot segment of Taxiway A and the 900-foot segment of Taxiway G lying within the APE, along with a small portion of the apron adjacent to Taxiway G. Taxiway A runs generally in a northeast-southwest direction and is composed of a 50-foot-wide band of concrete pavement flanked by two 60-foot-wide bands of asphalt pavement. Taxiway G runs southeast from the intersection with Taxiway A and is composed of a 75-foot-wide band of concrete pavement flanked by two 50-foot-wide bands of asphalt pavement. The concrete-paved apron, attached to the northeastern side of Taxiway G, measures roughly 260 feet in width from the edge of the taxiway. All of these features remain in use and in good condition (Fig. 12).

Figure 11. Earthen drainage channel in the APE (Site 33-024853). *Left*: overview to the southeast; *right*: culvert under Taxiway A (Feature 1), view to the northwest. (Photographs taken on June 23, 2020)

Figure 12. Segments of taxiways in the APE (Sites CRM TECH 3611-1H and -2H). *Left*: Taxiway A, view to the northeast; *right*: Taxiway G, view to the southeast, view to the northwest. (Photographs taken on June 23, 2020)

MANAGEMENT CONSIDERATIONS

APPLICABLE STATUTORY/REGULATORY FRAMEWORK

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

"Historic properties," as defined by the Advisory Council on Historic Preservation, include "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior" (36 CFR 800.16(l)). The eligibility for inclusion in the National Register is determined by applying the following criteria, developed by the National Park Service as per provision of NHPA:

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

For CEQA-compliance considerations, the State of California's Public Resources Code (PRC) establishes the definitions and criteria for "historical resources," which require similar protection to

what NHPA Section 106 mandates for "historic properties." "Historical resources," according to PRC §5020.1(j), "includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

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

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

A local register of historical resources, as defined by PRC §5020.1(k), "means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." For properties in the County of Riverside, the County maintains a list of officially designated Historic Landmarks, but the lead local agency for this undertaking, namely March JPA, does not maintain its own register of officially designated or recognized historical resources, nor has it implemented any additional regulations or guidelines to be applied to cultural resources under its jurisdiction.

SITE EVALUATION

In summary of the research results presented above, Sites 33-024853, CRM TECH 3611-1H, and CRM TECH 3611-2H, representing a drainage channel and two taxiways at March ARB, are the only potential "historic properties"/"historical resources" identified within the APE. These three sites were evaluated against the criteria for listing in the NRHP and the CRHR, and the results are summarized below.

Site 33-024853 (Drainage Channel)

At the completion of the 2016 study in the APE, Site 33-024853 was evaluated against the same criteria and found not to meet any of them:

> *NRHP Criterion A/CRHR Criterion 1:* This unnamed flood control channel functions to drain water from [March ARB] into Lateral B of the Perris Valley Storm Drain, thus, reducing the

possibility of property damages from periodic flooding. The entire channel measures less than 2,000 feet long. It only serves the portion of the base property on which it is located. It constitutes a minor, utilitarian feature within the larger, overall scheme of flood control development within the region, and it is one of many similar flood protective works built throughout Southern California. It does not stand out as an important aspect of flood control, and it is not a principal feature within the larger system of flood control in this region. The subject channel was not an important engineering project within the history and development of Riverside County, and it is not known to be directly associated with any other important historical events. While associated with the event of post-WWII expansion at former March AFB, this segment of channel is not an important physical expression of this event or period in the base's history. The channel does not appear to meet NRHP Criterion A or CRHR Criterion 1.

NRHP Criterion B/CRHR Criterion 2: The subject channel does not appear to meet NRHP Criterion B or CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. The channel was constructed by the Army Corps of Engineers and its contractors; not individuals. There is no evidence that the subject channel has any known direct association with the productive lives of important individuals in local, regional, state, or national history under NRHP Criterion B/CRHR Criterion 2.

NRHP Criterion C/CRHR Criterion 3: The subject channel does not appear to meet NRHP Criterion C or CRHR Criterion 3 for "distinctive characteristics of a type, period, and method of construction," and does not stand out from other similar earthen flood control channels as having any architectural or engineering merits. Rather, the channel is of standard design and construction, and not unlike any other simple, earthen flood control channel. The channel does not appear to employ any ingenious or technologically innovative and scientifically significant engineering in its construction. As such, the channel does not appear to meet NRHP Criterion C or CRHR Criterion 3.

NRHP Criterion D/CRHR Criterion 4: The subject channel does not appear to meet NRHP Criterion D or CRHR Criterion 4 for any potential to provide information important to the study of mid-twentieth century flood control systems. This criterion is typically reserved for archaeological resources, ruins, or rare built-environment features of which little is already known, and that are considered the sole source of historical data. The subject channel recorded during this study would be unable to yield any information important to the study of flood control systems of its particular type or vintage in local, state, or national history. The structure itself is not the primary source of this information, but rather, the physical manifestation of the knowledge and practice of flood control technology, which was widely applied throughout Riverside County and other parts of southern California. (Smallwood 2016:4)

During this study, no new information has come to light that would warrant revisiting and altering these findings. Therefore, this study concurs with the previous evaluation of Site 33-024853 and concludes that the site does not appear to meet the definition of a "historic property" or a "historical resource."

Sites CRM TECH 3611-1H and -2H (Taxiways A and G)

Similar to the drainage channel at Site 33-024853, Taxiway A, Taxiway G, and the apron along the latter are nondescript, minor infrastructure features of standard design and construction that date to the late historic period. As such, none of them stands out as an important example of any style, type, period, region, or method of construction, nor are they known to represent the work of a prominent

architect, designer, engineer, or builder. For the same reason, these features hold little promise for important historical or archaeological data.

Taxiway A was evidently built during the WWII-era expansion of the base, while Taxiway G and the apron were added during the early post-WWII era. As such, both of these sites are arguably associated with establishment and growth of what is now March ARB. However, as secondary, peripheral features of the base, they do not demonstrate a unique, important, or particularly close association with that event or with any other events or persons of recognized historic significance. Furthermore, these working components of the modern transportation infrastructure are subject to frequent maintenance and repairs, and as a result do not demonstrate any distinctively historical characteristics. Therefore, Sites CRM TECH 3611-1H and -2H do not appear to meet any of the criteria for listing in the NRHP or the CRHR, and do not appear to qualify as "historic properties" or "historical resources."

CONCLUSION AND RECOMMENDATIONS

In conclusion, three late-historic-period sites, 33-024853, CRM TECH 3611-1H, and CRM TECH 3611-2H, were identified within the APE during this study, but none of them appear to meet the statutory/regulatory definition of a "historic property" or a "historical resource," and." No other potential "historic properties"/"historical resources" were encountered throughout the course of this study, and the subsurface sediments in the vertical APE appear to be relatively low in sensitivity for potentially significant archaeological deposits of prehistoric origin. Based on these findings, and pursuant to 36 CFR 800.4(d)(1) and Calif. PRC §21084.1, CRM TECH presents the following recommendations to March JPA and the FAA:

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

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APPENDIX 1
PERSONNEL QUALIFICATIONS

PRINCIPAL INVESTIGATOR
Bai "Tom" Tang, M.A.

Education

1988-1993	Graduate Program in Public History/Historic Preservation, UC Riverside.
1987	M.A., American History, Yale University, New Haven, Connecticut.
1982	B.A., History, Northwestern University, Xi'an, China.
2000	"Introduction to Section 106 Review," presented by the Advisory Council on Historic Preservation and the University of Nevada, Reno.
1994	"Assessing the Significance of Historic Archaeological Sites," presented by the Historic Preservation Program, University of Nevada, Reno.

Professional Experience

2002-	Principal Investigator, CRM TECH, Riverside/Colton, California.
1993-2002	Project Historian/Architectural Historian, CRM TECH, Riverside, California.
1993-1997	Project Historian, Greenwood and Associates, Pacific Palisades, California.
1991-1993	Project Historian, Archaeological Research Unit, UC Riverside.
1990	Intern Researcher, California State Office of Historic Preservation, Sacramento.
1990-1992	Teaching Assistant, History of Modern World, UC Riverside.
1988-1993	Research Assistant, American Social History, UC Riverside.
1985-1988	Research Assistant, Modern Chinese History, Yale University.
1985-1986	Teaching Assistant, Modern Chinese History, Yale University.
1982-1985	Lecturer, History, Xi'an Foreign Languages Institute, Xi'an, China.

Cultural Resources Management Reports

Preliminary Analyses and Recommendations Regarding California's Cultural Resources Inventory System (with Special Reference to Condition 14 of NPS 1990 Program Review Report). California State Office of Historic Preservation working paper, Sacramento, September 1990.

Numerous cultural resources management reports with the Archaeological Research Unit, Greenwood and Associates, and CRM TECH, since October 1991.

PRINCIPAL INVESTIGATOR
Michael Hogan, Ph.D., RPA*

Education

1991	Ph.D., Anthropology, University of California, Riverside.
1981	B.S., Anthropology, University of California, Riverside; with honors.
1980-1981	Education Abroad Program, Lima, Peru.
2002	Section 106—National Historic Preservation Act: Federal Law at the Local Level. UCLA Extension Course #888.
2002	"Recognizing Historic Artifacts," workshop presented by Richard Norwood, Historical Archaeologist.
2002	"Wending Your Way through the Regulatory Maze," symposium presented by the Association of Environmental Professionals.
1992	"Southern California Ceramics Workshop," presented by Jerry Schaefer.
1992	"Historic Artifact Workshop," presented by Anne Duffield-Stoll.

Professional Experience

2002-	Principal Investigator, CRM TECH, Riverside/Colton, California.
1999-2002	Project Archaeologist/Field Director, CRM TECH, Riverside.
1996-1998	Project Director and Ethnographer, Statistical Research, Inc., Redlands.
1992-1998	Assistant Research Anthropologist, University of California, Riverside
1992-1995	Project Director, Archaeological Research Unit, U. C. Riverside.
1993-1994	Adjunct Professor, Riverside Community College, Mt. San Jacinto College, U.C. Riverside, Chapman University, and San Bernardino Valley College.
1991-1992	Crew Chief, Archaeological Research Unit, U. C. Riverside.
1984-1998	Archaeological Technician, Field Director, and Project Director for various southern California cultural resources management firms.

Research Interests

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

Cultural Resources Management Reports

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

Memberships

* Register of Professional Archaeologists; Society for American Archaeology; Society for California Archaeology; Pacific Coast Archaeological Society; Coachella Valley Archaeological Society.

PROJECT ARCHAEOLOGIST/REPORT WRITER
Deirdre Encarnación, M.A.

Education

2003	M.A., Anthropology, San Diego State University, California.
2000	B.A., Anthropology, minor in Biology, with honors; San Diego State University, California.
1993	A.A., Communications, Nassau Community College, Garden City, N.Y.
2020	Certificate of Achievement, Kumeyaay Studies, Cuyamaca College.
2001	Archaeological Field School, San Diego State University.
2000	Archaeological Field School, San Diego State University.

Professional Experience

2004-	Project Archaeologist/Report Writer, CRM TECH, Riverside/Colton, California.
2001-2003	Part-time Lecturer, San Diego State University, California.
2001	Research Assistant for Dr. Lynn Gamble, San Diego State University.
2001	Archaeological Collection Catalog, SDSU Foundation.

Memberships

Society for California Archaeology; Society for Hawaiian Archaeology; California Native Plant Society.

PROJECT ARCHAEOLOGIST/NATIVE AMERICAN LIAISON
Nina Gallardo, B.A.

Education

2004	B.A., Anthropology/Law and Society, University of California, Riverside.

Professional Experience

2004-	Project Archaeologist, CRM TECH, Riverside/Colton, California.

Cultural Resources Management Reports

Co-author of and contributor to numerous cultural resources management reports since 2004.

PROJECT ARCHAEOLOGIST/FIELD DIRECTOR
Daniel Ballester, M.S., RPA*

Education

2013	M.S., Geographic Information System (GIS), University of Redlands, California.
1998	B.A., Anthropology, California State University, San Bernardino.
1997	Archaeological Field School, University of Las Vegas and University of California, Riverside.
1994	University of Puerto Rico, Rio Piedras, Puerto Rico.
2007	Certificate in Geographic Information Systems (GIS), California State University, San Bernardino.
2002	"Historic Archaeology Workshop," presented by Richard Norwood, Base Archaeologist, Edwards Air Force Base; presented at CRM TECH, Riverside, California.

Professional Experience

2002-	Field Director/GIS Specialist, CRM TECH, Riverside/Colton, California.
2011-2012	GIS Specialist for Caltrans District 8 Project, Garcia and Associates, San Anselmo, California.
2009-2010	Field Crew Chief, Garcia and Associates, San Anselmo, California.
2009-2010	Field Crew, ECorp, Redlands.
1999-2002	Project Archaeologist, CRM TECH, Riverside, California.
1998-1999	Field Crew, K.E.A. Environmental, San Diego, California.
1998	Field Crew, A.S.M. Affiliates, Encinitas, California.
1998	Field Crew, Archaeological Research Unit, University of California, Riverside.

Cultural Resources Management Reports

Field Director, co-author, and contributor to numerous cultural management reports since 2002.

Memberships

*Register of Professional Archaeologists #18037.

APPENDIX 2

CORRESPONDENCE WITH NATIVE AMERICAN REPRESENTATIVES*

* Eight local Native American representatives were contacted during this study, a sample letter is included in the appendix.

SACRED LANDS FILE RECORDS SEARCH &
NATIVE AMERICAN CONTACTS LIST REQUEST

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916)373-3710
(916)373-5471 Fax
nahc@pacbell.net

Project: Gateway Aviation Center Project (CRM TECH No. 3611)

County: Riverside

USGS Quadrangle Name: Perris, Riverside East, Steele Peak, and Sunnymead, Calif.

Township 3 South **Range** 4 West SB **BM; Section(s)** 25

Company/Firm/Agency: CRM TECH

Contact Person: Daniel Ballester

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

City: Colton, CA **Zip:** 92324

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

Email: dballester@crmtech.us

Project Description: The primary component of the project is to construct a new warehouse on the grounds of March Air Reserve Base, near the Cities of Riverside, Perris, and Moreno Valley, Riverside County, California.

April 21, 2020

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

April 23, 2020

Daniel Ballester
CRM TECH

Via Email to: dballester@crmtech.us

Re: Gateway Aviation Center Project, Riverside County

Dear Mr. Ballester:

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
Riverside County
4/23/2020

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

Augustine Band of Cahuilla Mission Indians
Amanda Vance, Chairperson
P.O. Box 846 — Cahuilla
Coachella, CA, 92236
Phone: (760) 398 - 4722
Fax: (760) 369-7161
hhaines@augustinetribe.com

Cabazon Band of Mission Indians
Doug Welmas, Chairperson
84-245 Indio Springs Parkway — Cahuilla
Indio, CA, 92203
Phone: (760) 342 - 2593
Fax: (760) 347-7880
jstapp@cabazonindians-nsn.gov

Cahuilla Band of Indians
Daniel Salgado, Chairperson
52701 U.S. Highway 371 — Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 5549
Fax: (951) 763-2808
Chairman@cahuilla.net

Los Coyotes Band of Cahuilla and Cupeño Indians
Shane Chapparosa, Chairperson
P.O. Box 189 — Cahuilla
Warner Springs, CA, 92086-0189
Phone: (760) 782 - 0711
Fax: (760) 782-0712

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Rroad — Cahuilla
Banning, CA, 92220 — Serrano
Phone: (951) 849 - 8807
Fax: (951) 922-8146
dtorres@morongo-nsn.gov

Morongo Band of Mission Indians
Denisa Torres, Cultural Resources Manager
12700 Pumarra Rroad — Cahuilla
Banning, CA, 92220 — Serrano
Phone: (951) 849 - 8807
Fax: (951) 922-8146
dtorres@morongo-nsn.gov

Pechanga Band of Luiseno Indians
Mark Macarro, Chairperson
P.O. Box 1477 — Luiseno
Temecula, CA, 92593
Phone: (951) 770 - 6000
Fax: (951) 695-1778
epreston@pechanga-nsn.gov

Pechanga Band of Luiseno Indians
Paul Macarro, Cultural Resources Coordinator
P.O. Box 1477 — Luiseno
Temecula, CA, 92593
Phone: (951) 770 - 6306
Fax: (951) 506-9491
pmacarro@pechanga-nsn.gov

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Gateway Aviation Center Project, Riverside County.

Native American Heritage Commission
Native American Contact List
Riverside County
4/23/2020

Quechan Tribe of the Fort Yuma Reservation
Jill McCormick, Historic Preservation Officer
P.O. Box 1899 Quechan
Yuma, AZ, 85366
Phone: (760) 572 - 2423
historicpreservation@quechantribe.com

Quechan Tribe of the Fort Yuma Reservation
Manfred Scott, Acting Chairman
Kw'ts'an Cultural Committee
P.O. Box 1899 Quechan
Yuma, AZ, 85366
Phone: (928) 750 - 2516
scottmanfred@yahoo.com

Ramona Band of Cahuilla
John Gomez, Environmental Coordinator
P. O. Box 391670 Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 4105
Fax: (951) 763-4325
jgomez@ramona-nsn.gov

Ramona Band of Cahuilla
Joseph Hamilton, Chairperson
P.O. Box 391670 Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 4105
Fax: (951) 763-4325
admin@ramona-nsn.gov

Rincon Band of Luiseno Indians
Bo Mazzetti, Chairperson
One Government Center Lane Luiseno
Valley Center, CA, 92082
Phone: (760) 749 - 1051
Fax: (760) 749-5144
bomazzetti@aol.com

Rincon Band of Luiseno Indians
Cheryl Madrigal, Tribal Historic Preservation Officer
One Government Center Lane Luiseno
Valley Center, CA, 92082
Phone: (760) 297 - 2635
crd@rincon-nsn.gov

Santa Rosa Band of Cahuilla Indians
Steven Estrada, Chairperson
P.O. Box 391820 Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
mflaxbeard@santarosacahuilla-nsn.gov

Santa Rosa Band of Cahuilla Indians
Mercedes Estrada,
P. O. Box 391820 Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
mercedes.estrada@santarosacahuilla-nsn.gov

Soboba Band of Luiseno Indians
Scott Cozart, Chairperson
P. O. Box 487 Cahuilla
San Jacinto, CA, 92583 Luiseno
Phone: (951) 654 - 2765
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 Cahuilla
San Jacinto, CA, 92581 Luiseno
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Torres-Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
P.O. Box 1160 Cahuilla
Thermal, CA, 92274
Phone: (760) 399 - 0022
Fax: (760) 397-8146
mmirelez@tmdci.org

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 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 Gateway Aviation Center Project, Riverside County.

May 1, 2020

BobbyRay Esparza, Cultural Coordinator
Cultural Department
Cahuilla Band of Indians
52701 Highway 371
Anza, CA 92539

RE: Proposed Gateway Aviation Center Project
52 Acres within the March Air Reserve Base
Riverside County, California
CRM TECH Contract #3611

Dear Mr. Esparza:

I am writing to bring your attention to an ongoing Section 106-compliance study for the proposed project referenced above, which entails the construction of a air freight cargo center The Area of Potential Effects (APE) for the undertaking consists of approximately 52 acres of undeveloped land located on the west side of Heacock Avenue, to the southwest of the intersection of Heacock Street and Krameria Avenue, in the southeastern portion of March Air Reserve Base, in an unincorporated area of Riverside County, California. In 1996, the APE was included in an intensive-level survey of approximately 2,500 acres of March Air Force Base by ASM Affiliates, Inc. (RI-03510), but no cultural resources were recorded in or near the APE at that time. The accompanying map, based on the USGS Sunnymead and Perris, Calif., 7.5' quadrangles, depict depicts the location of the APE in Section 25, T3S R4W, SBBM.

In a letter dated April 23, 2020, the Native American Heritage Commission reports that the Sacred Lands File search produced negative results but recommends that local Native American groups be contacted for further information (see attached). Therefore, as part of the cultural resources study for this project, I am writing to request your input on potential Native American cultural resources in or near the APE.

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

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

Respectfully,

Nina Gallardo
Project Archaeologist/Native American Liaison
CRM TECH

Rincon Band of Luiseño Indians

CULTURAL RESOURCES DEPARTMENT

One Government Center Lane | Valley Center | CA 92082
(760) 749-1051 | Fax: (760) 749-8901 | rincon-nsn.gov

May 18, 2020

Sent via email: ngallardo@crmtech.us
Nina Gallardo
CRM Tech
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324

Re: Gateway Aviation Center Project; CRM Tech Contract #3611

Dear Ms. Gallardo,

This letter is written on behalf of the Rincon Band of Luiseño Indians ("Rincon Band" or "Band"), a federally recognized Indian Tribe and sovereign government. We have received your notification regarding the above referenced project and we thank you for the opportunity to provide information pertaining to cultural resources. The identified location is within the Territory of the Luiseño people, and is also within Rincon's specific area of Historic interest.

Embedded in the Luiseño territory are Rincon's history, culture and identity. Rincon has no knowledge of cultural resources within the project site. However, the Band believes that the potential exists for cultural resources to be identified during further research and survey work. We recommend that an archaeological record search be conducted and ask that a copy of the results be provided to the Rincon Band.

If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 297-2635 or via electronic mail at cmadrigal@rincon-nsn.gov. We look forward to working together to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal
Tribal Historic Preservation Officer
Cultural Resources Manager

From: BobbyRay Esparza <Besparza@cahuilla.net>
Sent: Tuesday, May 19, 2020 3:46 PM
To: ngallardo@crmtech.us
Cc: anthony madrigal
Subject: Proposed Gateway Aviation Center Project

Good afternoon Ms. Gallardo,

The Cahuilla Band of Indians has received your letter regarding the above project located in Riverside County, Ca. We do not have knowledge of any cultural resources within or near the project area. Although this project is outside the Cahuilla reservation boundary it is located within the Cahuilla traditional land use area. Therefore we have interest in this project. We believe that cultural resources may be unearthed during construction. The Cahuilla Band requests that tribal monitors from Cahuilla be present during all ground disturbing activities and to be notified of all updates with the project moving forward. The Cahuilla Band appreciates your assistance in preserving Tribal Cultural Resources in your project.

Respectfully,

BobbyRay Esparza
Cultural Coordinator
Cahuilla Band of Indians
Cell: (760)423-2773
Office: (951)763-5549
Fax:(951)763-2808

May 20, 2020

Attn: Nina Gallardo, Project Archaeologist/Native American Liaison
CRM TECH
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324

RE: Proposed Gateway Aviation Center Project – along the west side of Heacock Street, southwest of the intersection of Heacock Street and Krameria Avenue, within the southeastern portion of the March Air Reserve Base – March Air Reserve Base, Riverside County, CA – CRM TECH Contract #3611

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. This project location is in proximity to known sites, is a shared use area that was used in ongoing trade between the tribes and is considered to be culturally sensitive by the people of Soboba.

Soboba Band of Luiseño Indians is requesting the following:

1. To initiate a consultation with the project proponents and lead agency.

2. The transfer of information to the Soboba Band of Luiseno Indians regarding the progress of this project should be done as soon as new developments occur.

3. Soboba Band of Luiseño Indians continues to act as a consulting tribal entity for this project.

4. Working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason, the Soboba Band of Luiseño Indians requests that Native American Monitor(s) from the Soboba Band of Luiseño Indians Cultural Resource Department to be present during any ground disturbing proceedings. Including surveys and archaeological testing.

5. Request that proper procedures be taken, and requests of the tribe be honored (Please see the attachment)

Multiple areas of potential impact were identified during an in-house database search. Specifics to be discussed in consultation with the lead agency.

Sincerely,

Joseph Ontiveros, Tribal Historic Preservation Officer
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

Cultural Items (Artifacts). Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer should agree to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

The Developer should waive any and all claims to ownership of Native American ceremonial and cultural artifacts that may be found on the Project site. Upon completion of authorized and mandatory archeological analysis, the Developer should return said artifacts to the Soboba Band within a reasonable time period agreed to by the Parties and not to exceed (30) days from the initial recovery of the items.

Treatment and Disposition of Remains.

A. The Soboba Band shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity.

B. The Soboba Band, as MLD, shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98 (a). The Parties agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.

C. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The Soboba Band, as the MLD in consultation with the Developer, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains.

D. All parties are aware that the Soboba Band may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The Developer should accommodate on-site reburial in a location mutually agreed upon by the Parties.

E. The term "human remains" encompasses more than human bones because the Soboba Band's traditions periodically necessitated the ceremonial burning of human remains. Grave goods are those artifacts associated with any human remains. These items, and other funerary remnants and their ashes are to be treated in the same manner as human bone fragments or bones that remain intact

Coordination with County Coroner's Office. The Lead Agencies and the Developer should immediately contact both the Coroner and the Soboba Band in the event that any human remains are discovered during implementation of the Project. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c).

Non-Disclosure of Location Reburials. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r). Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer agrees to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba, the March Joint Powers Authority, and the Federal Aviation Administration (FAA), as well as hired consultant (CRM TECH). No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

From: Ann Brierty <ABrierty@morongo-nsn.gov>
Sent: Thursday, June 18, 2020 3:55 PM
To: ngallardo@crmtech.us
Cc: Tribal Historic Preservation Office; Ann Brierty
Subject: RE: NA Scoping for the Proposed Gateway Aviation Center Project within the March Air Reserve Base, in an Unincorporated Area of Riverside County (CRM TECH #3611)

Dear Nina,

Re: Native American scoping letter for the proposed Gateway Aviation Center Project within the March Air Reserve Base in an unincorporated area of Riverside County (CRM TECH #3611)

Thank you for your letter regarding the above referenced project.

It is noted that bedrock milling features exist within a 5-mile radius of the proposed project. We understand that this request does not take the place of AB52 compliance process or the government-to-government consultation.

Thank you for reaching out to our office.

Respectfully,

Ann Brierty
Tribal Historic Preservation Officer
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220
O: (951) 755.5259
M: (951) 663.2842
Fax: (951) 572.6004

TELEPHONE LOG

Name	Tribe/Affiliation	Telephone Contacts	Comments
BobbyRay Esparza, Cultural Coordinator	Cahuilla Band of Indians	1:08 pm, May 15, 2020	Mr. Esparza responded by e-mail on May 19, 2020 (copy attached).
Ray Chapparosa, Chairman	Los Coyotes Band of Mission Indians	1:15 pm, May 15, 2020; 1:30 pm, May 22, 2020	Left voice messages; no response to date.
Denisa Torres, Cultural Resources Manager	Morongo Band of Mission Indians	1:20 pm, May 15, 2020; 4:15 pm, May 19, 2020; 1:33 pm, May 22, 2020	Ann Brierty, the new Tribal Historic Preservation Officer, responded by e-mail on June 18, 2020 (copy attached).
Molly Earp-Escobar, Cultural Resource Specialist	Pechanga Band of Luiseño Indians	1:28 pm, May 15, 2020; 1:35 pm, May 22, 2020	Left voice messages; no response to date.
John Gomez, Jr., Cultural Resource Coordinator	Ramona Band of Cahuilla Indians	1:32 pm, May 15, 2020; 1:41 pm, May 22, 2020	Left messages; no response to date.
Cheryl Madrigal, Tribal Historic Preservation Officer	Rincon Band of Luiseno Indians	1:40 pm, May 15, 2020	Ms. Madrigal responded in a letter dated May 18, 2020 (copy attached).
Mercedes Estrada, Tribal Administrative Assistant	Santa Rosa Band of Cahuilla Indians	1:42 pm, May 15, 2020; 1:45 pm, May 22, 2020	Jonnie Miranda, tribal receptionist, stated that the tribe had no comments at this time.
Joseph Ontiveros, Tribal Historic Preservation Officer	Soboba Band of Luiseño Indians	1:45 pm, May 15, 2020; 2:13 pm, May 19, 2020	Mr. Ontiveros responded in a letter dated May 20, 2020 (copy attached).

APPENDIX 3

CALIFORNIA HISTORICAL RESOURCES INVENTORY RECORD FORMS

Sites 33-024853, CRM TECH 3611-1H, and CRM TECH 3611-2H

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # 33-24653
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Resource Name or # Æ-3375-4H (channel crossing D1 parcel)

P1. Other Identifier:

P2. Location: **a. County** Riverside ☐ Not for Publication ☒ Unrestricted

b. USGS 7.5' Quadrangles Sunnymead, Calif. **Date** 1967, photorevised 1980
Crossing a portion of Section 25, **T**3S, **R**4W, San Bernardino **B.M.**

c. Address none

d. UTM: NAD 83, Zone 11; **Northwest end of documented segment:** 476,903 **mE** / 3,748,647 **mN**
West end of documented segment: 476,818 **mE** / 3,748,497 **mN**
Southeast end of documented segment: 477,118 **mE** / 3,748,398 **mN**

e. Other Locational Data: This segment of flood control channel is located on vacant, undeveloped land to the west of Heacock Street and north of Cardinal Avenue. Elevation ranges from approximately 1,497 feet (ft) above mean sea level (amsl) at the northwest end to 1,491 ft amsl at the southeast end.

P3a. Description: This segment of flood control channel spans from a taxiway along the southeast edge of March ARB property, southeasterly across the vacant land to a modern concrete pipe culvert on the north side of an unnamed street. It then continues as an underground drain pipe heading southeast across the adjacent property to the Heacock Street channel. The recorded segment is a "Y" shape earthen channel confined to the subject parcel on which it is located. The main channel, running from west to southeast, measures approximately 1,132 linear feet, while the branch channel from the northwest measures 743 linear ft. The channel measures approximately 40–50 ft wide across the top, and is approximately 2–3 feet deep. It is an earthen channel with sloped sides. This flood control structure appears on an aerial photograph dated 1966. The floodwater from this channel eventually drains southeast into the Perris Valley Storm Drain Lateral B at the intersection of Oleander Avenue (Harley Knox Boulevard) and Heacock Street. The Perris Valley Storm Drain was constructed in the 1950s to help alleviate flooding across the relatively level plain of the Perris Valley. The system drains toward the southeast and eventually empties into the San Jacinto River.

P3b. Resource Attributes: HP11. Engineering structure

P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

P5a. Photograph or Drawing: See attached Continuation sheets for photographs

P5b. Description of Photo: All photographs were taken February 9–12, 2016 and are on file at Applied Earthworks, Inc., Hemet office.

P6. Date Constructed/Age of Sources: ☐ Prehistoric ☒ Historic ☐ Both

P7. Owner and Address: March Joint Powers Authority, 23555 Meyer Drive, March Air Reserve Base, CA 92518

P8. Recorded by: Josh Smallwood, Applied EarthWorks, Inc., 3550 E. Florida Avenue, Suite A, Hemet, CA 92544

P9. Date Recorded: February 9–12, 2016

P10. Survey Type: Intensive level cultural resources survey

P11. Report Citation: Joan George, Josh Smallwood, and Michael Mirro (2016): Phase I Cultural Resource Assessment of March Inland Port Airport Authority Project, Riverside County, California. Prepared by Applied EarthWorks, Inc. for submittal to Hillwood Investment Properties, Ontario, CA.

Attachments: ☐ None ☒ Location Map ☒ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record Other:

NRHP Status Code 6Z
Resource Name or # Æ-3375-4H (channel crossing D1 parcel)

B1. Historic Name: None
B2. Common Name: None
B3. Original Use: Flood control channel
B4. Present Use: Same
B5. Architectural Style: Earthen channel with sloping sides

B6. Construction History: No as-built drawings of the subject channel segment could be found, but the channel was likely excavated by the U.S. Army Corps of Engineers, as the land was once part of March Air Force Base. Drawings of Lateral B, which this channel flows into, on file at the Riverside County Flood Control and Water Conservation District (District), indicate that Lateral B was constructed between January and October, 1955 (District 1955). The subject segment of earthen channel was likely constructed around that same time. Aerial photographs from 1966 indicate the channel was present at that time (NETROnline 2016). The 1966 aerial photograph reveals that the channel once continued farther to the southeast, and has since been realigned due to modern development.

B7. Moved? ☒ No ☐ Yes ☐ Unknown **Date:** **Original Location:**
B8. Related Features: None observed
B9a. Architect: U.S. Army Corps of Engineers **b. Builder:** Same

B10. Significance:
Theme Mid-twentieth century flood control
Area Riverside County
Period of Significance None
Property Type Flood control channel
Applicable Criteria None

This flood control channel does not appear to meet any of the criteria of the NRHP or CRHR for historical significance. It also does not fall within the boundaries of the March Field Historic District, nor was it built during the period of significance of the March Field Historic District, 1928–1943. Historically, the subject channel drained a portion of the southeast side of March AFB, and flowed into Lateral B of the Perris Valley Storm Drain, which is a vast network of drainage channels, pipelines, and ditches. For the purposes of this evaluation, the significance of the subject channel is assessed within the context of flood control projects in western Riverside County, and the developmental history of March AFB, as provided in the discussion below.

Brief History of Riverside County Flood Control and Water Conservation District (District)
Western Riverside County is dissected by three main rivers: Santa Ana River, San Jacinto River, and Whitewater River. Historically, these rivers flowed freely across the landscape along a natural course that meandered and flooded at will. Devastating floods from winter and spring rainstorms wreaked havoc along these three rivers in the late nineteenth century and the early years of the twentieth century as the population and growth of the region was beginning to soar. As property damages from flooding increased, farmers and other citizens formed districts to engineer levees and other structures in an effort to alleviate destruction. The San Jacinto Levee District was formed in 1908, the Coachella Valley Storm Water District formed in 1915, Valle Vista Levee District was formed in 1932, and neighboring San Bernardino County formed its flood control district in 1939 (District 2014). Western Riverside County weathered through many devastating storms and flood events, including the winter of 1915–1916, the 1927 flood, the March, 1938 flood, the November 1965 flood, the January–February 1969 flood, and regional flooding in 1978 and 1980.

The devastating floods in 1938 led to the formation of the Riverside County Flood Control District, although the events of World War II slowed the pace of forming a district for several years. Finally, in June of 1944 a committee was formed to work with the County Board of Supervisors in establishing legislature for a District, which was passed by Governor Earl Warren on July 7, 1945. From this ruling, the Riverside County Flood Control and Water Conservation District was born. The District began bank erosion control and spreading grounds along the San Jacinto River in the 1940s, Harrison and Woodcrest Dams were completed in 1953, Pigeon Pass Dam above Sunnymead was completed in 1957, and four others were constructed throughout Riverside County by 1960.

B10. Significance (continued):

The District began construction of the Perris Valley Storm Drain system in 1955. Federal funding was obtained to build levees along the Santa Ana River through the city of Riverside in 1956. The San Jacinto River levee project was completed in 1962 with the help of U.S. Army Corps of Engineers funds. The project built five miles of levee along Bautista Creek and the San Jacinto River. In 1964, the Tahchevah Creek Dam was constructed to control flood waters originating from the steep mountains above Palm Springs. The Oak Street Channel Debris Basin was constructed in 1979, and the Monroe Flood Retention Basin (Don Derr Park) in Riverside was built in 1982. The District's wide-spread system of levees, retention basins, dams, and flood control channels allow for the successful and productive, organized growth and dense urban development that continues to spread across western Riverside County and the Coachella Valley. The Perris Valley Storm Drain system has been constantly expanded and upgraded throughout the years as urban development increases across the Moreno Valley and Perris Valley region.

Developmental History of March AFB

March AFB was first developed as the United States was rushing to build up its military air forces in anticipation of entry into World War One (WWI). It originated at the location of a public air strip known as Alessandro Aviation Field, which along with 640 acres surrounding, was leased by the U.S. War Department on March 1, 1918 (March AFB 1994:3-1). Its location adjacent to a branch of the Atchison, Topeka & Santa Fe (AT&SF) Railway made it ideal for military use. Within a few weeks, Alessandro Field was renamed March Field, in honor of First Lieutenant Peyton C. March, who had been killed in an aviation accident at Fort Worth, Texas. The base property was transformed from grain fields to an Army Air Field in a record 60 days. It included 12 hangars, six barracks to house 150 men each, mess halls, a machine shop, Post Exchange, hospital, a supply depot, an aero repair building, bachelor officer's quarters, and a residence for the commanding officer. March Field served as a primary flight training facility until March, 1919. It then was redesignated as a primary flying school and was purchased by the government in 1920. It closed one year later and was placed in caretaker status on April 4, 1923.

The base was reactivated in 1927, and the base facilities were extensively reconstructed and renovated between 1928 and 1934 (March AFB 1994:3-3). New construction included over 200 buildings and a hard-surface northwest-southeast flight line. Base headquarters was constructed to the northeast of the flight line, including the base commander's residence, eight new hangars, shops and support service buildings, base family housing, barracks, hospital, and other nontechnical buildings.

In 1940, in preparation for WWII, the Army purchased 950 additional acres of land to the north, east, and south, and expanded the runways and to add barracks, warehouses, and other facilities at March Field once more. New and upgraded utilities were added to support the increased development. In addition, the U.S. Army established Camp Haan on 8,058 discontiguous acres to the west of March Field in November, 1940 (March AFB 1994:3-3). Camp Haan served as an Army Depot, disciplinary barracks, and Italian prisoner-of-war camp. After WWII, Camp Haan became known as West March. In 1948, March Field was redesignated March Air Force Base, and on May 1, 1949 the base came under the jurisdiction of Strategic Air Command (SAC). Several hundred acres were added to the base during the 1950s to accommodate runway modifications and support facilities for new aircraft being deployed at March AFB. At West March, formerly Camp Haan, land holdings were reduced, and construction of single-family housing for enlisted personnel and officers, known as Arnold Heights, was completed in 1952 (March AFB 1994:3-6). Tactical, maintenance, and support squadrons arrived at March AFB in the early 1960s along with heavy bombers and tanker aircraft, which doubled by the late 1960s. Additional facilities were constructed during the 1960s to accommodate the further expansion of base operations. During the 1970s, outdated buildings throughout the base were either renovated or demolished. A number of military bases faced realignment and closure due to the 1988 and 1990 Base Realignment and Closure (BRAC) Commission recommendations. Upon the closure of Norton AFB in San Bernardino, a number of units were transferred to March AFB, and new facilities were constructed in 1992 and 1993 to accommodate them.

March AFB was selected for realignment in 1993, and several units at March AFB were deactivated in 1994. By April 1, 1996, the base property had been downsized, and became known as March Air Reserve Base (ARB). Since then, much of the former landholdings have been acquired by the March Joint Powers Authority (JPA), a commission that represents the former base's adjoining jurisdictions in the redevelopment of the base property.

B10. Significance (continued):

Significance Evaluation

NRHP Criterion A/CRHR Criterion 1: This unnamed flood control channel functions to drain water from the subject property into Lateral B of the Perris Valley Storm Drain, thus, reducing the possibility of property damages from periodic flooding. The entire channel measures less than 2,000 ft long. It only serves the portion of the base property on which it is located. It constitutes a minor, utilitarian feature within the larger, overall scheme of flood control development within the region, and it is one of many similar flood protective works built throughout Southern California. It does not stand out as an important aspect of flood control, and it is not a principal feature within the larger system of flood control in this region. The subject channel was not an important engineering project within the history and development of Riverside County, and it is not known to be directly associated with any other important historical events. While associated with the event of post-WWII expansion at former March AFB, this segment of channel is not an important physical expression of this event or period in the base's history. The channel does not appear to meet NRHP Criterion A and CRHR Criterion 1.

NRHP Criterion B/CRHR Criterion 2: The subject channel does not appear to meet NRHP Criterion B or CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. The channel was constructed by the Army Corps of Engineers and its contractors; not individuals. There is no evidence that the subject channel has any known direct association with the productive lives of important individuals in local, regional, state, or national history under NRHP Criterion B/CRHR Criterion 2.

NRHP Criterion C/CRHR Criterion 3: The subject channel does not appear to meet NRHP Criterion C or CRHR Criterion 3 for "distinctive characteristics of a type, period, and method of construction," and does not stand out from other similar earthen flood control channels as having any architectural or engineering merits. Rather, the channel is of standard design and construction, and not unlike any other simple, earthen flood control channel. The channel does not appear to employ any ingenious or technologically innovative and scientifically significant engineering in its construction. As such, the channel does not appear to meet NRHP Criterion C or CRHR Criterion 3.

NRHP Criterion D/CRHR Criterion 4: The subject channel does not appear to meet NRHP Criterion D or CRHR Criterion 4 for any potential to provide information important to the study of mid-twentieth century flood control systems. This criteria is typically reserved for archaeological resources, ruins, or rare built-environment features of which little is already known, and that are considered the sole source of historical data. The subject channel recorded during this study would be unable to yield any information important to the study of flood control systems of its particular type or vintage in local, state, or national history. The structure itself is not the primary source of this information, but rather, the physical manifestation of the knowledge and practice of flood control technology, which was widely applied throughout Riverside County and other parts of southern California.

B11. Additional Resource Attributes: None

B12. References:

District (Riverside County Flood Control and Water Conservation District)

1955 March Air Force Base "B" Lateral. Project No. 4-0-010. Drawing No. 4-100. On file, Riverside County Flood Control and Water Conservation District.

2016 District History. Found at http://www.floodcontrol.co.riverside.ca.us/History.aspx#b. Accessed March, 2016.

March AFB

1994 Draft Basewide Environmental Baseline Survey. March Air Force Base, California. On file, March Joint Powers Authority, 23555 Meyer Drive, Riverside, CA.

B12. References (continued):

NETROnline
2016 Aerial photograph dated 1966. Found at: http://www.historicaerials.com/.

B13. Remarks:

B14. Evaluator: Josh Smallwood **Date of Evaluation:** March, 2016

Figure 1. Northwestern portion of the flood control channel where it drains from a concrete pipe culvert located along the south side of a taxiway on March ARB (view to the north-northwest). From here, it drains southeasterly across the property and into a modern, concrete pipe culvert.

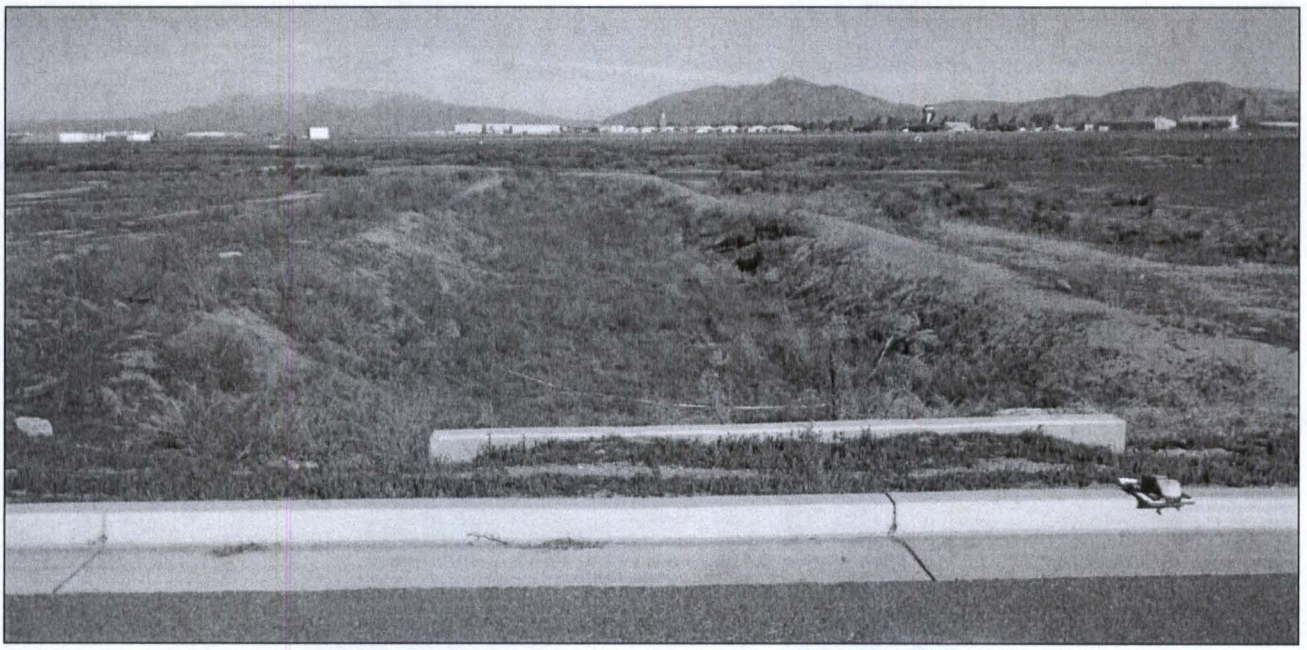


Figure 2. The southeast end of the earthen channel where it flows into a modern concrete pipe culvert (view to the northwest).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

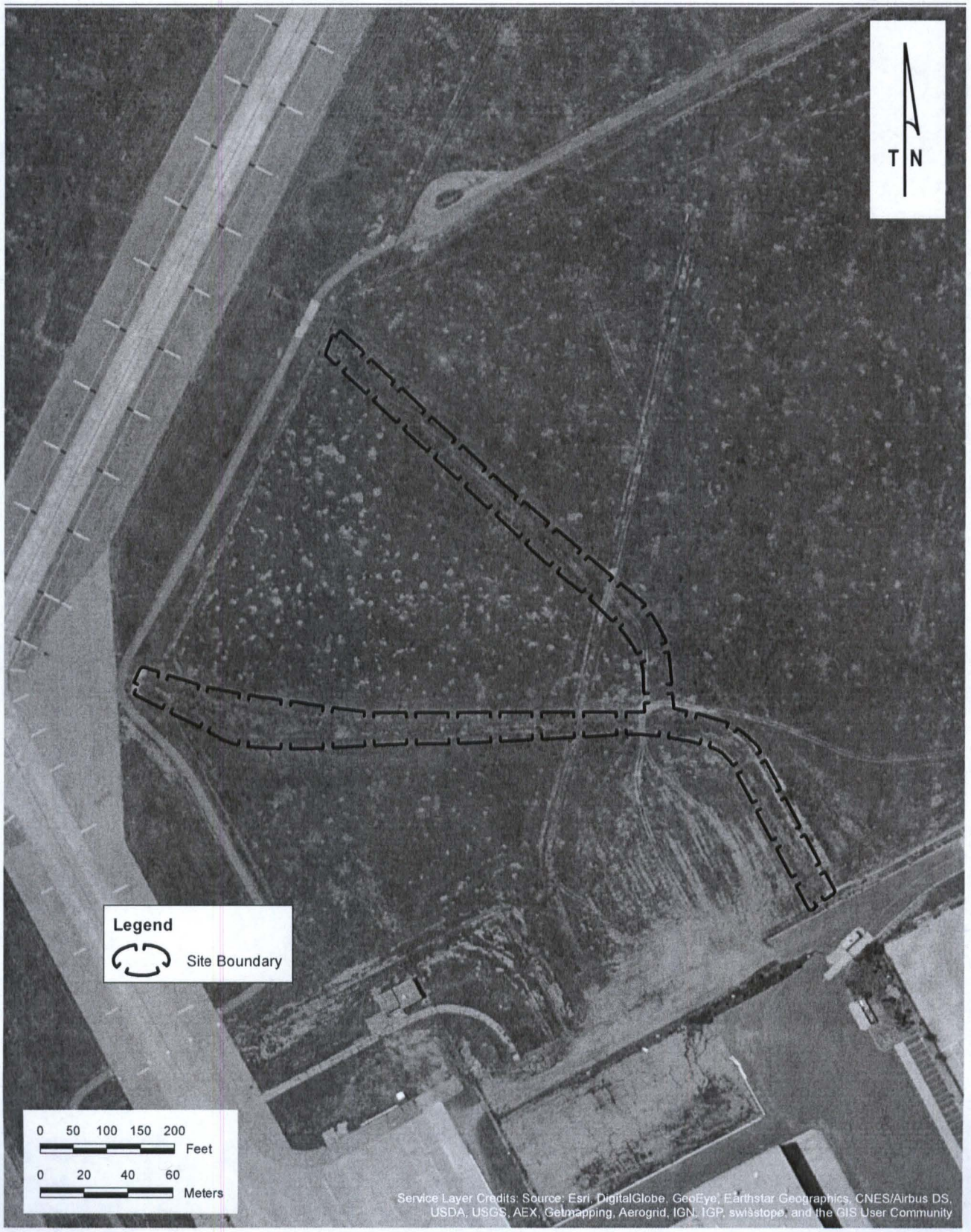
Primary # 83-2485 3
HRI#
Trinomial

***Resource Name or #:** (Assigned by recorder) Æ-3375-4H (channel crossing D1 parcel)

***Drawn by:** J. Smallwood, M. Knauss

***Scale:** 1 inch equals 200 feet

***Date of map:** February 2016



*Required information

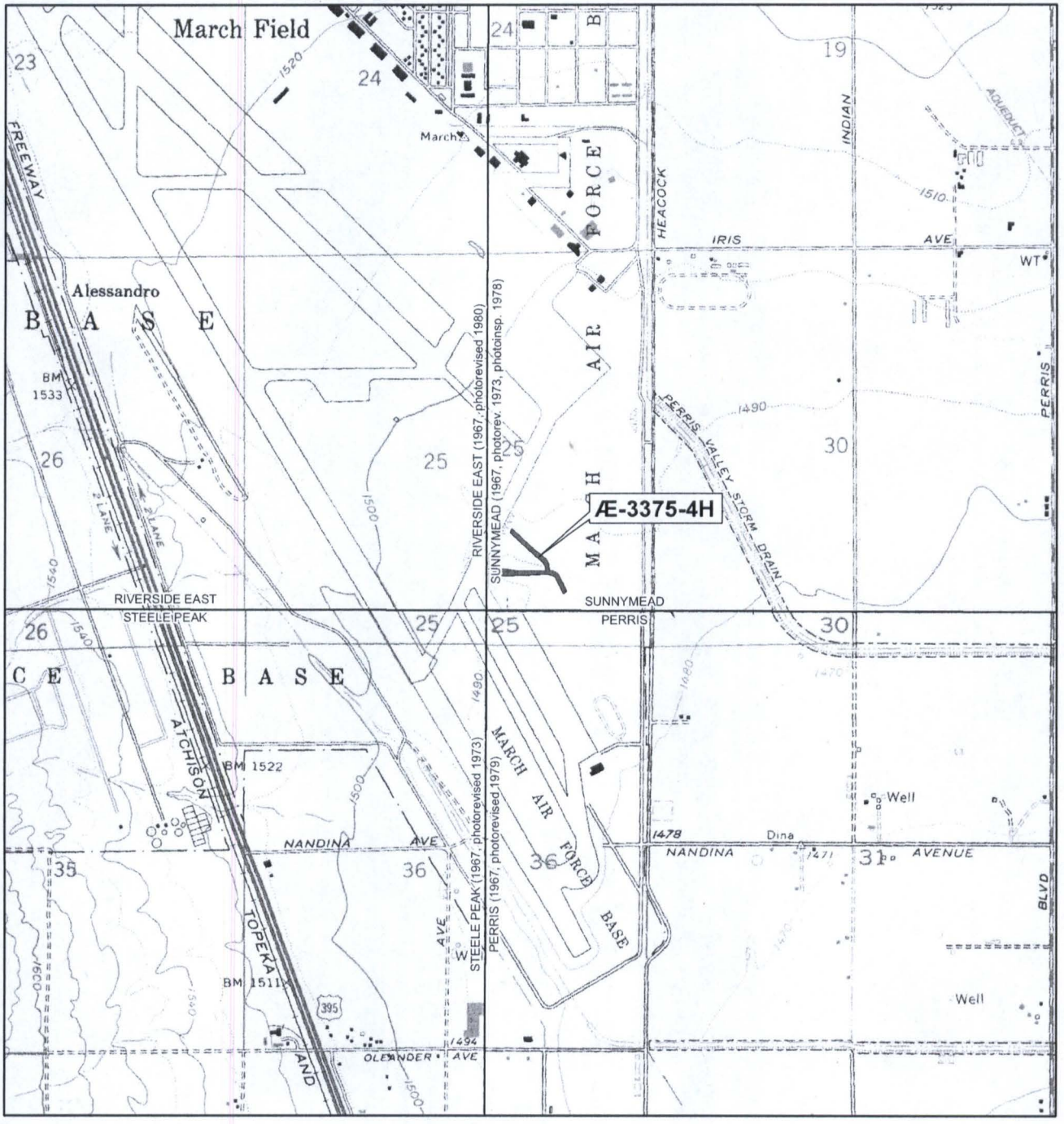
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 33-24853
HRI#
Trinomial

Page 9 of 9 **Resource Name or #:** Æ-3375-4H (channel crossing D1 parcel) **Scale:** 1:24,000

Map Name: Riverside East, Sunnymead, Steele Peak, and Perris, CA, USGS 7.5' quadrangles **Date:** 2016



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

Recorded by Daniel Ballester **Date** June 23, 2020 Continuation √ Update
Form Prepared by Daniel Ballester **Date** July 7, 2020
Affiliation: CRM TECH, Colton **Project No:** CRM TECH 3611

On June 23, 2020, Site 33-024853 was revisited during a Phase I survey for a proposed air freight cargo center project, and no substantial change appears to have occurred in its conditions since 2016. As the area covered by this survey extended further west than the 2016 survey, additional segments of the drainage channel were recorded as parts of the site. The segment of the main channel surveyed and recorded now runs a total length of approximately 1,600 feet, while the northern branch of the channel runs approximately 1,140 feet. Both branches cross Taxiway A in concrete culverts. The headwalls of the culvert on the main branch, designated Feature 1, measure approximately 33x12 feet, with a 45-inch pipe in the center, and the ones on the northern branch, designated Feature 2, measure approximately 11x4 feet and contain a 52-inch corrugated metal pipe.

Report Citation:

Bai "Tom" Tang, Deirdre Encarnación, and Daniel Ballester
2020 Identification and Evaluation of Historic Properties: Gateway Aviation Center Project, March Air Reserve Base, Moreno Valley Area, Riverside County, California

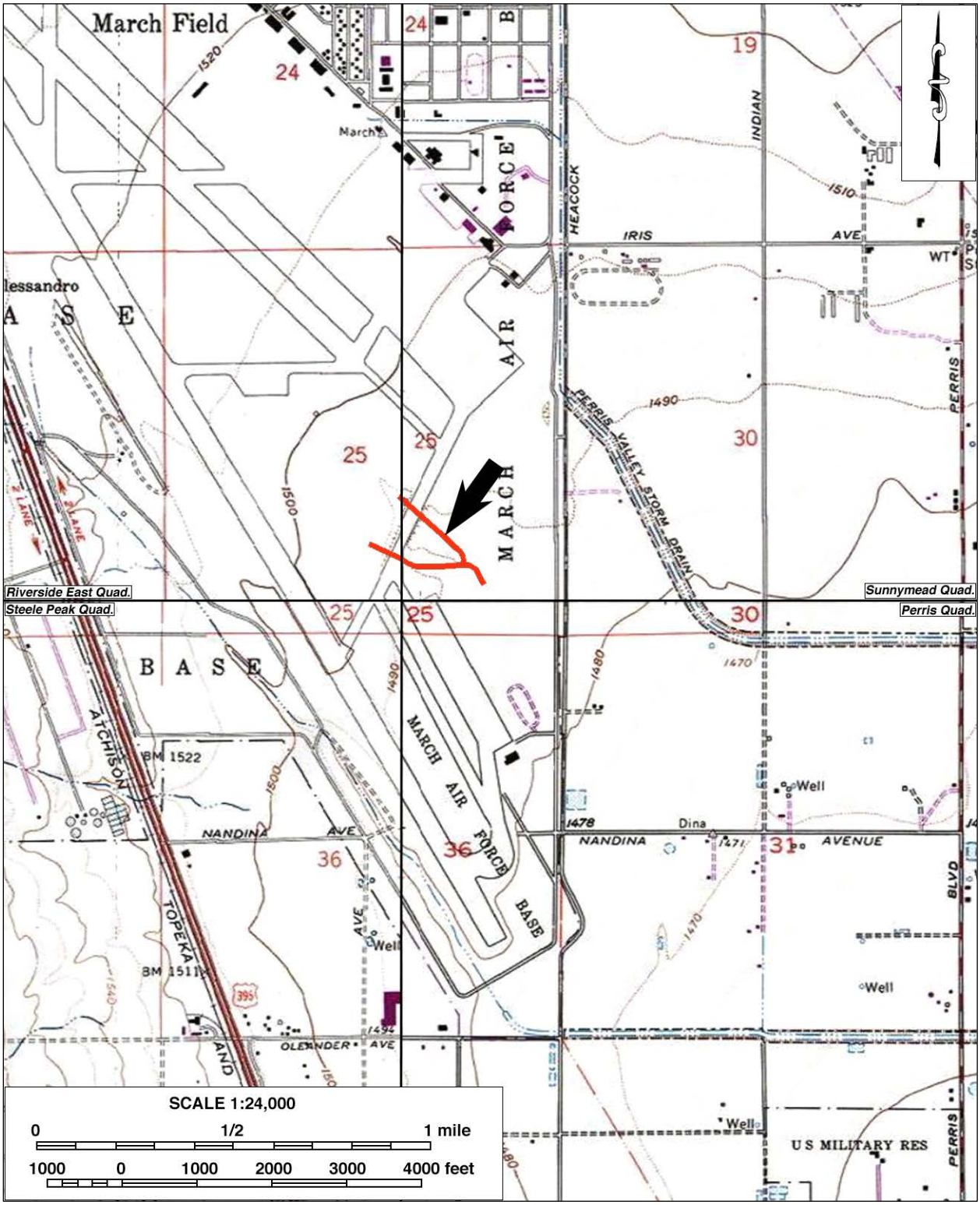
Site 33-024853 in 2020. *Left*: overview to the southeast; *right*: culvert under Taxiway A (Feature 1), view to the northwest. (Photographs taken on June 23, 2020)

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 33-024853 (Update)
HRI #
Trinomial

***Resource Name or #** (Assigned by recorder)

***Map Name:** Perris, Riverside East, Steele Peak, and Sunnymead, Calif.
***Scale:** 1:24,000 ***Date of Map:** 1978-1980

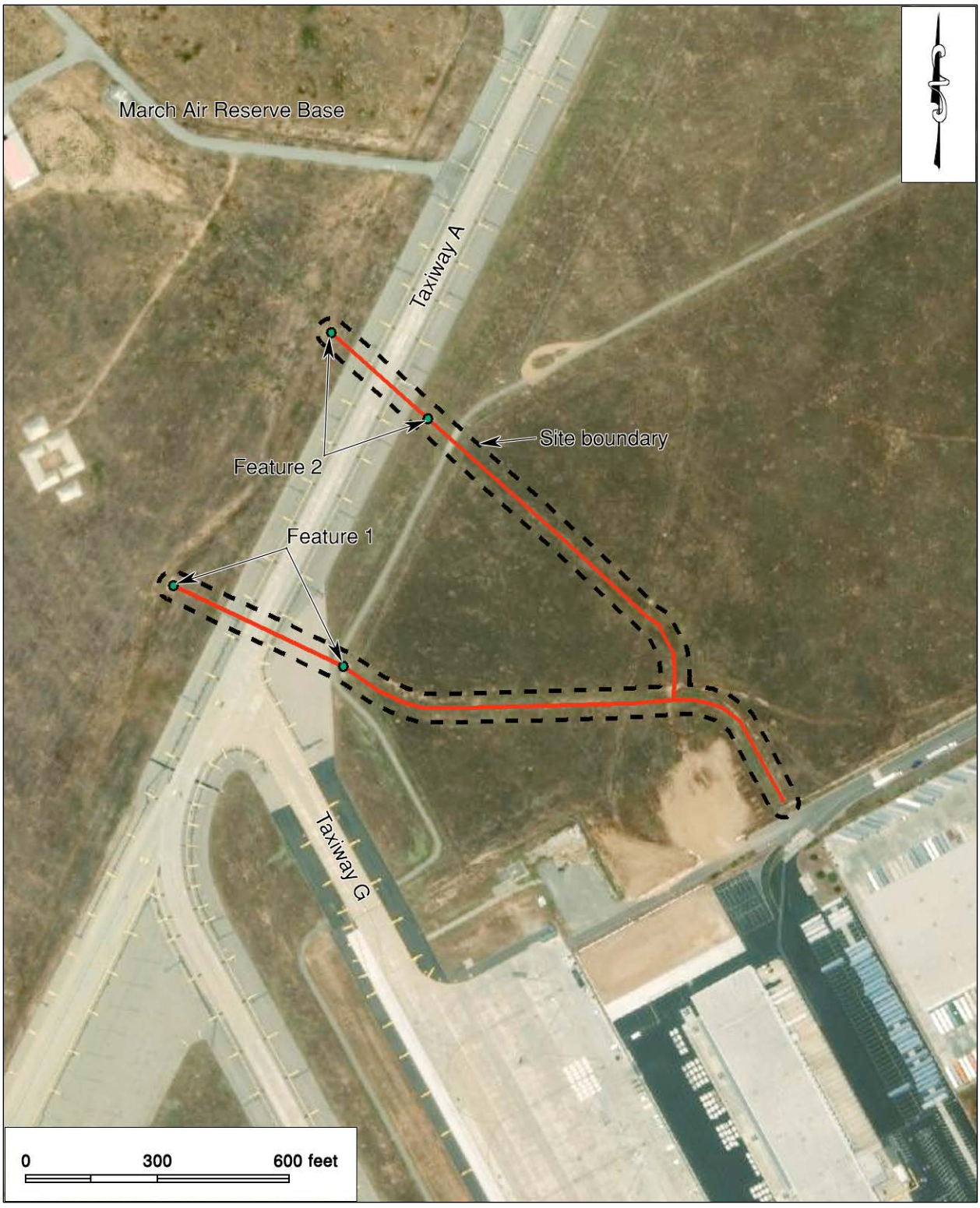


State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SITE SKETCH MAP

Primary # 33-024853 (Update)
HRI #
Trinomial

Page 3 **of** 3 ***Resource Name or #** (Assigned by recorder)

***Drawn by:** Daniel Ballester ***Date:** July 6, 2020



State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # (Pending)
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) CRM TECH 3611-1H

P1. Other Identifier: March Air Reserve Base Taxiway A

***P2.** Location: Not for Publication √ Unrestricted ***a. County** Riverside

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b.** USGS 7.5' Quad Riverside East, Steele Peak, and Sunnymead, Calif.
Date 1979-1980
T3S; R4W; SE 1/4 of Sec 25 ; S.B. B.M.
Elevation: Approximately 1,495 feet above mean sea level

c. Address N/A City Near Moreno Valley Zip 92518

d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; A: 476702 mE/ 3748000 mN;
B: 476875 mE/ 3748754 mN.
UTM Derivation: USGS Quad GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) The site is located to the south of the main runway and apron at March Air Reserve Base, approximately 2,000 feet west of Heacock Street.

***P3a.** Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This late-historic-period site represents the middle segment of Taxiway A at March Air Reserve Base (formerly March Air Force Base), which was included in a recent Phase I study. The military aviation facility that would become present-day March Air Reserve Base was first developed in 1918 and subsequently expanded significantly during World War II, and Taxiway A, located approximately 0.6 mile south of the original airfield and constructed during the expansions, is known to have been present by 1951-1953. The taxiway runs generally in a northeast-southwest direction and is composed of a 50-foot-wide band of concrete pavement flanked by two 60-foot-wide bands of asphalt pavement. It remains in use and in good condition.

***P3b.** Resource Attributes: (List attributes and codes) HP34: Military property; HP39: Airport

***P4.** Resources Present: Building √ Structure Object Site District Element of District Isolate Other

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.) (See p. 2)

P5b. Description of Photo: (view, date, accession #)

***P6.** Date Constructed/Age and Sources: √ Historic Prehistoric Both (Ca. 1940s)

***P7.** Owner and Address: March Air Reserve Base, 14560 2nd Street, Building #2640, March Air Reserve Base, CA 92518-0000

***P8.** Recorded by: (Name, affiliation, and address) Daniel Ballester, CRM TECH, 1016 East Cooley Drive, Suite A/B, Colton, CA 92324

***P9.** Date Recorded: June 23, 2020

***P10.** Survey Type: (Describe) Intensive-level survey for Section 106 and CEQA compliance

***P11.** Report Citation: (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Deirdre Encarnación, and Daniel Ballester (2020): Identification and Evaluation of Historic Properties: Gateway Aviation Center Project, March Air Reserve Base, Moreno Valley Area, Riverside County, California

***Attachments:** None √ Location Map Sketch Map √ Continuation Sheet Building, Structure, and Object Record
Archaeological Record District Record √ Linear Resource Record Milling Station Record Rock Art Record
Artifact Record Photograph Record Other (List):

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LINEAR FEATURE RECORD

Primary #
HRI #
Trinomial

***Resource Name or #** (Assigned by recorder) CRM TECH 3611-1H

L1. Historic and/or Common Name: March Air Reserve Base Taxiway A

L2a. Portion Described: Entire Resource √ Segment Point Observation **Designation:**

b. Location of Point or Segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) The segment recorded during this study begins approximately 1,400 feet from the northeastern end of Taxiway A, where it connects to the main apron, and extends approximately 1,300 feet to the southwest, passing the intersection with Taxiway G.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/ sections as appropriate.) See Item P3a.

L4. Dimensions: (In feet for historic features and meters for pre-historic features)

- **a. Top Width** 170 feet
- **b. Bottom Width** N/A
- **c. Height or Depth** 0 feet
- **d. Length of Segment** 1,300 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (Include scale)
Facing:

N/A

L6. Setting (Describe natural features, landscape characteristics, slope, etc. as appropriate) Taxiway A remains an active part of the airport operations at March Air Reserve Base and traverses across undeveloped open fields in the southeastern portion of the base grounds.

L7. Integrity Considerations: The overall configuration of Taxiway A does not appear to have been altered significantly since at least the mid-1960s. However, as a working component of the modern transportation infrastructure, the taxiway is subject to frequent maintenance/repairs and does not demonstrate any distinctively historical characteristics. In addition, it lacks a close association with any significant historic figures or events, archaeological data potential, or special merits in design, construction, engineering, or esthetics. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing (View, scale, etc.) Photo taken on June 23, 2020; view to the south

L9. Remarks:

L10. Form Prepared by: (Name, affiliation and address): Daniel Ballester CRM TECH, 1016 East Cooley Drive, Suite A/B, Colton, CA 92324

L11. Date: September 21, 2020

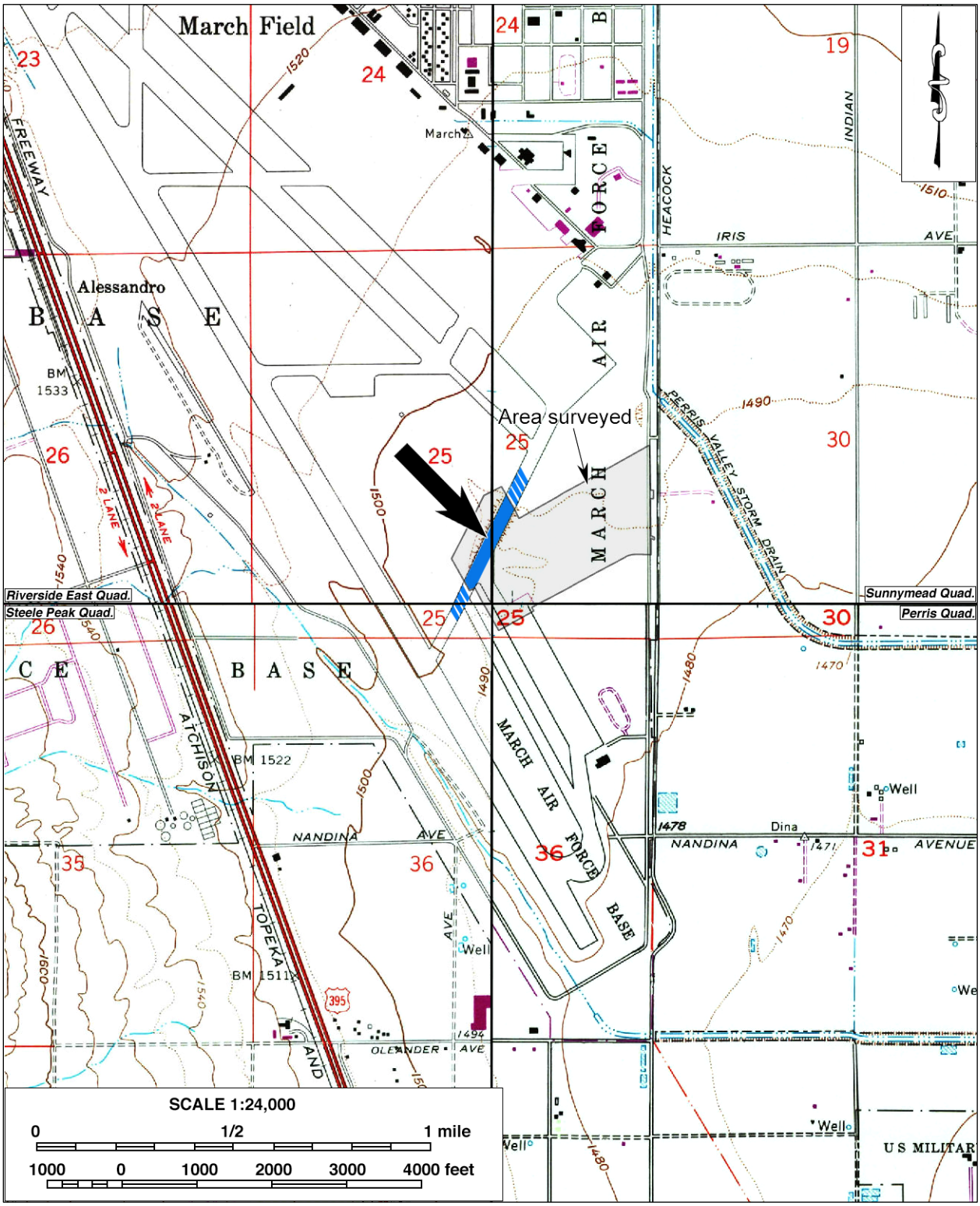
State of California - Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

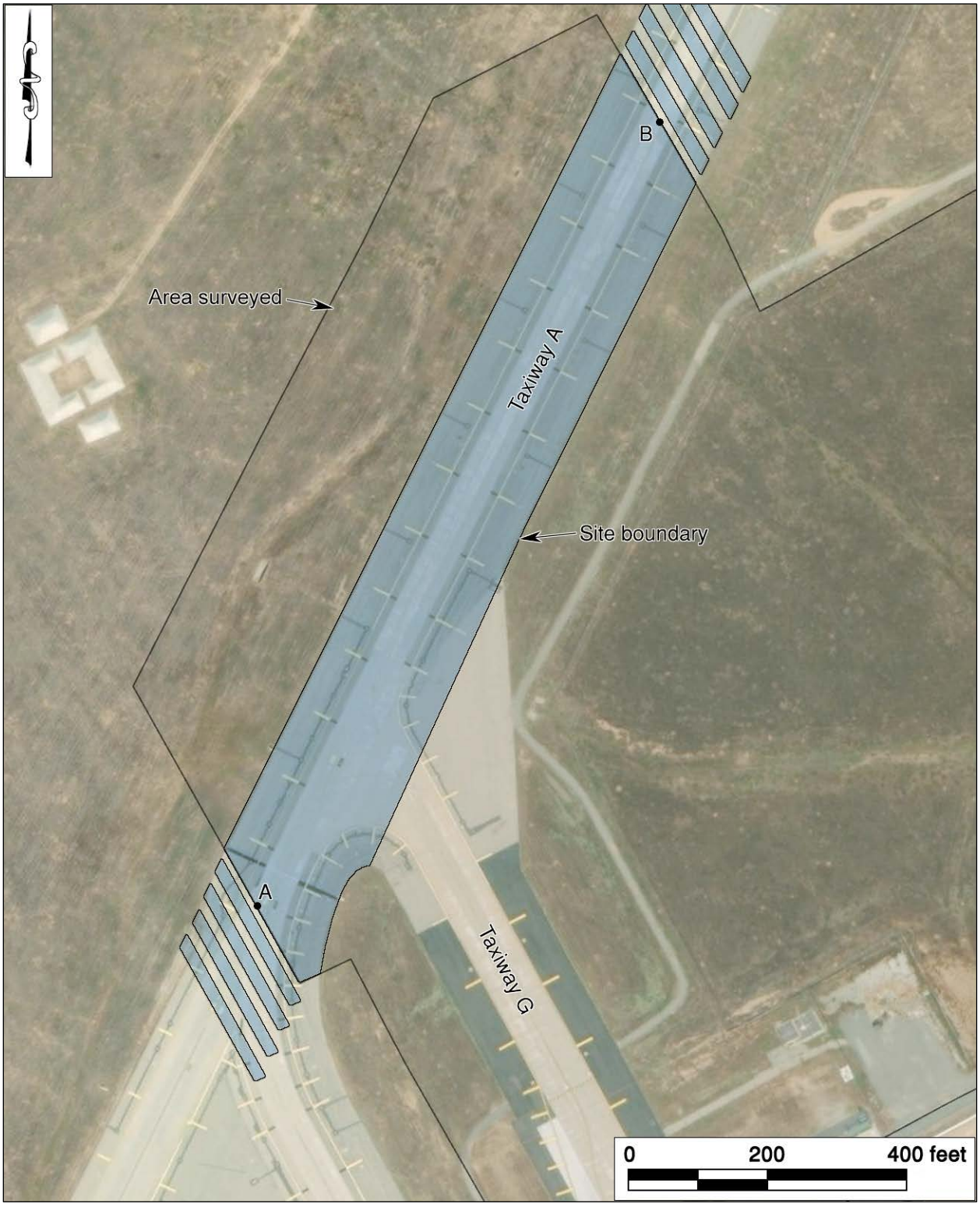
Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) CRM TECH 3611-1H

***Map Name:** Perris, Riverside East, Steele Peak, and Sunnymead, Calif.
***Scale:** 1:24,000 ***Date of Map:** 1978-1980



***Required information**

***Drawn by:** Daniel Ballester ***Date:** September 21, 2020



State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # (Pending)
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) CRM TECH 3611-2H

P1. Other Identifier: March Air Reserve Base Taxiway G

***P2.** Location: Not for Publication √ Unrestricted *a. County Riverside

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Perris, Riverside East, Steele Peak, and Sunnymead, Calif. Date 1978-1980

T3S; R4W; SE 1/4 of Sec 25 ; S.B. B.M.

Elevation: Approximately 1,495 feet above mean sea level

c. Address N/A City Near Moreno Valley Zip 92518

d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; A: 476751 mE/ 3748463 mN;
B: 476887 mE/ 3748245 mN.

UTM Derivation: USGS Quad GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) Taxiway G branches off to the southeast from the northeast-southwest Texiway A, to the south of the main runway and apron at March Air Reserve Base. The segment recorded during this study is located approximately 1,500 feet west of Heacock Street.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This late-historic-period site represents the northwestern portion of Taxiway G and an associated apron at March Air Reserve Base (formerly March Air Force Base), which were included in a recent Phase I study. The military aviation facility that would become present-day March Air Reserve Base was first developed in 1918 and subsequently expanded significantly during World War II, but Taxiway G and the apron, located approximately one mile south of the original airfield, were evidently constructed sometime between 1953 and 1966, based on historic maps and aerial photographs. The taxiway is generally composed of a 75-foot-wide band of concrete pavement flanked by two 50-foot-wide bands of asphalt pavement. The concrete-paved apron, attached to the northeastern side of Taxiway G, measures roughly 260 feet in width from the edge of the taxiway. Both features remain in use and in good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP34: Military property; HP39: Airport

***P4. Resources Present:** Building √ Structure Object Site District Element of District Isolate Other

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.) (See p. 2)

P5b. Description of Photo: (view, date, accession #)

***P6. Date Constructed/Age and Sources:** √ Historic Prehistoric Both (Ca. 1953-1966)

***P7. Owner and Address:** March Air Reserve Base, 14560 2nd Street, Building #2640, March Air Reserve Base, CA 92518-0000

***P8. Recorded by:** (Name, affiliation, and address) Daniel Ballester, CRM TECH, 1016 East Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** June 23, 2020

***P10. Survey Type:** (Describe) Intensive-level survey for Section 106 and CEQA compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Deirdre Encarnación, and Daniel Ballester (2020): Identification and Evaluation of Historic Properties: Gateway Aviation Center Project, March Air Reserve Base, Moreno Valley Area, Riverside County, California

***Attachments:** None √ Location Map Sketch Map √ Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record √ Linear Resource Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LINEAR FEATURE RECORD

Primary #
HRI #
Trinomial

*Resource Name or # (Assigned by recorder) CRM TECH 3611-2H

L1. **Historic and/or Common Name:** March Air Reserve Base Taxiway G

L2a. **Portion Described:** Entire Resource √ Segment Point Observation **Designation:**

b. **Location of Point or Segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) The segment of Taxiway G recorded during this study begins from the northwestern end, where it intersects Taxiway A, and extends approximately 900 feet to the southeast. The apron is attached to the northeastern side of the taxiway, and only approximately 100 feet of its total length of 2,000 feet are included in this recordation.

L3. **Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/ sections as appropriate.) See Item P3a.

L4. **Dimensions:** (In feet for historic features and meters for pre-historic features)

a. **Top Width** 435 feet
b. **Bottom Width** N/A
c. **Height or Depth** 0 feet
d. **Length of Segment** 900 feet

L5. **Associated Resources:**

L4e. **Sketch of Cross-Section** (Include scale)
Facing:

N/A

L6. **Setting** (Describe natural features, landscape characteristics, slope, etc. as appropriate) Taxiway G and the associated apron remain an active part of the airport operations at March Air Reserve Base and serve primarily an air cargo center occupied by Amazon Air KRIV. Other than that large building, Taxiway G and the apron are surrounded mainly by undeveloped open fields in the southeastern portion of the base grounds.

L7. **Integrity Considerations:** The overall configuration of Taxiway G and the apron does not appear to have been altered significantly since the mid-1960s. However, as working components of the modern transportation infrastructure, these features are subject to frequent maintenance/repairs and do not demonstrate any distinctively historical characteristics. In addition, they lack a close association with any significant historic figures or events, archaeological data potential, or special merits in design, construction, engineering, or esthetics. Therefore, they do not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

L8a. **Photograph, Map or Drawing**

L8b. **Description of Photo, Map, or Drawing** (View, scale, etc.) Photo taken on June 23, 2020; view to the southeast

L9. **Remarks:**

L10. **Form Prepared by:** (Name, affiliation and address): Daniel Ballester CRM TECH, 1016 East Cooley Drive, Suite A/B, Colton, CA 92324

L11. **Date:** September 21, 2020

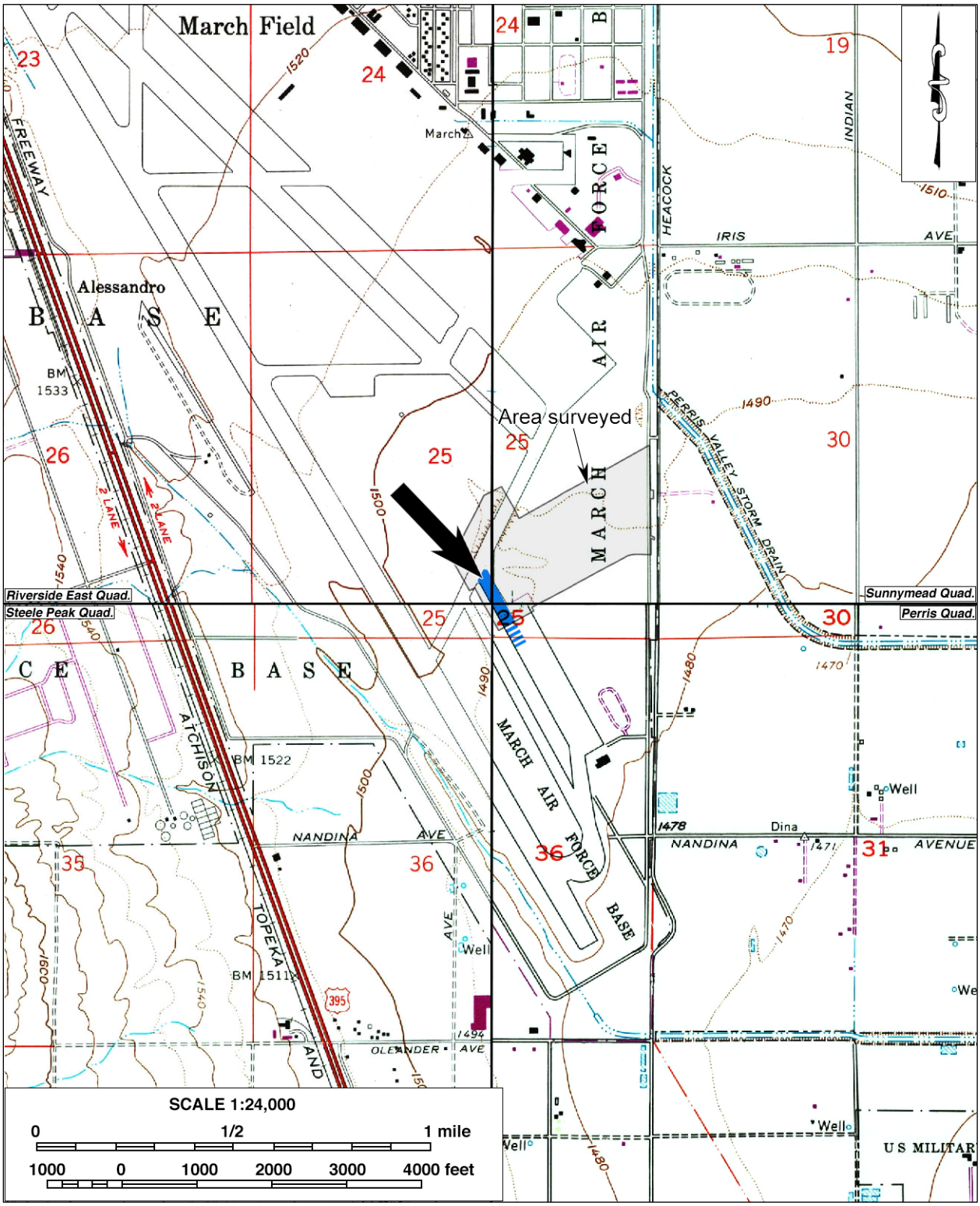
State of California - Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) CRM TECH 3611-2H

***Map Name:** Perris, Riverside East, Steele Peak, and Sunnymead, Calif.
***Scale:** 1:24,000 ***Date of Map:** 1978-1980



*Required information

***Drawn by:** Daniel Ballester ***Date:** September 21, 2020