

# INITIAL SITE ASSESSMENT

West Valley  
Connector Project  
Environmental Clearance,  
Preliminary & Final Design



**cta**

San Bernardino County  
Transportation Authority



**OmniTrans**

Connecting Our Community.

April 2018

Contract Number:

MKP15-37

Project Number:

648601

1400052



# GROUP DELTA

April 4, 2018

Parsons Transportation Group  
3200 E. Guasti Road, Suite 200  
Ontario, California 91761

Attention: Anne Kocheon

Subject: Initial Site Assessment  
West Valley Connector Project  
Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, California  
Group Delta Project No. EN119

Dear Ms. Kocheon:

Group Delta Consultants, Inc. is pleased to submit this Initial Site Assessment report for the West Valley Connector Project. The purpose of the report is to assist the project proponents in understanding whether significant environmental liabilities regarding hazardous waste or Recognized Environmental Conditions exist on the Project. This report discusses our purpose and scope of work, execution of work, conclusions, and recommendations for the Project. Group Delta Consultants, Inc. has interpreted the American Society for Testing and Materials E1527-13 as the guidance documents for this Initial Site Assessment and used their provisions to the extent deemed appropriate for this report.

We appreciate your selection of Group Delta Consultants, Inc. for this project and look forward to assisting you further on this and other projects. If you have any questions, please do not hesitate to contact us.

Sincerely,

GROUP DELTA CONSULTANTS, INC.

Glenn Burks, Ph.D., P.E.  
Director of Environmental Services

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Project Geologist

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## EXECUTIVE SUMMARY

The San Bernardino County Transportation Authority (SBCTA) and Omnitrans, proposed operator of the project, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the West Valley Connector Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor.

The proposed project is located primarily along Holt Avenue/ Boulevard and Foothill Boulevard that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1-1 and 1-2). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

For purposes of this Initial Site Assessment (ISA), the Site encompasses City and private right-of-way (ROW) identified on the project's WVC Project Impact Exhibit provided as Appendix A. This ISA also addresses 263 parcels that are anticipated to be impacted by Alternative B, of which the project may require full acquisition of 37 parcels, which includes 14 residential and 53 commercial/manufacturing business properties, and partial acquisition of 168 parcels. The addresses and Assessor's Parcel Numbers (APNs) of the parcels are provided as Appendix B.

The purpose of the ISA was to review, evaluate, and document present and past land uses and practices, and visually examine Site conditions in order to identify Recognized Environmental Conditions (RECs). A REC is defined as the presence or likely presence of any hazardous substances or petroleum hydrocarbons on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum hydrocarbons into structures or into the ground, groundwater, or surface water of the subject property. A historical recognized environmental condition (HREC) is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with a property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. Environmental Areas of Concern (AOCs) that do not represent RECs, but will require further attention during construction or additional investigation, are also identified in this ISA.

Group Delta Consultants, Inc. (Group Delta) has interpreted the American Society for Testing and Materials (ASTM) E1527-13 as the guidance document for this ISA and used its provisions to the extent deemed appropriate for this report.

**Findings and Conclusions** - The focus of the ISA was the acquisition parcels, BRT side-running stations, and Holt Boulevard in the area of widening between Benson Avenue and Vineyard Avenue (excluding the segment of Holt Boulevard between Vine Avenue and Euclid Avenue), including City ROW.

No impacts pertaining to Alternative A were identified during the course of this assessment.

The ISA identified four (4) AOCs associated with Alternative B of the proposed project.

The ISA identified the following two (2) AOCs associated with City ROW:

- Utility poles exist along the project alignment that may require removal in support of the project under Alternative B. The poles consist of treated wood and are considered an AOC. If removed during the project, the poles should be managed as treated wood waste (TWW) in accordance with the Department of Toxic Substances Control (DTSC) Alternative Management Standards for TWW as described in Section 13.0. It should be noted that testing is not required to determine the presence of treated wood, regardless of the treatment chemicals used. The DTSC requires that TWW either be disposed of as a hazardous waste, or if not tested, the generator may presume that TWW is a hazardous waste (to avoid the time and expense involved in completing laboratory testing) and manage the waste by Alternative Management Standards (AMS). The AMS are described in the California Code of Regulations, Title 22, Division 4.5, Chapter 34.
- Overhead transformers appear to be mounted on multiple utility poles along Holt Boulevard, and may require removal in support of the project under Alternative B. Historically, pole-mounted transformers have contained polychlorinated biphenyls (PCBs) which will need to be profiled and managed appropriately, if present.

The ISA identified the following two (2) AOCs associated with widening of Holt Boulevard:

- A fallen utility pole was observed on the eastern portion of the proposed partial acquisition address of 545 E. Holt Boulevard. The pole consists of treated wood and is considered an AOC with impact to Alternative B.
- Under Alternative B, multiple building structures will be removed in support of the project. In addition, Alternative B would also require project improvements at the West Cucamonga Channel, including roadway widening, grading, and culverts. Depending on the structures' age, they may contain asbestos containing materials (ACM) and lead-based paint (LBP). The presence of these materials will need to be investigated prior to removal of the structures in order to comply with environmental and worker safety regulatory requirements for ACM and LBP. Regardless of the age of building structures, an ACM



survey is required per the National Emissions Standards for Hazardous Air Pollutants (NESHAP), 40 CFR, Part 61.145 (c). These structures are considered an AOC to the project. Permanent building acquisitions requiring ACM and LBP surveys are provided as Appendix E. Appendix E was derived by aggregating the proposed full permanent acquisitions from the List of Full and Partial Acquisitions (Appendix B) provided by Parsons.

**Recommendations** – Group Delta provides the following recommendations associated with Alternative B of the proposed project. It should be noted that recommendations are not provided for Alternative A of the proposed project because environmental impacts associated with Alternative A were not identified during the course of this assessment.

Environmental AOCs including TWW and transformers associated with utility poles, if removed during construction, will need to be appropriately managed. Management of waste, health and safety for workers, and compliance with regulatory requirements are items that will require future attention.

In addition, further investigation may be warranted for the project. Additional investigation should occur at the earliest possible phase of the project upon issuance of access to the properties discussed below. Based on the findings of this ISA, Group Delta recommends the following for further environmental investigation:

Under Alternative B, multiple structures will be removed. In addition, Alternative B would also require project improvements at the West Cucamonga Channel, including roadway widening, grading, and culverts. Surveys for hazardous building materials, including ACM and LBP, should be conducted for structures that will be removed or improved in support of the project (Appendix E), regardless of the age of the structures.

It is recommended that contingency measures be developed by the construction contractor, including development of both a Health and Safety Plan and Soil Management Plan, that outline worker protection and soil management requirements in the event contaminated media is encountered during project construction. Contingency monitoring and precautionary measures may include, but are not limited to, air monitoring, soil observation, and appropriate levels of personal protective equipment.

## 1.0 INTRODUCTION

This Initial Site Assessment (ISA) Report assesses the West Valley Connector (WVC) Project (the WVC Project or proposed project) for the presence or likely presence of any hazardous substances or petroleum hydrocarbons on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum hydrocarbons into structures or into the ground, groundwater, or surface water of the subject property, otherwise known as a recognized environmental condition (REC).

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the West Valley Connector Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor.

In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. SBCTA has the authority to allocate Federal Transit Administration (FTA) funds; however, it does not have the ability to receive funds directly from the FTA. Omnitrans is the direct FTA grantee for the San Bernardino Valley. As a result, SBCTA and Omnitrans have developed a successful direct recipient/sub-recipient working relationship to deliver projects with FTA funds. The current relationship allows the delivery of FTA-funded projects that meet FTA requirements without duplicating staff, assuring the best use of limited public funds available. Omnitrans and SBCTA executed Memorandum of Understanding (MOU) 15-1001289 in October 2015, setting forth the roles and responsibilities of the recipient/sub-recipient relationship.

The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. An Environmental Impact Report (EIR)/Environmental Assessment (EA) has been prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency. This Initial Site Assessment (ISA) Technical Study has been prepared as part of the technical analysis required to support the EIR/EA.

### 1.1 Project Location and Setting

The proposed project is located primarily along Holt Avenue/ Boulevard and Foothill Boulevard that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario

International Airport on the south side (see Figures 1-1 and 1-2). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

## 1.2 Purpose and Need

The purpose of the proposed project is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the city of Pomona, in Los Angeles County, to the city of Fontana, in San Bernardino County, with an enhanced, state-of-the-art BRT system (i.e., the system that includes off-board fare vending, all-door boarding, TSP, optimized operating plans, and stations that consist of a branded shelter/canopy, security cameras, benches, lighting, and variable message signs).

The proposed project would address the growing traffic congestion and travel demands of the nearly one million people that would be added to Los Angeles and San Bernardino County by 2040 per SCAG 2106 RTP/SCS growth forecast. Improved rapid transit along the project corridor would help Omnitrans/SBCTA achieve its long-range goals to cost effectively enhance lifeline mobility and accessibility, improve transit operations, increase ridership, support economic growth and redevelopment, conserve nonrenewable resources, and improve corridor safety.

Recognizing the importance of the WVC transit corridor, SBCTA is proposing a project that is designed to achieve the following objectives:

- Improve transit service by better accommodating high existing bus ridership.
- Improve ridership by providing a viable and competitive transit alternative to the automobile.
- Improve efficiency of transit service delivery while lowering Omnitrans' operating costs per rider.
- Support local and regional planning goals to organize development along transit corridors and around transit stations.

The project purpose and objectives stated above would respond to the following needs:

- Current and future population and employment conditions establish a need for higher-quality transit service.
- Current and future transportation conditions establish a need for an improved transit system.
- Transit-related opportunities exist in the project area.

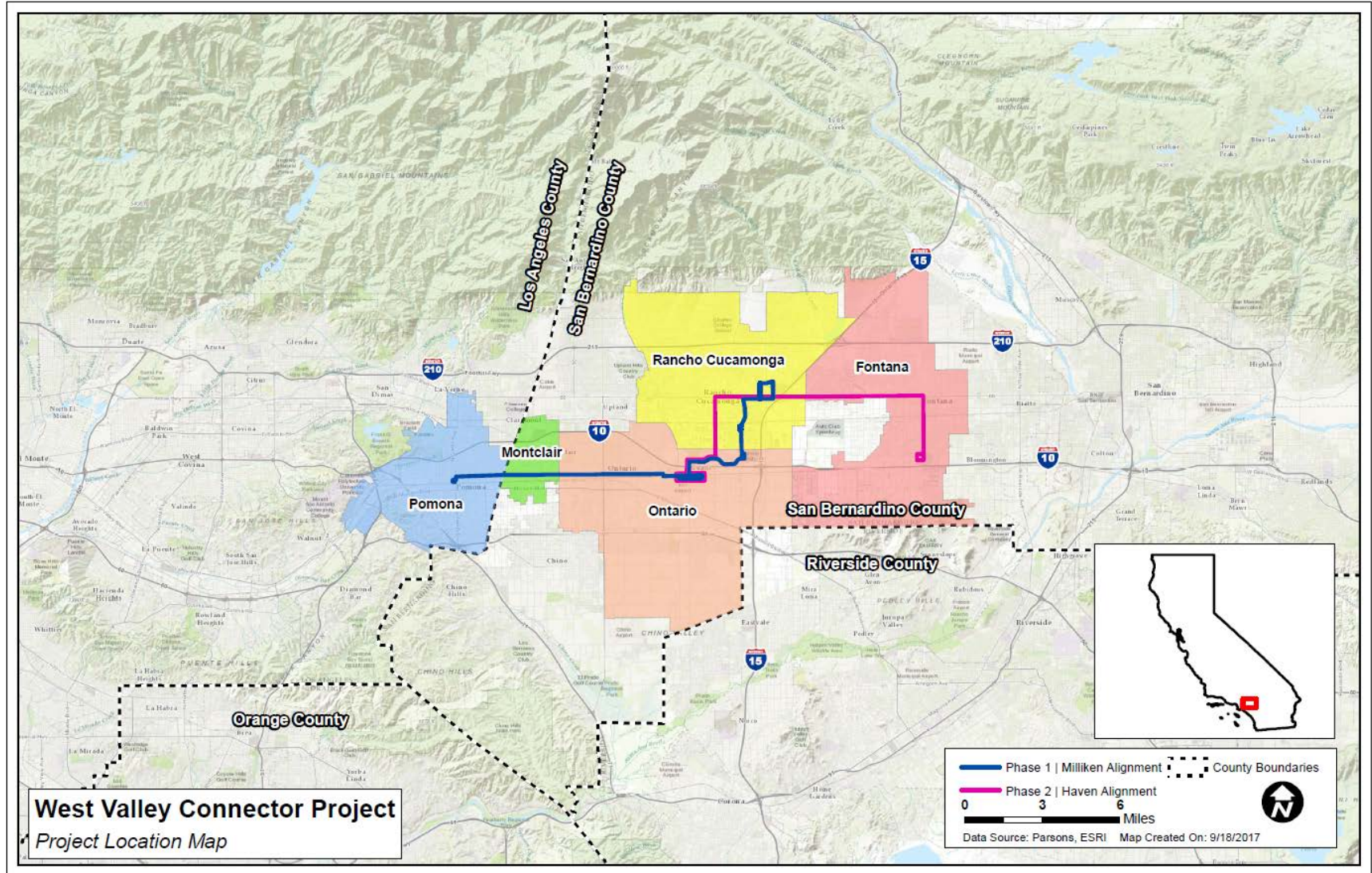


Figure 1-1: Project Location Map

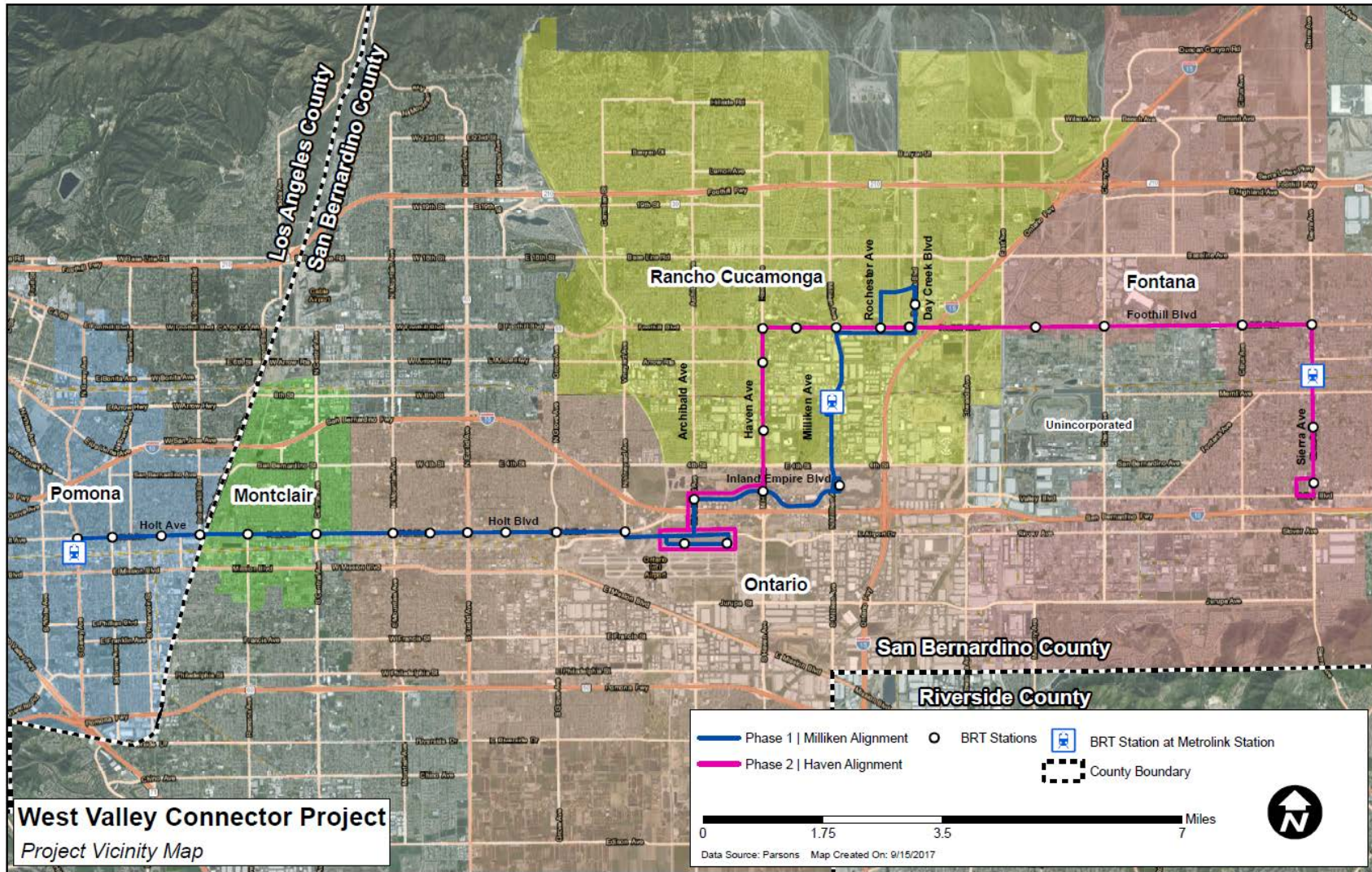


Figure 1-2: Project Vicinity Map

## 2.0 PROJECT DESCRIPTION

### 2.1 Proposed Project

The WVC Project is a 35-mile-long BRT corridor project located primarily along Holt Avenue /Boulevard and Foothill Boulevard that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The project includes BRT stations at 33 locations/major intersections and associated improvements, premium transit service, Transit Signal Priority (TSP) and queue jump lanes, dedicated lanes, and integration with other bus routes.

The project alignment consists of two phases. Phase I of the project would construct the “Milliken Alignment”, from the Regional Transit Center in Pomona to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment”, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. The Phase I Milliken Alignment would be constructed first and is proposed to have 10-minute peak and 15-minute off-peak headways. Phase II is intended to be constructed immediately following the completion of Phase I, depending on the availability of funding, and is proposed to have 20-minute peak and 30-minute off-peak headways.

Phase II of the project would construct the Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. In Ontario, the alignment makes a loop through Terminal Way at Ontario International Airport. From the airport, it heads north on Archibald Avenue to Inland Empire Boulevard and turns right to go east on Inland Empire Boulevard.

From Inland Empire Boulevard, the alignment turns left to go north up Haven Avenue into Rancho Cucamonga, then turns right to go east onto Foothill Boulevard and into Fontana.

In Fontana, the alignment continues east on Foothill Boulevard until turning south onto Sierra Avenue. The alignment follows Sierra Avenue, including a stop at the Fontana Metrolink Station, and then continues until turning west onto Marygold Avenue, where the bus line would begin a turn-around movement by heading south onto Juniper Avenue, east onto Valley Boulevard, and north back onto Sierra Avenue to Kaiser Permanente Medical Center before heading northward for the return trip.

#### Phase I/Milliken Alignment

Phase I of the project would construct the Milliken Alignment, from the western boundary limit in Pomona to Victoria Gardens in Rancho Cucamonga. In Pomona, the alignment starts from the Pomona Regional Transit Center station, along Holt Avenue and into Montclair.

In Montclair, the alignment runs on Holt Boulevard between Mills Avenue and Benson Avenue and into Ontario.

In Ontario, the alignment continues on Holt Boulevard, starting from Benson Avenue, and then continues to Vineyard Avenue and into Ontario International Airport (loop through Terminal Way). From the airport, it heads north on Archibald Avenue to Inland Empire Boulevard and turns right and travels east on Inland Empire Boulevard.

On Inland Empire Boulevard, the alignment goes straight into Ontario Mills (loop through Mills Circle) and then heads north on Milliken Avenue into Rancho Cucamonga.

In Rancho Cucamonga, the alignment makes a loop into the Rancho Cucamonga Metrolink Station off Milliken Avenue and then continues up Milliken Avenue and turns east onto Foothill Boulevard.

The alignment continues east on Foothill Boulevard, turns north onto Day Creek Boulevard, and then terminates with a layover at Victoria Gardens at Main Street. From Victoria Gardens, the bus line begins a return route by continuing north on Day Creek Boulevard, turns west onto Church Street, turns south onto Rochester Avenue, and then turns west back onto Foothill Boulevard.

### Phase II/Haven Alignment

Phase II of the project would construct the Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. In Ontario, the alignment makes a loop through Terminal Way at Ontario International Airport. From the airport, it heads north on Archibald Avenue to Inland Empire Boulevard and turns right to go east on Inland Empire Boulevard.

From Inland Empire Boulevard, the alignment turns left to go north up Haven Avenue into Rancho Cucamonga, then turns right to go east onto Foothill Boulevard and into Fontana.

In Fontana, the alignment continues east on Foothill Boulevard until turning south onto Sierra Avenue. The alignment follows Sierra Avenue, including a stop at the Fontana Metrolink Station, and then continues until turning west onto Marygold Avenue, where the bus line would begin a turn-around movement by heading south onto Juniper Avenue, east onto Valley Boulevard, and north back onto Sierra Avenue to Kaiser Permanente Medical Center before heading northward for the return trip.

## 2.2 Project Alternatives

Many alternatives were considered during the project development phase of the project. A No Build Alternative and two build alternatives (Alternatives A and B) are being analyzed in the EIR/EA.

### 2.2.1 No Build Alternative

The No Build Alternative proposes no improvements to the existing local bus services. Under the No Build Alternative, the existing local bus service on Routes 61 and 66 would maintain current service of 15-minute headways (total of four buses per hour in each direction).

### 2.2.2 Build Alternatives

Figure 2-1 presents the map of both build alternatives. All design features of both build alternatives are the same, as described in more details in Section 2.3, with the exception of the following:

#### ***Alternative A – Full BRT with no Dedicated Bus-only Lanes***

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses will operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Build Alternative A will not require permanent or temporary ROW acquisition.

#### ***Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario***

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.



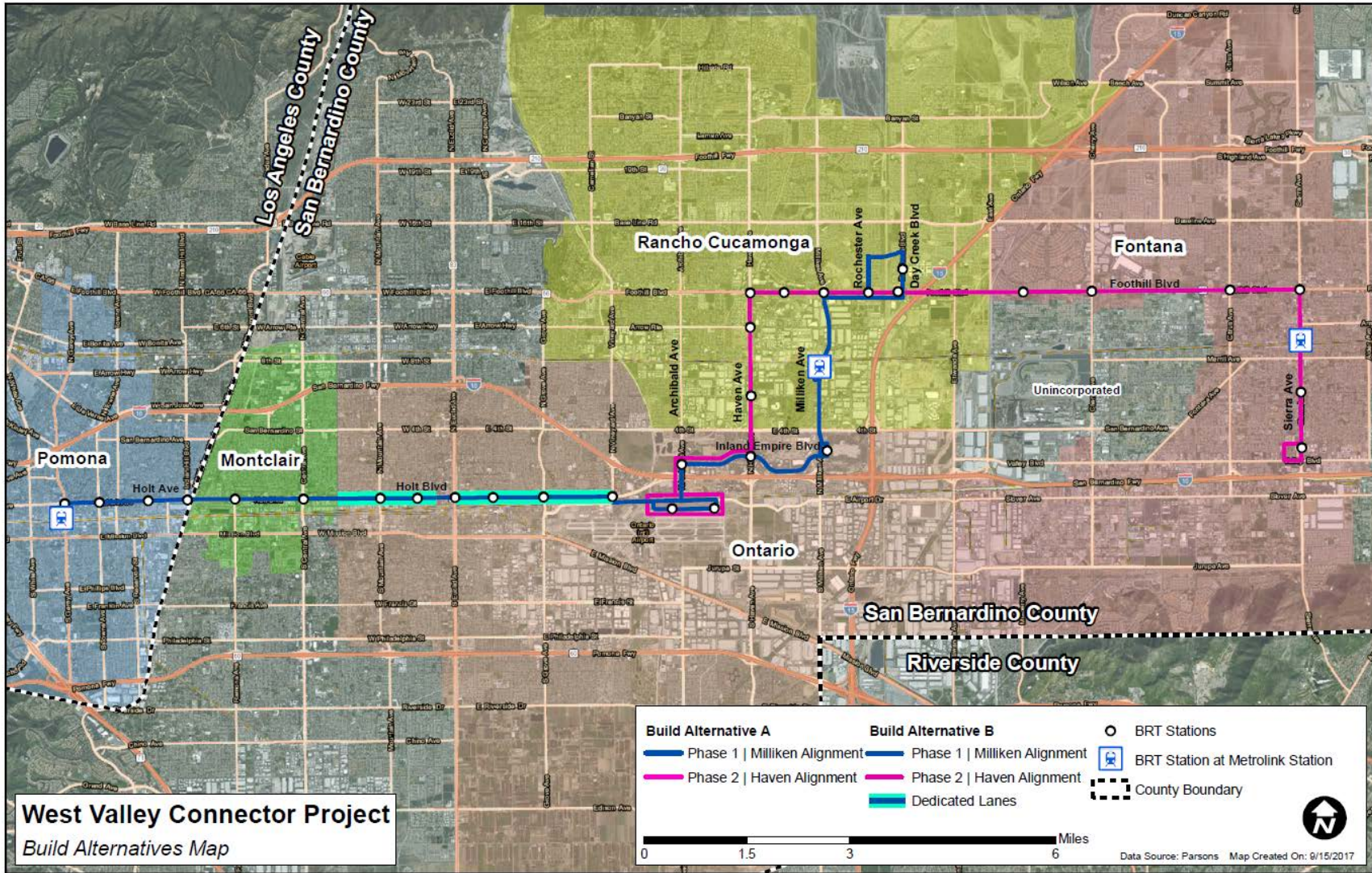


Figure 2-1: Build Alternatives Map

## 2.3 Design Features of Build Alternatives

### 2.3.1 Bus Rapid Transit Stations

BRT stations at 33 locations/major intersections and associated improvements are proposed to be located approximately 0.5 to 1 mile apart to facilitate higher operating speeds by reducing dwell time (see Figure 1-2 and Figure 2-1 for station locations). Table 1 lists the BRT stations to be constructed as part of Phase I/Milliken Alignment. Note that under Alternative A, all 21 stations will be side-running stations. Under Alternative B, five center platform stations are proposed as follows:

- Holt Boulevard/Mountain Avenue
- Holt Boulevard/San Antonio Avenue
- Holt Boulevard/Euclid Avenue
- Holt Boulevard/Campus Avenue
- Holt Boulevard/Grove Avenue

As part of Phase II/Haven Alignment, an additional 12 side-running stations will be constructed for both build alternatives as listed in Table 2.

**Table 1: Stations Along Phase I/Milliken Alignment**

City	Stations
Pomona	<ul style="list-style-type: none"> <li>• Pomona Regional Transit Center Station</li> <li>• Holt Avenue / Garey Avenue</li> <li>• Holt Avenue / Towne Avenue</li> <li>• Holt Avenue / Clark Avenue</li> <li>• Holt Avenue / Indian Hill Boulevard</li> </ul>
Montclair	<ul style="list-style-type: none"> <li>• Holt Boulevard / Ramona Avenue</li> <li>• Holt Boulevard / Central Avenue</li> </ul>
Ontario	<ul style="list-style-type: none"> <li>• Holt Boulevard / Mountain Avenue*</li> <li>• Holt Boulevard / San Antonio Avenue*</li> <li>• Holt Boulevard / Euclid Avenue*</li> <li>• Holt Boulevard / Campus Avenue*</li> <li>• Holt Boulevard / Grove Avenue*</li> <li>• Holt Boulevard / Vineyard Avenue</li> <li>• Ontario International Airport</li> <li>• Inland Empire Boulevard / Archibald Way</li> <li>• Inland Empire Boulevard / Porsche Way</li> <li>• Ontario Mills</li> </ul>
Rancho Cucamonga	<ul style="list-style-type: none"> <li>• Rancho Cucamonga Metrolink Station</li> <li>• Foothill Boulevard/Milliken Avenue</li> <li>• Foothill Boulevard / Rochester Avenue</li> </ul>

	<ul style="list-style-type: none"> <li>• Victoria Gardens between North and South Main Street</li> </ul>
Note: * denotes the center-running stations to be constructed under Alternative B.	

Source: Parsons, 2016

**Table 2: Additional Stations to be Constructed as part of Phase II/Haven Alignment**

City	Stations
Rancho Cucamonga	<ul style="list-style-type: none"> <li>• Haven Avenue / 6<sup>th</sup> Street</li> <li>• Haven Avenue / Arrow Route</li> <li>• Haven Avenue / Foothill Boulevard</li> <li>• Foothill Boulevard / Spruce Avenue</li> <li>• Foothill Boulevard / Day Creek Boulevard</li> </ul>
Fontana	Foothill Boulevard / Mulberry Avenue Foothill Boulevard / Cherry Avenue Foothill Boulevard / Citrus Avenue Foothill Boulevard / Sierra Avenue Fontana Metrolink Station Sierra Avenue / Randall Avenue Sierra Avenue / Kaiser Permanente

Source: Parsons, 2016

### Side-Running Stations

Side-running stations would typically be located on the far side of an intersection to facilitate transit priority and to avoid a stopped bus from blocking those turning right from the corridor. Where curb cuts for driveways and other conditions do not provide enough space along the curbside for both the sbX and the local bus on the far side of the intersection, the local buses would be located on the near side of the intersection.

In the side-running condition, stations may include new or improved shelters with passenger amenities, or only an sbX-branded pylon with signature light. Proposed shelters would be approximately 18 feet in length and a width that would fit a 10-foot-wide-minimum sidewalk. Passenger amenities at the side platform stations would include benches, bicycle racks, trash receptacles, variable message signs, security cameras, and lighting integrated with the shelter. There would be no fare collection equipment on the sidewalks or shelters when the available ROW is less than 10 feet, and the passengers may pay the fee on the bus. Side-running stations would also include various amenities.

For all stations in Rancho Cucamonga, only an sbX-branded pylon with signature light is proposed. Should shelters be implemented in the future, coordination between the City of Rancho Cucamonga and SBCTA would be required to environmentally clear the shelters at a later time.

### *Center Platform Stations*

As indicated in Section 2.3.1, five center platform stations are proposed to be constructed as part of Phase I/Milliken Alignment (in Ontario) under Alternative B.

The center platform stations would be located in the center of the street ROW on a raised platform with an end-block crossing. Access would be provided by crosswalks at intersections and Americans with Disabilities Act (ADA)-compliant ramps to the station platforms. Center platforms would be placed as close to the intersection as possible while still maintaining left-turn pockets, where required.

In the optimum center platform configuration, the platform would accommodate a canopy with its seating area, passenger amenities, fare equipment, and a ramp to comply with relevant accessibility requirements and provide clearance in front of ticket vending machines. Stations would include amenities that can be assembled and laid out to suit the functionality of the station and fit with the surrounding land uses.

#### **2.3.2 sbX Bus Operations**

The proposed project would require 18 buses during the Phase I operation and increase to 27 buses for the Phase I and Phase II operation to serve the designed headways and have sufficient spare vehicles.

Under Alternative A, sbX buses would operate entirely in mixed-flow lanes along the proposed 35 miles of the Phase I and Phase II alignments. For Alternative B, sbX buses will operate in mixed flow lanes similar to Alternative A except where dedicated bus-only lanes (3.5 miles) are proposed along Holt Boulevard, between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue, in Ontario.

Roadway sections where the sbX would operate in mixed-flow lanes would generally be kept as existing conditions, although some modifications, such as relocated curb and gutter, may be necessary near the stations to provide sufficient room for bus stopping and loading. Reconstruction of curb and gutters would only be required for the segment where dedicated bus-only lanes are proposed. Vehicular lanes where the sbX buses would operate in dedicated bus-only lanes would feature concrete roadways, painted or striped to visually separate the exclusive lanes from mixed-flow lanes. Transition areas from mixed-flow to exclusive lanes would be provided at each end of an exclusive lane location. Such transitions would be clearly marked to separate bus movements from other vehicular traffic. Reinforced concrete bus pad in the pavement would be placed at all station locations for the sbX buses.

sbX buses would operate from 6:00 a.m. to 8:00 p.m. with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday. From the Pomona Metrolink Transit Center station to Inland Empire Boulevard,

the sbX buses would operate on 10-minute peak headways and 15-minute off-peak headways. Additional service hours, including weekend service, may be added if additional operating funds become available in the future.

### 2.3.3 Operations and Maintenance

#### *Fleet Composition*

The proposed project's fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. sbX buses would hold approximately 96 passengers at maximum capacity with up to 8 bicycles on board. Today, the average local bus operating speeds are only 12 to 15 mph, and they are getting slower as corridor congestion worsens. In calculating run times, it was assumed that the average dwell time at stations would be 30 seconds (peak service), and average overall speed would be 20 mph. The average speed for sbX buses will be 18 mph.

#### *Maintenance Requirements and Associated Facilities*

Omnitrans operates and maintains its bus fleets out of two major facilities: East Valley Vehicle Maintenance Facility (VMF) and West Valley VMF. Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the total 27-bus fleet. SBCTA and Omnitrans are identifying a suitable site. Based on the Draft O&M Facility Needs Assessment (December 2017), it is estimated that a site of 5.16 acres would be required to house the facility structures and parking area for buses, employee vehicles, and visitors' vehicles. The maintenance, inspection, and storage areas would be housed in a low rise, one-story industrial facility with a two-story portion or adjacent building to house office and personnel areas. Smaller, adjacent satellite structures would house fuel and wash facilities and a guard house. Several options for building types are under discussion with utilitarian structure, economy, and structural efficiency as high priorities. Two sites in the City of Ontario are being considered. Once the site is selected, a supplemental environmental document will be prepared to analyze the site-specific impacts of the proposed O&M facility.

Construction of the new O&M facility is scheduled to be completed by the time the Phase 1/Milliken Alignment is complete.

## **2.4 Implementation Schedule**

Implementation of the proposed project is planned over the next 5 years and would entail many activities, including:

- Completion of the environmental compliance phase (July 2018)
- Completion of Preliminary Engineering (July 2018)
- Completion of Final Design (November 2019)
- Construction of Phase I/Milliken Alignment and testing (July 2022)
- System operation (begin revenue operation in August 2022)

- Construction of Phase 2/Haven Alignment is schedule to occur after the completion of Phase I/Milliken Alignment pending funding availability.

## 3.0 SCOPE OF WORK

The purpose of the Initial Site Assessment (ISA) was to review, evaluate, and document present and past land uses and practices, and visually examine Site conditions in order to identify RECs. A REC is defined as the presence or likely presence of any hazardous substances or petroleum hydrocarbons on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum hydrocarbons into structures or into the ground, groundwater, or surface water of the subject property. A historical recognized environmental condition (HREC) is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with a property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. The REC term does not include *de minimis* conditions that generally do not present a threat to human health or the environment, and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Environmental Areas of Concern (AOCs) that do not represent RECs, but may require further attention during construction or additional investigation, are also identified in this ISA. It should be noted that this ISA does not include assessment of the O&M facility due to pending site selection. Once the site is selected, a supplemental environmental document will be prepared to analyze the site-specific impacts of the proposed O&M facility.

### 3.1 Detailed Scope of Work

Group Delta Consultants, Inc. (Group Delta) has interpreted the American Society for Testing and Materials (ASTM) E1527-13 as the guidance document for this ISA and used its provisions to the extent deemed appropriate for this report. In general, the scope of work included:

- Review of available information to describe the general geology and hydrogeology at the Site and adjacent areas;
- Review of the files provided by the User (Omnitrans and SBCTA);
- Interview with the User and government officials;
- Search of regulatory records regarding possible hazardous material handling, spills, storage or production at the Site or in its vicinity;
- Review of the online data available from the Department of Toxic Substances Control (DTSC), California State Water Resources Control Board (SWRCB), Division of Oil, Gas, and Geothermal Resources (DOGGR), and Pipeline and Hazardous Materials Safety Administration (PHMSA);
- Request agency records from San Bernardino County Fire Department (SBCFD); Los Angeles County Department of Public Works (DPW); Los Angeles County Department of Health Services Public Health Investigation (LACPHI); and South Coast Air Quality Management District (SCAQMD).
- Review of historic aerial photographs; historic topographic maps; and Sanborn fire maps;

- Reconnaissance of the Site and the immediately surrounding area;
- Develop conclusions and findings, and;
- Prepare a report describing the assessment and presenting the results and findings.

A statement of interpretive limitations is contained below.

### **3.2 Significant Assumptions**

As stated in the previous section, this ISA was conducted in general accordance with ASTM E1527-13 to the extent deemed appropriate. This was done to identify and analyze environmental conditions that constitute existing, past, or potential environmental risks associated with the Site. Performance in accordance with these standards is intended to reduce, but not eliminate, uncertainty with respect to the potential for RECs associated with the Site. This ISA was not prepared to meet landowner liability protection under CERCLA.

### **3.3 Limitations and Exceptions**

This ISA report is intended for the sole use of Parsons Transportation Group (Client), Omnitrans, SBCTA, and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana for the specific project identified. Our services have been performed under mutually agreed-upon terms and conditions. If other parties wish to rely on this report, please have them contact us so that a mutual understanding and agreement of the terms and conditions for our services can be established prior to their use and reliance of this report and the information it contains.

The findings and opinions presented are relative to the dates of our Site work and should not be relied on to represent conditions at substantially later dates. The opinions included herein are based on information obtained during the study and our experience. If additional information becomes available, which might impact our environmental findings, we request the opportunity to review the information, reassess the potential conditions, and modify our opinions, if warranted.

Although this assessment has attempted to identify the potential for environmental impacts to the Site, potential sources of contamination may have escaped detection due to: (1) the limited scope of this assessment, (2) the inaccuracy of public records, and /or (3) the presence of undetected or unreported environmental incidents.

The scope of this assessment is interpreted as limited because owner interviews were not conducted for acquisition parcels, on-site reconnaissance was not conducted for acquisition parcels, and no environmental sampling of media of concern (e.g., soil, paint, etc.) is conducted as part of this ISA.

It was not within the scope of this assessment to address issues not included in ASTM 1527-13 (such as radon, lead in drinking water, naturally-occurring hazardous materials). Further, it was



not the purpose of this study to determine the degree or extent of contamination, if any, at the Site.

Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar conditions, by reputable environmental consultants practicing in this or similar localities. No other warranty, expressed or implied, is made regarding the professional information in this report.

### **3.4 User Reliance**

This assessment was performed at the request of the Client, utilizing methods and procedures consistent with good commercial or customary practices designed to conform to acceptable industry standards. The assessment and conclusions presented in this report represent the best professional judgment of the Environmental Professional based on the conditions that existed during the assessment and the information and data available to us during the course of this assignment.

Factual information regarding operations and conditions provided by the Client, owner, or their representative has been assumed to be correct and complete.

The report may be distributed and relied upon by the Client, its successors and assigns. Reliance on the information and conclusions presented in this report by any other party or parties is not authorized without the written consent of Group Delta.

## 4.0 SITE DESCRIPTION

### 4.1 Location and Legal Description of the Site

The project sits primarily at the eastern end of Los Angeles County in the City of Pomona and in the southwestern end of San Bernardino County in the cities of Montclair, Ontario, Rancho Cucamonga, and Fontana. The project site is generally located along Holt Boulevard/Avenue and Foothill Boulevard. The project area is bounded on the north by Church Street, on the west by Main Street, on the east by Sierra Avenue, and on the south by Ontario International Airport (see Figures 1-1 and 1-2). The project is located within an urban setting with primarily residential and commercial development. Land uses in the project vicinity include residential, commercial, airport, educational institutions, recreation, utility, civic, public service facilities (e.g., fire stations and hospitals), agricultural, industrial, transportation, and vacant land.

For purposes of this ISA, the Site encompasses City and private ROW identified on the project Impact Exhibits provided as Appendix A.

This ISA also addresses 263 parcels that are anticipated to be impacted by Alternative B, of which the project may require full acquisition of 37 parcels, which includes 14 residential and 53 commercial/manufacturing business properties, and partial acquisition of 168 parcels. These parcels and their current uses are provided as Appendix B.

### 4.2 Site and Vicinity General Characteristics

The project Site is located within an urban setting amongst primarily residential and commercial development. Land uses in the project vicinity include residential, commercial, airport, education institutions, recreation, utility, civic, public service facilities (e.g. fire stations and hospitals), agricultural, industrial, transportation, and vacant land.

#### 4.2.1 Current Use of the Site and Adjacent Properties

The project currently consists of cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana ROW along portions of W. Commercial Street, W. Monterey Avenue, N. Garey Avenue, and Holt Avenue in the City of Pomona; Holt Boulevard in the City of Montclair; portions of Holt Boulevard, S. Vineyard Avenue, E. End Avenue, W. End Avenue, Airport Drive, Terminal Way, Archibald Avenue, Inland Empire Boulevard, Mall Drive, Mills Circle, Azusa Court and Milliken Avenue in the City of Ontario; Milliken Avenue, Haven Avenue, Rochester Avenue, Church Street, Day Creek Boulevard, Main Street, and E. Foothill Boulevard in the City of Rancho Cucamonga; and E. Foothill Boulevard, Sierra Avenue, Orange Way, Valley Boulevard, Juniper Avenue, and Marygold Avenue in the City of Fontana. Land uses adjacent to the project alignment include churches, schools, single- and multi-family residences, commercial retail stores, restaurants, automotive sale and repair facilities, gasoline stations, light industrial facilities, and storage facilities.

The project also impacts 263 parcels located on Holt Boulevard between Benson Avenue and Vineyard Avenue (excluding the segment of Holt Boulevard between Vine Avenue and Euclid Avenue) and associated side-streets in the City of Ontario that are expected to be impacted by Alternative B. These parcels are currently operating under a range of uses, including single-family residences, automotive sales and repair facilities, gasoline stations, building materials supply facilities, and various commercial retail stores.

### **4.3 Site Geology and Hydrology**

A description of the geologic and hydrologic characteristics of the project are provided below.

#### **4.3.1 Site Geology**

The project is located within the Transverse Ranges Geomorphic Province of California. This province is typically characterized by an east-west trending series of mountains and basins stretching across the northern portion of Southern California from Malibu to the Mojave Desert.

Based upon available published geologic maps, the surface deposits in the project area appear to consist of Quaternary alluvial fan deposits and young eolian and alluvial fan deposits (Holocene and late Pleistocene) originating from the San Gabriel to the north and San Bernardino Mountains to the east. Based upon the published mapping for the area, these young eolian and alluvial fan deposits are generally composed of unconsolidated cobbles, gravel, and sand (California Department of Conservation, 2012).

#### **4.3.2 Hydrology**

The project alignment is situated within the Chino Subbasin of the Upper Santa Ana Valley Hydrologic Basin.

The Chino Subbasin covers approximately 405 square miles and lies largely in the southwestern corner of San Bernardino County, though a small part of Los Angeles County (Pomona area) and part of western Riverside County are included. The Chino Subbasin is bounded on the east by the Rialto-Colton fault; on the southeast by contact with impermeable rocks forming the Jurupa Mountains and low divides connecting exposures. On the south the subbasin is bounded by contact with impermeable rocks of the Puente Hills and Chino fault; on the northwest by the San Jose fault; and on the north by impermeable rocks of the San Gabriel Mountains and by the Cucamonga fault. San Antonio Creek and Cucamonga Creek drain the surface of the subbasin southward to join the Santa Ana River.

According to the Chino Basin Watermaster (CBWM), groundwater is encountered at depths in excess of 250 feet (ft) below ground surface (bgs) in the vicinity of the Site and flows to the southwest. Recently reported groundwater depths to the west and south of the Site are approximately 260 to 320 ft bgs, on average (CBWM, 2009).

## 5.0 USER PROVIDED INFORMATION

### 5.1 Title Records

Title records for the acquisition parcels have not yet been obtained at the time of preparation of this ISA.

### 5.2 Environmental Liens or Activity and Other Use Limitations

The User is not aware of any environmental liens, Activity Use Limitations (AULs), or any pending past or threatened litigation related to hazardous substances or petroleum products associated with the project Site.

Documentation of environmental liens and/or AULs for the acquisition parcels was not identified at the time of preparation of this ISA.

### 5.3 Specialized Knowledge and Commonly Known or Reasonably Ascertainable Information

The ASTM Standard suggests the ISA User provide any specialized knowledge and common or reasonably ascertainable information indicative of RECs pertaining to the Site to the ISA preparer. The User did not provide any information relating to specialized knowledge of environmental liens, activity and land use limitations, obvious indicators of contamination, or commonly known or reasonably ascertainable information that would help Group Delta identify conditions indicative of releases or threatened releases at the subject Site.

### 5.4 Valuation reduction for environmental issues

Group Delta has no information regarding the purchase price of the acquisitions associated with the project, or comparable properties. The User has not indicated to Group Delta that there is any conclusion pertaining to a lower purchase price because of known or suspected contamination associated with project acquisitions.

### 5.5 User Provided Documents

The User did not provide any documents to Group Delta for review.

## 6.0 RECORDS REVIEW

### 6.1 Standard Environmental Records Sources for the Site and Vicinity

Group Delta conducted a review of reasonably ascertainable environmental regulatory agency databases to identify known or suspected environmental concerns or RECs that may be associated with the Site. A search of readily available environmental records was obtained from Environmental Data Resources, Inc. (EDR) of Milford, Connecticut (June 16, 2016) (Appendix C). The purpose of the regulatory database report review was to evaluate to the extent possible whether activities, processes, operations or actions on the project adjoining properties, and nearby locations have the potential to adversely impact the environmental condition of the project are suspected sources of environmental concern, or present RECs for the project. The regulatory database report provides information regarding current operations and prior regulatory listings for the Site and previous owners and/or operators on the project. The presence or absence of information about the project does not necessarily mean that there are or are not environmental issues associated with the Site.

The regulatory database report includes a list of government databases searched, a statistical profile listing the number of properties within ASTM Standard Practice specified search radii, selected detailed information from environmental regulatory agency databases, and a map illustrating the identified properties, sites, or facilities of interest.

Table 3 includes a list of standard federal, state, and tribal environmental database record sources that were reviewed for the proposed project. Table 3 includes the database name and associated high hazardous risk or low hazardous risk attribution, where appropriate. It should be noted that only databases that were identified for the project were designated with a risk attribution. Risk attribution was designated solely upon whether or not a database reflects an unauthorized release or environmental cleanup. Databases that reflect an unauthorized release or environmental cleanup are considered high hazardous risk. All other databases are considered low hazardous risk. For a detailed description of databases included in Table 3, refer to the EDR regulatory database report, provided in Appendix C.

**Table 3: Regulatory Databases Reviewed**

Regulatory Database	Hazardous Risk Designation
NPL	N/A
PROPOSED NPL	N/A
DELISTED NPL	N/A
NPL LIENS	N/A
SEMS	High
SEMS-ARCHIVE	High
LIENS 2	N/A

CORRACTS	Low
RCRA-TSDF	Low
RCRA-LQG	Low
RCRA-SQG	Low
RCRA-CESQG	Low
RCRA NonGen / NLR	Low
US ENG CONTROLS	N/A
US INST CONTROL	N/A
ERNS	High
HMIRS	High
DOT OPS	N/A
US CDL	N/A
US BROWNFIELDS	N/A
DOD	N/A
FUDS	High
LUCIS	N/A
CONSENT	N/A
ROD	N/A
UMTRA	N/A
DEBRIS REGION 9	N/A
ODI	N/A
US MINES	Low
TRIS	Low
TSCA	N/A
FTTS	Low
HIST FTTS	Low
SSTS	N/A
ICIS	Low
PADS	Low
MLTS	N/A
RADINFO	N/A
FINDS	Low
RAATS	N/A
RMP	N/A
LEAD SMELTERS	N/A
ECHO	Low
FUELS PROGRAM	N/A
DOCKET HWC	Low
UXO	Low
FUSRAP	N/A
US AIRS	Low
COAL ASH DOE	N/A
2020 COR ACTION	High
PRP	High

EPA WATCH LIST	Low
US FIN ASSUR	Low
PCB TRANSFORMER	N/A
US HIST CDL	N/A
SCRD DRYCLEANERS	N/A
COAL ASH EPA	N/A
FEDERAL FACILITY	N/A
FEMA UST	N/A
CA HIST Cal-Sites	High
CA BOND EXP. PLAN	Low
CA SCH	Low
CA Toxic Pits	N/A
CA SWF/LF	Low
CA NPDES	Low
CA UIC	N/A
CA WDS	Low
CA Cortese	Low
CA HIST CORTESE	Low
CA SWRCY	Low
CA LUST	High
CA FID UST	Low
CA SLIC	High
CA UST	Low
CA HIST UST	Low
CA LIENS	N/A
CA CUPA Listings	N/A
AZ MANIFEST	Low
NY MANIFEST	Low
CA SWEEPS UST	Low
CA CHMIRS	High
CA LDS	Low
CA AST	Low
CA MCS	High
CA Notify 65	High
CA DEED	High
CA VCP	High
CA DRYCLEANERS	Low
CA WIP	High
CA CDL	Low
CA ENF	Low
CA RESPONSE	High
CA HAZNET	Low
CA EMI	Low
CA ENVIROSTOR	High

CA HAULERS	Low
CA BROWNFIELDS	N/A
CA MWMP	Low
CA PEST LIC	Low
CA MINES	N/A
CA PROC	Low
CA WASTEWATER PITS	N/A
CA WMUDS/SWAT	Low
CA HWT	Low
CA HWP	Low
INDIAN RESERV	N/A
INDIAN ODI	N/A
INDIAN LUST	N/A
INDIAN UST	N/A
INDIAN VCP	N/A
EDR MGP	Low
EDR Hist Auto	Low
EDR Hist Cleaner	Low
CA RGA LUST	High
CA RGA LF	Low

Properties, sites, operations, and/or facilities identified in the regulatory database report were screened using site-specific criteria that took into consideration the nature of the database listing; the physical environment of the project vicinity; and distance and position of the listed properties, sites, operations, and/or facilities relative to the project. After applying site-specific screening criteria; the properties, sites, operations, and/or facilities that, in the judgment of the environmental professional, pose a potential environmental concern to the Site were further reviewed and the potential adverse impacts to the Site are discussed in this section of the report.

The regulatory database report provides a mechanism to evaluate a relatively large number of environmental regulatory agency databases and eliminate many properties, sites, operations, and/or facilities that have a low potential of adversely impacting the project. However, it should be noted that the information included in the regulatory database report is not necessarily all-inclusive and environmental regulatory agency files may have been purged by public officials prior to release to the public. In addition, mapping errors may not reflect actual distances and directions between the project and the properties, sites, operations, and/or facilities listed in the regulatory database report.

The regulatory database report includes information from federal, state, local, military, and tribal environmental regulatory agency databases.

Each of the listings included in the regulatory database report was reviewed to assess whether these properties would likely pose hazardous waste impacts to the project.



### 6.1.1 Site Records Search

The EDR regulatory database report search criteria is based on the ASTM E1527-13 standard, which considers specific approximate minimum search distances for various regulatory bases. The EDR regulatory database report was reviewed to assess whether properties identified on the EDR regulatory database are likely to pose environmental impacts to the project. The report was also reviewed to determine whether acquisition properties, properties adjacent to BRT side-running stations, properties adjacent to City ROW, and properties adjacent to Holt Boulevard within the area of proposed widening were identified. Numerous properties associated with the project were listed on the EDR database and were found not to pose an environmental concern based on the following criteria, or a combination thereof:

- The listed property was located at a distance unlikely to pose environmental impacts to the area within or underneath the project limits;
- The listed property was located in a downgradient or cross-gradient direction from the project limits at a distance unlikely to pose environmental impacts to the area within or underneath project limits;
- The quantity of substances released was not considered to cause a significant hazardous waste impact to the project limits;
- The listing was identified on low-hazardous risk databases with no reported spills, cleanups, or violations. The listing of a facility on these low-risk databases is not indicative of an unauthorized release.
- The property is identified on a low-hazardous risk database as receiving one or more violations, but the nature of violations received was associated with financial, administrative, or record-keeping practices only.
- The facility is permitted to release reportable quantities of a given chemical under the regulation of the Environmental Protection Agency (EPA).

Based on the above criteria, these listings are not considered an environmental concern to the project and were not evaluated further. Listings involving unauthorized releases of chemical substances associated with high-hazardous risk databases that, based on the judgment of the environmental professional, pose a potential environmental concern to the proposed project were further reviewed. The EDR regulatory database report is provided as Appendix C.

No listings occurred within City owned ROW.

Table 4 provides a summary of acquisition parcels identified on high-hazardous risk databases in the EDR regulatory database report. The table includes the operating business name and address associated with the listing; Focus Map number indicating the location of the listing along the project alignment; the EDR regulatory database report listing number and associated database(s) on which the listing occurs; and a summary of information pertaining to the listing. For a list of all regulatory databases searched for the proposed project, refer to Table 3 – Regulatory Databases

Reviewed. For a determination of whether the given listing is a REC or AOC to the project, refer to Section 6.3.2 – Local Department Records.

**Table 4: EDR DataMap™ Environmental Atlas™ Findings – Acquisition Parcels**

Environmental Atlas Findings - Acquisition Parcels
G&M Oil - 1065 W. Holt Boulevard, Ontario, CA – Partial Acquisition
Focus Map Number 36
EDR Listing of Concern and Associated Databases: 473, LUST, LUST REG 8
Summary of Listing: Two UST leaks impacting soil only were reported in 1998 and 1999 during removal of 4 USTs. Closure was issued to the facility in November 2000.
Gene's All Color Paint - 1424 W. Holt Boulevard, Ontario, CA – Partial Acquisition
Focus Map Number 36
EDR Listing of Concern and Associated Databases: 500, LUST, LUST REG 8
A leak of Stoddard solvents, mineral spirits, and distillates impacting soil only occurred during tank closure in June 1992. An assessment was conducted at the site in February 1995. The case was reported as completed and closed as of August 1997.
ACE Smog and Fuels - 601 E. Holt Boulevard, Ontario, CA – Partial Acquisition
Focus Map Number 37
EDR Listing of Concern and Associated Databases: 466, LUST, LUST REG 8
A leak of gasoline and fuel oxygenates impacting soil only occurred during tank closure in June 1995. Excavation of impacted soil was conducted, and various site assessments were subsequently conducted at the site between January 1996 and June 2004. Soil vapor extraction (SVE) was conducted at the site between March 2006 and June 2008, resulting in reduction of volatile fuel hydrocarbons (VFH) to non-detect (ND) levels. Rebound testing conducted in July 2008 indicated no significant rebound of VFH at the site. Confirmation borings indicated only residual total petroleum hydrocarbons as gasoline (TPH-g) and VFH remaining between 35-65 ft bgs and at 125 and 140 ft bgs. Closure was subsequently issued to the facility in March 2010.
ARCO #5222 - 101 N. Vineyard Avenue, Ontario, CA – Partial Acquisition
Focus Map Number 38
EDR Listing of Concern and Associated Databases: 449, LUST, LUST REG 8
A leak was discovered in January 1999 during tank closure. The incident is reported to have affected soil and soil vapor only. Remediation via SVE is reported to have occurred in 2008 and 2009, and a closure letter was issued to the facility in June 2011.
Black Gold - 1194 E. Holt Boulevard, Ontario, CA – Partial Acquisition
Focus Map Number 38
EDR Listing of Concern and Associated Databases: 493, LUST, LUST REG 8

A diesel leak was discovered in October 1999 and is reported to have affected soil only. Closure was issued to the facility in October 2000.

### 6.1.2 Site Vicinity Records Search

Multiple sites were listed in the EDR database radius search for the project area. The radius search area included the project limits and a one-mile radius from the project limits. Numerous properties within this search area were listed on the EDR database and were found not to pose a hazardous waste impact based on the following criteria, or a combination thereof:

- The regulatory case status of the property is identified as completed and closed;
- The type of media affected was identified as soil only;
- The release was in nominal amounts or concentrations as to not present a hazardous waste impact concern to the project;
- The listing was identified on low-hazardous risk databases (i.e., underground storage tank [UST] HAZNET, small quantity generator databases) with no reported spills, cleanups, or violations;
- The property is identified on a low-hazardous risk database as receiving one or more violations, but the nature of violations received was associated with financial, administrative, or record-keeping practices only;
- The distance of the listing to project limits is great enough that it does not present a hazardous waste impact concern to the project;
- The listing is down-gradient or cross-gradient from the project limits.

Based on these criteria, these listings are not considered an environmental concern to the project and were not evaluated further.

Table 5 provides a summary of properties adjacent to BRT side-running stations identified on high-hazardous risk databases in the EDR regulatory database report. The table includes the operating business name and address associated with the listing; Focus Map number indicating the location of the listing along the project alignment; the BRT station intersection where the listing is located; the EDR regulatory database report listing number and associated database(s) on which the listing occurs; and a summary of information pertaining to the listing. For a list of all regulatory databases searched for the proposed project, refer to Table 3 – Regulatory Databases Reviewed. For a determination of whether the given listing is a REC or AOC to the project, refer to Section 6.3.2 – Local Department Records.

**Table 5 – Environmental Atlas Findings – BRT Side-Running Stations**

Environmental Atlas Findings - BRT Side-Running Stations
Texaco Service Station - 14505 Foothill Boulevard, Fontana, CA
Focus Map Number 13
BRT Station Intersection Location: Foothill Boulevard/Cherry Avenue
EDR Listing of Concern and Associated Databases: 103, LUST, LUST REG 8

An unauthorized release was discovered during UST closure in May 1999. The release is reported to have impacted soil only.
Thrifty Oil Station #321/Circle K Store #2705802/ARCO Station #9693/ Former TOC #321 - 16090 Foothill Boulevard, Fontana, CA
Focus Map Number 15
BRT Station Intersection Location: Foothill Boulevard/Citrus Avenue
EDR Listing of Concern and Associated Databases: 49, LUST, LUST REG 8
Several releases to the soil were reported for the property between 1988 and 2001. All cases are reported as completed and closed, the latest of which is dated in November 2003. Remediation is reported to have been conducted at the property in 1990 and 2001.
TOSCO/UNOCAL #6319/ Circle K Store #5802/Circle K Store #2705802 - 16900 Foothill Boulevard, Fontana, CA
Focus Map Number 15
BRT Station Intersection Location: Foothill Boulevard/Sierra Avenue
EDR Listing of Concern and Associated Databases: 43, LUST, LUST REG 8
A gasoline leak was discovered on an unreported date, and is reported to have impacted soil only. A soil gas survey was conducted in September 1997, the results of which were not provided or discussed. In March 1998, piping is reported to have been upgraded and gasoline-contaminated soil was detected. A preliminary work plan assessment was submitted in April 1998 and the case was closed in September 1998.
Two additional gasoline leaks occurred at the property in April 1998 and May 2004. The releases are reported to have affected soil only. A site assessment for the initial release is reported to have been conducted in April 1998, and a closure report was prepared for the property in August 1998. The date of the subsequent site assessment and closure date was not reported.
Bertino Lawton Properties/Shell Station #88 - 1862 E. Holt Boulevard, Ontario, CA
Focus Map Number 38
BRT Station Intersection Location: Holt Boulevard/Vineyard Avenue
EDR Listing of Concern and Associated Databases: 495, LUST, LUST REG 8
A gasoline leak was discovered during tank closure in May 1996 and is reported to have impacted soil only. Methyl tert-butyl ether (MTBE) is reported to have been detected. The case was closed in November 1996.
Todd Memorial Chapel - 570 N. Garey Avenue, Pomona, CA
Focus Map Number 33
BRT Station Intersection Location: Holt Avenue/Garey Avenue
EDR Listing of Concern and Associated Databases: 522, LUST, LUST REG 4
A gasoline leak was discovered during tank closure in September 1990. The release is reported to have impacted soil only. The case is listed as completed and closed as of April 1993.

Former UNOCAL - 501 Holt Avenue, Pomona, CA
Focus Map Number 33
BRT Station Intersection Location: Holt Avenue/Towne Avenue
EDR Listing of Concern and Associated Databases: 541, LUST, LUST REG 4
A gasoline leak was discovered during tank closure in March 1992 and was reported to impact soil only. The case is listed as completed and closed as of May 1995. The property is reported as having several notices of violations and other enforcement actions.
Palms Carwash - 530 E. Holt Avenue, Pomona, CA
Focus Map Number 33
BRT Station Intersection Location: Holt Avenue/Towne Avenue
EDR Listing of Concern and Associated Databases: 552, LUST, LUST REG 4
An unauthorized release was discovered in January 1990. The release is reported to have affected soil only. The case is listed as closed as of January 1990.
Holt Avenue and Loranne Avenue, Pomona, CA
Focus Map Number 33
BRT Station Intersection Location: W. Holt Avenue between Mountain View and Reservoir Avenue
EDR Listing of Concern and Associated Databases: 540, CHMIRS
A trail of approximately 200 gallons of rusty water/fuel mixture was reportedly detected leading from several USTs 0.5-miles up W. Holt Avenue into a storm drain in June 2013. Because this release was reportedly limited to surface water, the incident is not considered an environmental concern to the project. This listing is not considered an AOC.
Fast Gas #111 - 1040 Holt Avenue, Pomona, CA
Focus Map Number 33
BRT Station Intersection Location: W. Holt Avenue between Mountain View and Reservoir Avenue
EDR Listing of Concern and Associated Databases: 540, LUST, LUST REG 4
A release to soil only was reported in Dec 1992. A site assessment was conducted in December 1992 and a closure report was issued to the property in March 1994.
Mai Construction/Thien Doan - 1085 E. Holt Avenue, Pomona, CA
Focus Map Number 33
BRT Station Intersection Location: E. Holt Avenue/Clark Avenue
EDR Listing of Concern and Associated Databases: 534, LUST, LUST REG 4
A waste oil leak was discovered in April 1990 during UST closure. Remediation at the property was conducted in September 1991, and the case was completed and closed in December 1991. The leak was reported to affect soil only. The property has received several notices of violations (NOVs) and other enforcement actions.

Midway Building Materials – 4531 Holt Boulevard, Montclair, CA
Focus Map Number 34
BRT Station Intersection Location: Holt Avenue/Ramona Avenue
EDR Listing of Concern and Associated Databases: 531, LUST, LUST REG 8
A gasoline leak impacting soil only was discovered during UST closure in May 1990. A site assessment is reported to have been conducted in May and October 1990. The property was issued closure in March 1998.
Chevron #9-9215 - 1605 E. Holt Avenue, Pomona, CA
Focus Map Number 34
BRT Station Intersection Location: Holt Avenue/Indian Hill Boulevard
EDR Listing of Concern and Associated Databases: 513, LUST, LUST REG 4
A leak impacting soil only was discovered in September 1990 during tank closure. The case was closed in December 1990. The facility is reported to have received several NOVs and other enforcement actions.
AVIS Rent A Car – Ontario Airport, Ontario, CA
Focus Map Number 39
BRT Station Intersection Location: Airport Drive/E. Terminal Way
EDR Listing of Concern and Associated Databases: 645, LUST
A gasoline leak impacting soil only was discovered in March 1997 and a site assessment commenced in March 1997. Case closure was issued to the facility in October 1999.
Texaco Service Station - 8689 Sierra Avenue, Fontana, CA
Focus Map Number 15
BRT Station Intersection Location: Sierra Avenue/Orange Way
EDR Listing of Concern and Associated Databases: 208, LUST, LUST REG 8
A gasoline leak impacting soil only was discovered and assessed in August 1994. Closure was issued to the facility in February 1995.

Table 6 provides a summary of properties adjacent to Holt Boulevard in the area of proposed widening that were identified on high-hazardous risk databases (i.e., LUST, LUST REG 4, LUST REG 8, and CHMIRS) in the EDR regulatory database report. The table includes the operating business name and address associated with the listing; Focus Map number indicating the location of the listing along the project alignment; the EDR regulatory database report listing number and associated database(s); and a summary of information pertaining to the listing. For a determination of whether the given listing is a REC or AOC to the project, refer to Section 6.3.2 – Local Department Records.

**Table 6: Environmental Atlas Report Findings – Holt Boulevard Widening**

Environmental Atlas Findings - Holt Boulevard Widening
U.S. Postal Service Ontario - 1555 E. Holt Boulevard
Focus Map Number 38
EDR Listing of Concern and Associated Databases: 458, LUST, LUST REG 8
A leak was discovered during tank closure in August 1998. The incident is reported to have affected soil only. A site assessment was conducted in November 1999 and the property was issued closure in March 2000.
Imperial Thrift and Loan – 316 W. Holt Boulevard, Ontario, CA
Focus Map Number 38
EDR Listing of Concern and Associated Databases: 475, LUST, LUST REG 8
An unauthorized leak of waste-oil was discovered in January 1996. A soil and water investigation report is reported to have been prepared for the facility in May 1997. The property was issued closure in May 1998.

## 6.2 Historical Use Information on the Site and the Adjoining Properties

Group Delta reviewed available historical information in order to ascertain the historical uses of the Site and the adjoining properties. Review references primarily were the Sanborn insurance maps, historic aerial photographs, topographic maps, and oil exploration maps.

### 6.2.1 Sanborn Map Review

Sanborn map coverage for the years 1938, 1962, and 1978 was provided for portions of the project alignment, including E. Foothill Boulevard and Sierra Avenue in Fontana; E. Holt Boulevard and W. Holt Boulevard in Ontario; and E. Holt Avenue, W. Holt Avenue, E. Commercial Avenue, and W. Commercial Avenue in Pomona. Sanborn Maps for properties adjacent to proposed BRT stations, proposed pylons, and in the area of proposed widening of Holt Boulevard were reviewed.

Fontana, 1938

Foothill Boulevard/Sierra Avenue BRT Station: Land use adjacent to the proposed Foothill Boulevard/Sierra Avenue BRT station was depicted as residential dwellings.

Sierra Avenue/Orange Way pylons: Land use adjacent to the proposed Sierra Avenue/Orange Way proposed pylons was depicted as vacant land.

**Pomona, 1962**

Pomona Regional Transit Center Station: Present-day Pomona Regional Transit Center Station was depicted as a passenger depot train station and parking lot in the 1962 Sanborn Map. Adjacent properties included commercial retail facilities, a hotel, bank, offices, and automobile sales and service facility.

Holt Avenue/Garey Avenue BRT Station: Land use adjacent to the proposed Holt Avenue/Garey Avenue BRT station was depicted as commercial retail facilities, a bank, and vacant land.

Holt Avenue/Town Avenue BRT Station: Land use adjacent to the proposed Holt Avenue/Town Avenue BRT station was depicted as a restaurant, commercial retail facility, and two (2) gasoline stations.

Holt Avenue/Clark Avenue BRT Station: Land use adjacent to the proposed Holt Avenue/Clark Avenue BRT station was depicted as offices and automobile sales facilities, and trailer park.

**Ontario, 1978**

Sanborn Map coverage for 1978 depicts Holt Boulevard between Lemon Street and Bon View Avenue, and Holt Boulevard between just west of Cypress Avenue and Vine Avenue. The Sanborn Map review of Holt Boulevard was conducted in three (3) segments between Lemon Avenue and Sultana Avenue, Sultana Avenue and Campus Avenue, and Campus Avenue and Bon View Avenue. It should be noted that only the southern portion of Holt Boulevard between Lemon Avenue and Bon View Avenue was depicted.

West of Cypress Avenue and Vine Avenue: Land use was depicted as residential dwellings, automobile repair and sales facilities, gasoline stations, offices, parking lot, and machine shop.

Lemon Avenue and Sultana Avenue: Land use was as commercial retail facilities, parking lots, automobile repair facilities, tire repair facility, and automobile sales facilities.

Sultana Avenue and Campus Avenue: Land use was depicted as commercial retail facilities, used automobile sales facilities, an automobile wrecking yard, offices, residential dwellings, and a pipe storage yard.

Campus Avenue and Bon View Avenue: Land use was depicted as commercial retail facilities, restaurants, residential dwellings, an auto upholstery shop, motel, and gasoline station.

Based on redevelopment of the gasoline stations adjacent to the proposed Holt Avenue/Town Avenue BRT station, the former operation of gasoline stations adjacent to the proposed BRT station is not of environmental concern to the project. Additionally, depiction of land use including automobile sales and repair facilities adjacent to Holt Boulevard in Ontario is consistent with current land use, and therefore, not of environmental concern to the project.



## 6.2.2 Aerial Photography Review

Aerial photographs of the Site and surrounding vicinity at discrete intervals from 1938 to 2010 were provided by the EDR Aerial Collection. These historic aerial photographs were reviewed to evaluate previous land uses at the Site and Site vicinity, and observe changes that have occurred over time.

Historical Aerial Maps were provided by EDR for the following years: 1938, 1948, 1959, 1966, 1975, 1985, 1989, 1994, 2002, 2005, and 2010.

For the purposes of this report, the aerial review will be discussed in segments to accommodate discussion of land use changes along the alignment. Segment 1 refers to the western portion of the alignment from N. Main Street in Pomona to the intersection of Holt Boulevard and Grove Avenue in Ontario. Segment 2 refers to the intersection of Holt Boulevard and Grove Avenue in Ontario to the eastern terminus of the alignment at Sierra Avenue in Fontana. Segment 3 refers to the portion of the Phase II/Haven Alignment route north of Foothill Boulevard.

### Segment 1:

From as early as 1938, the segment appeared to be surrounded by agricultural lands, residential properties, and light industry (i.e., commercial warehouses, commercial distribution centers, etc.). The western portion of the segment appeared to consist primarily of residences and light industry with a few parcels of agricultural land and associated buildings, especially in the west and southwestern portions of the City of Pomona. Moving east, between Pomona and Ontario, land use was primarily agricultural with associated buildings likely related to farming practices. A railway spanning the length of present-day Holt Boulevard appeared to reside south of the site. The City of Ontario, near the eastern portion of the segment, appeared to be comprised primarily of residences with some light industry facilities. Land use appeared to remain consistent until as late as 1948, except for an apparent decrease in agricultural activities and increase in residences, with the change primarily occurring in the eastern portion of Pomona as well as north of the segment. Less changes in land use appeared to occur south of the segment.

By 1959, residences continued to increase in density along the eastern and western portions of the segment, replacing agricultural land. This trend continued through 1966 with the addition of many residential tracts in the eastern portion of Pomona, with a higher density of residences appearing to the north of the segment than to the south.

From as early as 1975, all agricultural land north of the segment appeared to have been replaced by residences and light industry, and from as early as 1985, the same was true for south of the segment. South of the Site between present-day Holt Boulevard and the railway, former agricultural land appeared to have been developed into a strip of light industry running between present-day N. Main Street in Pomona and present-day N. Imperial Avenue in Ontario. This strip of land appeared to remain relatively unchanged until as late as 2010. South of the railway, former agricultural lands appeared to have been replaced by a combination of light industry and residences, with the majority of the industry near the railway and a more concentrated residential

land use along the southern border of the Segment. Some undeveloped land, either agricultural or formerly agricultural land, also appeared between residential tracks and industries south of the railway.

From 2002 until as late as 2010, almost all of the land undeveloped by 1985 south of the railway appeared to have been developed into residences and light industry, remaining in the same general configuration as observed during the June 2016 reconnaissance.

#### Segment 2:

From as early as 1938, the segment appeared to be surrounded primarily by agricultural lands and a few buildings most likely associated with the farms or agricultural practices. On the western portion of the segment almost all land appeared to be agricultural. Moving east, along present-day Foothill Boulevard between present-day Cherry Avenue and Sierra Avenue, there appeared to be a higher density of residences on and between agricultural lands than in the western portion of the segment, although land use still appeared to be primarily agricultural.

According to the 1948 aerial photograph, the western end of the segment appeared to be occupied by two runways of the present-day Ontario International Airport, replacing former agricultural land. It appeared that two unimproved roads or canals were built to the north of and intersecting Foothill Boulevard where there previously were dried river beds.

From as early as 1959, the western portion of the section appeared to have largely unaltered land use. There was the addition of the highway on and off-ramps onto the present-day Interstate Highway 10 (I-10) from present-day S. Haven Avenue and from present-day S. Milliken Avenue. The westernmost aerial map of segment 2, which features the present-day Ontario International Airport was unavailable for 1959 from EDR. The eastern portion of the section appeared to have more residences on and in between agricultural land than in the years up to 1948, but with agriculture still the most prevalent land use.

From as early as 1966, the Ontario International Airport appeared to have been expanded east as well as north up to the adjacent railway. On the western portion of the segment, the density of roads and interchanges appeared to increase. Some light industry appeared along these new roads that were previously almost exclusively agricultural land. On the eastern side of the segment along Foothill Boulevard, it appeared that light industry as well as residential tracts and individual residences had replaced orchards. Land to the west and east of Sierra Avenue also was heavily developed with residences and light industry by at least 1966, with little of the previous orchards remaining.

From as early as 1975, the western portion of the segment was still undergoing significant roadway construction. Residential tracts and light industry along the newly built roads appeared to have replaced some of the agricultural land, similar to the changes that occurred in the eastern portion of the segment since 1966. The Ontario Motor Speedway appeared to be under construction near present-day Inland Empire Boulevard and Concours Street. The development

in the eastern portion of the segment along Foothill Boulevard and Sierra Avenue seemed to have slowed from the pace of development that occurred between at least 1959 and up until 1966.

From as early as 1985, it appeared that a number of new roads and large residential tracts were built or were under construction in the western portion of the segment, north and east of the Ontario International Airport. It appeared that more light industry replaced agricultural land near these new roads. Moving east, the density of residential and light industrial development appeared to increase along Foothill Boulevard and Sierra Avenue. At the southern end of Sierra Avenue residences and light industry appeared to replace former agricultural land.

By as early as 1989 until as late as 2010, the construction and development trends described above seemed to have continued, with especially rapid development of residential tracts on both the western and eastern portions of the segment.

By as early as 2002 the former Ontario Motor Speedway appeared to have been demolished and was being replaced by the construction of residences. A golf course was built north of present-day Fourth St.

By as early as 2010 it appeared that almost all former agricultural lands had been developed into residences or light industries, except for a large parcel in the westernmost portion of the section above the present-day I-10, remaining in the same general configuration as observed during the June 2016 reconnaissance.

### Segment 3:

From as early as 1938 until as late as 1966, the land surrounding the segment appeared to be used for agriculture. This includes a combination of fields and orchards. Additionally, there appeared to be a few buildings likely associated with the agriculture. It does not appear that any industry or residences, besides residences likely associated with the farmland, existed around the segment. The Day Creek channel ran north-south, intersecting present-day East Foothill Boulevard and the land where present-day Church Street was later built. During this time period, no significant land changes are apparent.

From as early as 1975, two areas appeared to be under construction: a residential tract south adjacent to present-day Church Street and west adjacent to Day Creek channel and the I-15 east of present-day Day Creek Boulevard.

From as early as 1985, the residential tract under construction appears to have been completed, and also was expanded north of present-day Church Street. Construction on the I-15 in this area also appears to have been completed.

From as early as 1989, present-day Milliken Avenue appears to be under construction west of the proposed loop. The western portion of the agricultural land west of the Day Creek channel appeared to be undergoing various construction activities, including the building of roads, grading, and the start of residential tracts.

From as early as 1994, present-day Church Street appears to be under construction. The residential tracts that appeared as early as 1989 west of the Day Creek channel were expanded south and east into land formerly used for agriculture, approaching present-day Church Street, and others appear to be under construction in the same vicinity, moving east. South of present-day Foothill Boulevard appear to be the start of development of some light industry.

From as early as 2002, the same development trends continue with the addition of a number of residential tracts north and south of present-day Church Street, west of the Day Creek channel. East of the Day Creek channel and north of present-day Foothill Boulevard remains several large undeveloped parcels, although it is unclear if they were still used for agriculture at this date. South of present-day Foothill Boulevard the development of light industry continues, with few undeveloped parcels remaining.

From as early as 2005, the sections of the residential tracts west of the channel that were still under construction in 2002 appear to be nearing completion. East of the Day Creek channel and north of present-day Foothill Boulevard the 2002 undeveloped parcels appear to have been entirely replaced by a combination of residences and light industry, many appearing to be under construction. South of present-day Foothill Boulevard the development of light industry appears to continue.

From as early as 2010, the residences and light industry east of the Day Creek channel appear to have been completed. Almost all undeveloped parcels surrounding the segment appear to have been developed into residences and light industry. South of present-day Foothill Boulevard light industry appears to have replaced almost all formerly undeveloped parcels.

Former land use associated with the proposed loop includes agricultural use. Due to urban redevelopment of former agricultural land and the likelihood that any soil contaminated by agricultural use (e.g., pesticides) was removed during redevelopment activities, historic agricultural activities do not pose an environmental concern to the project. No RECs were observed as a result of the aerial photography review.

Former land use associated with the project alignment includes agricultural use. Due to urban redevelopment of former agricultural land and the likelihood that any soil contaminated by agricultural use (e.g., pesticides) was removed during redevelopment activities, historic agricultural activities do not pose an environmental concern to the project. No RECs were observed as a result of the aerial photography review.

Representative aerial photographs are included in Appendix C.

### 6.2.3 Topographic Map Review

Group Delta reviewed historic topographic maps for the Site and adjacent areas provided by EDR. Historic topographic, property, and road maps were reviewed to evaluate historic land uses in the

general area, evaluate changes that have occurred over time, and provide a context for development within the Site vicinity. The topographic maps are provided in Appendix C.

Historical Topographic Maps were provided by EDR for the following years: 1896-1897, 1898-1900, 1901, 1903-1904, 1928, 1933, 1942, 1943, 1953-1954, 1966-1967, 1973, 1980-1981, and 2012.

For the purposes of this Historical Topographic Map Review, Segment 1 refers to the western portion of the project alignment at Main Street in Pomona to the intersection of Holt Boulevard and Grove Ave in Ontario. Segment 2 refers to the intersection of Holt Boulevard and Grove Avenue to the eastern terminus of the alignment at Sierra Avenue in Fontana, CA. Segment 3 refers to the portion of the Phase II/Haven Alignment north of Foothill Boulevard.

Due to the scale used in the maps generated between 1896 to 1943, no significant observations could be made regarding the property or land use adjacent to the property.

#### Segment 1:

According to the 1953 topographic map, Holt Boulevard from Main Street in Pomona to Grove Avenue in Ontario was depicted as surrounded by agricultural lands featuring orchards, as well as residences and light industry concentrated in the city of Pomona to the west and Ontario to the east. Orchards were depicted between the cities of Pomona and Ontario with scattered agricultural buildings. Additionally, it appeared that there were oil tanks approximately 2.5-miles east of the I-10 and I-15 interchange, a radio tower south of Holt Boulevard near present-day East End Avenue, and a drive in movie theater north of Holt Boulevard between Central Avenue and present-day Vernon Avenue. In the eastern portion of Segment 1 past Grove Avenue, the surrounding agricultural lands appeared to change from orchards to vineyards.

By 1967, the agricultural land use in the Cities of Pomona and Ontario was depicted to have been entirely replaced by residences and light industry to the north of Hold Boulevard and partially replaced by residences and vacant lots. Residential use was depicted as the primary land use along Holt Boulevard near the intersections of present-day Clark Avenue and Ramona Avenue and to the east of present-day Monte Vista Avenue.

By 1980-1981, the drive-in movie theater on Holt Boulevard near Vernon Avenue was no longer depicted. By 2012, the oil tanks located east of the I-10 and I-15 interchange were no longer depicted and land use in the vicinity of the project alignment was depicted as predominantly residential and commercial.

#### Segment 2:

In the 1953 topographic map, the Ontario International Airport appeared to span from Grove Avenue to west of the Cucamonga Creek. The Cucamonga Creek ran south-to-north, intersecting Foothill Boulevard west of Vineyard Avenue. Agriculture was depicted as surrounding the airport

along with a few associated buildings and residences located south of Foothill Boulevard. A large percolation basin appeared north of the City of Upland and included levees and a gravel pit. A power plant and oil tanks were depicted as being located under the Santa Fe railway south of Foothill Boulevard. Kaiser Steel Plant was also depicted east of the power plant. A sewage disposal facility was depicted west of Mulberry Ave and south of San Bernardino Avenue. East of Calabash Avenue, the orchards and vineyards that were previously relatively continuous along Foothill Boulevard now appear to become interspersed with a few residences and open lots, especially south and north of Foothill Boulevard. Gilfillan Airport was also depicted north of Foothill Boulevard. The density of residences east of Citrus Avenue increased and were depicted as intermixed with orchards. Along Sierra Avenue residences were depicted intermixed with a few light industrial facilities and orchards.

In the 1966 topographic map, the Ontario International Airport was depicted as being surrounded by orchards and vineyards, with some associated buildings. The Fontana International Raceway was depicted near East Avenue and Mulberry Avenue, north and adjacent to Foothill Boulevard. A new large slag dump and an industrial waste pond appear to have been constructed south of the Kaiser Steel Plant and north of the San Bernardino Freeway. In Fontana, near the intersection of Foothill Boulevard and Sierra Avenue, residences and light industry appear to have become denser, and the majority of lots formerly used for orchards appear to have been replaced by open lots with no specified use. Some agricultural uses were depicted as remaining south of Sierra Avenue and the San Bernardino Freeway.

The 1973 topographic map depicted several tailings ponds replacing agriculture south adjacent to San Bernardino Avenue between Cucamonga creek and Turner Avenue. To the east, the Ontario Motor Speedway was depicted as replacing the former vineyards south adjacent to San Bernardino Avenue. The density of residences on Foothill Boulevard between Rochester and Tokay Avenue was depicted as increasing, replacing the agriculture and vacant lots previously occupying this area.

By 1980, the topographic map depicted I-15. The residential tract at the intersection of Foothill Boulevard and Rochester Avenue was depicted as extending north. A gravel or sand pit was depicted north of the Kaiser Steel Plant.

By 2012, the former location of the tailings ponds appears to have been developed into a natural area with water ponds. The former Ontario Motor Speedway had been replaced by a large residential tract along newly constructed Concours Street and Inland Empire Boulevard. The construction on Milliken Avenue that had been occurring in segments from at least 1953-1954 was depicted as complete. North of Foothill Boulevard from Haven Avenue to Almeria Street, the far majority of land had been developed into large residential tracts. Land use south of Foothill Boulevard between these same streets appeared to have remained in a similar configuration as the 1980 and 1981 topographic maps. The Kaiser Steel Plant including the associated slag dumps

south of the plant appeared to have been demolished. The remaining land did not have an indicated use.

### Segment 3:

Due to the scale used in the maps generated between 1896 and 1943, no significant observations could be made regarding the property or land use adjacent to the property.

According to the 1953-1954 topographic map, the segment was depicted as surrounded by agricultural lands featuring fields, orchards, and some residences likely associated with the agricultural land. There were no significant changes in land use depicted in the 1966 topographic map, except for the construction of residences south of present-day Foothill Boulevard, nor in the 1973 topographic map, except for the construction of a residential tract west of Day Creek channel.

According to the 1980-1981 topographic map, some parcels of land formerly used for agriculture north of present-day Church Street were no longer depicted as being used for agriculture. The residential tract west of Day Creek channel was expanded north of present-day Church Street. East of Day Creek channel the I-15 highway is depicted.

According to the 2012 topographic map, no land formerly used for agriculture remains depicted. The proposed loop is surrounded by residences, primarily north of present-day Foothill Boulevard, and residences and light industry south of present-day Foothill Boulevard.

Historic land uses of environmental concern associated with the project alignment include steel manufacturing and use of land for agriculture, percolation basins, slag dumps, gravel pits, power plants, oil tanks, sewage disposal, and tailings ponds. However, based on redevelopment of the area and the likelihood that any soil contaminated by agricultural use (e.g., pesticides) was removed during redevelopment activities, these former uses do not present a potential environmental concern to the project. Additionally, historic land uses of environmental concern were previously located at distances unlikely to pose an environmental concern to the project.

No RECs were observed as a result of the topographic map review.

## **6.3 Regulatory Agency Records**

Regulatory agency records include online records maintained by California state agencies and local department records of the Certified Unified Program Agencies (CUPA) for the project area.

### 6.3.1 Online Records

Group Delta reviewed available online records maintained by California state agencies for addresses associated with acquisition parcels. Additionally, online records for listings adjacent to

proposed BRT side-running stations, City ROW, and area of proposed widening of Holt Boulevard were also reviewed.

### **Department of Toxic Substances Control**

Group Delta reviewed available DTSC files published on the online records database Envirostor. The purpose of this search was to identify any evidence of unauthorized releases of hazardous materials to the surface, subsurface soil and groundwater. A search of Envirostor did not result in any acquisition properties related to the project as being identified on the database.

Several properties adjacent to project limits were assessed under DTSC guidance and subsequently identified on the Envirostor database. Online records for cases within 1,000 ft. of proposed BRT side-running stations and/or anticipated road widening of Holt Boulevard were reviewed. Assessments conducted under DTSC guidance resulting in no further action (NFA) are not considered an environmental concern to the project and, therefore, are not discussed further.

One property was identified on the Envirostor database within 1,000 ft of proposed BRT side-running stations. The listing is summarized as follows:

#1 Cleaners, 1101 E. Holt Avenue, Units I and J, Pomona, CA

This site is located approximately 150 ft west of planned BRT side-running stations at the Holt Avenue/Clark Avenue intersection. According to DTSC, #1 Cleaners was a dry cleaning business which has been closed since 2003. The site is located in the Pomona Square shopping center strip mall at 1101 E. Holt Avenue, Units I and J, Pomona, California. The most recent hazardous wastes to be generated and disposed offsite, tetrachloroethylene (PCE) and unspecified organic liquid mixture, were manifested in 2003. The dry cleaner is no longer in operation and there was no information provided regarding releases or violations; however, DTSC recommends further follow-up by the local agency to confirm proper close-out of hazardous materials usage.

Because the recommendation of further follow-up by DTSC is administrative in nature only, and no documented releases are currently associated with the property, this listing is not considered an AOC to the project.

### **State Water Resources Control Board**

Group Delta reviewed available SWRCB files published on the online records database GeoTracker. GeoTracker contains recorded data of unauthorized releases of petroleum products and hazardous materials to the groundwater and other cases handled by the SWRCB or the Regional Boards. Cases typically handled by the Regional Boards include releases from USTs.

Numerous listings within the vicinity of project limits were identified on the GeoTracker database and found not to pose a hazardous waste impact to the project based on the following, or a combination thereof, and are not discussed further:



- The listing indicated the reported release affected the soil only and was not on, or immediately adjoining, the project limits.
- A reported release affecting soil only occurred at a property immediately adjacent to the project limits, but is located at a distance sufficiently far away as to not be an environmental concern to the project.
- The listing indicated the reported release affecting the soil vapor is located at a distance unlikely to be an environmental concern to the project.

### **Acquisition Properties**

Several acquisition properties associated with the project were identified on the GeoTracker database. A summary of findings related to these cases is as follows:

1. G&M Oil SS #09, 1065 W. Holt Boulevard, Ontario, CA – Partial Acquisition  
According to GeoTracker, a gasoline leak was discovered and stopped in May 1996. The listing identifies soil as the only media affected. A site assessment was conducted between May and June 1996 and the case was closed in December 1996. No environmental data associated with the release was uploaded to the GeoTracker website.

An additional gasoline leak was discovered at the site in March 1998 during removal of 6 USTs. The listing identifies soil as the only media affected. Confirmation soils samples collected from contaminant-source locations indicated the presence of several contaminants of concern (COCs), including TPH, toluene, and MTBE. A SVE pilot test conducted at the site indicated natural attenuation of MTBE was occurring. Additional confirmation soil samples subsequent to the pilot test indicated the absence of additional fuel oxygenates. Case closure was issued for the site in November 2000.

2. Gene's All Color Paint, 1424 W. Holt Boulevard, Ontario, CA – Partial Acquisition  
According to GeoTracker, an unauthorized release of Stoddard solvents, mineral spirits, and distillates was discovered, reported, and subsequently ceased in June 1992. The listing identifies soil as the only media affected. A closure letter was issued for the property in August 1997.
3. Fast Fuel Service Station, 601 E. Holt Boulevard, Ontario, CA – Partial Acquisition  
According to documents available for review on GeoTracker, an unauthorized release of gasoline and other fuel oxygenates was discovered in June 1995 during UST replacement. Approximately 125 tons of impacted soil was excavated from the site following the release. A SVE system was installed at the site in March 2006. The system was operational until March 2008 when results of a 1<sup>st</sup> quarter 2008 sampling event resulted in non-detect (ND) laboratory results from soil gas samples collected at each soil vapor extraction well at the site following system shutdown for 60 days (also known as rebound testing). Results of confirmations soil samples collected from the site indicate residual soil contamination of TPH, benzene, toluene, xylene, ethylbenzene, and MTBE remain at several depths from

15 to 175 ft. Despite the presence of residual contamination, case closure was issued by the San Bernardino County Fire Department in December 2009.

4. ARCO #5222, 101 N. Vineyard Avenue, Ontario, CA – Partial Acquisition  
The site currently operates as an active Quick Gasoline station. In January 1999, eight USTs were removed from the subsurface with plans for upgrading the USTs. Fifteen confirmation soil samples were collected from beneath the former dispensers and product piping and former USTs. Various soil investigations conducted at the site between August 1999 and 2001 revealed the presence of TPH, MTBE, and benzene, and in 2001 a dual-nested SVE system was installed to remediate hydrocarbon-impacted soil at the site. The SVE system was fully operational by October 15, 2008 and operated continuously until August 5, 2009, extracting a total of 568 pounds of hydrocarbons from the soil subsurface. In July 2010, two confirmation soil borings were advanced to 200 ft bgs to assess the presence of TPH and volatile organic compounds (VOCs) subsequent to SVE remediation of the site. The analyses of soil samples collected every 5 ft resulted in ND concentrations of TPH and VOCs except for MTBE, which was present between 90 and 200 ft bgs at a maximum concentration of 0.036 milligrams per kilogram (mg/kg). Based on the results of the confirmation soil samples, a closure letter was issued for the site by SBCFD in February 2001.
5. Black Gold. 1194 E. Holt Boulevard, Ontario, CA – Partial Acquisition  
According to documents available for review on GeoTracker, an unauthorized release of diesel fuel occurred at the facility during removal of eight (8) USTs in August 1997. The release is reported to have originated from the fuel dispensers and is reported to have affected soil only. Impacted soil located in the former dispenser areas was excavated to a depth of 5.5 ft. Soil sample results were ND for all analytes except lead (Pb) that was detected at a concentration of 6.95 ppm, consistent with expected background levels. Closure was issued for the facility in October 2000.

### **BRT Side-Running Stations**

Several listings adjacent to proposed BRT side-running stations were reviewed on the GeoTracker database. A summary of information related to these cases available for review on the GeoTracker database is as follows:

1. Palms Carwash, 530 E. Holt Avenue, Pomona, CA – E. Holt Avenue/Towne Avenue  
A gasoline leak at the facility was reported in January 1990. The release is reported to have affected soil only. The facility was issued case closure in January 1990.
2. Midway Building materials, 4531 Holt Boulevard, Montclair, CA – Holt Boulevard/Ramona Avenue

An unauthorized release of gasoline was discovered during UST closure in May 1990. The release is reported to have affected soil only. The facility was issued case closure in March 1998.

3. Bertino-Lawton Properties, 1862 E. Holt Boulevard, Ontario, CA – Holt Boulevard/Vineyard Avenue

An unauthorized release of gasoline was discovered during UST closure in May 1996. The release is reported to have affected soil only. The facility was issued case closure in November 1996.

4. G&M Oil Company Station #44, 14505 Foothill Boulevard, Fontana, CA – Foothill Boulevard/Cherry Street

An unauthorized release of gasoline was discovered during UST closure in May 1999. The release is reported to have affected soil only. Results of laboratory analyses uploaded to the GeoTracker database indicate non-detect results for soil samples analyzed for benzene, toluene, di-isopropyl ether (DIPE), diesel range organics (DRO), ethylbenzene, ethyl tert-butyl ether (ETBE), gasoline range organics (GRO), MTBE, tert-Amyl methyl ether (TAME), tert-Butyl alcohol (TBA), and xylenes. The facility was issued case closure in February 2000.

5. ARCO #9693, 16090 Foothill Boulevard, Fontana, CA – Foothill Boulevard/Citrus Avenue

An unauthorized release of gasoline was discovered during UST closure in August 1988. The release is reported to have affected soil only. According to documents available for review on GeoTracker, a site assessment conducted at the facility in June 1997 revealed elevated concentrations of TPH near dispenser D1. The site was also assessed for MTBE and benzene, which were not detected. An additional site assessment was conducted in November 2000. Soil samples collected and analyzed during the November 2000 investigation revealed low levels of unspecified contamination in the vicinity of the dispenser area. Two of the borings used to collect the soil samples were converted to SVE wells. Vapor samples were collected from the converted SVE wells to assess the concentration of petroleum vapor in the subsurface. Results of soil sample analyses and SVE pilot test indicated low levels of localized soil and soil vapor contamination not significant enough to warrant remediation at the site. The facility was issued closure with known residual contamination in place.

6. AVIS Rent A Car, Ontario Airport, Ontario, CA – Airport Drive/E. Terminal Way

An UST Closure Report prepared for the facility dated June 10, 1997 was reviewed on the GeoTracker database. According to the report, one 10,000-gallon UST and associated piping was removed from the facility on March 28, 1997. Confirmation soil samples were collected from excavated soil and beneath the former UST and piping. Results of laboratory analyses indicated the presence of a gasoline-impacted soil region approximately 5 ft in circumference and 20 ft bgs located underneath the former UST piping. The contaminated soil was left in place under the condition the area would be capped with asphalt. Closure was issued to the facility in October 1999.

7. Texaco Service Station, 8689 Sierra Avenue, Fontana, CA – Orange Way/Sierra Avenue  
An unauthorized release of gasoline was discovered during UST closure in August 1994. The release is reported to have affected soil only. The impacted soil was excavated and transported off-site to a facility in Adelanto, CA. The facility was issued closure in February 1995.

### **Holt Boulevard Widening**

Two listings adjacent to proposed Holt Boulevard widening were identified on the GeoTracker database. A summary of findings related to these cases are as follows:

1. Imperial Thrift and Loan Prop., 316 W. Holt Boulevard, Ontario, CA  
An unauthorized release of waste oil was discovered during UST closure in January 1996. The release is reported to have affected the soil only. The impacted soil was excavated in February 1998 and transported off-site to a facility in Adelanto, CA. The facility was issued closure in May 1998. No additional information regarding the release was available for review on GeoTracker.
2. U.S. Postal Service Ontario, 1555 E. Holt Boulevard, Ontario, CA  
An unauthorized release of gasoline was discovered during UST removal in August 1998. The release is reported to have affected soil only. According to documents available for review on GeoTracker, the facility was required to conduct an investigation as a result of MTBE contamination discovered during the UST removal. The subsequent soil investigation revealed no contamination beyond that detected in the original UST excavation. Closure was issued to the facility in March 2000. No additional information regarding the release was available for review on GeoTracker.

For a determination of whether the listings summarized above are a REC to the project, refer to Section 6.3.2 – Local Department Records.

### **California Department of Oil, Gas, and Geothermal Resources**

Group Delta reviewed mapping available on the DOGGR website for oil and gas wells on the project or in the vicinity of the project. The mapping shows no operational or abandoned oil or gas wells within 1 mile of the project area.

### **Pipeline and Hazardous Materials Safety Administration**

Group Delta reviewed available files through the online National Pipeline Mapping System (NPMS) database maintained by the PHMSA. NPMS is a Geographic Information System (GIS) database of pipeline information for the specific intent of emergency response. The database does not include natural gas lines or liquefied natural gas facilities.

Two pipelines are present in the vicinity of the project alignment. A hazardous liquid pipeline parallels the project alignment at Holt Boulevard at Indian Hill Boulevard in Montclair and intersects the project alignment at Airport Drive at Vineyard Avenue. The pipeline runs along the project alignment on Airport Drive until the alignment of the pipeline veers north at Archibald Avenue in Ontario.

The Site is also intersected by a gas transmission pipeline at Foothill Boulevard between Etiwanda Avenue and East Avenue in Rancho Cucamonga, and at the intersection of Sierra Avenue and Merrill Avenue in Fontana.

Although the presence of these pipelines represent a potential hazard during construction, they do not represent an AOC or REC for the purposes of this ISA.

No other pipelines are listed within 1000+ feet of the Site.

### 6.3.2 Local Department Records

Group Delta requested available records from applicable local agencies for acquisition properties, properties adjacent to proposed BRT side-running stations, City ROW, and Holt Boulevard in the area of proposed widening that were identified on high-risk databases in the EDR regulatory database report and located at a distance that could pose potential environmental impacts to or within the project limits. Group Delta also conducted an analysis of potential project impacts posed by the proximity of former releases associated with these properties to the project alignment. Diagrams of property features pertinent to the impact analysis are provided as Appendix F – LADPW and SBCFD File Review Diagrams. It should be noted that based on correspondence with LACPHI on June 28, 2016, records of environmental concern to the project were not on file with the agency.

#### **San Bernardino County Fire Department Office of the Fire Marshall and Los Angeles County Department of Public Works**

Group Delta reviewed environmental records pertaining to the project at DPW on June 23, 29, and 30, 2016. Environmental records were reviewed at SBCFD on July 14 and 15, 2016. A summary of environmental records reviewed at DPW and SBCFD is provided below, and includes Group Delta's conclusions pertaining to project impacts posed by these properties. A distance of 15 ft from proposed construction to areas associated with contamination was used as a screening tool to determine the presence of potential impacts to project construction. Fifteen feet was used as an arbitrary distance that, based on the judgement of the Environmental Professional, allowed for an adequate buffer that would reduce the probability of encountering areas of known contamination without being overly conservative.

**Table 7: Local Agency Records Findings – Acquisition Parcels**

Local Agency Records Findings - Acquisition Parcels
G&M Oil - 1065 W. Holt Boulevard, Ontario, CA – Partial Acquisition
Local Agency: SBCFD
<p>The facility currently operates as an active gasoline station. In May 1996, a total of nine (9) soil samples were collected from beneath the dispensers, product piping, excavation stockpile, and excavation trench following UST removal activities. Analytical results of soil samples indicated the presence of TPH-g, TPH as diesel (TPH-d), benzene, toluene, ethylbenzene, and xylene (BTEX) and Methyl tert-butyl ether (MTBE) in the location of the former dispensers and excavation trench. No detectable concentrations of TPH-g, BTEX, or MTBE were detected in samples collected from the former pipeline area. Based on these analytical results, SBCFD requested further investigation to delineate the extent of hydrocarbon impacts at the facility. Several investigations were conducted at the facility between 1996 and 1999, resulting in the recommendation of implementing a short-term SVE pilot test to further characterize contamination at the site. Results of the SVE pilot test indicated increasing soil vapor concentrations in the subsurface atmosphere. An extended SVE pilot test was initiated at the facility between August and September 2000. A vapor well was installed in the area previously determined to exhibit hydrocarbon impacts. A total of 33 pounds of TPH and approximately 0.24 pounds of MTBE were removed from the contaminated area by the completion of the pilot test in September 2000. Analytical results of soil vapor collected from the vapor well indicated the presence of TPH at a maximum concentration of 63.2 ppmv, and less than detectable concentrations of BTEX and MTBE. Based on the results of laboratory analyses of soil vapor, the case was issued closure in November 2000.</p>
<p><b>Impact Analysis:</b>                      The locations of the proposed partial ROW acquisition and TCE are located between approximately 10 and 15 ft north and west of areas previously associated with contamination.</p> <p>Residual contamination at the property likely exists. However, the potential concentrations of contaminants within the underlying soil gas at this location are likely residual, and unlikely to pose an environmental concern to the project.</p> <p>Based on the findings of previous investigations, there is no direct evidence that the prior release at the property will impact project construction.</p>
Gene's All Color Paint - 1424 W. Holt Boulevard, Ontario, CA – Partial Acquisition
Local Agency: SBCFD
<p>The facility formerly operated as storage facility and retail store for Stoddard solvents and laquer thinner until late 1994. The solvents were stored in two (2) 2,000-gallon steel USTs. A site assessment was conducted at the facility following UST removal in 1992, and results of laboratory analyses indicated the presence of acetone-impacted soil beneath the former UST. The impacted soil was excavated in 1993 and confirmation soil borings collected from the excavation indicated the persistence of acetone in the subsurface. In June 1997, SBCFD recommended implementation of an SVE survey to further characterize the site. In July 1997, eight (8) soil vapor probes were installed surrounding the former tank area to a depth of 25-ft. Additionally, seven (7) mini-test soil vapor test points were installed to determine the presence of acetone vapor migration to nearby utility lines. Soil vapor samples and soil samples were collected from the borings and analyzed for acetone. Analytical results for soil vapor and soil samples were ND for acetone. Trace amounts of dichlorodifluoromethane was reported between 18 and 25 ft bgs. The origin of this chemical is unknown. Based on the results of the laboratory analyses, the facility was issued closure in August 1997.</p>

<p>Impact Analysis: The locations of the proposed partial ROW acquisition and TCE are approximately 40 ft south of areas previously associated with contamination.</p> <p>Based on the findings of previous investigations and the distance of the site from the proposed BRT station, there is no direct evidence that the prior release at the property will impact project construction.</p>
<p>ACE Smog and Fuels - 601 E. Holt Boulevard, Ontario, CA – Partial Acquisition</p>
<p>Local Agency: SBCFD</p>
<p>The facility currently operates as a Shell gasoline station. In June 1995, three (3) USTs and approximately 125 tons of soil were removed from the facility. Twenty soil samples were collected from the vicinity of the former USTs and analyzed for TPH-g and BTEX. Elevated concentrations of TPH were detected, resulting in several additional site assessments between 1996 and 2001. SVE was implemented at the facility in December 2001, June 2004, and March 2006. Results of the March 2006 SVE system results indicated influent volatile fuel hydrocarbons (VFH) and MTBE declined to concentrations below the laboratory detection limit. A rebound test was initiated in June 2008, the results of which indicated decreasing concentrations of VFH, BTEX and MTBE in the subsurface soil. Confirmation soil samples were collected from two (2) soil borings within the targeted clean-up area. The borings were advanced to 160 and 175 ft bgs, with soil samples collected at 5-ft intervals. Analytical results of the confirmation soil samples indicated the presence of moderate levels of TPH-g and low levels of BTEX and MTBE at depths greater than 30 ft bgs. No contaminants were detected in the soil surface except at boring SB-2, with xylene concentrations up to 0.015 mg/kg at 5 ft bgs. Based on the results of the June 2008 rebound test, the facility was issued closure in March 2010.</p>
<p>Impact Analysis: The location of the proposed partial ROW acquisition is approximately 5 ft south of areas associated with previous contamination. Residual contamination at the property likely exists. However, confirmation soil sampling conducted within impacted areas during previous investigations confirmed the presence of residual contamination at depths greater than 30 ft bgs. Given that only surficial excavation is anticipated during project construction, the presence of residual contamination at this property is not likely to present an environmental concern to the project.</p> <p>Based on the findings of previous investigations, there is no direct evidence that the prior release at the property will impact project construction.</p>
<p>ARCO #5222 - 101 N. Vineyard Avenue, Ontario, CA – Partial Acquisition</p>
<p>Local Agency: SBCFD</p>
<p>The facility currently operates as a Valero gasoline station. In January 1999, eight (8) fuel dispensers and associated product lines were upgraded and 15 soil samples were collected from beneath the former dispensers and product piping. Analytical results obtained from the soil samples indicated the presence of TPH, BTEX and MTBE beneath the dispensers and piping. As a result of the analytical results, several additional site assessments were conducted between 1999 and 2001, which ultimately resulted in the installation of SVE wells to determine the vertical extent of contamination in the subsurface soil. The SVE system was fully operational by October 15, 2008 and operated continuously until August 5, 2009, extracting a total of 568 pounds of hydrocarbons from the soil subsurface. In July 2010, two confirmation soil borings were advanced to 200 ft bgs to assess the presence of TPH and volatile organic compounds (VOCs) subsequent to SVE remediation of the site. The analytical results of soil samples collected every 5 ft resulted in ND concentrations of TPH and VOCs except for MTBE, which was present between 90 and 200 ft. bgs at a maximum concentration of 0.036 mg/kg. Based on the results of the confirmation soil samples, a closure letter was issued for the site by SBCFD in February 2001.</p>

<p>Impact Analysis: The location of the proposed TCE is approximately 15 ft south of areas previously associated with contamination.</p> <p>The location of the proposed ROW acquisition is approximately 25 ft south of areas previously associated with contamination.</p> <p>Residual contamination at the property likely exists. However, confirmation soil sampling conducted within impacted areas during previous investigations confirmed the presence of residual contamination at depths at or greater than 90 ft bgs. Given that only surficial excavation is anticipated during project construction, the presence of residual contamination at this property is not likely to present an environmental concern to the project.</p> <p>Based on the findings of previous investigations, there is no direct evidence that the prior release at the property will impact project construction.</p>
Black Gold - 1194 E. Holt Boulevard, Ontario, CA – Partial Acquisition
Local Agency: SBCFD
<p>According to a Preliminary Site Contamination Report, dated July 26, 1989, oil contamination was discovered surrounding a waste oil tank and additional investigation was recommended to determine the vertical and lateral extent of contamination. A subsequent report titled Second Phase Site Contamination Assessment, dated August 31, 1989 was also reviewed. According to the report, waste oil contamination was discovered in soil surrounding the waste oil tank to a depth of 2-3 ft bgs. Contaminated soil was excavated and removed from the site.</p> <p>The facility was also addressed in a report titled Supplemental Site Investigation, Soil Sampling and Chemical Analysis, dated June 8, 2000. The report documented an investigation performed in soil located beneath the former dispenser locations. The supplemental soil investigation assessed concentrations of TPH, BTEX and MTBE in soil. The report concluded that concentrations of TPH, BTEX, and MTBE were all under laboratory reporting limits.</p> <p>A Case Closure Report prepared for the facility was also reviewed. According to the report, eight 10,000-gallon diesel and gasoline USTs once occupied the property. TPH as gasoline and diesel and BTEX were detected beneath two fuel dispensers. Soil was excavated to a depth of 5.5 ft bgs and subsequent confirmation soil samples were non-detect for TPH and BTEX. The facility was issued closure in October 2000.</p>
<p>Impact Analysis: Based on the findings of previous investigations, there is no direct evidence that the prior release at the property will impact project construction.</p>

**Table 8: Local Agency Records Findings – BRT Side-Running Stations**

Local Records Findings - BRT Side-Running Stations
Texaco Service Station - 14505 Foothill Boulevard, Fontana, CA
Local Agency: SBCFD
BRT Station Intersection Location: Foothill Boulevard/Cherry Avenue
<p>The facility formerly operated as a G&amp;M Oil gasoline station. In May 1999, soil samples were collected from former waste oil tank pits and the excavation stockpile following UST closure. Analytical results indicated the presence of petroleum hydrocarbons, fuel oxygenates, and heavy metals in the vicinity of the former waste oil tank. An additional investigation was performed at the facility in December 1999. The impacted area was excavated and one (1) soil boring was advanced to 40 ft bgs. Soil samples</p>



<p>were collected every five (5) ft. Analytical results were ND for petroleum hydrocarbons, BTEX, and MTBE, except at 10 ft bgs. The facility was issued closure by SBCFD in February based on the assumption that the TPH would naturally attenuate with time. In May and June of 2005, additional soil samples were collected from the location of the former waste oil tanks and dispensers. Analytical results indicated only minor quantities (127 mg/kg) of TPH-d remaining at 4 ft bgs at the property, and the facility was issued closure in February 2000.</p>
<p>Impact Analysis: Based upon the current configuration of the property in comparison to previous environmental reporting, the property has undergone redevelopment. Because of the recent property redevelopment subsequent to the 1999 investigation, the property is not of environmental concern to the project.</p>
<p>Thrifty Oil Station #321/Circle K Store #2705802 - 16090 Foothill Boulevard, Fontana, CA</p>
<p>Local Agency: SBCFD</p>
<p>BRT Station Intersection Location: Foothill Boulevard/Citrus Avenue</p>
<p>The facility currently operates as an ARCO gasoline station. An unauthorized release of gasoline was discovered during UST closure in August 1988. Several site assessments were conducted at the facility between June 1997 and August 2002. The site assessment conducted at the facility in June 1997 revealed elevated concentrations of TPH and MTBE at 30 and 35 ft bgs. An additional site assessment was conducted in November 2000. Soil samples collected and analyzed during the November 2000 investigation revealed the presence of TPH and MTBE in the vicinity of the dispenser area. An additional soil investigation was performed in August 2002, the results of which indicated low levels of MTBE up to 40 ft bgs. Two of the borings used to collect the soil samples were converted to SVE wells. Vapor samples were collected from the converted SVE wells to assess the concentration of petroleum vapor in the subsurface. Results of the soil sample analyses and SVE pilot test indicated low levels of localized soil and soil vapor contamination not significant enough to warrant remediation at the site. All detectable concentrations of contaminants were detected at depths greater than 35 ft bgs. The facility was issued closure in November 2003 with known residual contamination in place.</p>
<p>Impact Analysis: The location of proposed construction is approximately 20 ft south of areas previously associated with contamination.  Based on the findings of previous investigations and the distance of the release from the proposed BRT station, there is no direct evidence that the prior release at the property will impact project construction.</p>
<p>Bertino Lawton Properties/Shell Station #88 - 1862 E. Holt Boulevard, Ontario, CA</p>
<p>Local Agency: SBCFD</p>
<p>BRT Station Intersection Location: Holt Boulevard/Vineyard Avenue</p>
<p>The facility formerly operated as a Thrifty gas station. Three (3) 10,000-gallon gasoline USTs and one (1) 750-gallon waste oil UST were removed from the facility in May 1996. Visual observation of the excavations from which the USTs were removed indicated the presence of product in the underlying soil. Soil samples were collected from underneath the former USTs and results of the analyses indicated the presence of elevated concentrations of TPH and low-levels of BTEX, MTBE and lead. Soil samples were also collected from beneath the former waste oil tank and product piping. Analytical results indicated the presence of low levels of TPH, BTEX, MTBE from underneath the former waste oil tank product piping and low levels of metals underneath the former waste oil tank. An additional site investigation was conducted in September 1996 to assess the lateral and vertical extent of the contamination at the facility. Two (2) soil borings were drilled to a depth of 40 ft bgs in the vicinity of the former USTs and soil samples were collected at 5-ft intervals. Results of the analyses indicated maximum TPH concentrations of up to 1,300 mg/kg at location T-2 at 13 ft bgs, and residual</p>

<p>concentrations of total xylenes (0.0093 mg/kg) and TPH (0.43 mg/kg) in boring B-8-P at 15 ft bgs. Laboratory analytical results for the remaining soil samples from B-8-P and additional borings B-6-P and B-7-P were ND. Based on these results, the facility was issued closure in November 1996.</p>
<p>Impact Analysis: Based upon the current configuration of the property in comparison to previous environmental reporting, the property has undergone redevelopment. Because of the recent property redevelopment subsequent to the 1996 release, the property is not of environmental concern to the project.</p>
<p>Palms Carwash - 530 E. Holt Avenue, Pomona, CA</p>
<p>Local Agency: DPW</p>
<p>BRT Station Intersection Location: Holt Avenue/Towne Avenue</p>
<p>One (1) 8,000-gallon and one (1) 10,000-gallon UST were removed from the property in July 1989. Two soil samples were collected at 2.5 ft below each tank invert and four soil samples were collected beneath the product line. Soil samples were analyzed for BTEX, chlorobenzene, 1,3-dichlorobenzene, 1,4-dichlorobenzene, and 1,2-dichlorobenzene. Xylene was detected in one sample with a concentration of 550 parts per billion (ppb). The site was issued closure on October 26, 1989.</p>
<p>Impact Analysis: The location of proposed construction is greater than 15 ft from areas previously associated with contamination.</p> <p>Based on the findings of previous investigations and the distance of the release from the proposed BRT station, there is no direct evidence that the prior release at the property will impact project construction.</p>
<p>Midway Building Materials – 4531 Holt Boulevard, Montclair, CA</p>
<p>Local Agency: DPW</p>
<p>BRT Station Intersection Location: Holt Avenue/Ramona Avenue</p>
<p>DPW does not possess records pertaining to the property address.</p>
<p>Texaco Service Station - 8689 Sierra Avenue, Fontana, CA</p>
<p>Local Agency: SBCFD</p>
<p>BRT Station Intersection Location: Sierra Avenue/Orange Way</p>
<p>In May 1992, a site assessment was conducted to determine environmental conditions at the facility prior to renewal of the lease. The assessment consisted of drilling four (4) borings to a depth of 40 ft bgs. Results of the analyses indicated the highest concentrations of contamination in the location of the former dispenser area. Remediation by excavation proceeded to a depth of 23 ft bgs in the location of the former dispensers and USTs. Following excavation, analytical results indicated concentrations of TPH &lt;1 mg/kg and ND for BTEX. Only residual concentrations of oil and grease (8.0 mg/kg) and lead (6.0 mg/kg) were detected. The facility was issued closure in February 1995 based on the results of the analyses described above.</p>
<p>Impact Analysis: Based upon the current configuration of the property in comparison to previous environmental reporting, the property has undergone redevelopment. Because of the recent property redevelopment subsequent to the 1996 release, the property is not of environmental concern to the project.</p>

**Table 9: Local Agency Records Findings – Holt Boulevard**

Local Agency Records Findings - Holt Boulevard Widening
U.S. Postal Service Ontario - 1555 E. Holt Boulevard
Local Agency: SBCFD
<p>In June 1995, one (1) 10-gallon UST and associated product piping were removed from the northwest corner of the facility. Soil samples collected from the base of the excavation (approximately 17 ft bgs) and dispenser island indicated low levels of TPH present beneath the facility. The facility was issued a NFA letter and a new double-walled fiberglass UST was installed within the excavation. An additional investigation was conducted at the facility in August 1998 following removal of the fiberglass UST installed at the facility in 1995. Soil samples were collected between 2 and 18 ft bgs and analyzed for TPH, BTEX, and MTBE. Results of the analyses indicated low levels of contamination between 2 and 16 ft bgs. An additional site investigation was performed at the facility in October 1999 with the objective of determining the vertical and lateral extent of contamination detected during the previous investigations at the facility. Four (4) soil borings were advanced to 31 ft bgs in the area of the former UST and dispenser island, and nineteen (19) soil samples were collected at varying depths between 2 and 31 ft bgs. Petroleum hydrocarbons were not detected above laboratory reporting limits in all 19 samples collected during the October 1999 investigation. Based on the results of this investigation, the facility was issued closure in March 2000.</p>
<p><b>Impact Analysis:</b>            The location of proposed construction is approximately 350 ft south of areas previously associated with contamination.            Based on the findings of previous investigations and the distance of the release from the proposed BRT station, there is no direct evidence that the prior release at the property will impact project construction.</p>
Imperial Thrift and Loan – 316 W. Holt Boulevard, Ontario, CA
Local Agency: SBCFD
<p>A 500-gallon waste oil UST and two (2) hydraulic hoists were located inside the facility in 1994, which previously operated as an automobile repair facility. The UST was reportedly installed in 1977. Two boreholes were drilled in the vicinity of the UST to evaluate if a leak had occurred. Five (5) soil samples were collected from the borings and analyzed for TPH and oil and grease. Laboratory analytical results indicated a maximum TPH concentration of 51,000 ppm at 8 ft bgs. Several additional investigations were conducted at the facility between 1995 and 1996 to determine the extent of contamination at the facility. The UST and hydraulic lifts were removed from the facility in January 1996. Results of the investigations conducted between 1995 and 1996 indicated the presence of TPH, halogenated organic compounds, xylene, and tetrachloroethylene. In May 1996, remediation by excavation was initiated to remove hydrocarbon-impacted soil beneath the former UST and hydraulic lift area. Nine (9) soil samples were collected from within the excavation and analyzed for TPH, VOCs, and poly-aromatic hydrocarbons (PAHs). Analytical results of the confirmation soil samples indicated all petroleum-impacted soil was removed except at 2 locations at depths of 8 and 14 ft bgs, and only residual concentrations of BTEX and PCE remained at 14 ft bgs. No PAHs were detected. Based on the results of the laboratory analyses, and the fact that the limits of excavation within the building had been reached, the facility was issued closure in May 1998.</p>
<p><b>Impact Analysis:</b>            The location of proposed construction is approximately 160 ft south of areas previously associated with contamination.            Based on the findings of previous investigations and the distance of the release from the proposed Holt Boulevard widening, there is no direct evidence that the prior release at the property will impact project construction.</p>

**South Coast Air Quality Management District**

Records from SCAQMD were received between June 17 and June 24, 2016.

Several acquisition properties and properties within project limits are permitted for use of various chemicals associated with facility operations. No notable notices of violations were noted.

No RECs were observed as a result of SCAQMD file review.

## **7.0 SITE RECONNAISSANCE**

### **7.1 Methodology and Limiting Conditions**

The Site reconnaissance for the Phase I/Milliken Alignment was performed by Ms. Aapris Frisbie and Ms. Alayna Thompson of Group Delta on June 13, 14, 15, and 27, 2016. The Site reconnaissance for the Phase II/Haven Alignment was performed by Alayna Thompson of Group Delta on October 6, 2016.

The Site reconnaissance was conducted with specific attention given to the following three components of the project:

- Acquisition parcels
- Proposed BRT side-running stations
- Area of proposed Holt Boulevard widening

Observations of the City ROW were made in conjunction with the above-referenced portions of the Site reconnaissance.

The purpose of the Site reconnaissance was to observe the present Site use and conditions as they relate to the possible presence of potentially hazardous substances and petroleum products. Additionally, adjoining properties were observed from the Site and adjacent public roads to identify land uses and the potential presence of structures, operations, activities, or environmental conditions that may involve the use, treatment, storage, disposal, or generation of hazardous wastes and/or petroleum products that may pose an environmental concern to the Site. An inspection of the interior of structures was not performed. Photographic documentation of the Site is included in Appendix D of this report. The weather during the Site visit was clear and warm with temperatures in the upper 70 degrees Fahrenheit.

### **7.2 Site Observations**

A summary of observations made during the Site reconnaissance is provided below.

#### **7.2.1 Acquisition Parcels and Proposed Holt Boulevard Widening**

Because all acquisition parcels occur within the area of proposed widening of Holt Boulevard, the Site reconnaissance of acquisition parcels and area of proposed widening of Holt Boulevard was performed simultaneously. The Site reconnaissance was performed by foot, and included the City of Ontario ROW along Holt Boulevard. Acquisition properties were observed from the sidewalk. Where possible, adjoining properties were also observed from the sidewalk. Under circumstances where the north and south adjoining properties were not observable from Holt Boulevard, a drive-by windshield survey was conducted.

Properties observed include auto repair facilities, auto dealerships, warehouses, building material supply facilities and other commercial retail facilities, offices, restaurants, single and multi-family residences, vacant store-fronts, vacant lots, vacant dirt fields, and gasoline stations.

### 7.2.2 Proposed BRT Side-Running Stations

Properties immediately adjacent to proposed BRT-stations include Metrolink train stations, tattoo shop, offices, residential properties, community parks, churches, schools, gasoline stations, commercial retail facilities, restaurants, a medical center, and vacant land.

No observations of environmental concern to the project were observed during the reconnaissance of proposed BRT side-running stations.

## 7.3 Site Findings

Upon reconnaissance of the Site, there was no evidence of drums, hazardous substances, unidentified substance containers, odors, pools of liquid, or any other RECs. It should be noted that inspection of the interior of structures located on partial or full acquisition properties was not conducted. Property photographs taken during the site reconnaissance are provided as Appendix D.

Use of petroleum products was observed at several of the facilities under consideration for acquisition. The petroleum products were observed in quart-sized oil containers and waste-oil receptacles. No spills or leaks associated with the use of petroleum products were observed. The use of petroleum products observed during the Site reconnaissance is not considered an AOC.

An AST was observed on the southwestern portion of 1363 W. Holt Boulevard. The AST appeared to be in good working condition without observable leaks. The AST is not considered an AOC.

The following AOCs were identified:

- A fallen utility pole was observed on the eastern portion of 545 E. Holt Boulevard. The pole consists of treated wood and is considered an AOC.
- Utility poles exist throughout the Site that may require removal in support of the project. The poles consist of treated wood and are considered an AOC.
- Pole-mounted transformers appear to be mounted on the utility poles located along Holt Boulevard. Historically, pole-mounted transformers have contained polychlorinated biphenyls (PCBs). These transformers are considered an AOC.
- Multiple properties will undergo permanent acquisition. Additionally, proposed project improvements would also be required at the West Cucamonga Channel. These structures may contain asbestos-containing materials (ACM) and lead based paint (LBP).

The following *de minimis* condition was observed during the Site reconnaissance:

- An oil-based substance was observed in a clogged drain located on the southwest portion of 1156 W. Holt Boulevard in Ontario, CA, near the City ROW.

## 8.0 INTERVIEWS

### 8.1 Interview with the Owner

An interview was conducted with Ms. Anna Jaiswal, Project Manager for Omnitrans on June 30, 2016. According to Ms. Jaiwal, Omnitrans has no information or any data regarding hazardous materials on the project Site.

Group Delta attempted to conduct an interview with Mr. Andres Ramirez, Chief of Transit and Rail Programs with SBCTA via email on December 7, 2017. As of the date of this report, Group Delta has not received a response to written interview questions transmitted to Mr. Ramirez. Should a response be obtained which impacts the findings of this assessment, an updated report will be transmitted.

### 8.2 User Questionnaire

Group Delta provided a User Questionnaire to be completed by the future User of the document. The format of the User Questionnaire is in accordance with the All Appropriate Inquiries (AAI) standard and ASTM 1527-13. The User Questionnaire serves to collect information pertaining to RECs on the Site, especially those that may not be visually apparent or found in public records.

The User Questionnaire was provided to Parsons to be forwarded to Omnitrans and appropriate City officials. The User Questionnaire was also provided to SBCTA. As of the date of this report, Group Delta has not received any completed User Questionnaires. However, a verbal response to the User Questionnaire was received by Mr. Michael C. Hudson, Public Works Director of the City of Montclair. According to Mr. Hudson, he has no knowledge of any hazardous materials use or environmental issues associated with the project Site.

No RECs were identified as a result of the responses to the User Questionnaire.

### 8.3 Interview with Local Government Official

Group Delta interviewed Ms. Maria Molina of SBCFD regarding knowledge of environmental concerns within the project limits. According to Ms. Molina, she does not have personal knowledge regarding any properties within the project limits.

No RECs were identified during the interview.



## **9.0 SIGNIFICANT DATA GAPS**

### **9.1 Data Gaps**

In general, a Data Gap is the inability to gather information as prescribed in the ASTM Standard Practice despite good faith efforts. This may include, but not be limited to, a lack of historical information, inability to interview knowledgeable individuals, or inspect portions of the Site. The following Data Gaps were encountered during this assessment:

Group Delta was unable to conduct an interview with SBCTA regarding their knowledge of potential environmental conditions associated with the proposed project.

### **9.2 Data Failures**

The objective of reviewing historical information is to identify all obvious uses of the Site from first developed use or 1940, whichever is earlier, in order to identify the likelihood of previous uses resulting in a REC(s). Generally, a Data Failure is when all obvious uses of the site cannot be determined despite gathering and reviewing all of the standard historical sources that are reasonably ascertainable. A historical source is considered reasonably ascertainable if it is (1) publicly available, (2) obtainable within a reasonable period of time and at a reasonable cost, and (3) practically reviewable.

No Data Failures were encountered during the course of this assessment.

## 10.0 FINDINGS AND CONCLUSIONS

Group Delta has performed an ISA in conformance with the scope and limitations of ASTM E1527-13. The focus of the ISA was acquisition parcels, BRT side-running stations, and Holt Boulevard in area of widening between Benson Avenue and Vineyard Avenue (excluding the segment of Holt Boulevard between Vine Avenue and Euclid Avenue), including City ROW.

No impacts pertaining to Alternative A were identified during the course of this assessment.

This assessment has identified four (4) AOCs associated with Alternative B of the proposed project that may warrant additional investigation or best management practices during construction.

The sections below summarize the AOCs identified for Alternative B of the proposed project:

### 10.1 City ROW

The ISA identified the following two (2) AOCs associated with City ROW:

- Utility poles exist along the project alignment that may require removal in support of the project under Alternative B. The poles consist of treated wood and are considered an AOC. If removed during the project, the poles should be managed as treated wood waste (TWW) in accordance with the Department of Toxic Substances Control (DTSC) Alternative Management Standards (AMS) for TWW as described in Section 13.0. It should be noted that testing is not required to determine the presence of treated wood, regardless of the treatment chemicals used. The DTSC requires that TWW either be disposed of as a hazardous waste, or if not tested, the generator may presume that TWW is a hazardous waste (to avoid the time and expense involved in completing laboratory testing) and manage the waste by AMS. The AMS are described in the California Code of Regulations, Title 22, Division 4.5, Chapter 34.
- Overhead transformers appear to be mounted on multiple utility poles along Holt Boulevard, and may require removal in support of the project under Alternative B. Historically, pole-mounted transformers have contained PCBs which will need to be profiled and managed appropriately, if present.

### 10.2 Acquisition Properties and Holt Boulevard Widening

The ISA identified the following two (2) AOCs associated with widening of Holt Boulevard:

- A fallen utility pole was observed on the eastern portion of the proposed partial acquisition address of 545 E. Holt Boulevard. The pole consists of treated wood and is considered an AOC with impact to Alternative B.

- Under Alternative B, multiple building structures will be removed in support of the project. In addition, Alternative B would also require project improvements at the West Cucamonga Channel, including roadway widening, grading, and culverts. Depending on the structures' age, they may contain ACM and LBP. The presence of these materials will need to be investigated prior to removal or improvement of the structures in order to comply with environmental and worker safety regulatory requirements for ACM and LBP. Regardless of the age of building structures, an ACM survey is required per the National Emissions Standards for Hazardous Air Pollutants (NESHAP), 40 CFR, Part 61.145 (c). These structures are considered an AOC to the project. Permanent building acquisitions requiring ACM and LBP surveys are provided as Appendix E. Appendix E was derived by aggregating the proposed full permanent acquisitions from the List of Full and Partial Acquisitions (Appendix B) provided by Parsons. Additionally, Appendix E includes information pertaining to one partial acquisition with anticipated partial building impacts identified and provided by Parsons.

### **10.3 BRT Side Running Stations**

Following the impact analysis, Group Delta has determined that based on property redevelopment and the distance of previous releases to proposed project construction, there is no direct evidence that the prior releases will impact project construction of any proposed BRT side-running stations. Therefore, no impacts pertaining to Alternative A were identified during the course of this assessment.

## 11.0 RECOMMENDATIONS

Group Delta provides the following recommendations associated with Alternative B of the proposed project. It should be noted that recommendations are not provided for Alternative A of the proposed project because environmental impacts associated with Alternative A were not identified during the course of this assessment.

Environmental AOCs including TWW and transformers associated with utility poles, if removed during construction, will need to be appropriately managed. Management of waste, health and safety for workers, and compliance with regulatory requirements are items that will require future attention.

In addition, further investigation may be warranted for the project. Additional investigation should occur at the earliest possible phase of the project upon issuance of access to the properties discussed below. Based on the findings of this ISA, Group Delta recommends the following for further environmental investigation:

- Under Alternative B, multiple structures will be removed. In addition, Alternative B would also require project improvements at the West Cucamonga Channel, including roadway widening, grading, and culverts. Surveys for hazardous building materials, including ACM and LBP, should be conducted for structures that will be removed or improved in support of the project (Appendix E), regardless of the age of the structures.

It is recommended that contingency measures be developed by the construction contractor, including development of both a Health and Safety Plan and Soil Management Plan, that outline worker protection and soil management requirements in the event contaminated media is encountered during project construction. Contingency monitoring and precautionary measures may include, but are not limited to, air monitoring, soil observation, and appropriate levels of personal protective equipment.

## 12.0 DEVIATIONS

This ISA was prepared in general accordance with ASTM Standards. No deviations to the ASTM Standard Practice associated with the preparation and development of this ISA, except for those identified in Section 3.3 – Limitations and Exceptions, including owner interviews and on-site reconnaissance for acquisition parcels, are associated with the preparation and development of this ISA.

## **13.0 ADDITIONAL CONSIDERATIONS**

This section contains generic descriptions of sources of hazardous waste or hazardous materials that are frequently encountered on construction projects. This section is a standard section required by the Caltrans ISA Guidance Document (Geomatrix Consultants, Inc., 2006) and is not intended to be project-specific; therefore, the media discussed below may not be present on the project.

### **13.1 Aerially-Deposited Lead**

A specific category of impacted soil along some corridors as a result of tailpipe emissions from the period of leaded gasoline is designated as aerially-deposited lead (ADL). Soil that is excavated during a highway construction project must be analyzed and handled in accordance with hazardous waste regulations. ADL is not interpreted as an issue for this proposed project.

### **13.2 Asbestos Containing Materials**

Asbestos was used in many building materials prior to 1978; however, may have been used into the early 1980s. ACMs include fireproofing, acoustic ceiling material, transite pipe, roofing materials, thermal insulation, and other building materials. It is of primary concern when it is friable (that is, material that can be easily crumbled); during demolition, if not properly identified and mitigated, asbestos fibers could become airborne.

It is possible that ACMs were used in the structures. An ACM survey will be conducted for all structures impacted by the proposed project.

### **13.3 Fill**

Fill material is common within urban areas where former sloughs or other drainage or low-lying areas historically existed. Fill material is also commonly used on embankments and bridge approaches. Fill material can consist of soil, but also contain miscellaneous debris including structural material (e.g., bricks, wood, concrete, etc.), discarded chemicals and oil, and other materials that could potentially be of environmental concern to a site. It is difficult to identify the presence of fill during an ISA; however, its possible presence should be noted.

### **13.4 Lead-based Paint**

Regulatory actions restricted the amount of lead in paints and primers manufactured after January 1, 1978, and limited the uses of paints in areas where consumers would have direct access to painted surfaces in non-industrial facilities. Prior to 1978, LBPs may have been used in building construction or maintenance. An LBP survey will be conducted for all structures impacted by the proposed project.

### **13.5 Thermoplastic Striping**

Historically, chrome yellow (containing lead-chromate) was used as the primary yellow pigment in traffic lane paints and thermoplastic striping (PTS). Lead-chromate varied from approximately 3.5 percent by weight in yellow waterborne paint to 25 percent by weight in yellow epoxy. In California, lead-chromate traffic striping was phased out in waterborne traffic paint between 1997 and 2000 and in thermoplastic striping by 2004. The concentrations of lead-chromate in the PTS applied to roadways would classify waste PTS as hazardous. Given the recent phase-out of lead-chromate-containing PTS, it is generally assumed that existing yellow PTS associated with roadway markings within a given construction project area contain lead and chromium unless there is specific knowledge that lead or chromium are not present (i.e., analytical data or definitive identification of the PTS source material).

It is not anticipated that lead-chromate containing yellow PTS will be encountered on this project.

### **13.6 Treated Wood Waste**

Treated wood is typically treated with preserving chemicals that protect the wood from insect attack and fungal decay during its use. During construction, TWW may be generated when posts along metal beam guard railing, three beam barrier, piles, utility poles, or roadside signs are removed. The DTSC requires that TWW either be disposed of as a hazardous waste, or if not tested, the generator may presume that TWW is a hazardous waste (to avoid the time and expense involved in completing laboratory testing) and manage the waste by Alternative Management Standards (AMS). The AMS are described in the California Code of Regulations, Title 22, Division 4.5, Chapter 34. The AMS lessen storage requirements, extend accumulation periods, allow shipments of presumed hazardous waste TWW without manifests and registered hazardous waste haulers, and permit disposal at specific non-hazardous waste landfills. Utility poles are located within the project limits that may require removal; testing of the poles is not required.

### **13.7 Soil Management**

Concentrations of contaminants within areas associated with the project may represent a potential health risk for Site workers performing earthwork activities. The contractor should implement appropriate health and safety procedures to prevent or minimize exposure of potential impacted soil to workers, the environment, and the surrounding community. Additionally, it is also recommended that contingency measures be developed by the construction contractor, including development of a Soil Management Plan, that outline soil management requirements in the event contaminated media is encountered during project construction. Workers should conduct their activities in accordance with State of California, Division of Occupational Safety and Health Administration (DOSH) applicable rules as outlined in the contractor's Health and Safety Plan

(HASP) and in the Site Community Health and Safety Plan (CHSP), if applicable. A project-specific HASP should be prepared and implemented by the contractor in association with disturbing, handling, and transporting contaminated soil. During the construction activities and any other soil generating activities, workers should use basic health and safety precautions when handling or disturbing soil as outlined in the contractor's HASP. Precautions should include:

- The use of engineering controls to reduce and control hazards;
- The use of appropriate PPE (e.g., gloves, Tyvek coveralls, etc.) when handling soil;
- Decontamination procedures (e.g. washing of face and hands) before eating, drinking, or smoking after conducting subsurface intrusive work; and
- Decontamination procedures for equipment that may have come into contact with potentially impacted soil within the construction area.

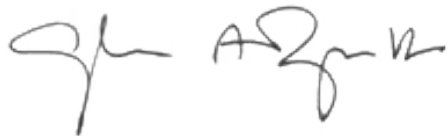


## 14.0 ENVIRONMENTAL QUALIFICATIONS AND SIGNATURE

## PROFESSIONAL

As required by 40 Code of Federal Regulations (CFR) § 312.21(d) and Section 12.2 of ASTM 1527-13, the environmental professional's statement and signature are provided below. In support of the contents of this report:

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental professional as defined in §312.10 of 40 CFR 312 and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Site. I have developed and performed the AAI in conformance to the standards and practices set forth in 40 CFR Part 312.



Glenn Burks, Ph.D., P.E.  
Director of Environmental Services



Aapris Frisbie  
Project Geologist

## 15.0 REFERENCES

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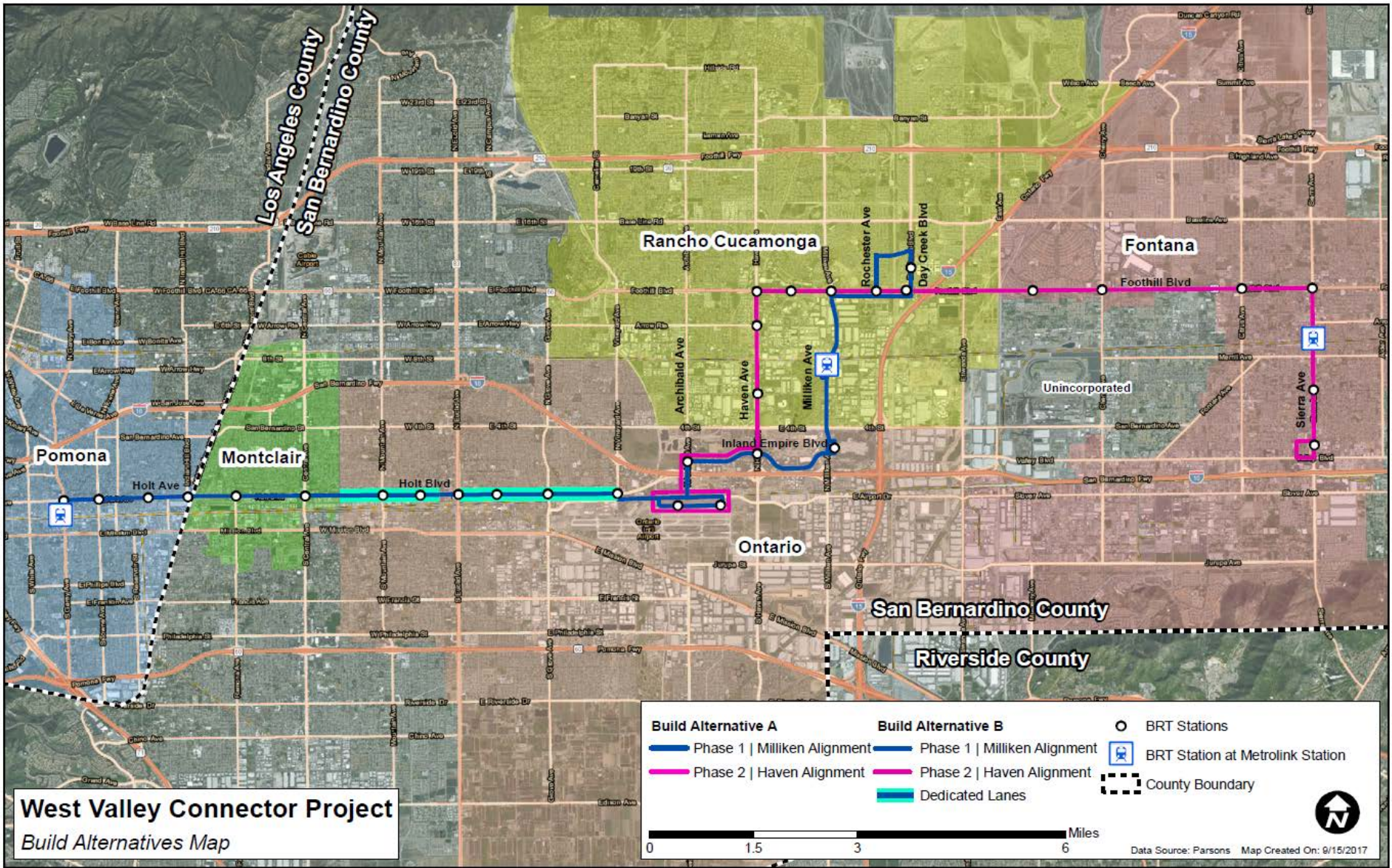
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FIGURE



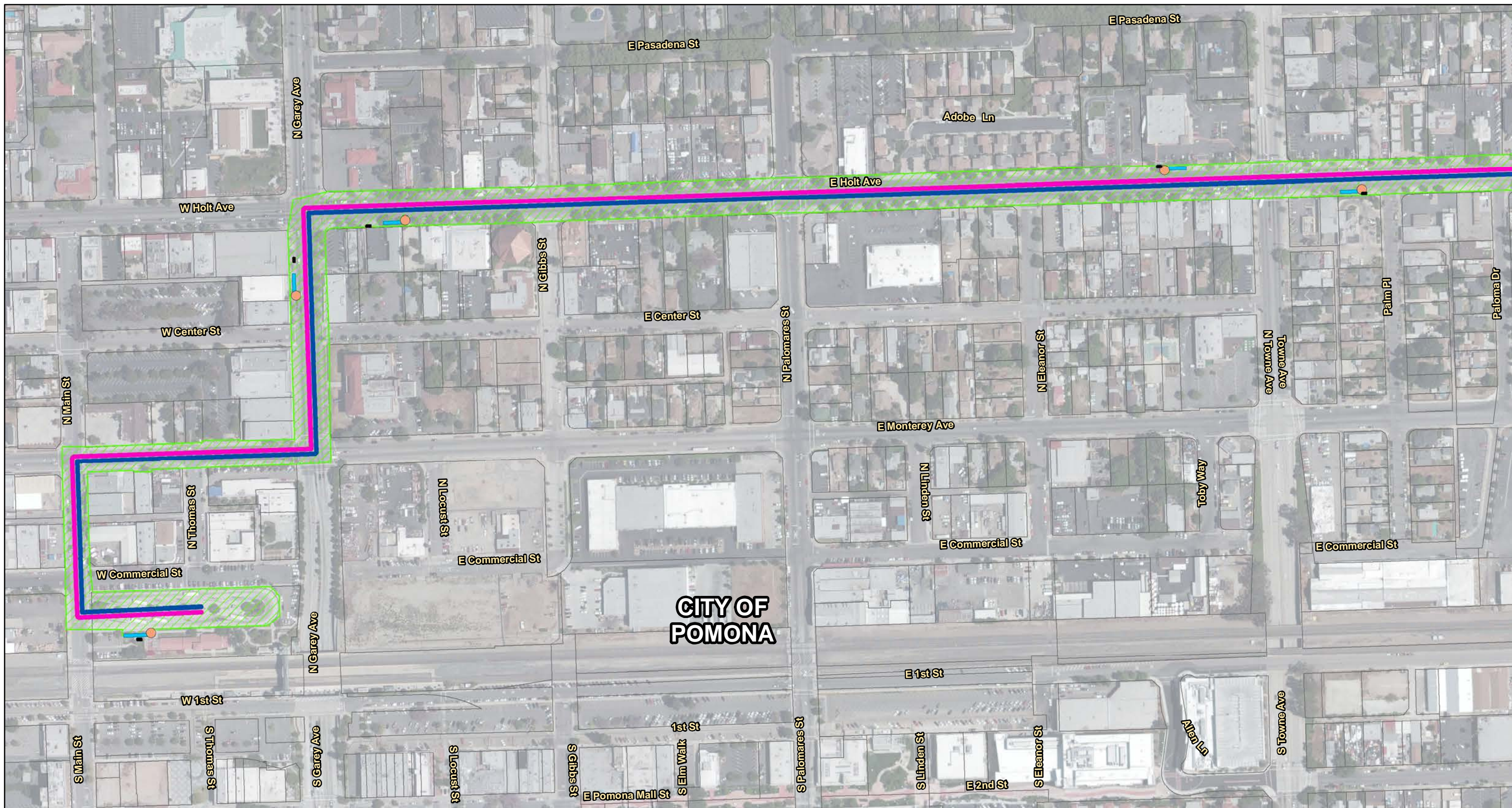
GDC Project No. EN119

**Build Alternatives Map**  
Initial Site Assessment  
West Valley Connector Corridor Project  
Pomona, Montclair, Ontario, Rancho Cucamonga,  
and Fontana, California

Figure 2-1



APPENDIX A  
West Valley Corridor Project Impact Exhibits



# West Valley Connector

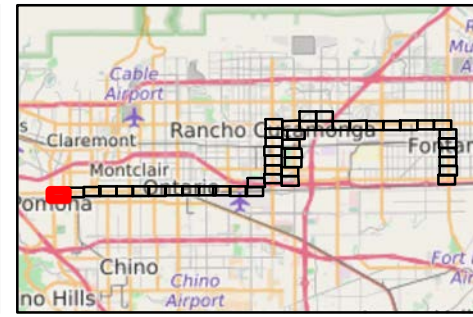
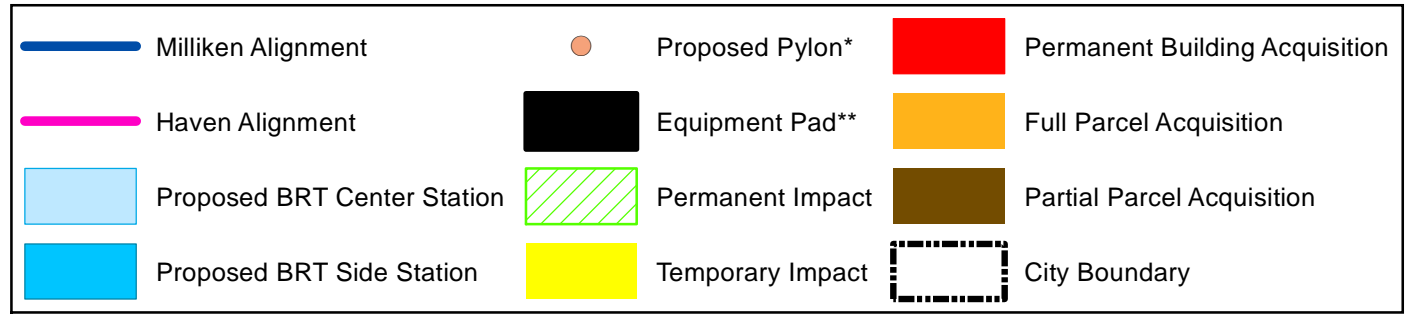
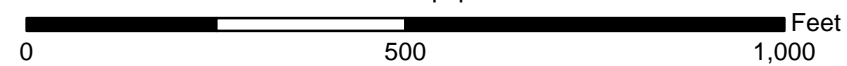
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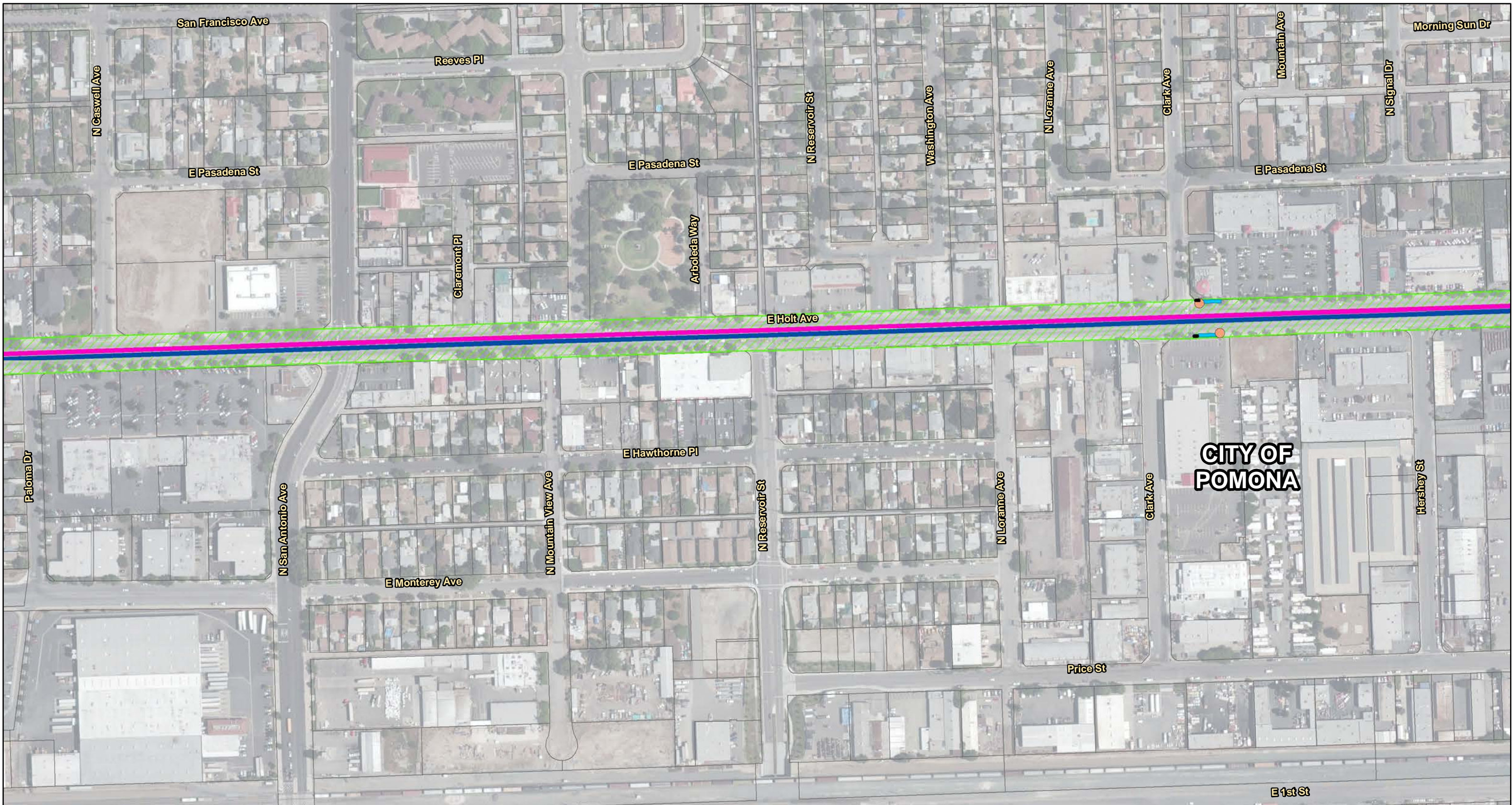
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\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

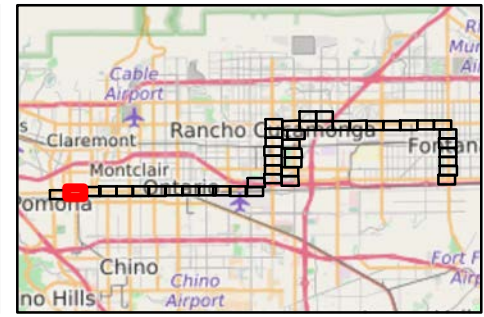
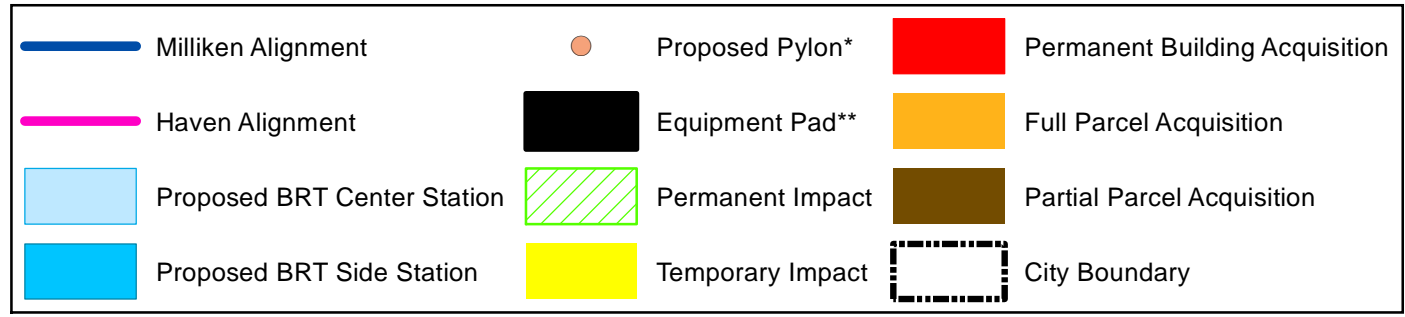
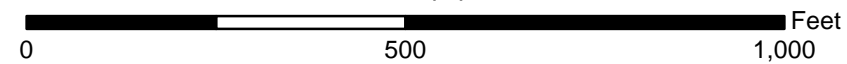
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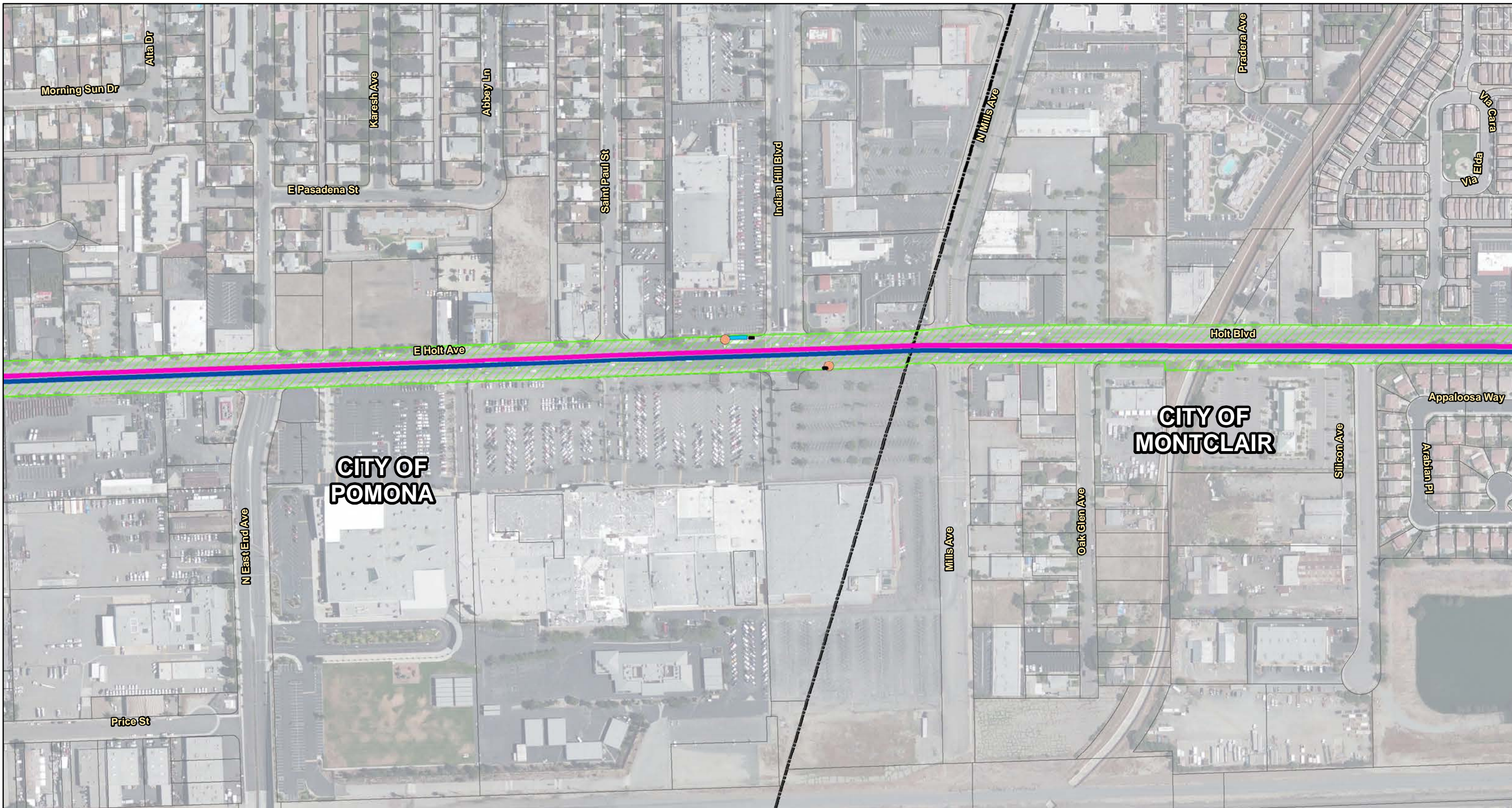
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\*Pylon symbol enlarged for graphical purposes

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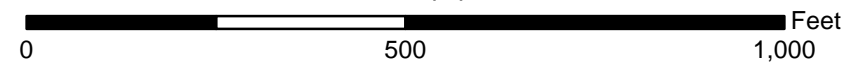
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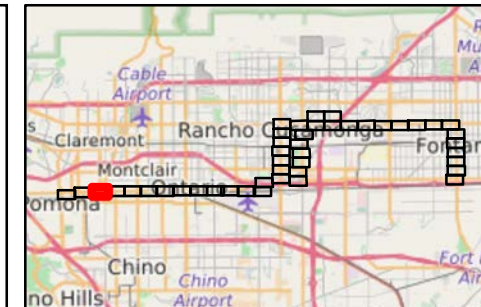
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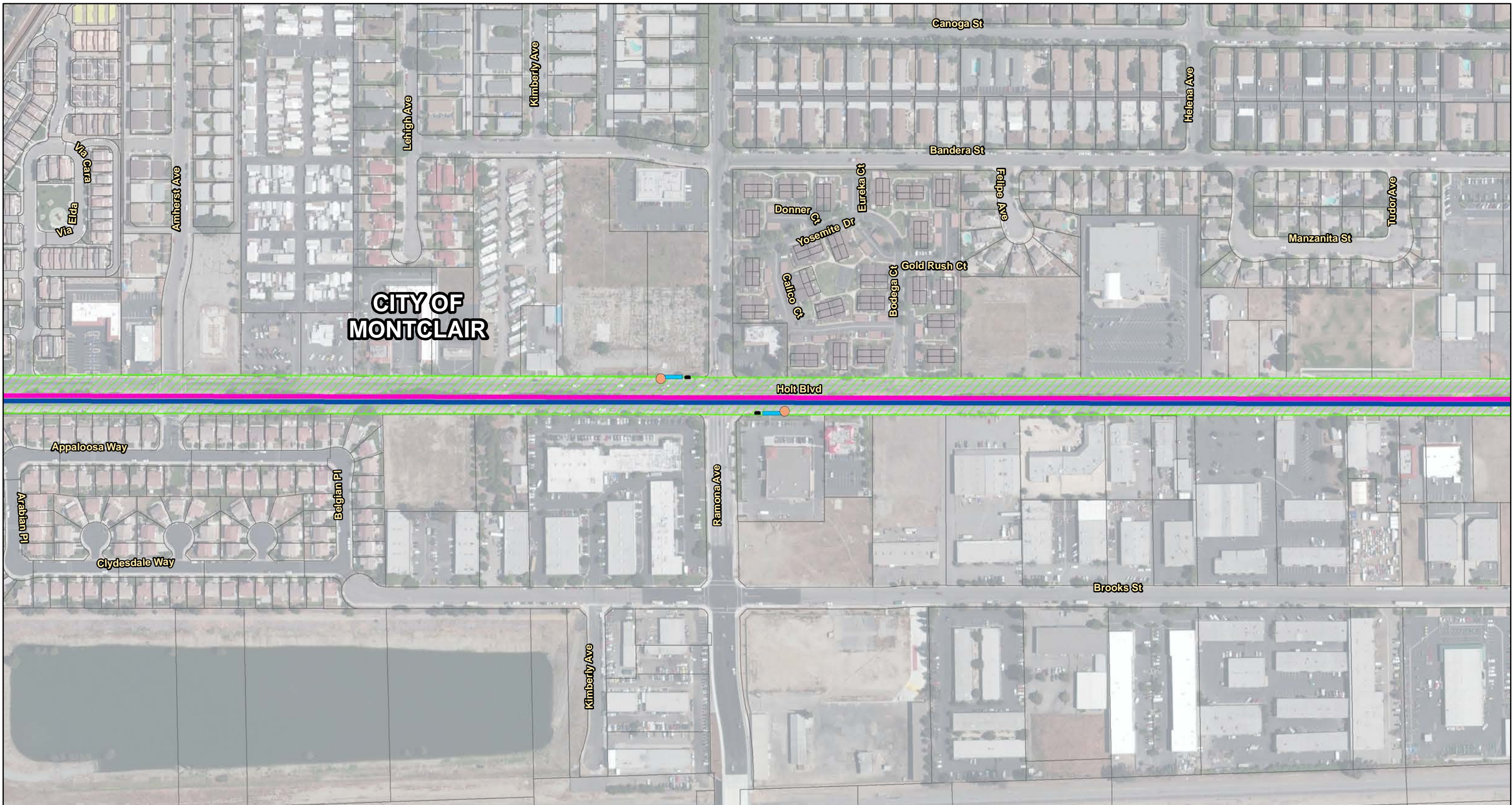
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

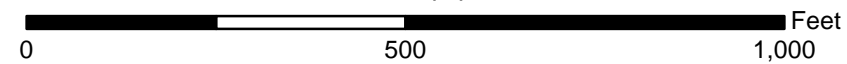
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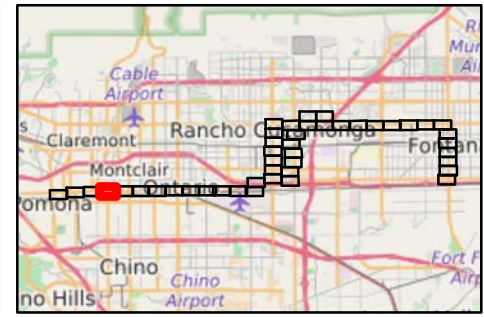
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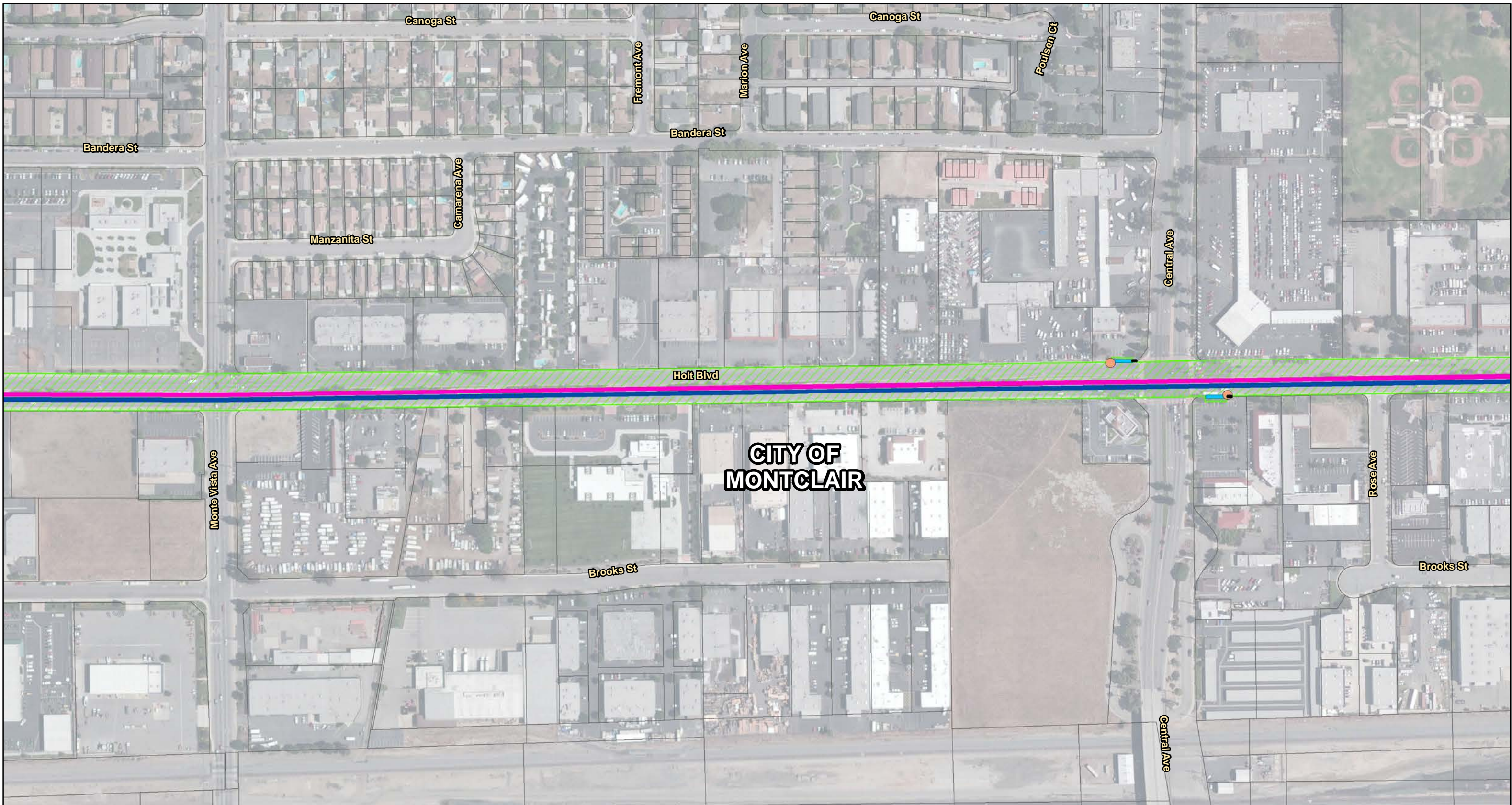
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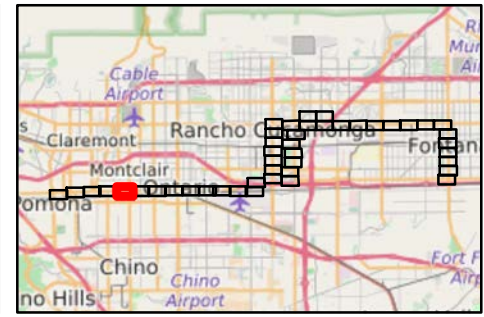
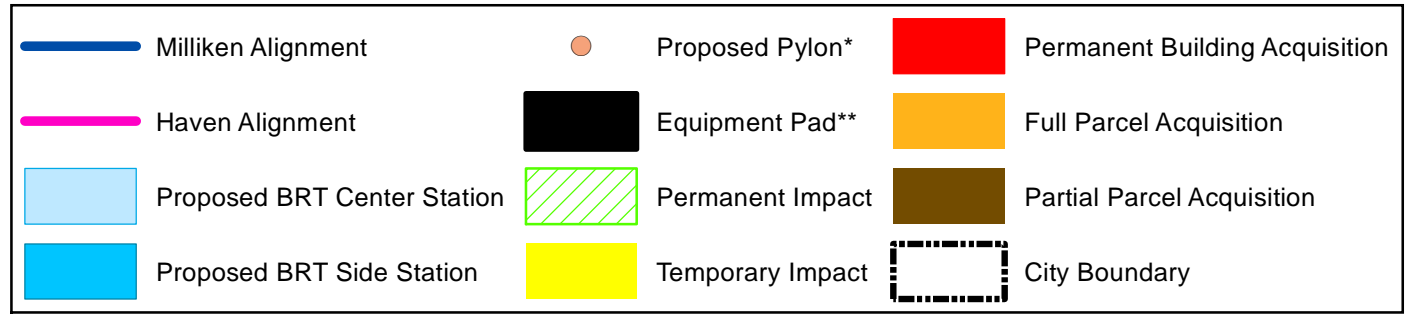
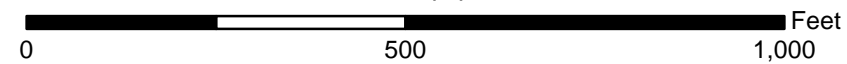
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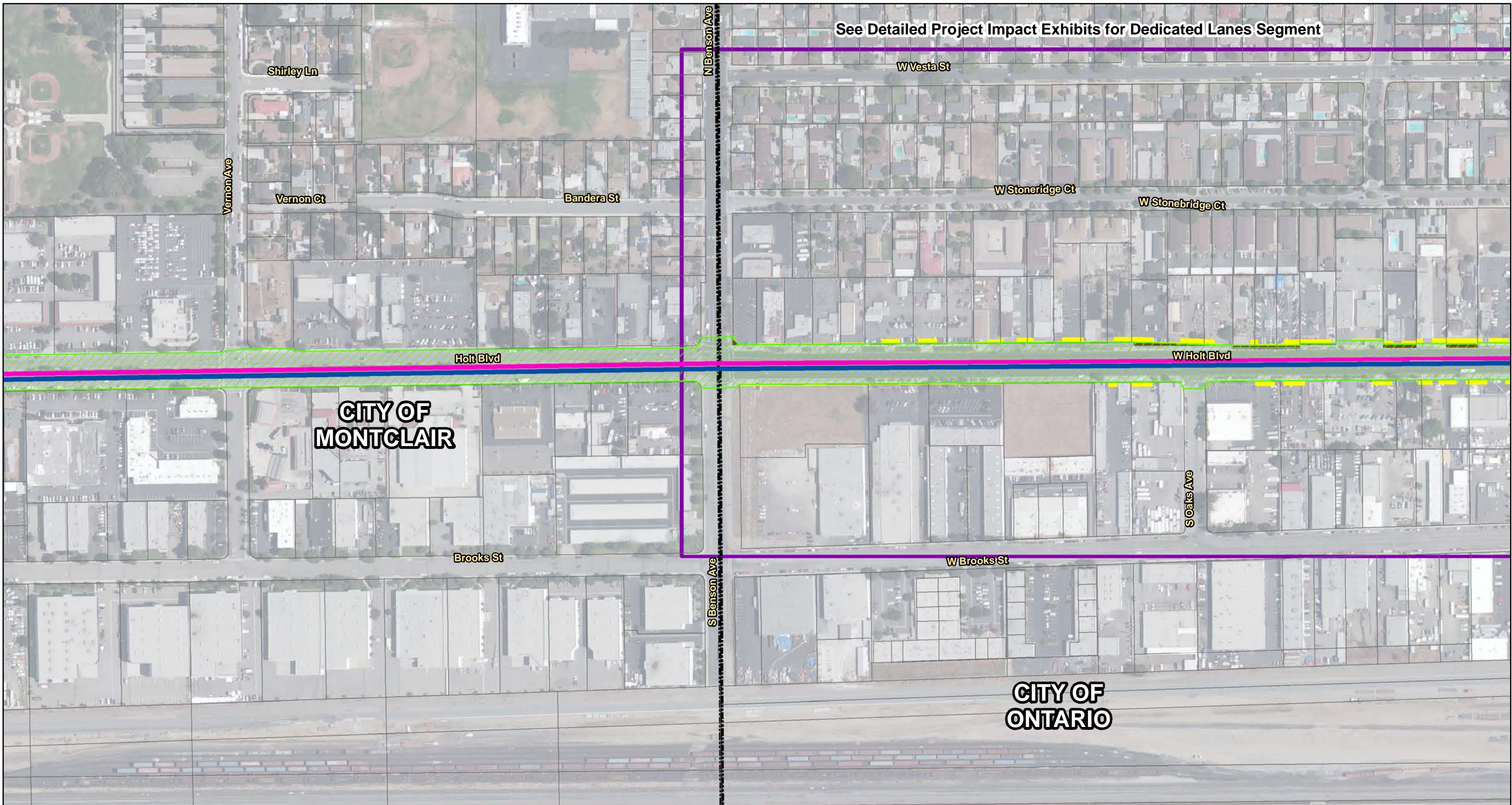
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\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





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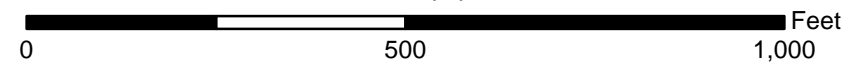
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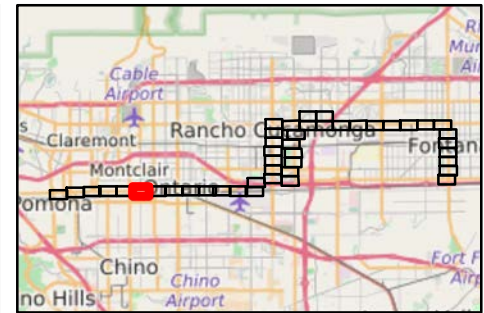
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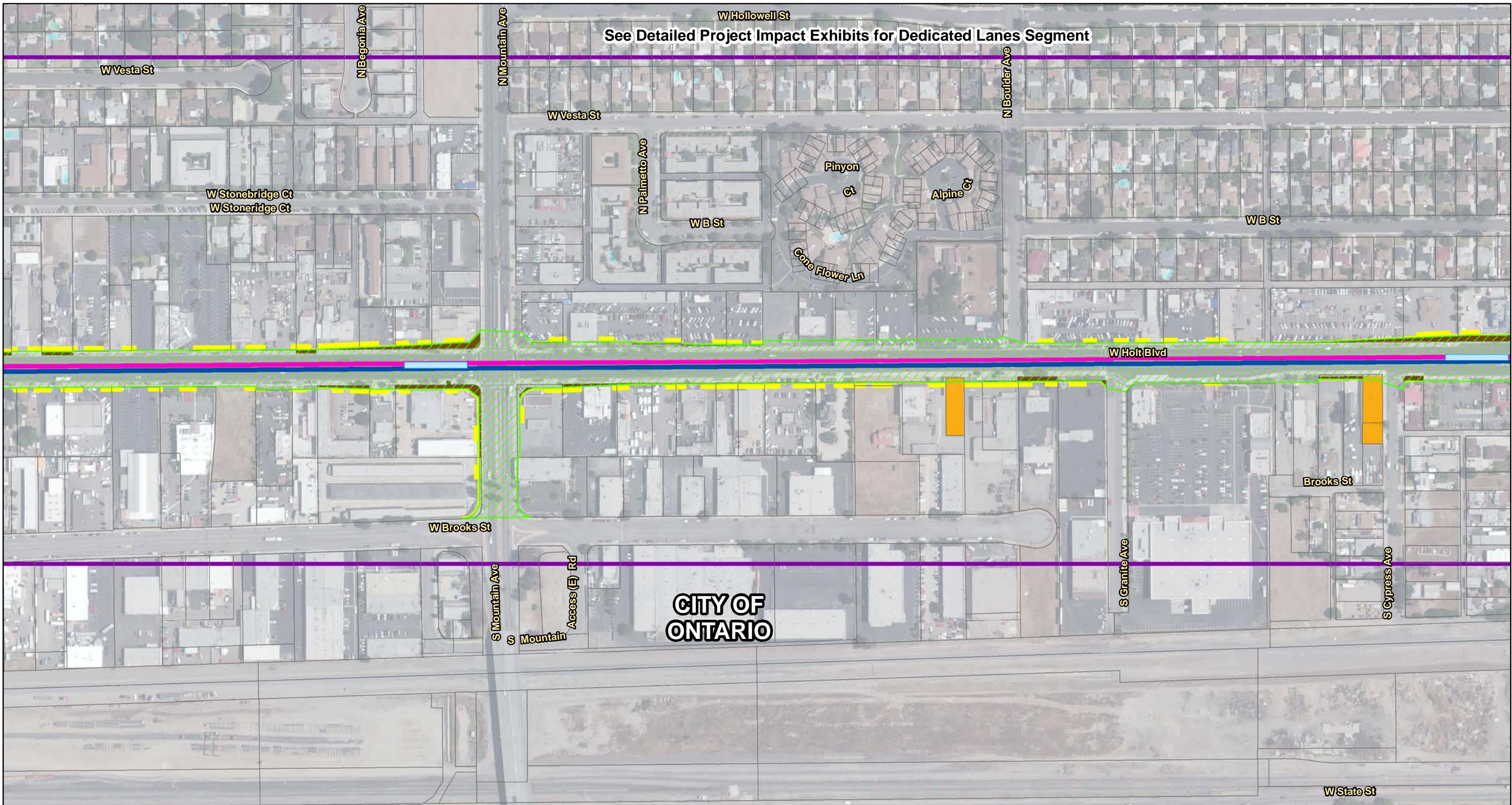
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\*\*Electrical and communications equipment unit



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	Proposed BRT Side Station		Temporary Impact		City Boundary





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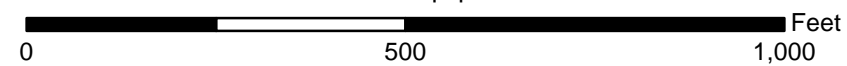
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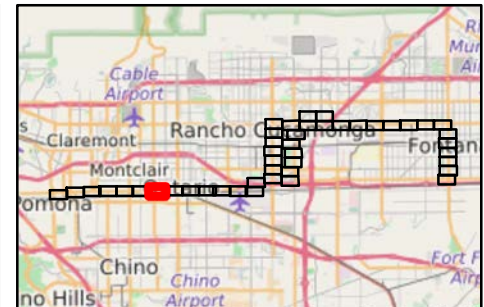
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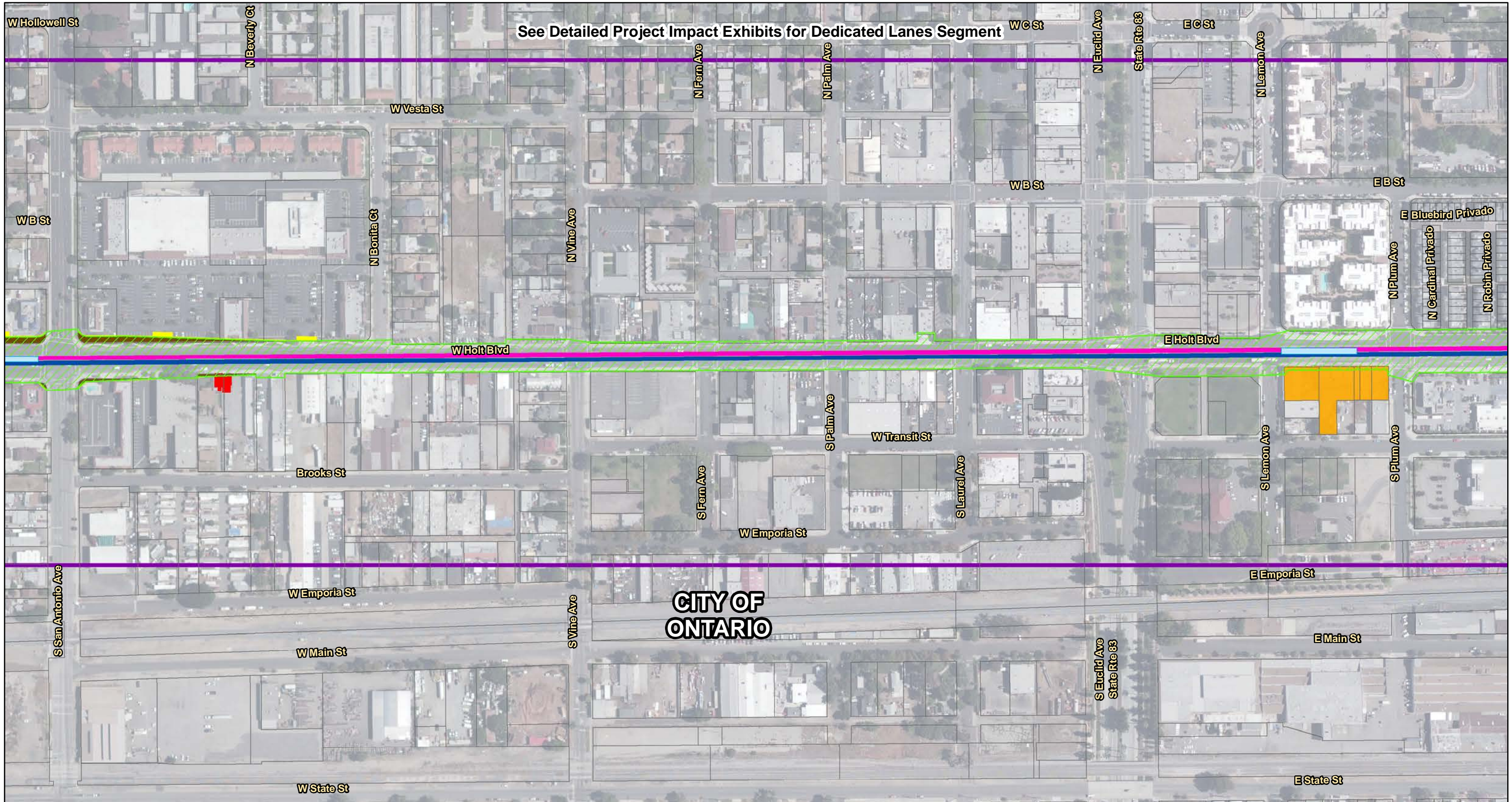
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\*\*Electrical and communications equipment unit



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	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
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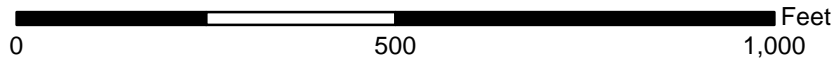
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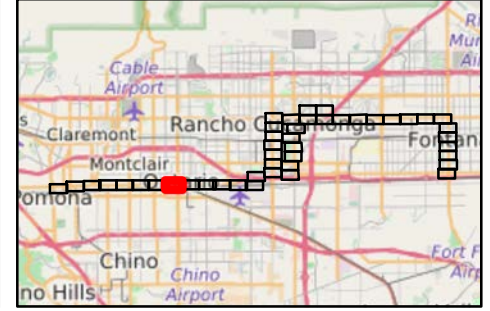
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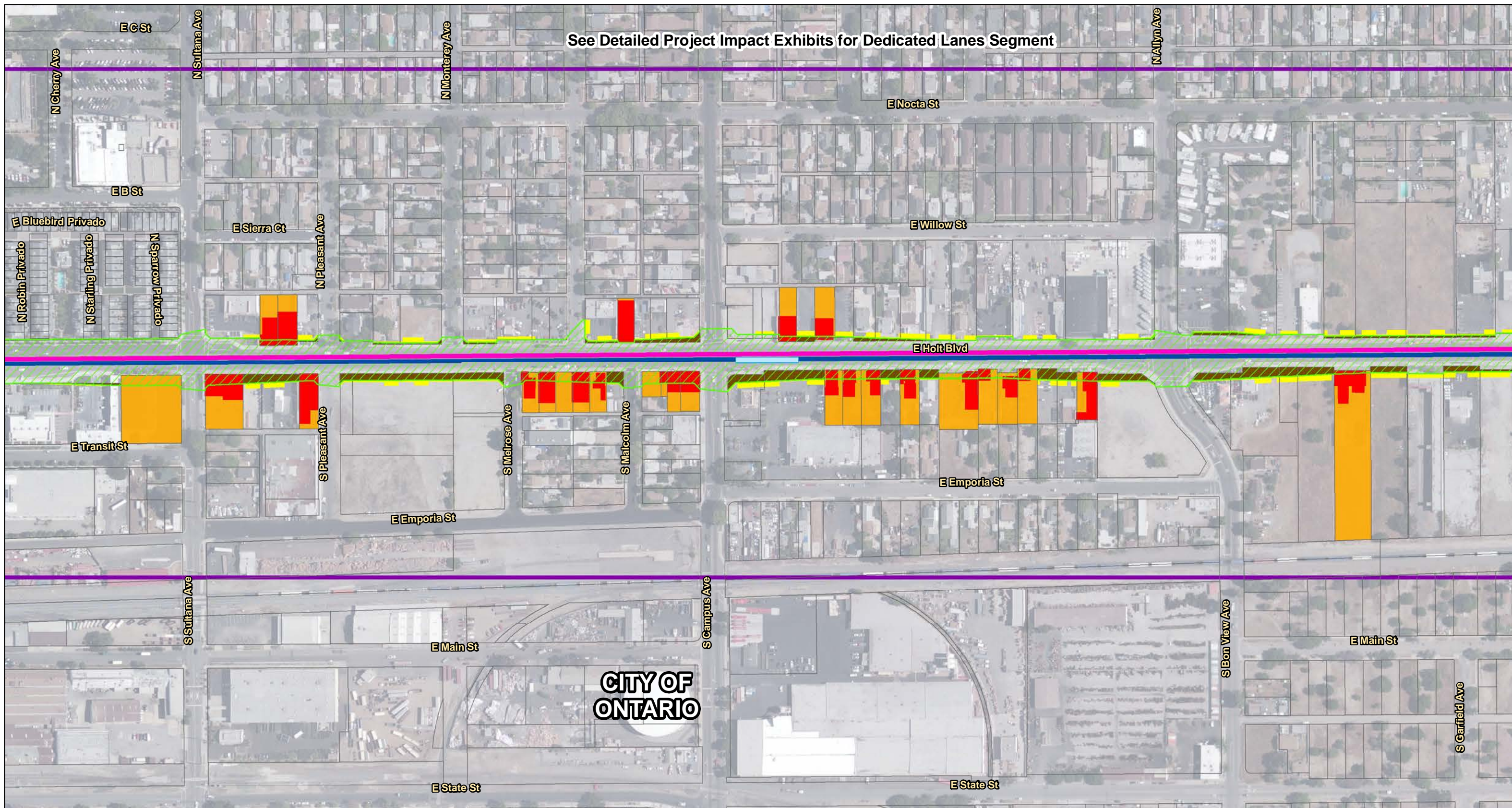
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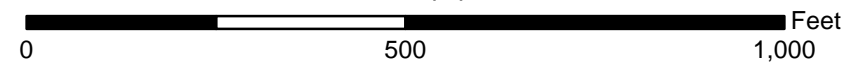
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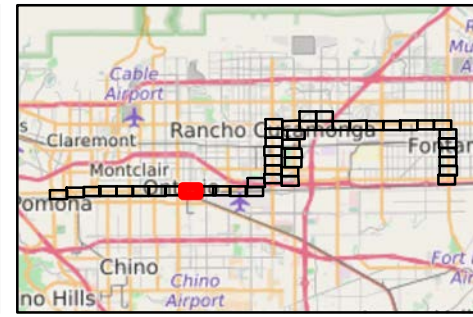
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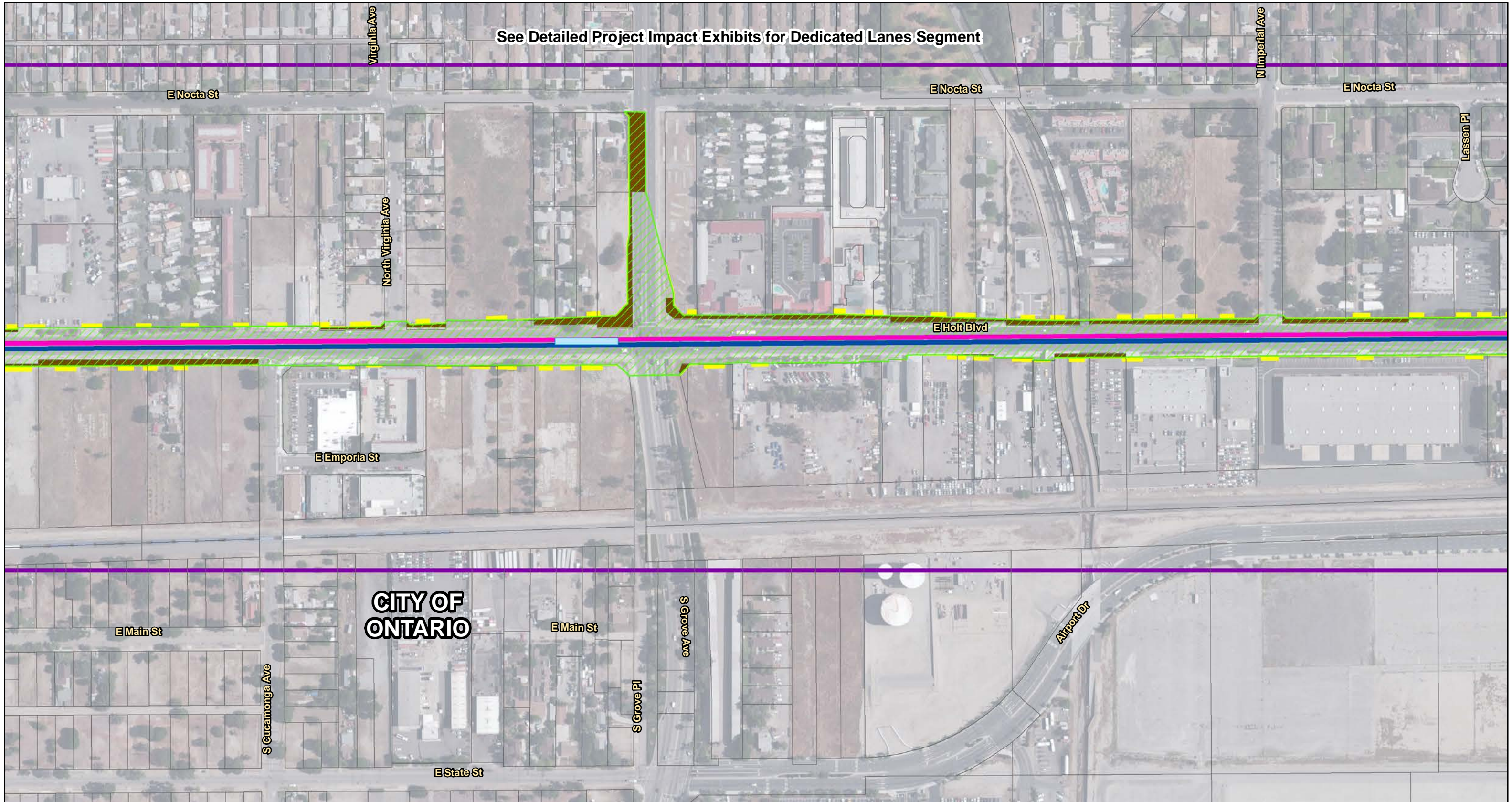
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See Detailed Project Impact Exhibits for Dedicated Lanes Segment



# West Valley Connector

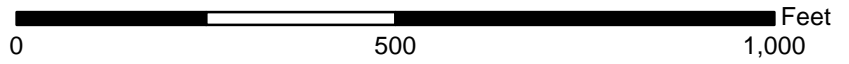
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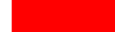

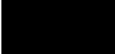

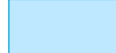





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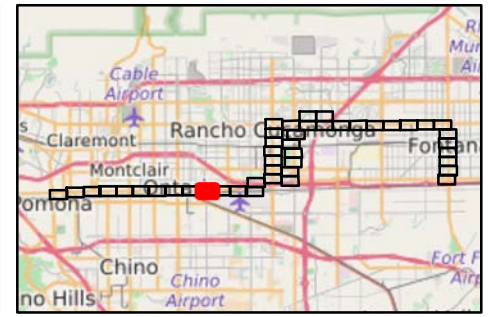
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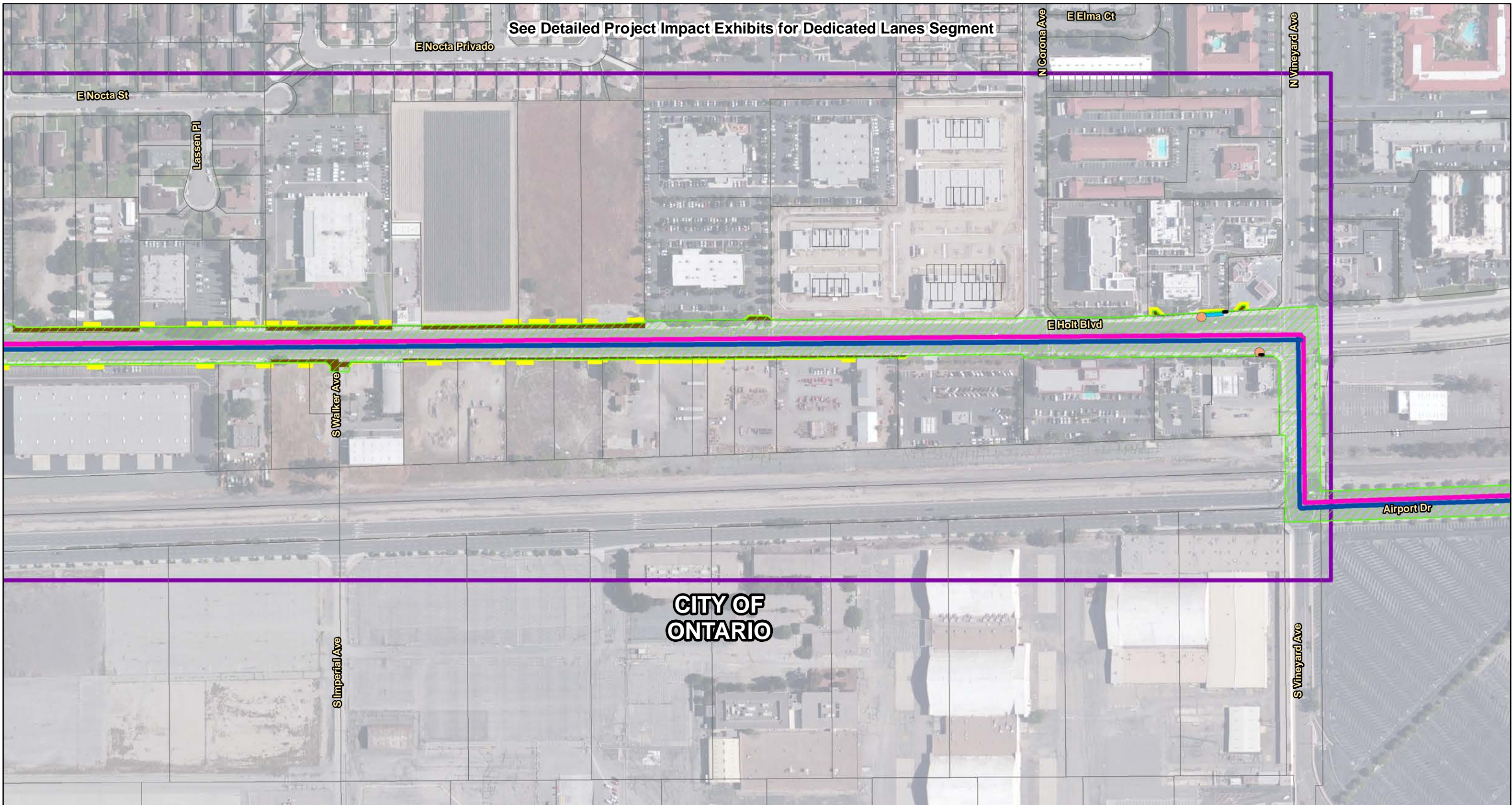
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# West Valley Connector

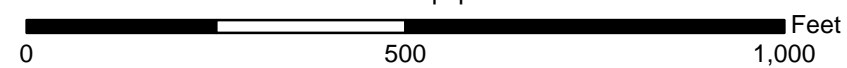
## Project Impact Exhibit

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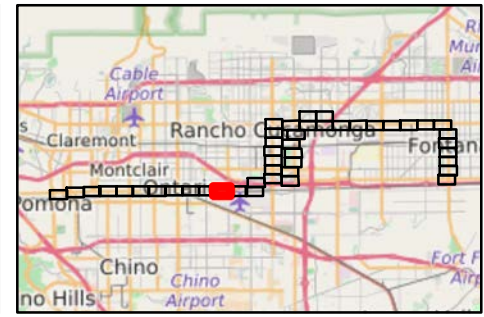
Data Source: Parsons Map Created On: 9/29/2016

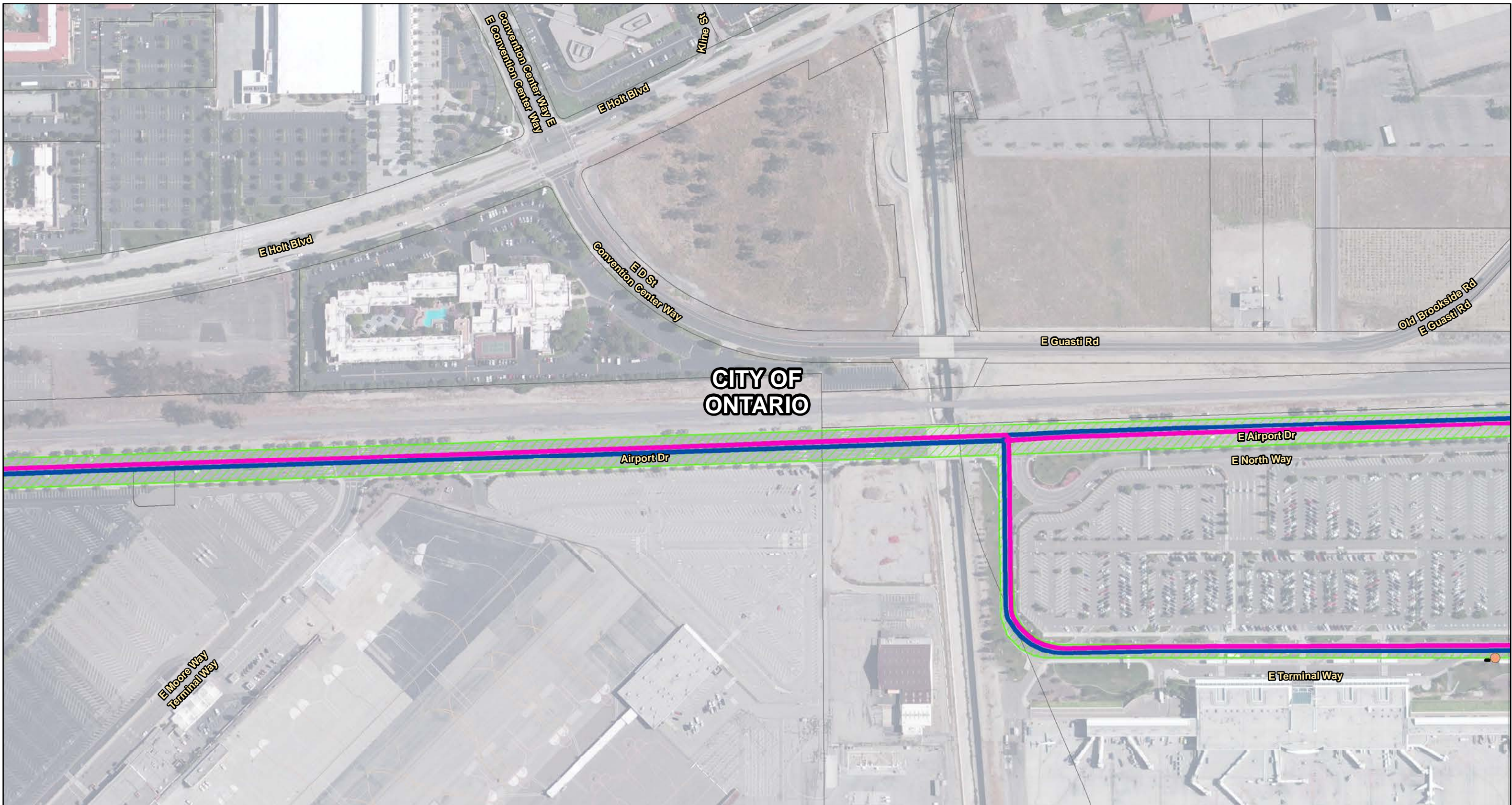
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

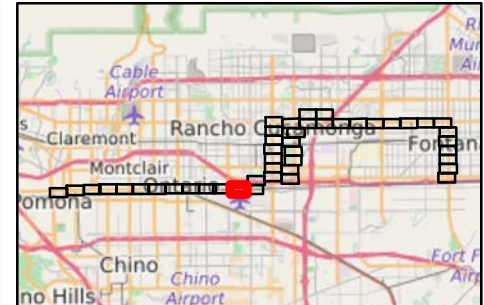
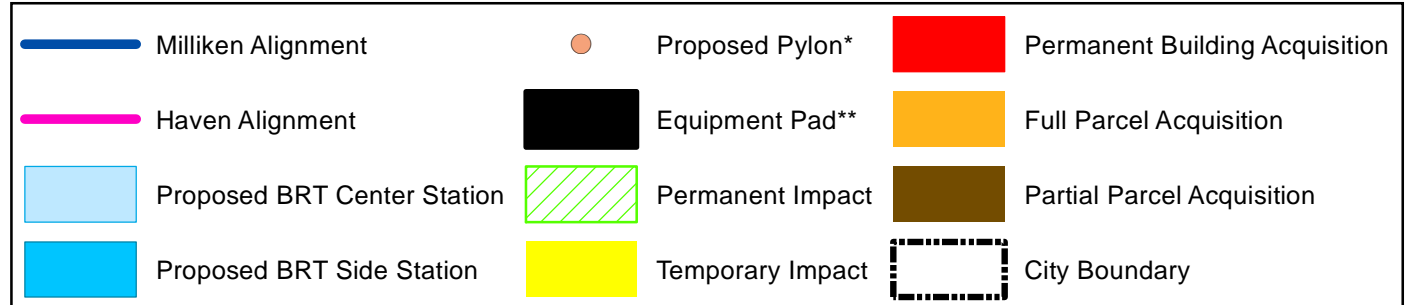
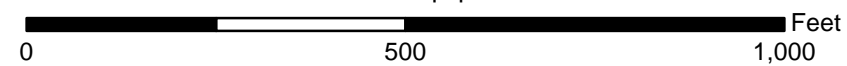
## Project Impact Exhibit

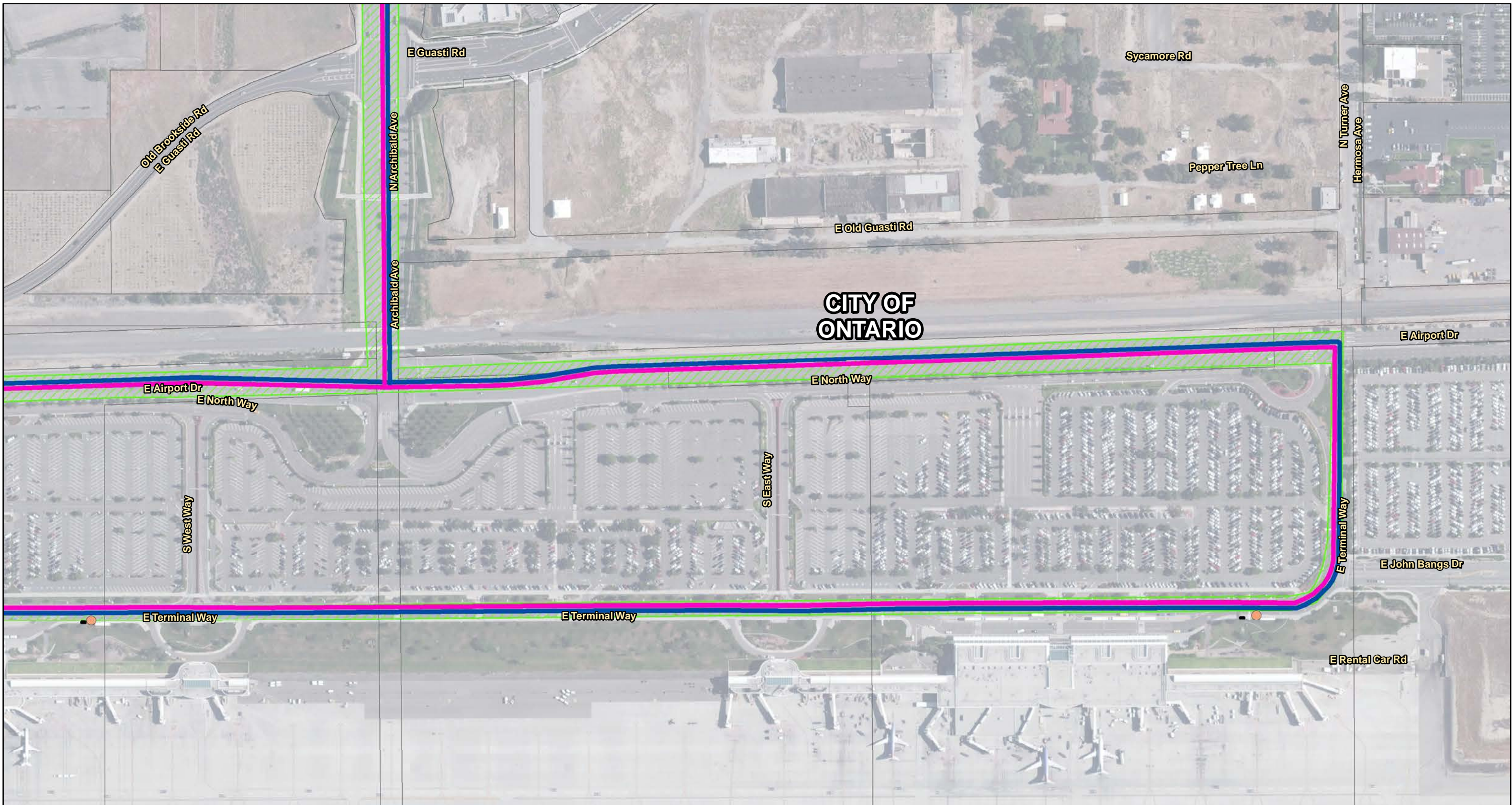
Sheet 12 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

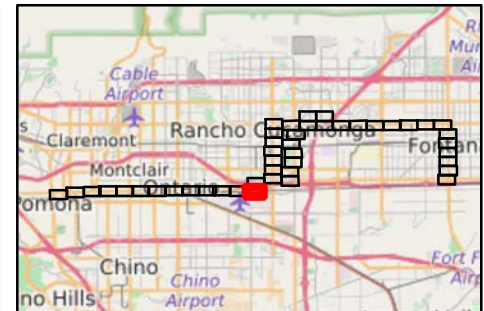
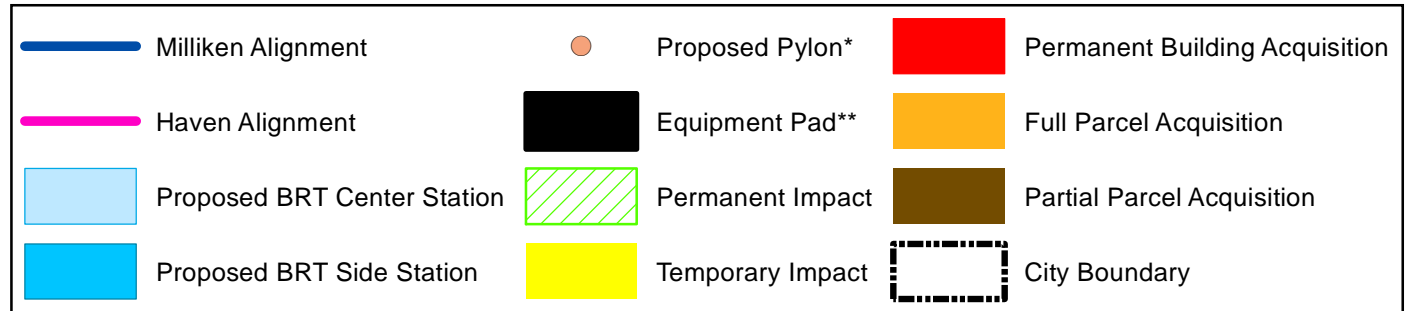
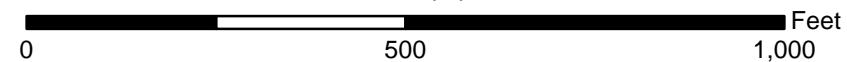
## Project Impact Exhibit

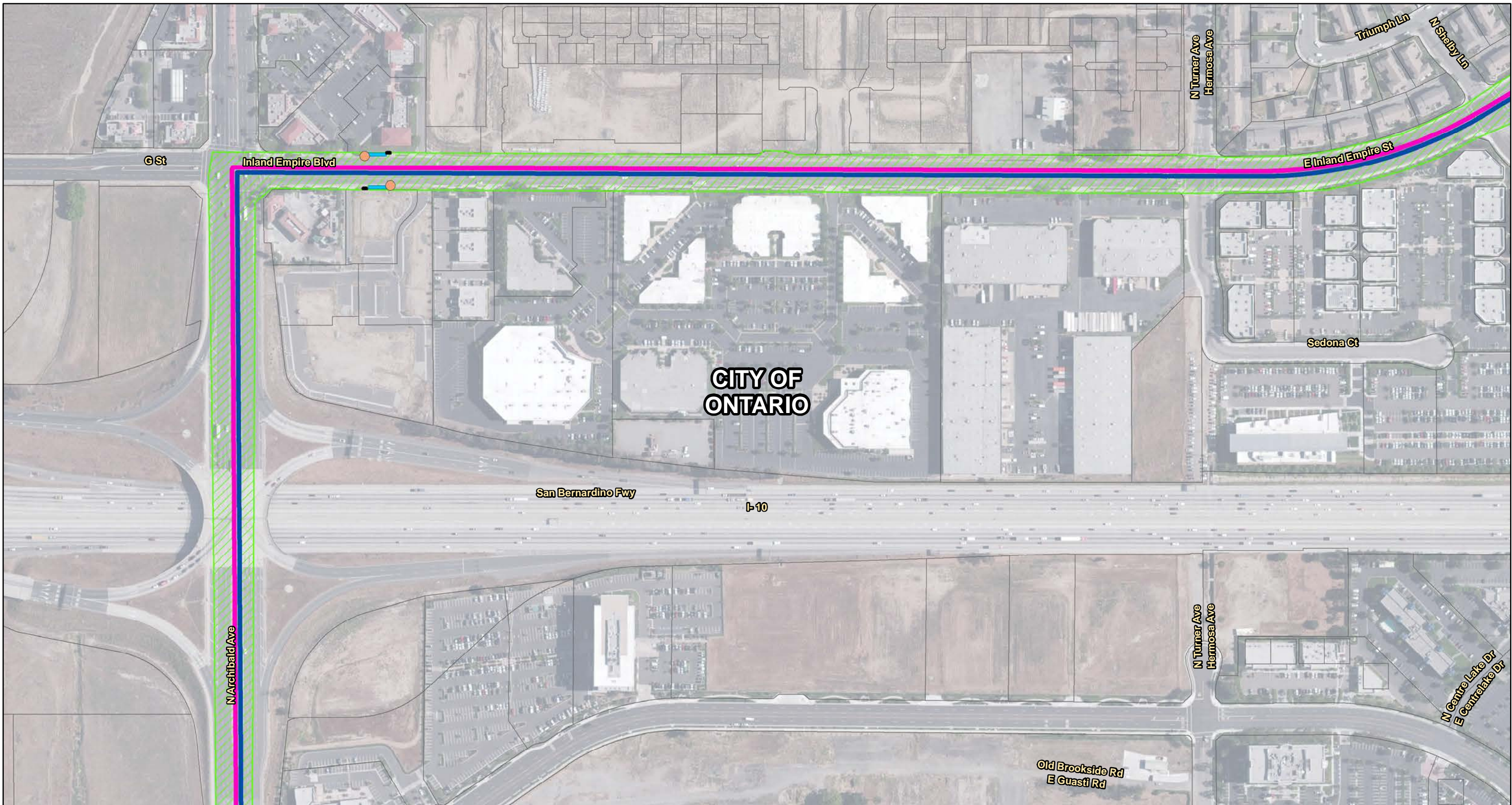
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Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

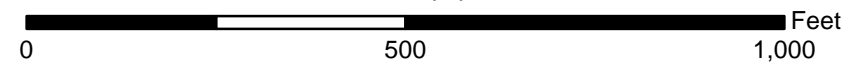
## Project Impact Exhibit

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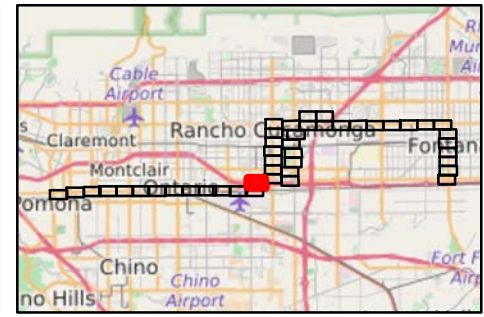
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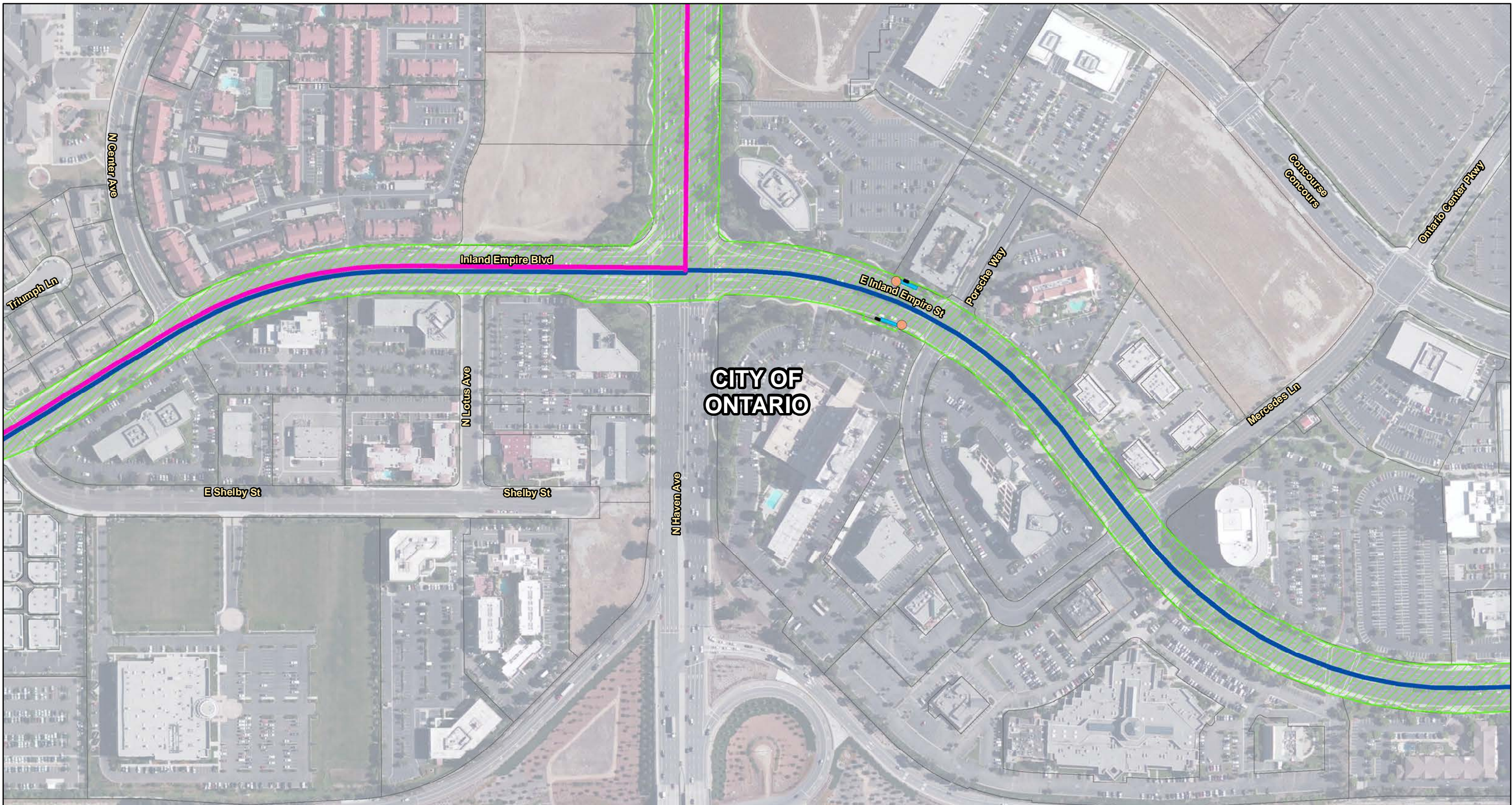
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

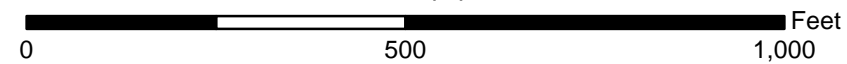
## Project Impact Exhibit

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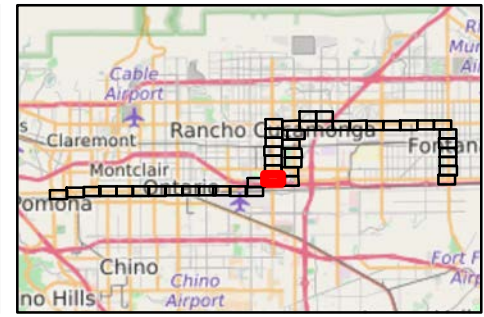
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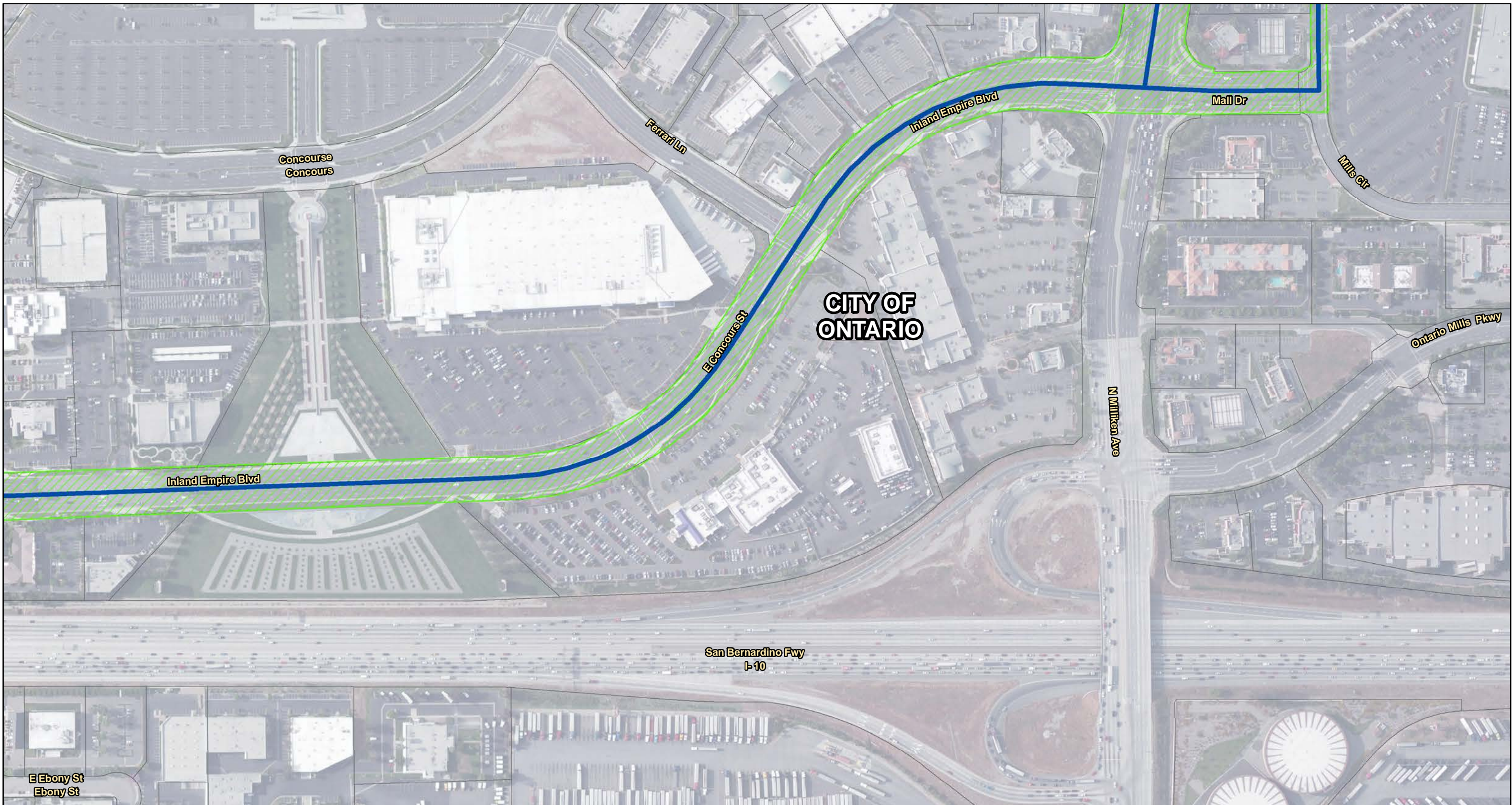
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

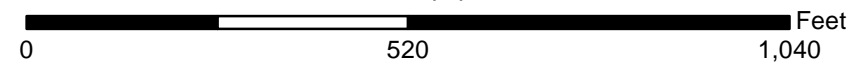
## Project Impact Exhibit

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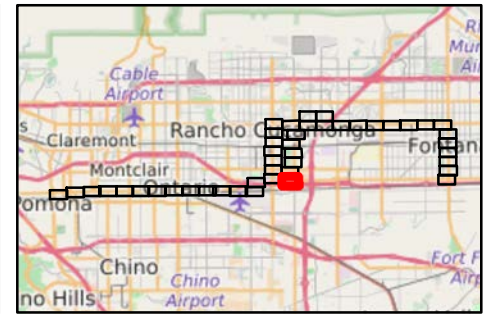
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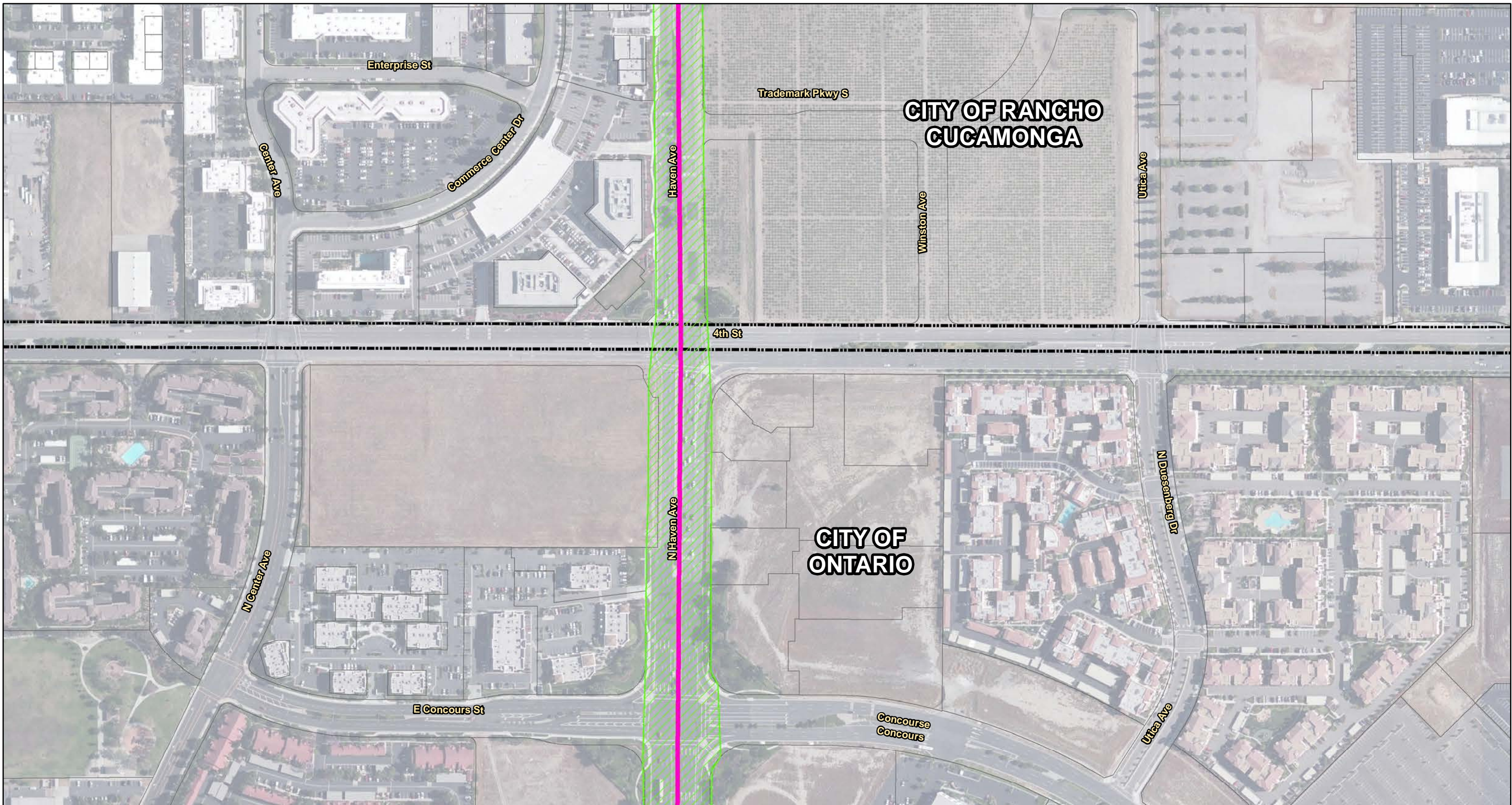
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

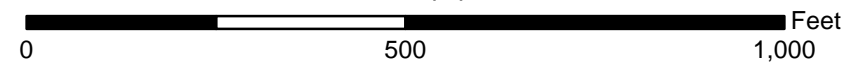
## Project Impact Exhibit



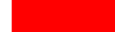

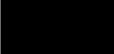

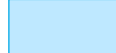





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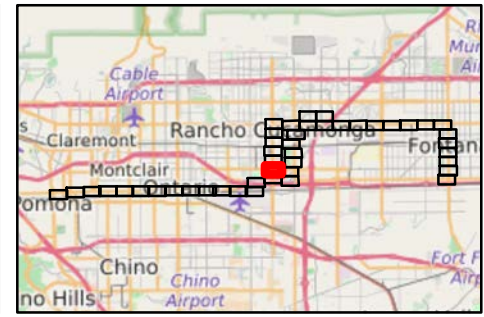
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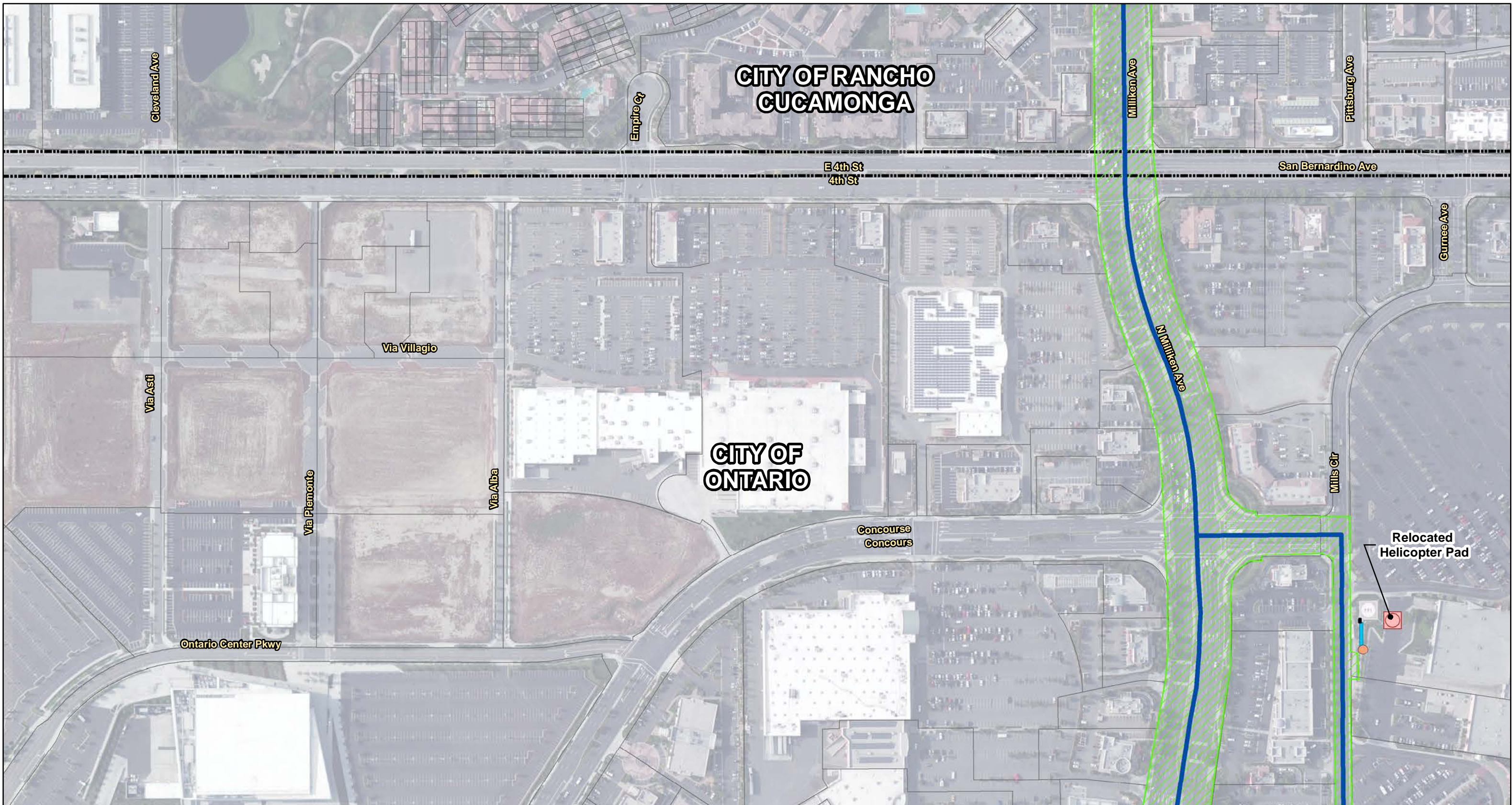
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



 Milliken Alignment	 Proposed Pylon*	 Permanent Building Acquisition
 Haven Alignment	 Equipment Pad**	 Full Parcel Acquisition
 Proposed BRT Center Station	 Permanent Impact	 Partial Parcel Acquisition
 Proposed BRT Side Station	 Temporary Impact	 City Boundary





# West Valley Connector

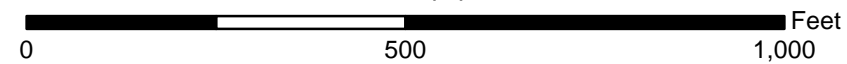
## Project Impact Exhibit

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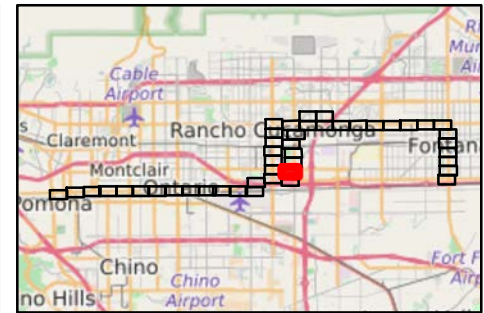
Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

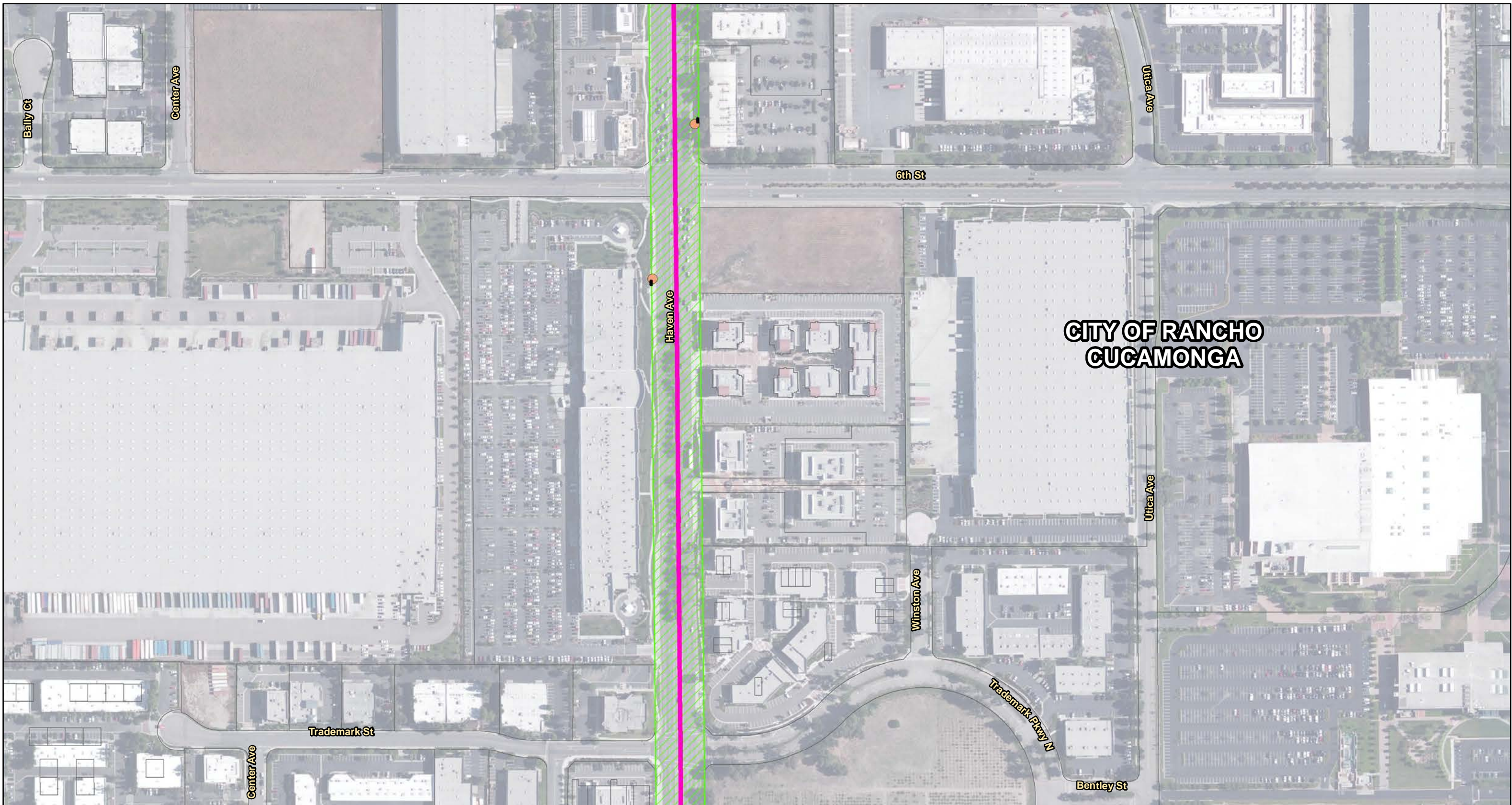
\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary







# West Valley Connector

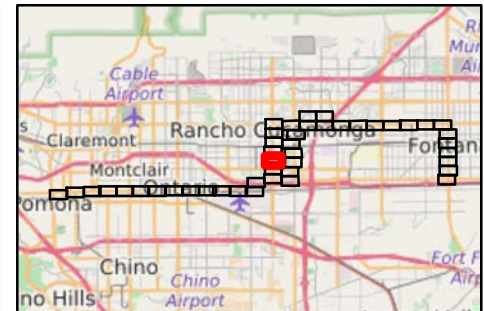
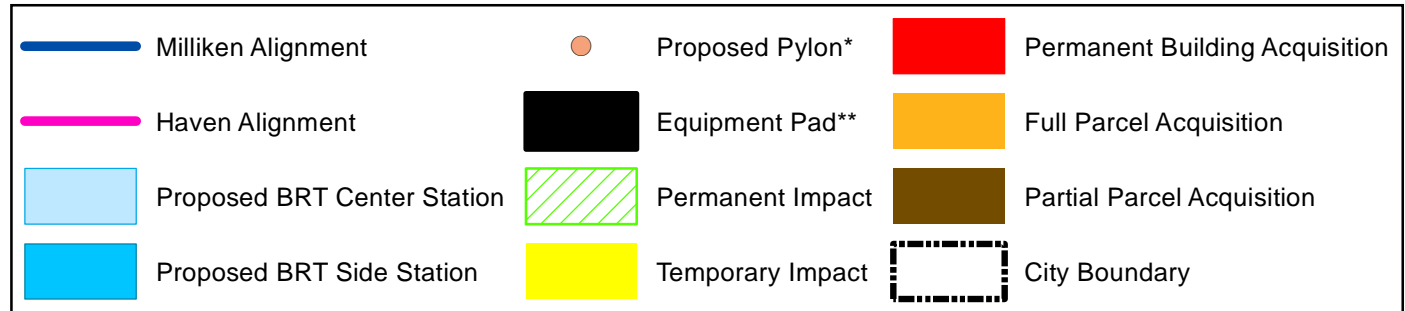
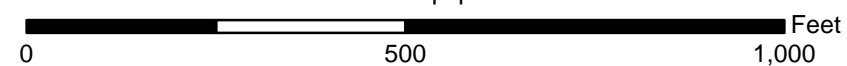
## Project Impact Exhibit

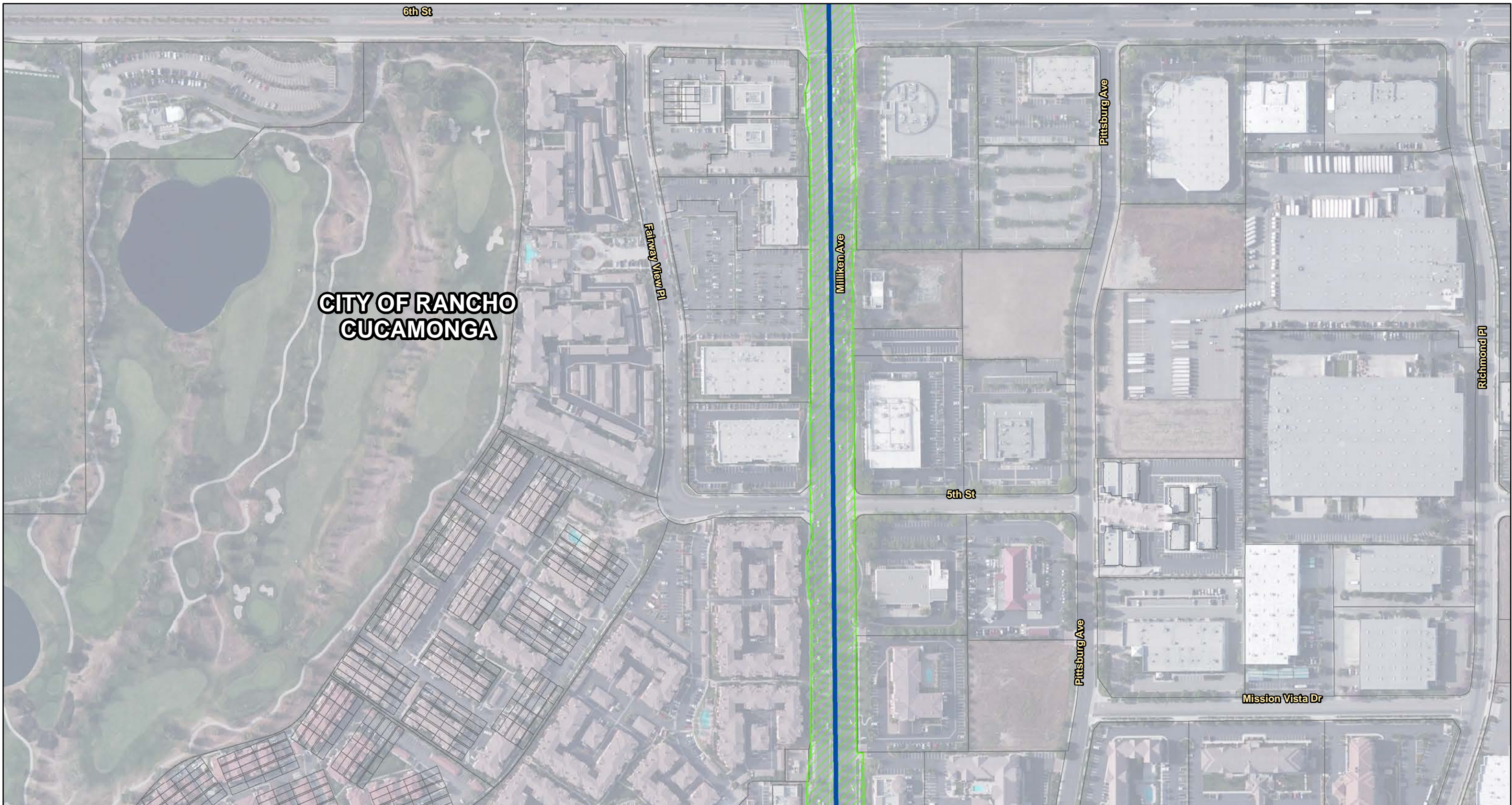
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Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





**CITY OF RANCHO  
CUCAMONGA**

**West Valley Connector**

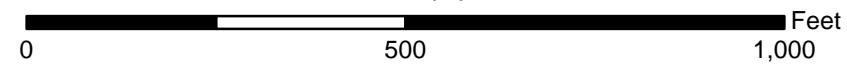
*Project Impact Exhibit*

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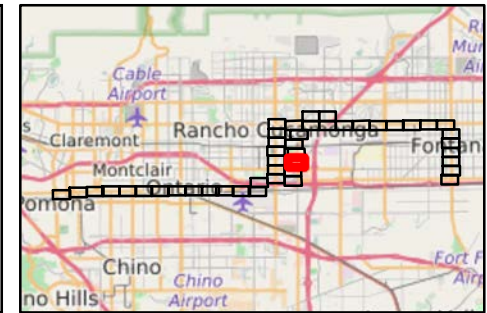
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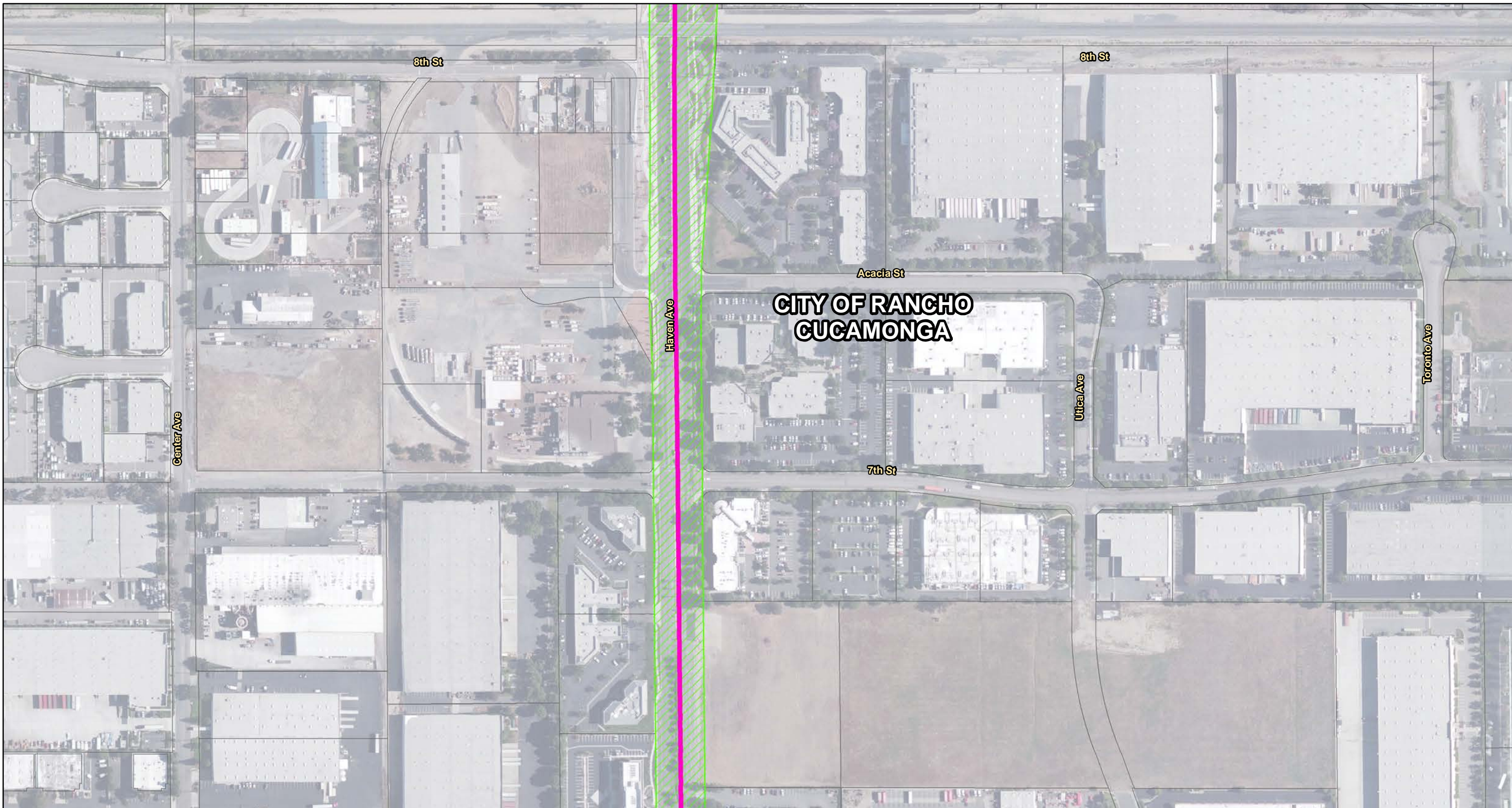
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



Milliken Alignment	Proposed Pylon*	Permanent Building Acquisition
Haven Alignment	Equipment Pad**	Full Parcel Acquisition
Proposed BRT Center Station	Permanent Impact	Partial Parcel Acquisition
Proposed BRT Side Station	Temporary Impact	City Boundary





# West Valley Connector

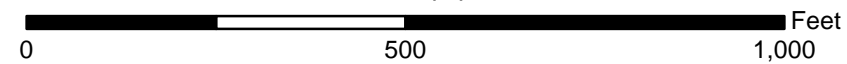
## Project Impact Exhibit



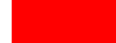



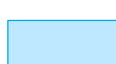
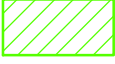

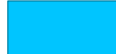


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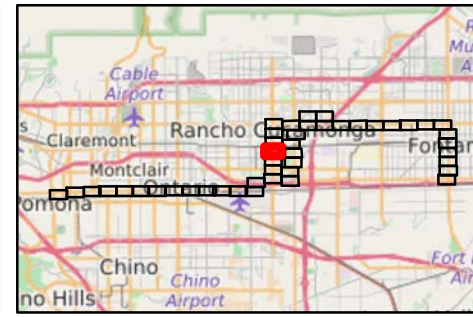
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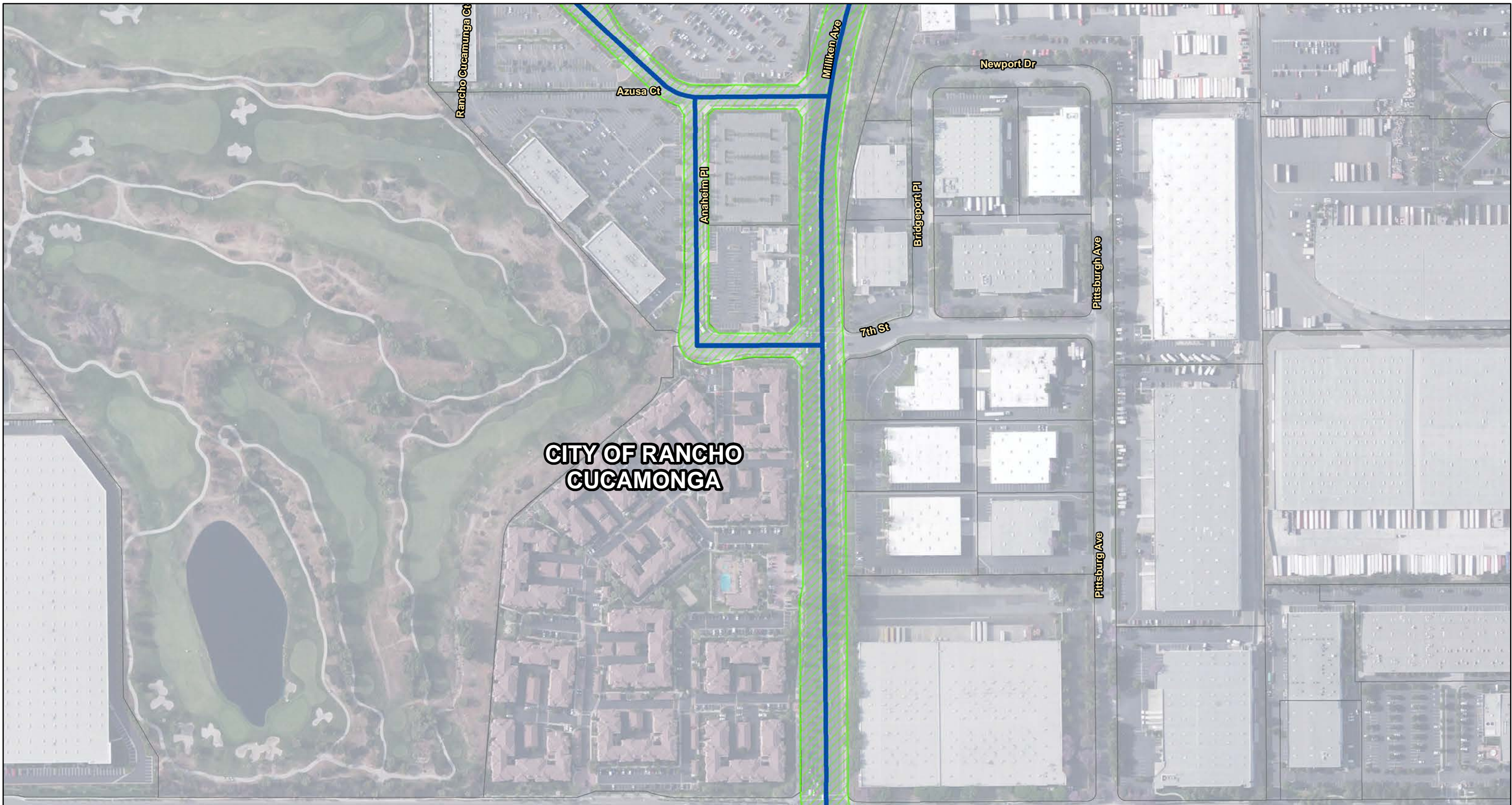
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

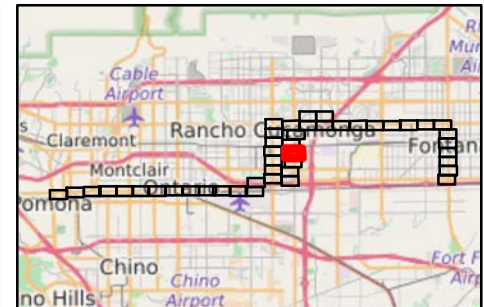
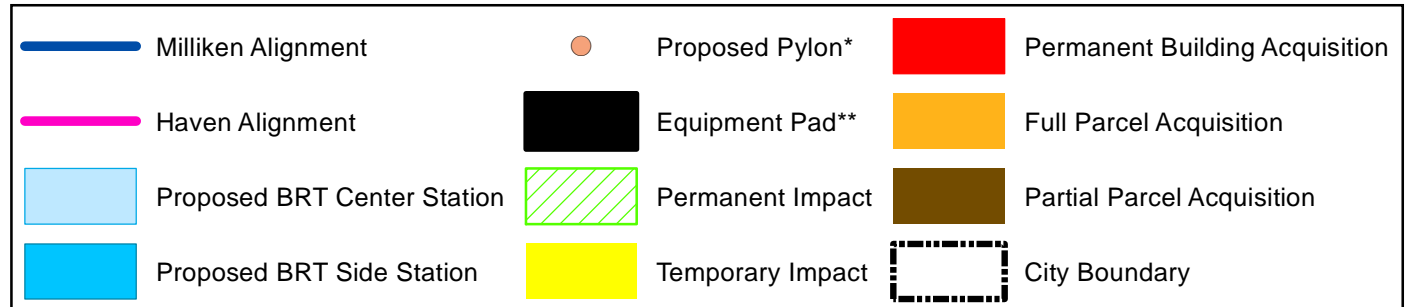
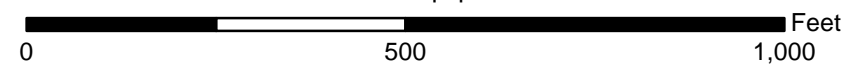
## Project Impact Exhibit

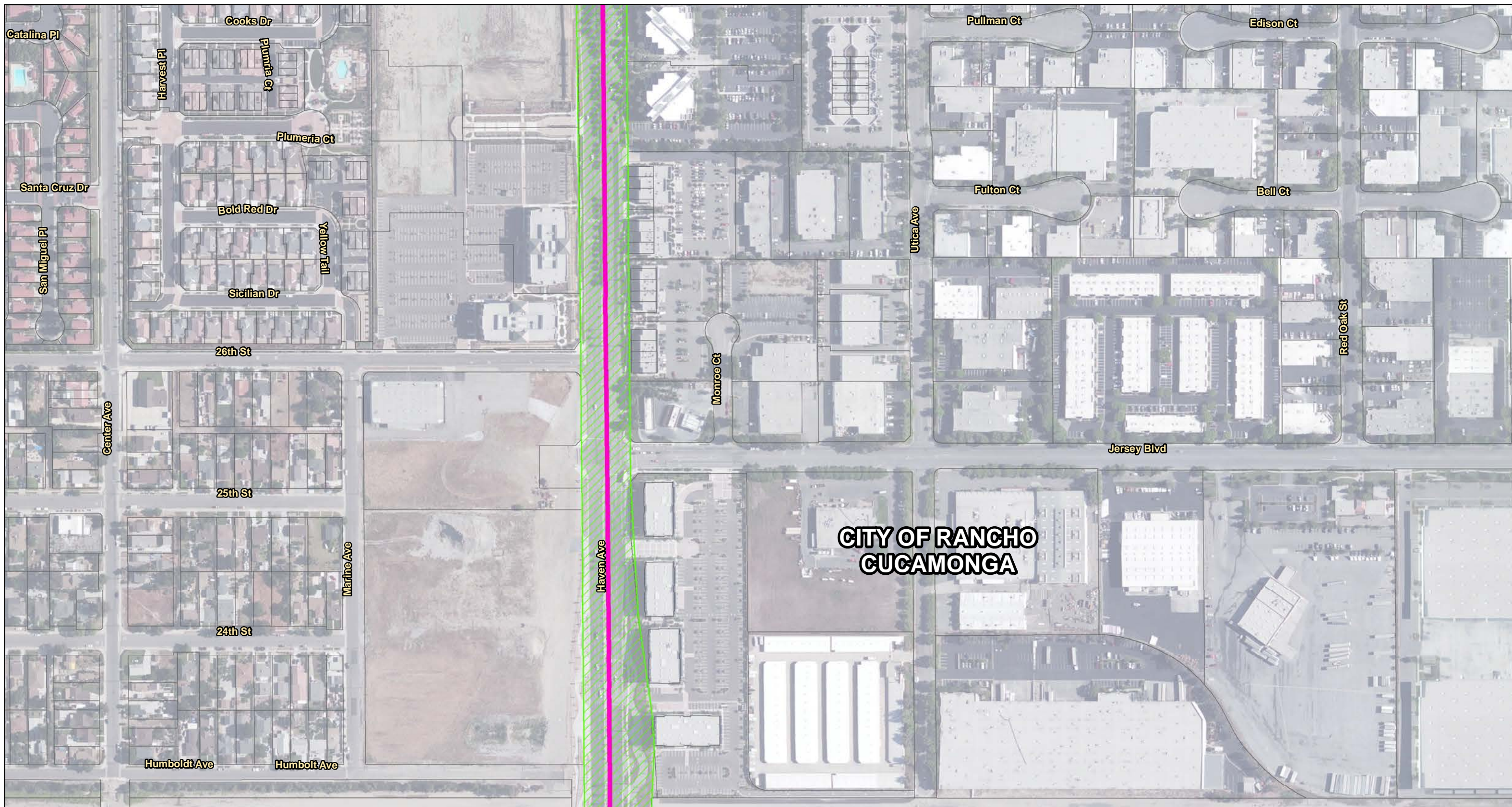
Sheet 22 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

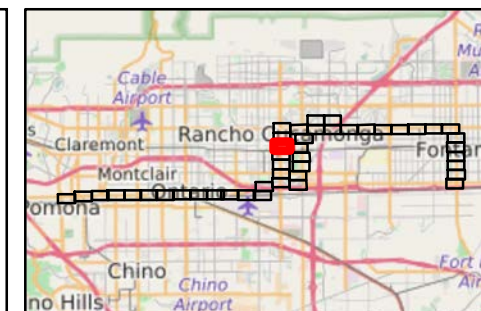
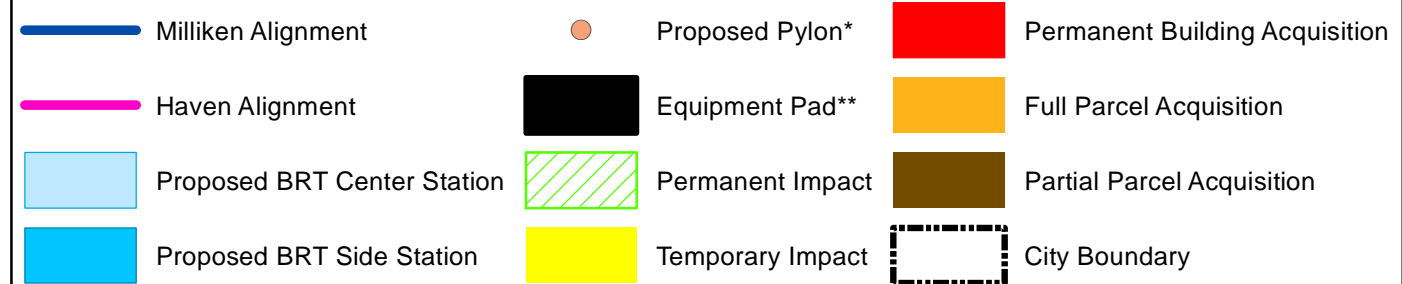
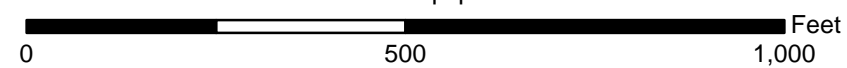
## Project Impact Exhibit

Sheet 23 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

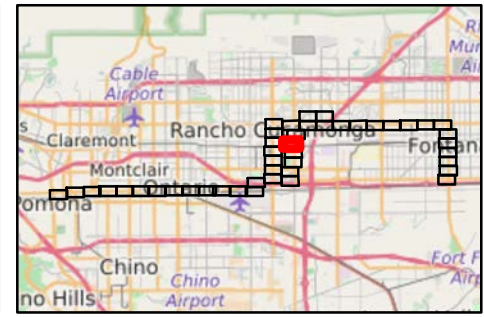
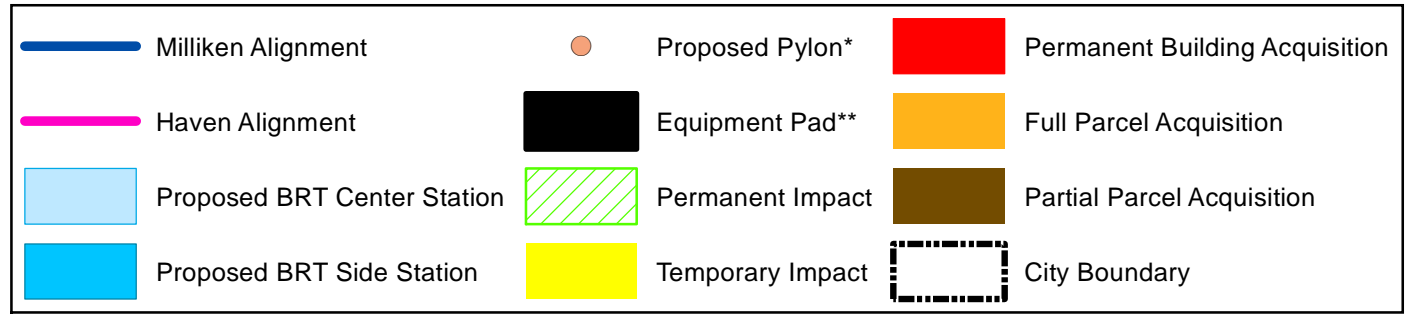
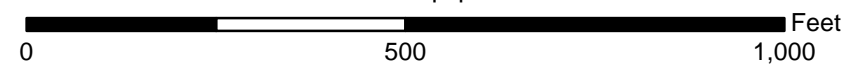
## Project Impact Exhibit

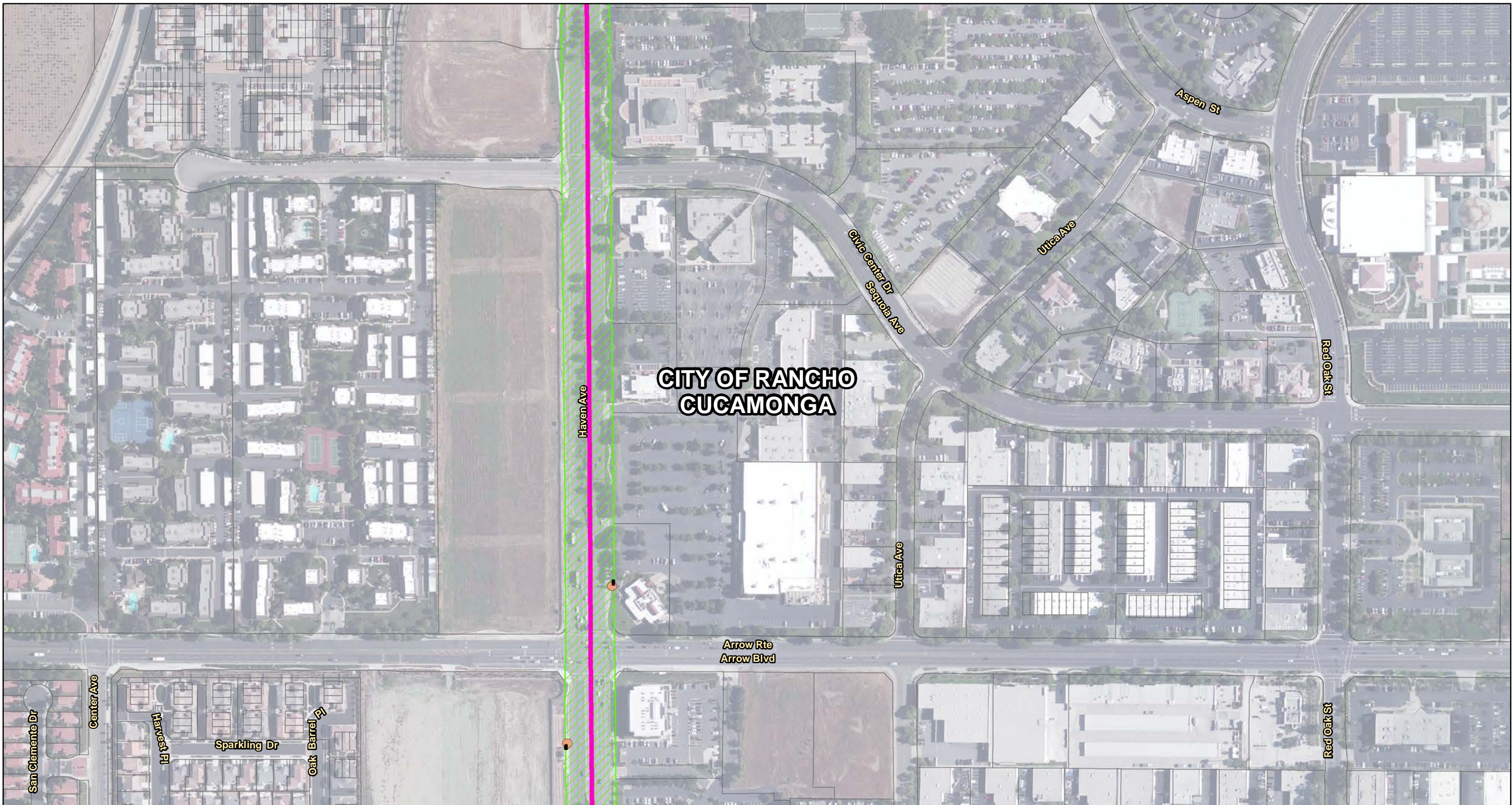
Sheet 24 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

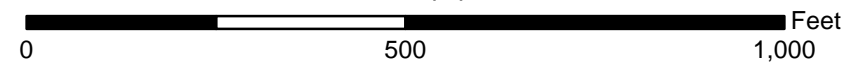
## Project Impact Exhibit



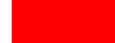



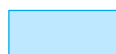
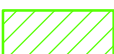

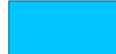


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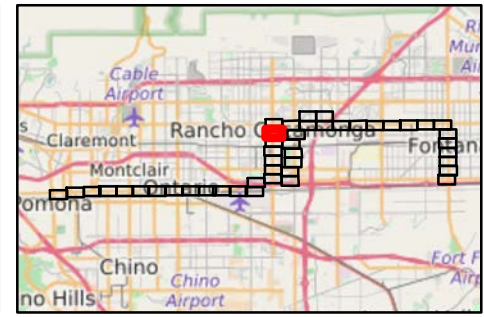
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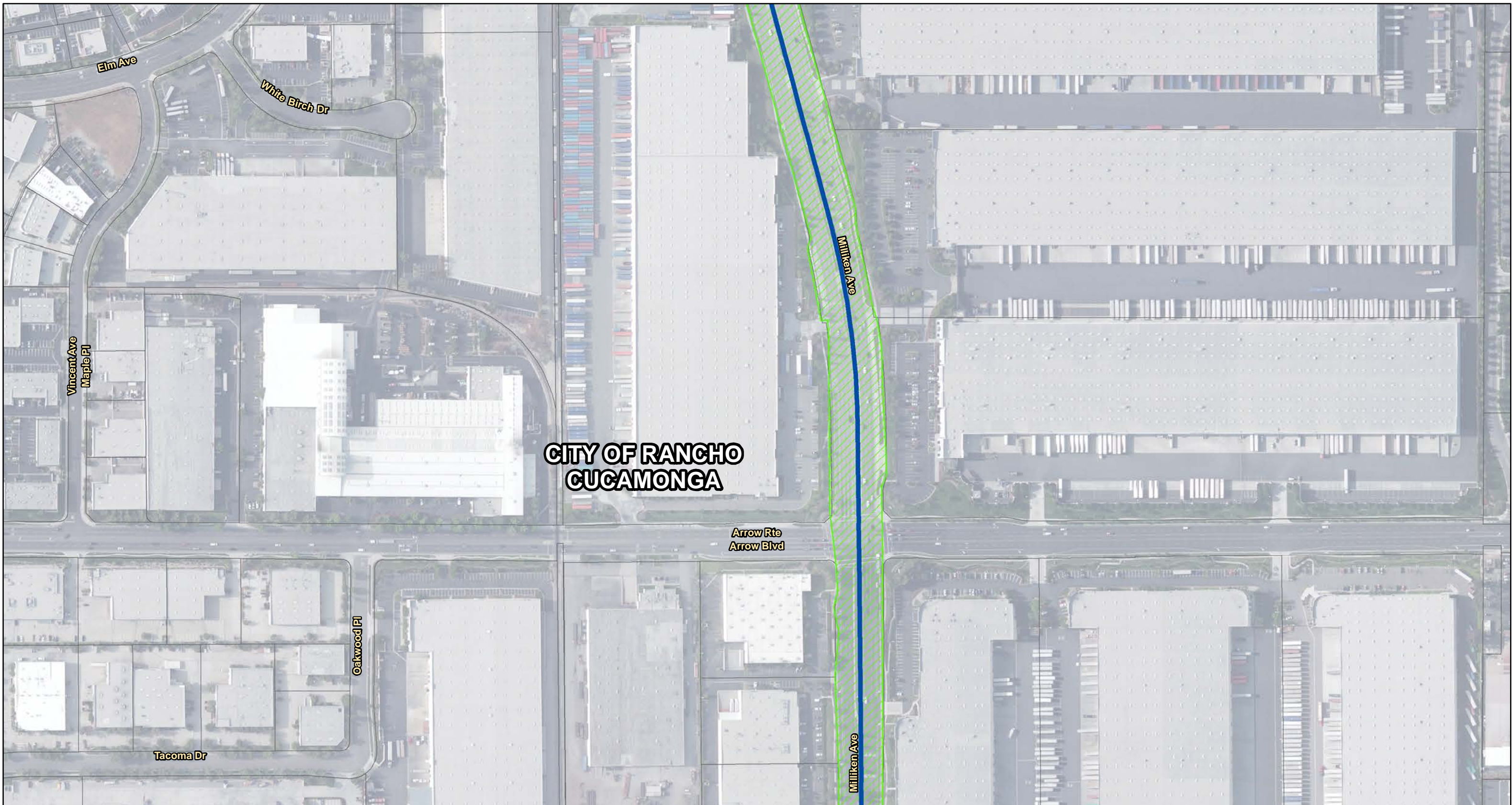
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

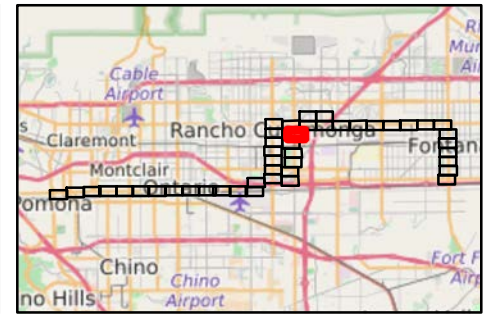
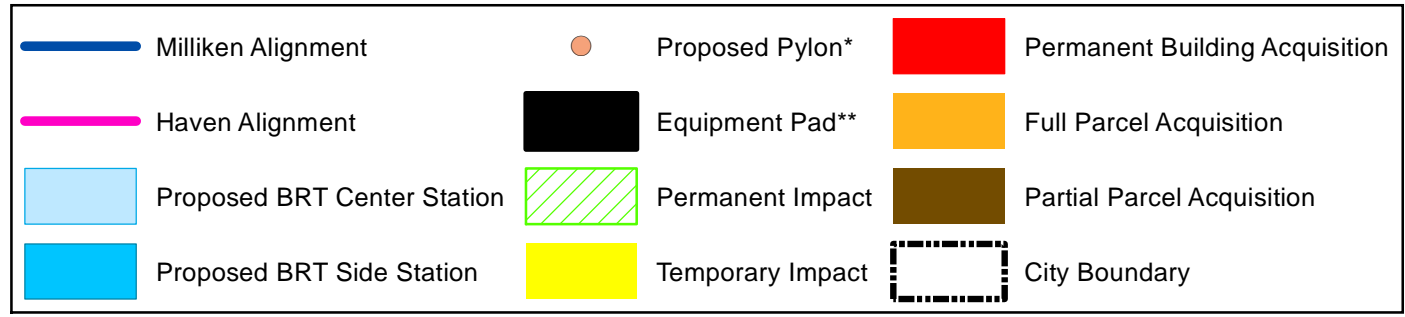
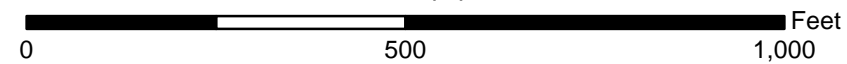
## Project Impact Exhibit

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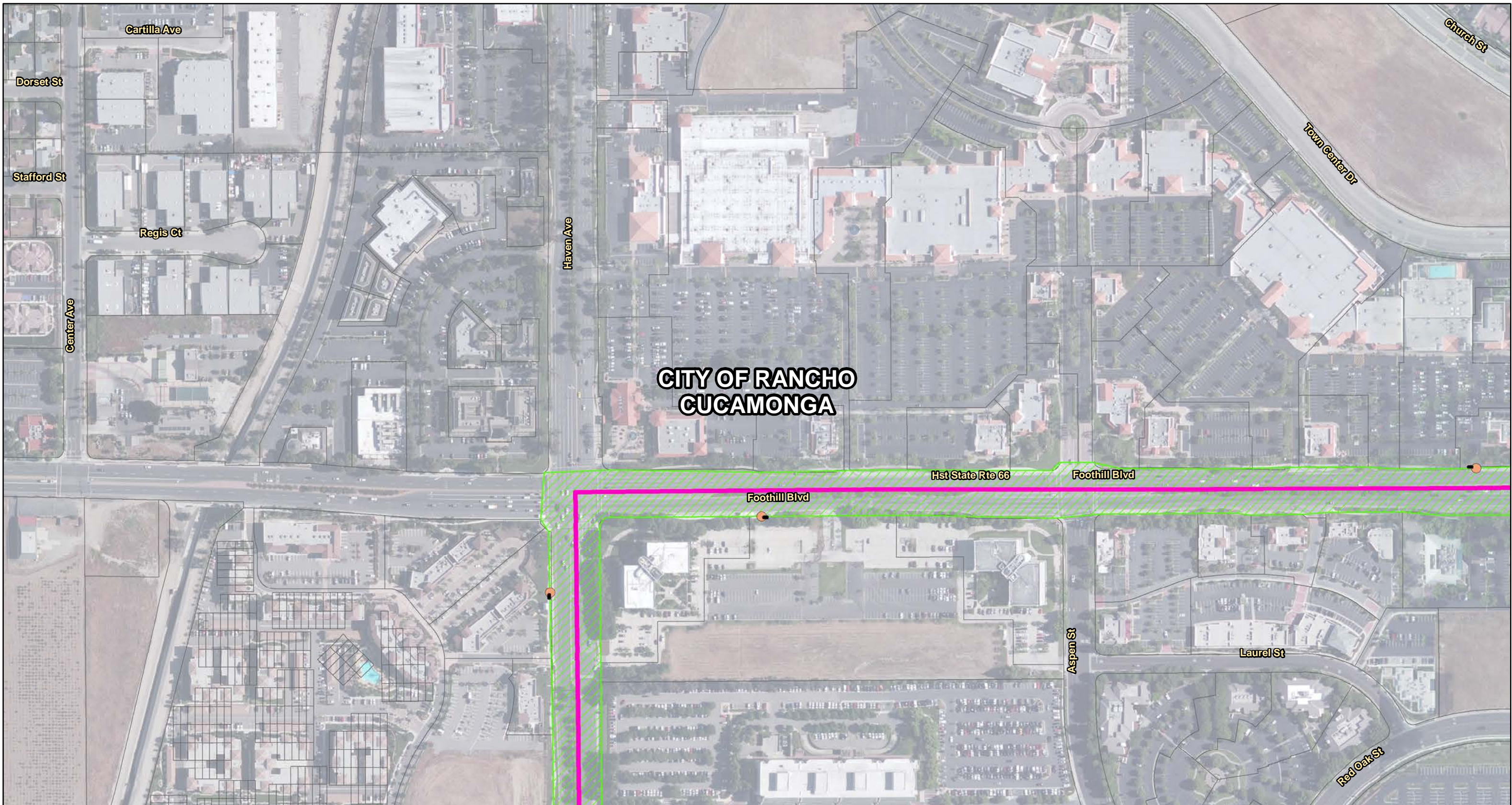
Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit







# West Valley Connector

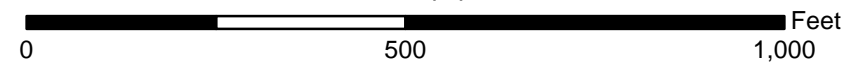
## Project Impact Exhibit



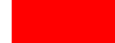



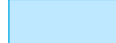





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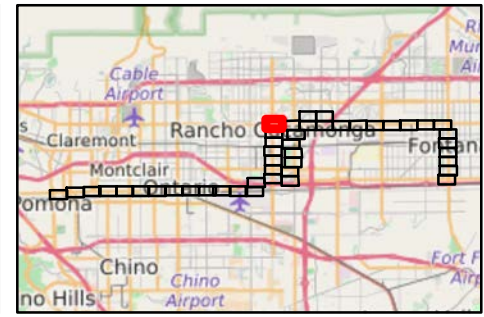
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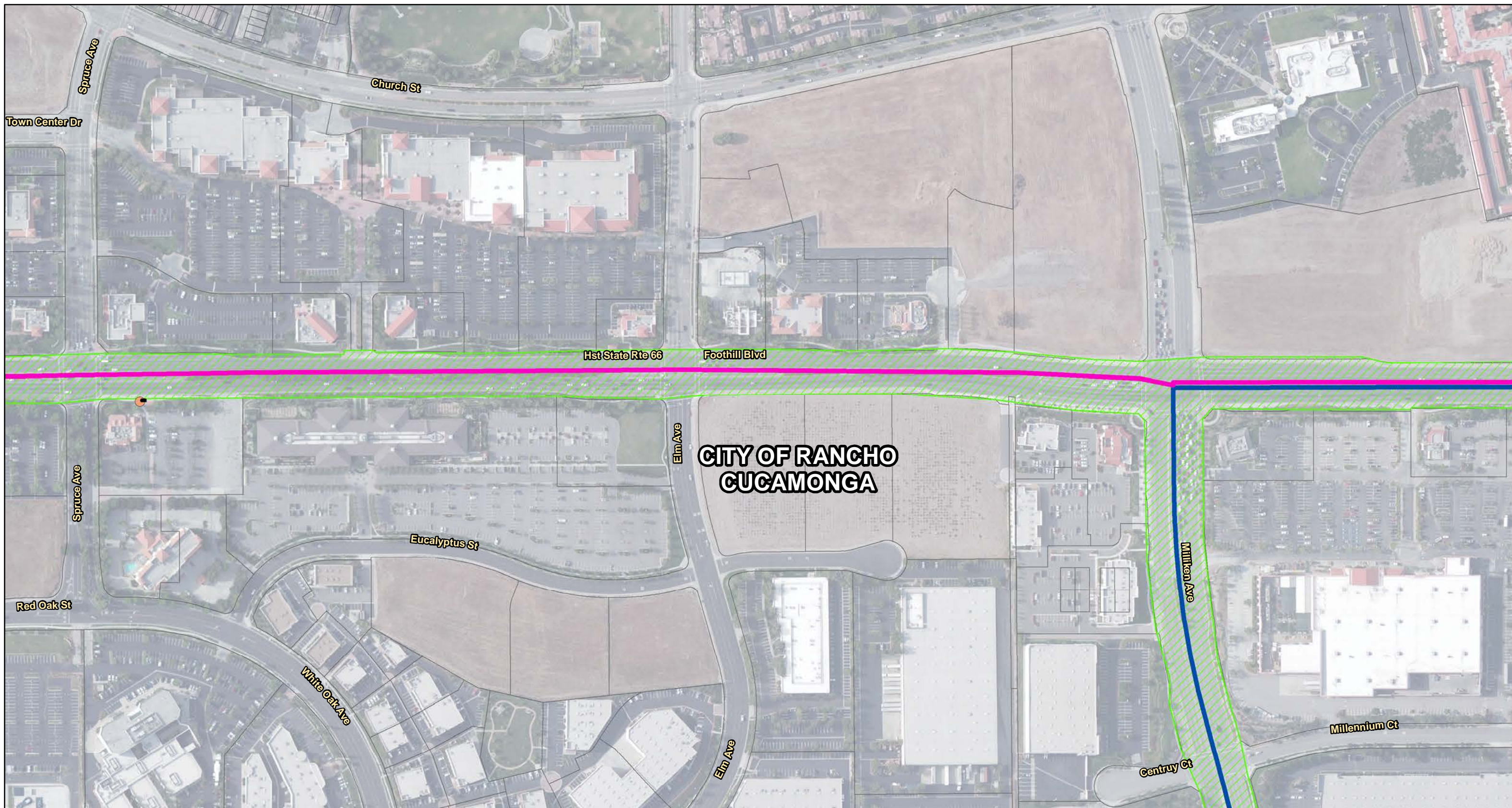
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



 Milliken Alignment	 Proposed Pylon*	 Permanent Building Acquisition
 Haven Alignment	 Equipment Pad**	 Full Parcel Acquisition
 Proposed BRT Center Station	 Permanent Impact	 Partial Parcel Acquisition
 Proposed BRT Side Station	 Temporary Impact	 City Boundary





# West Valley Connector

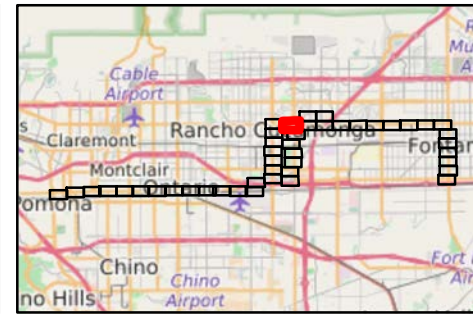
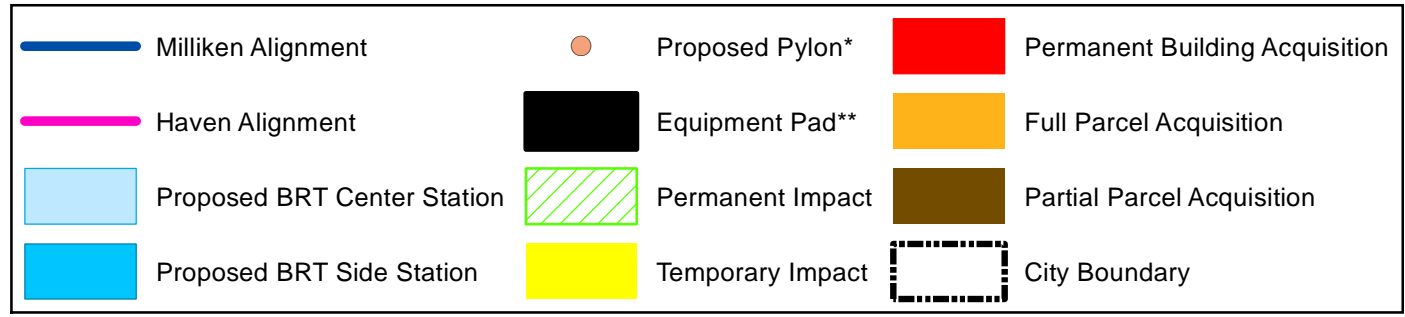
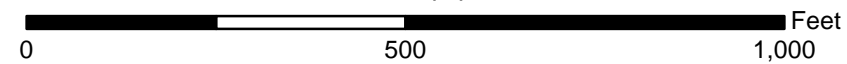
## Project Impact Exhibit

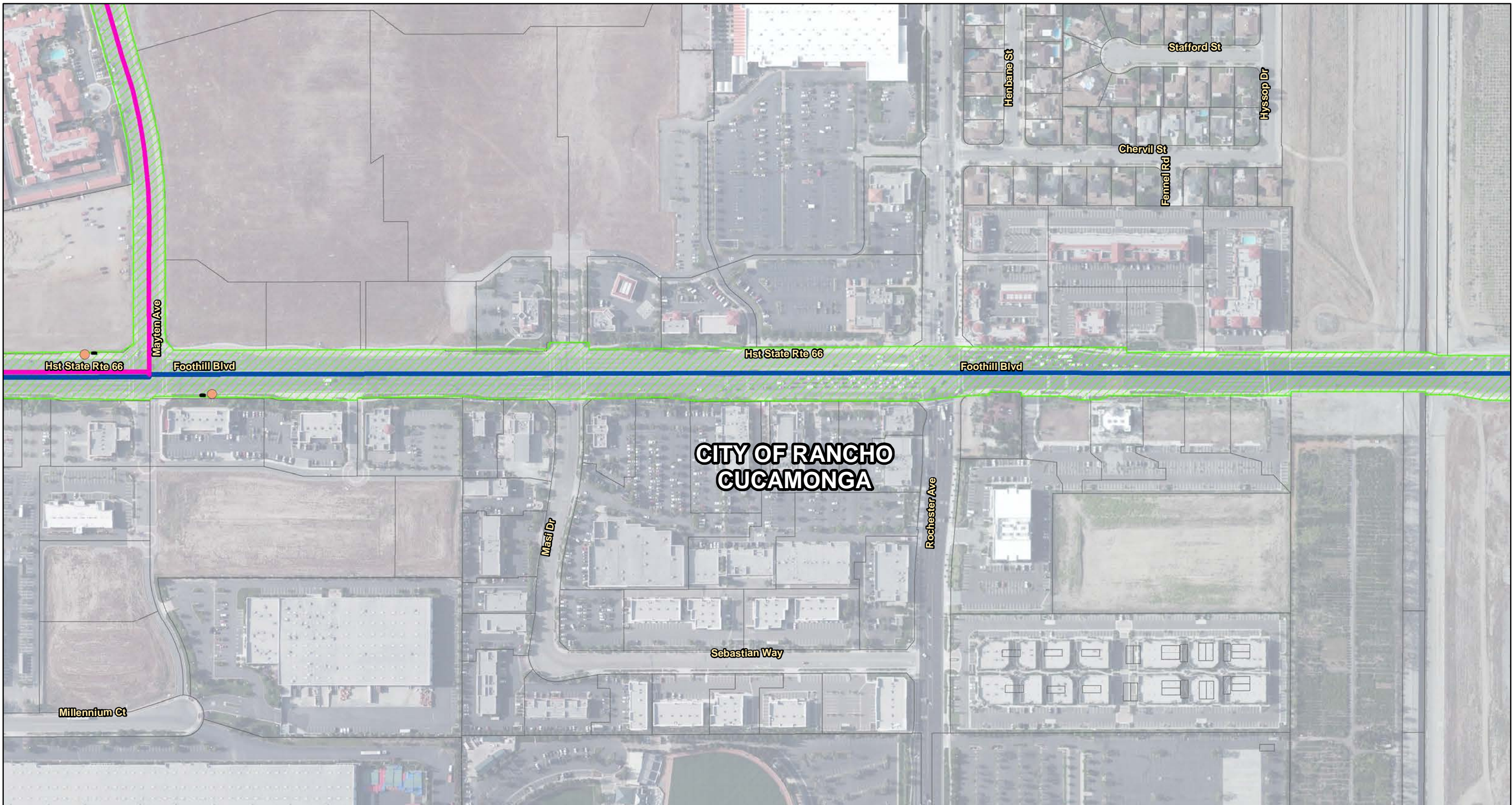
Sheet 28 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

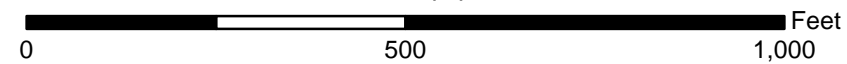
## Project Impact Exhibit



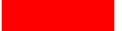



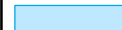





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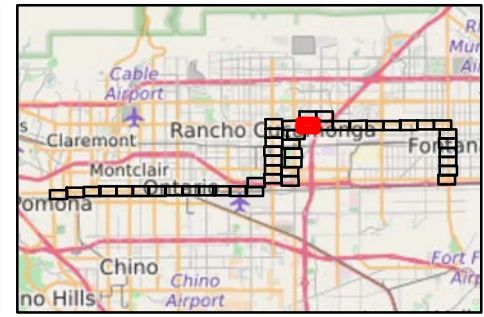
Data Source: Parsons Map Created On: 9/29/2016

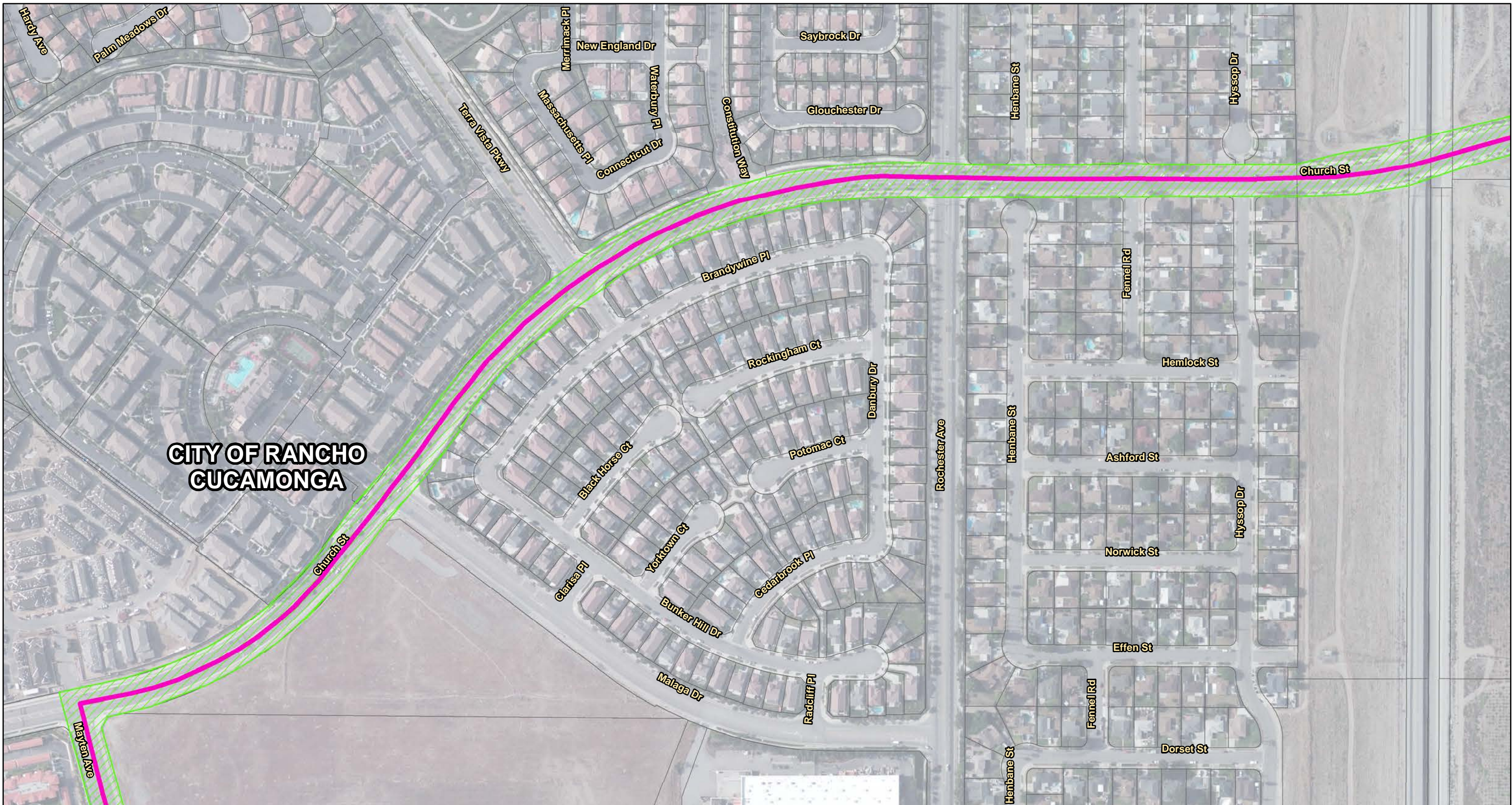
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

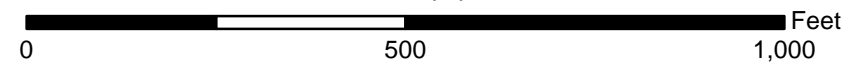
## Project Impact Exhibit

Sheet 30 of 45

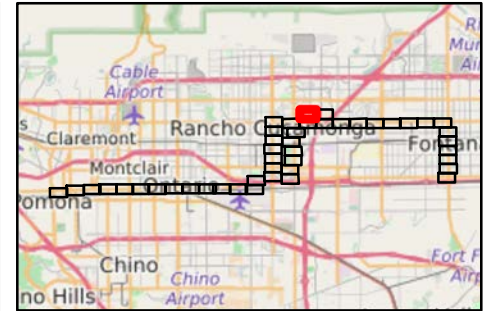
Data Source: Parsons Map Created On: 9/29/2016

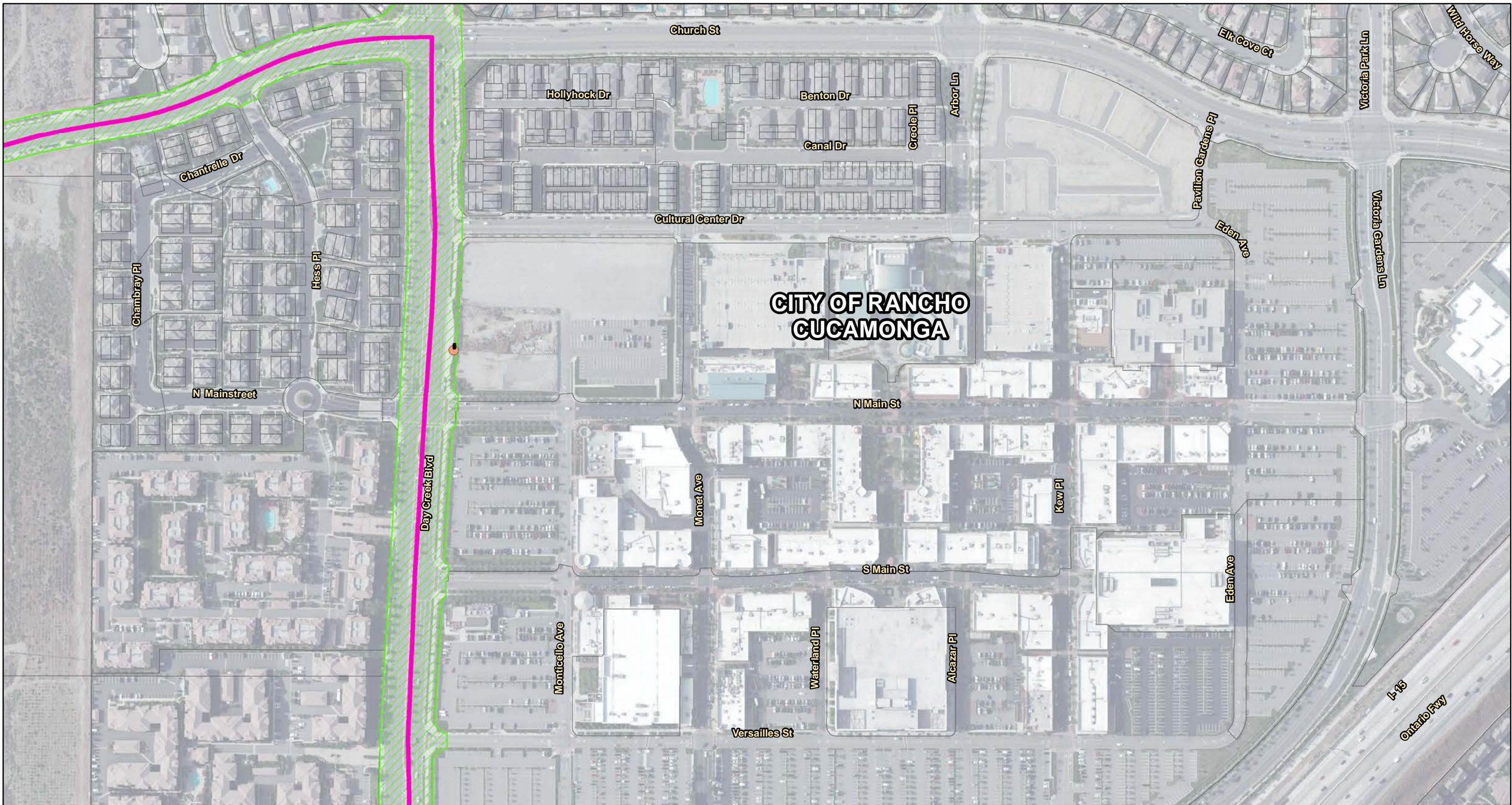
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

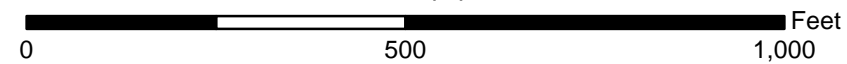
## Project Impact Exhibit

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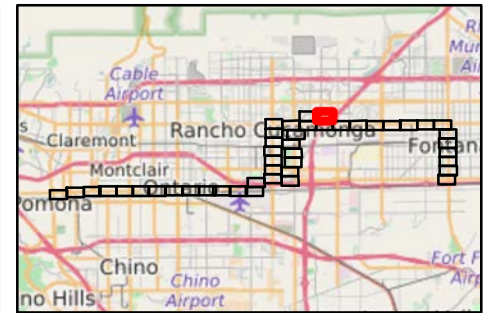
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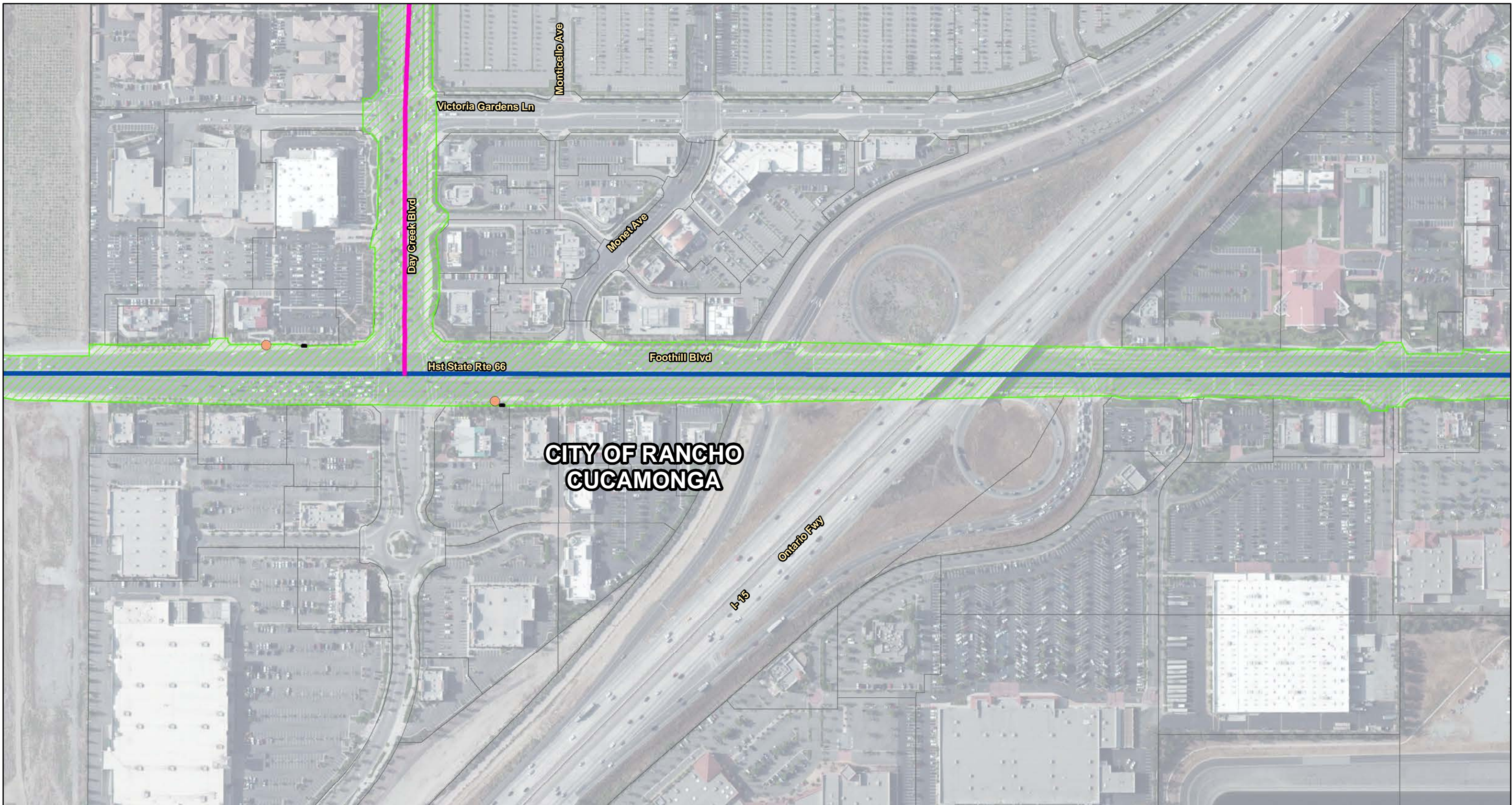
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

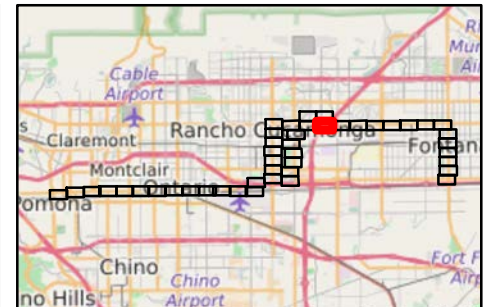
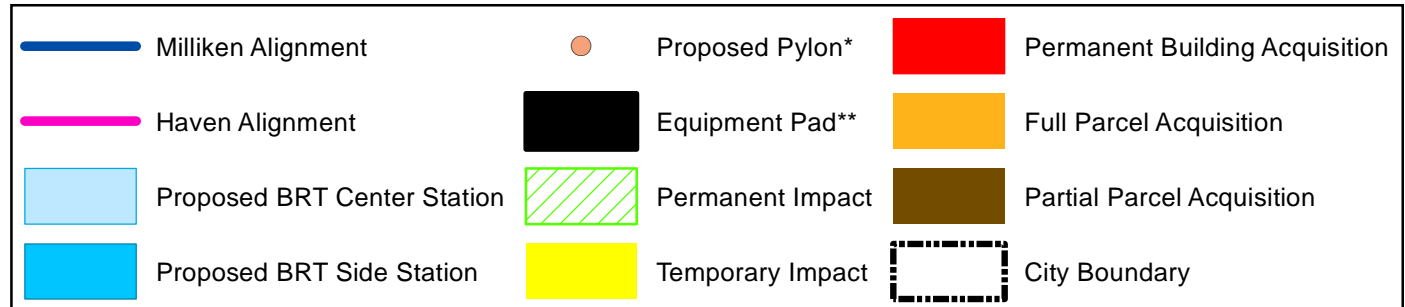
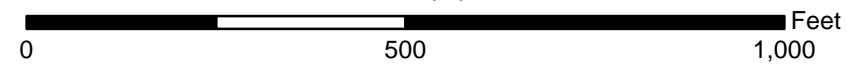
## Project Impact Exhibit

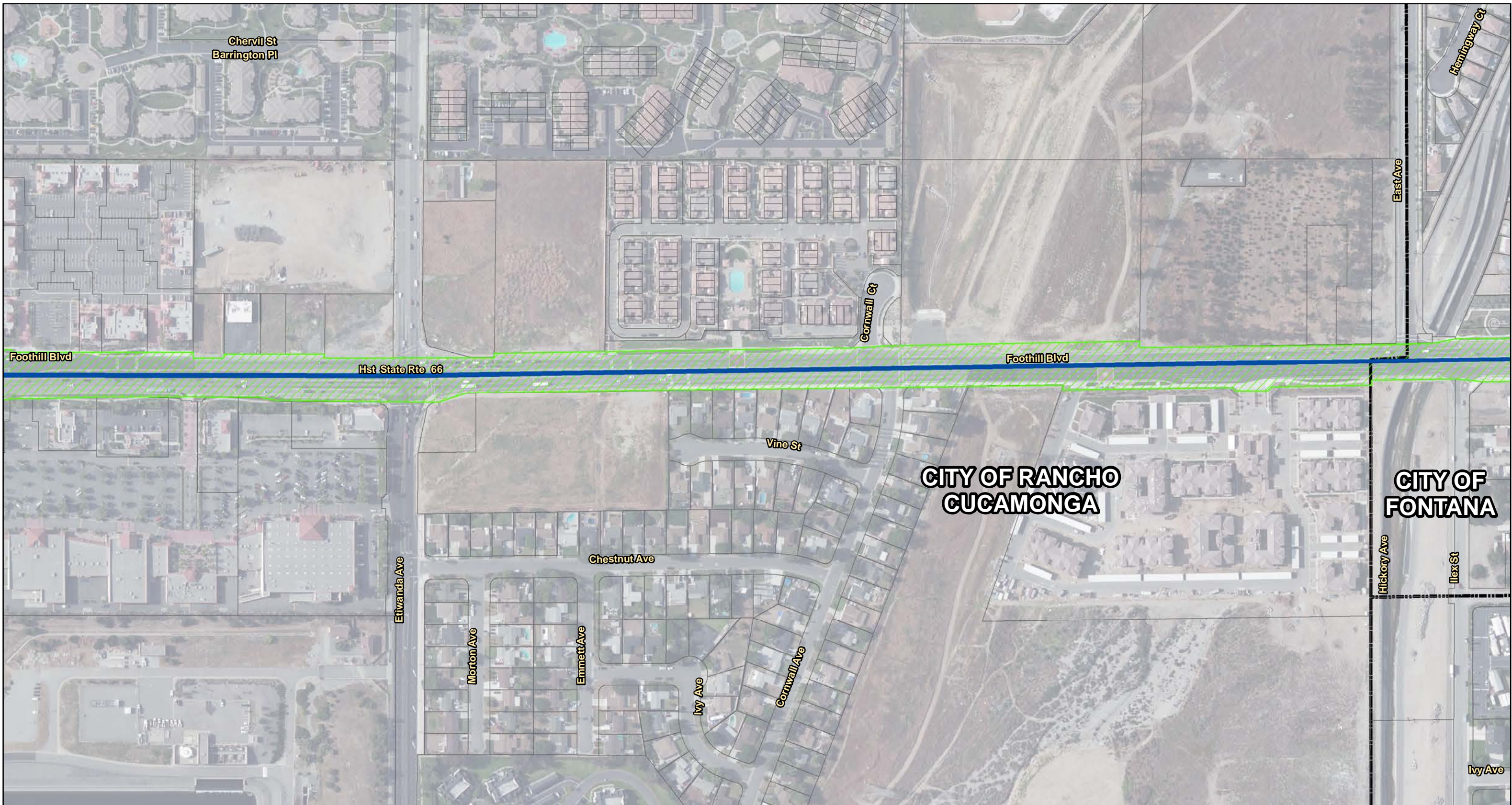
Sheet 32 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

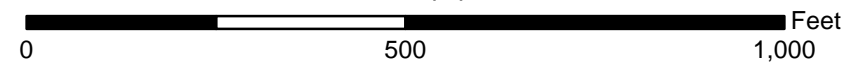
## Project Impact Exhibit

Sheet 33 of 45

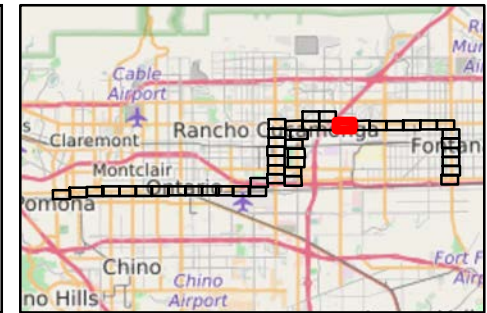
Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

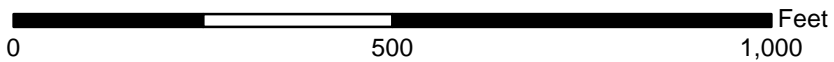
## Project Impact Exhibit

Sheet 34 of 45

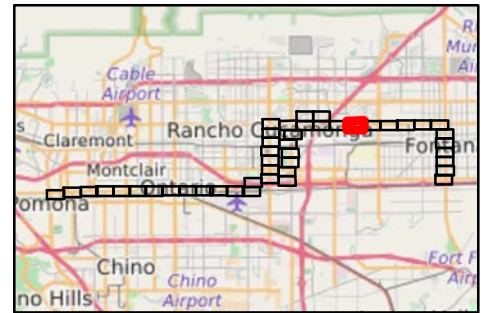
Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary







# West Valley Connector

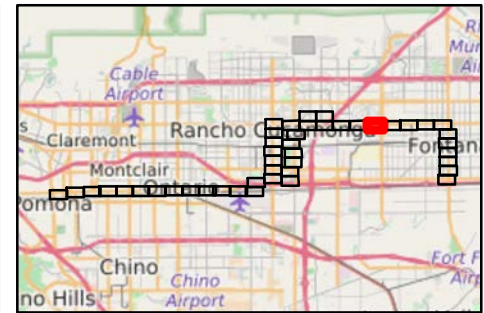
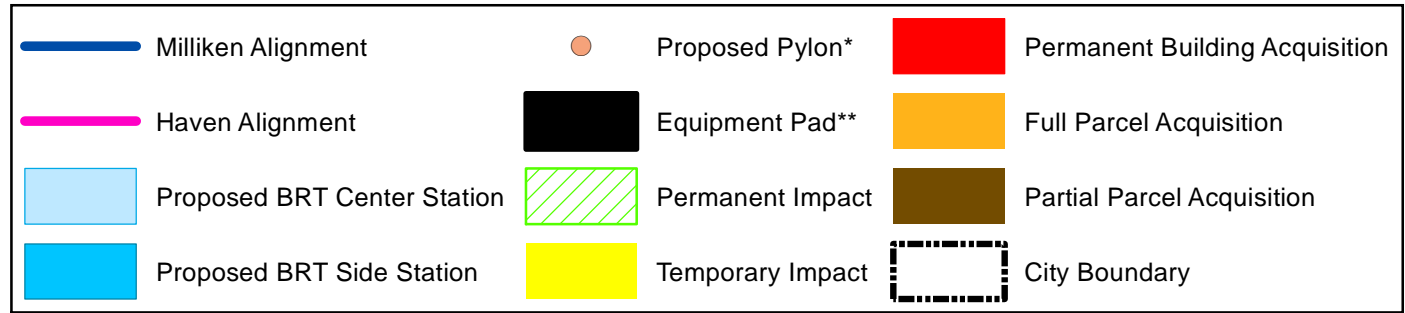
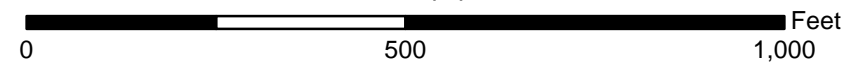
## Project Impact Exhibit

Sheet 35 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

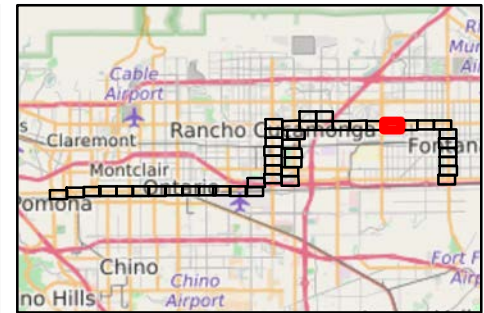
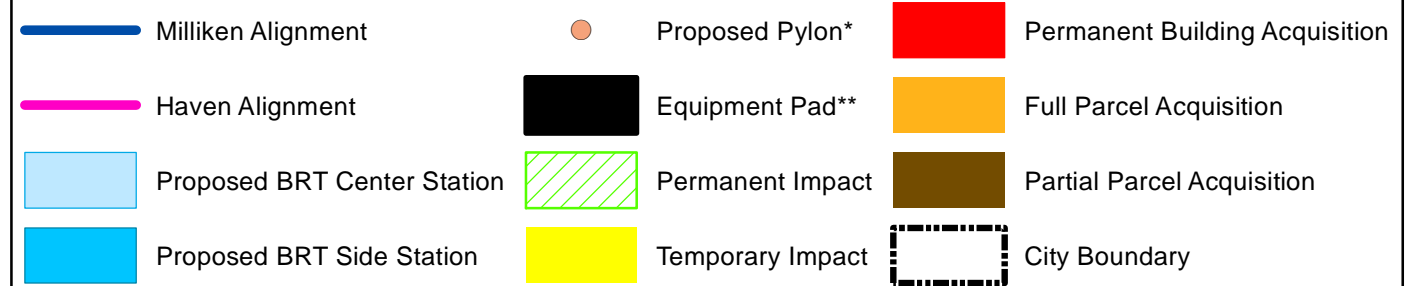
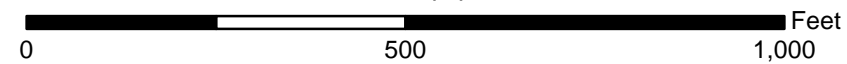
## Project Impact Exhibit

Sheet 36 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

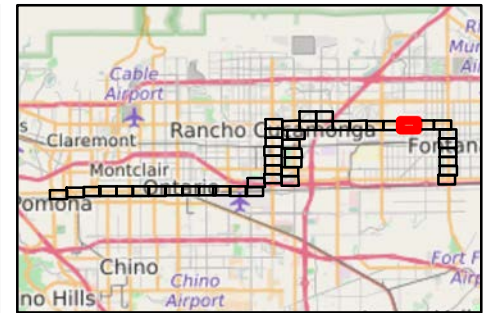
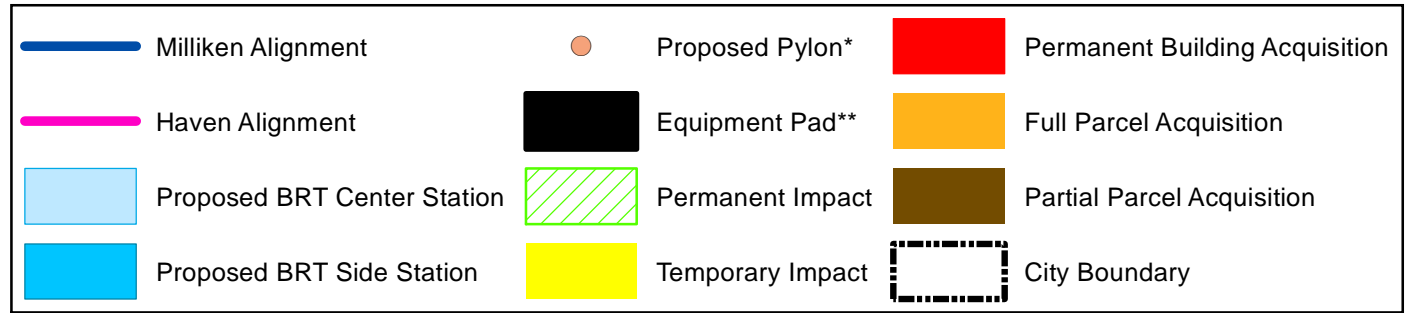
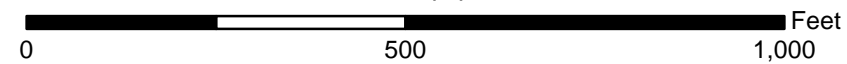
## Project Impact Exhibit

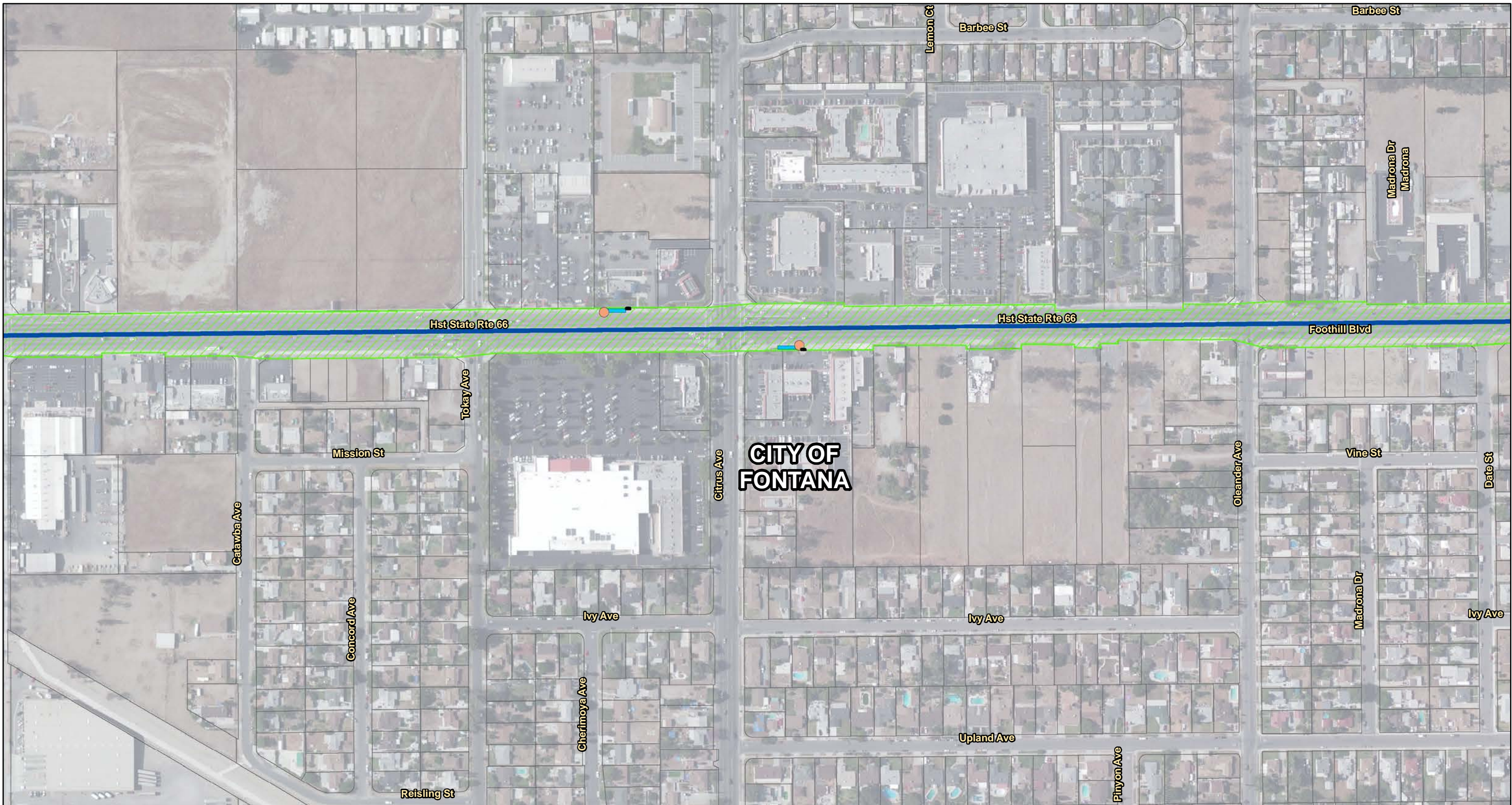
Sheet 37 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

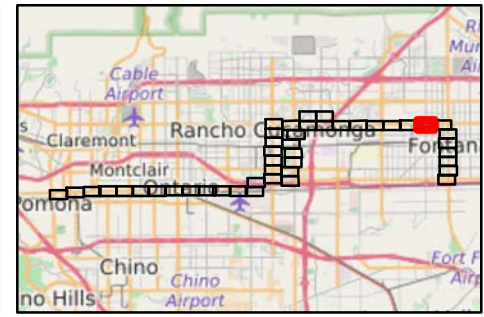
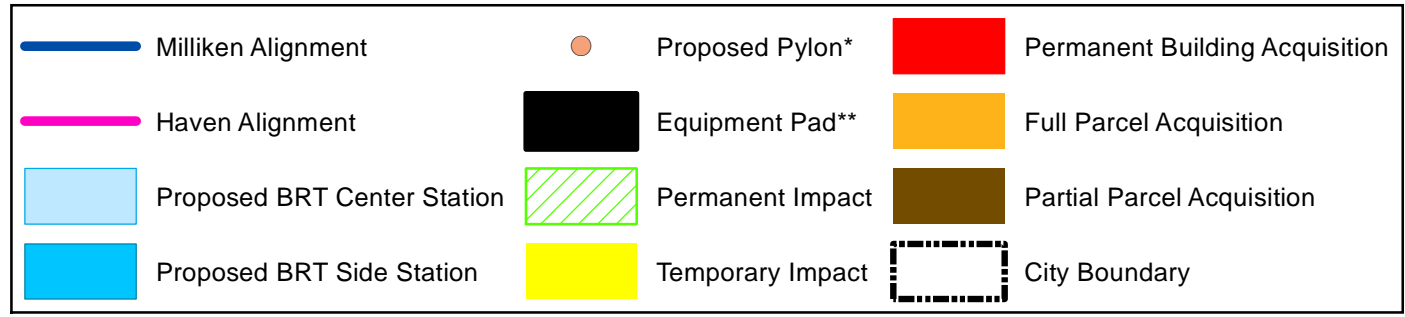
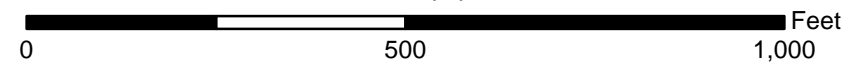
## Project Impact Exhibit

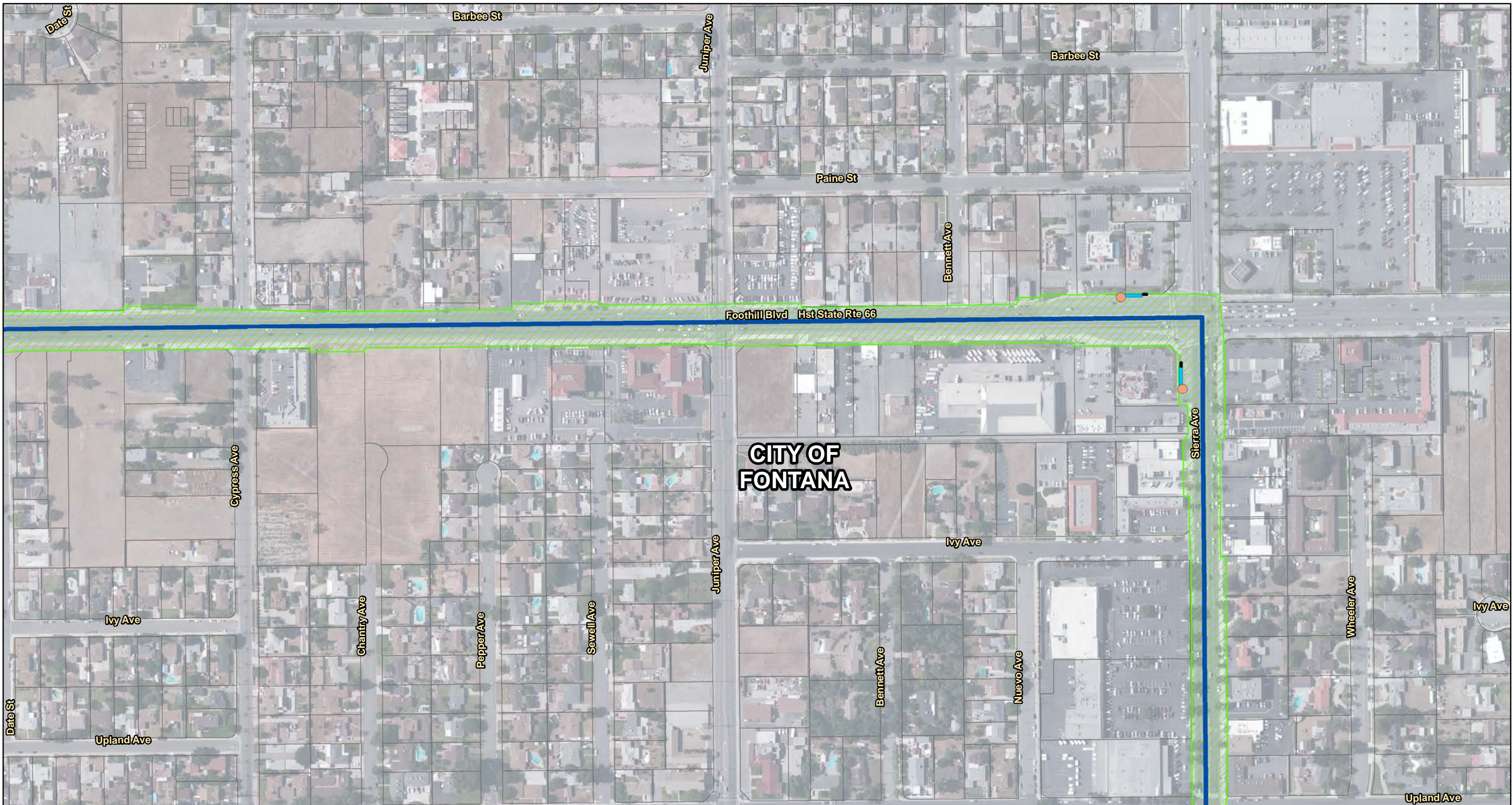
Sheet 38 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

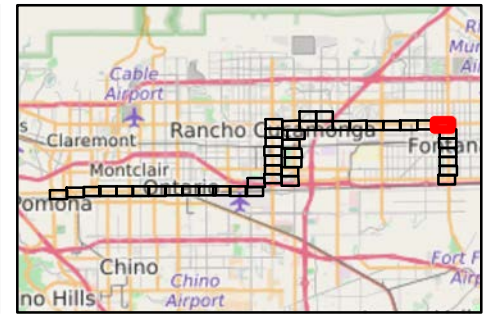
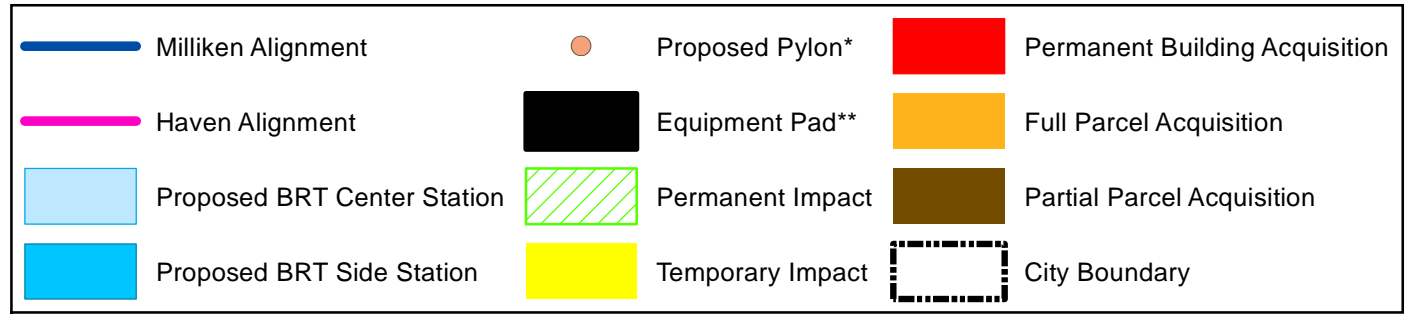
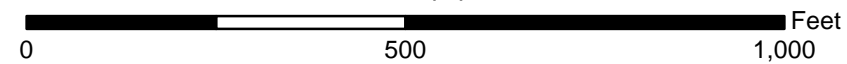
## Project Impact Exhibit

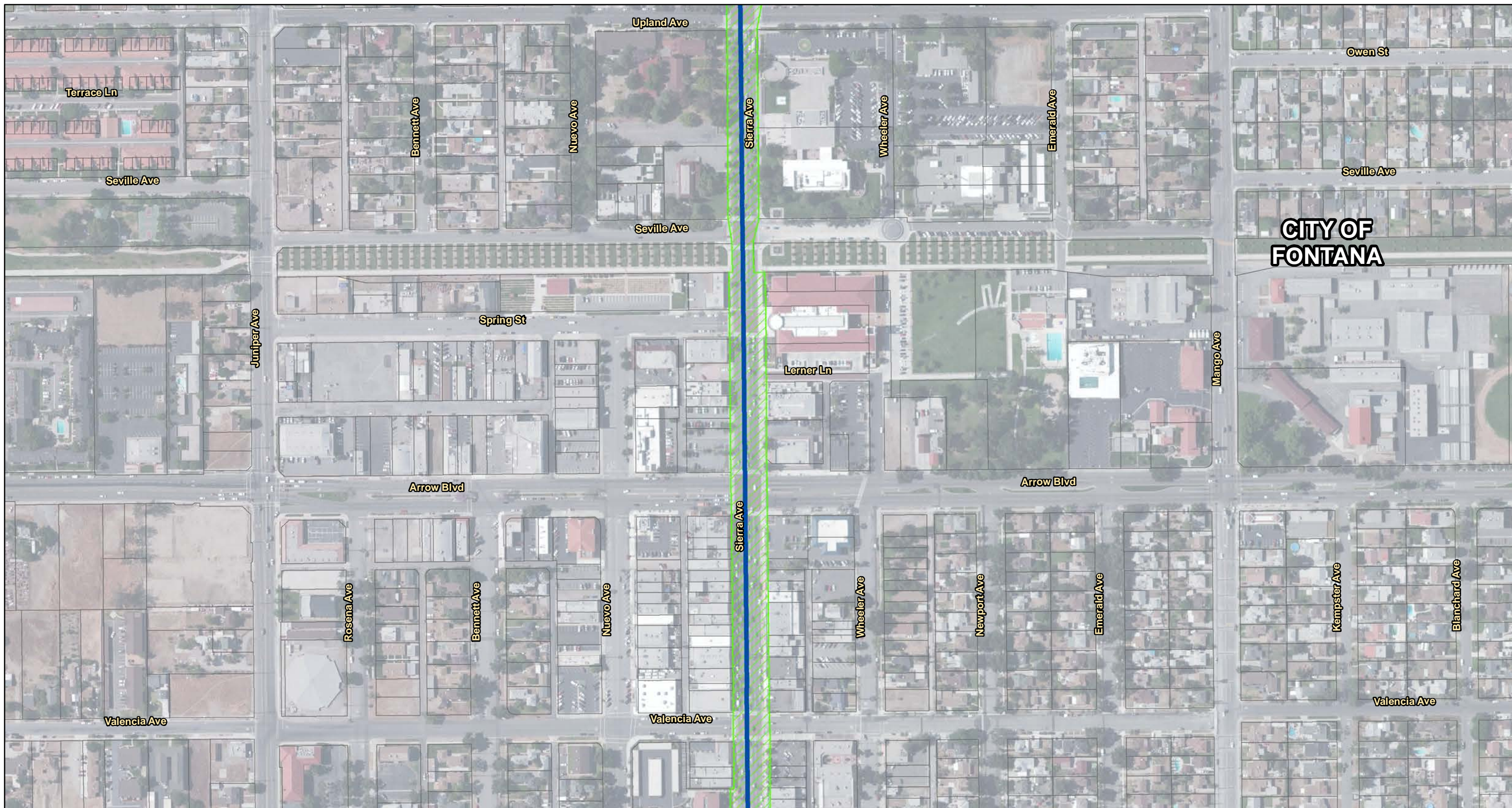
Sheet 39 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





**CITY OF FONTANA**

# West Valley Connector

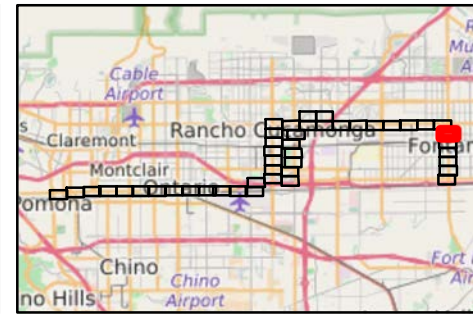
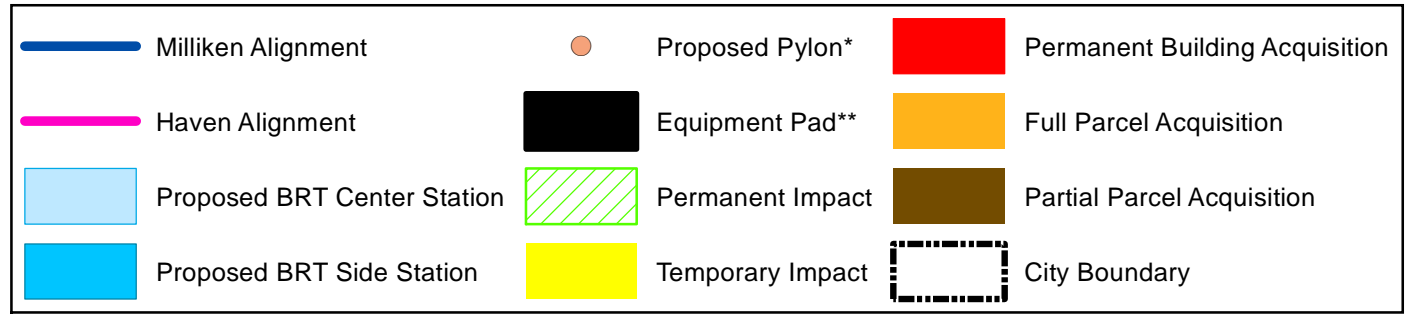
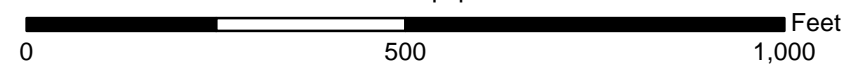
## Project Impact Exhibit

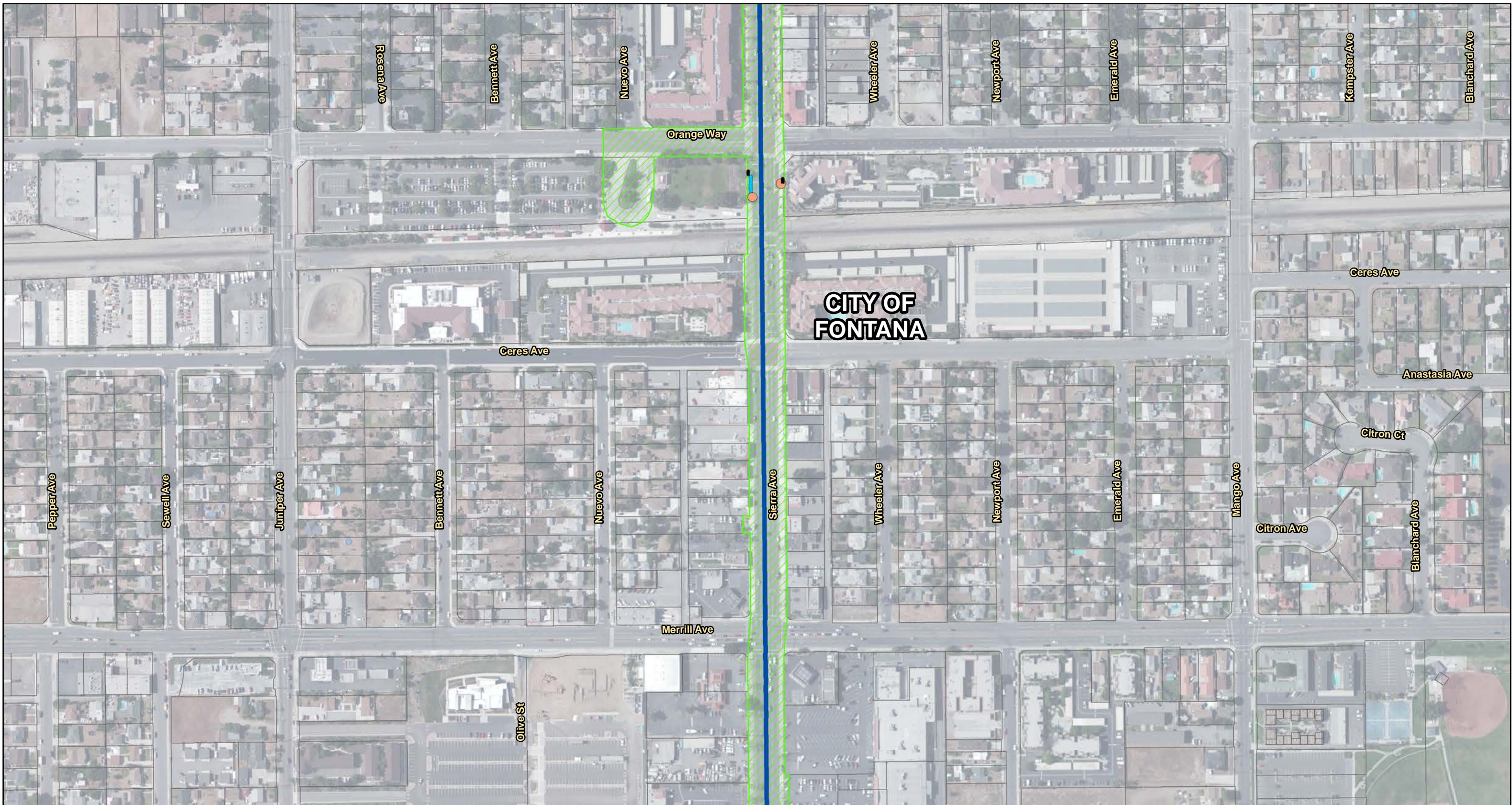
Sheet 40 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

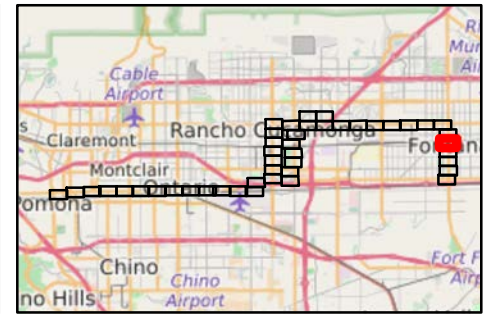
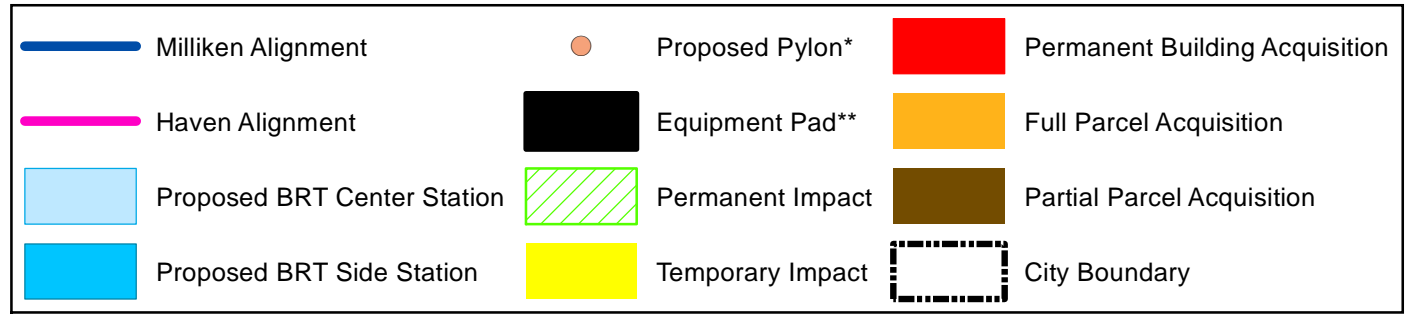
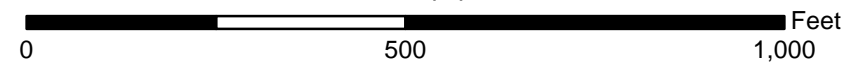
## Project Impact Exhibit

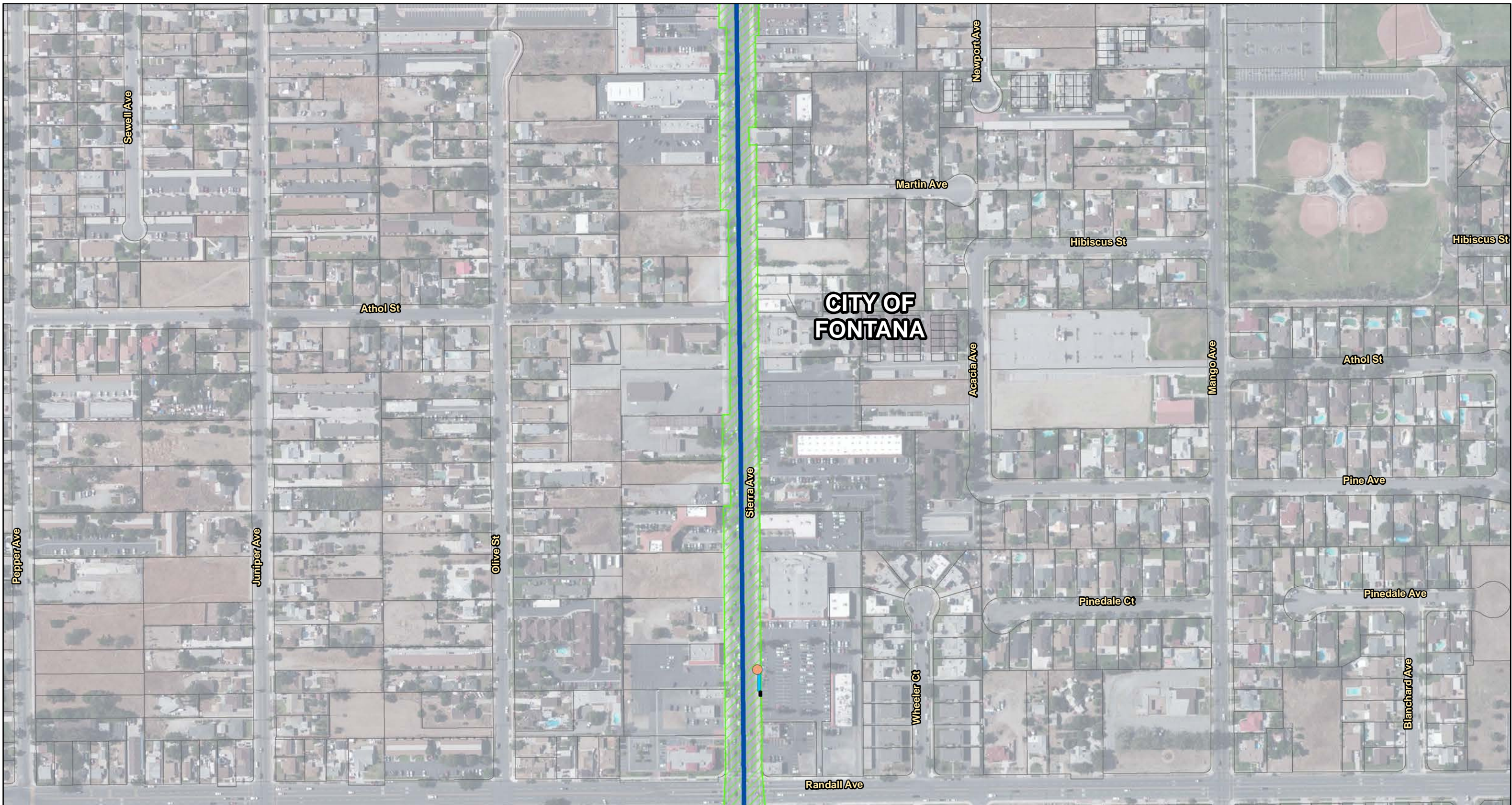
Sheet 41 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

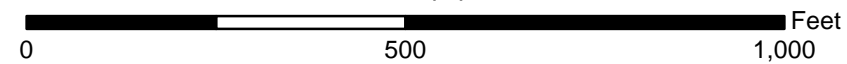
## Project Impact Exhibit

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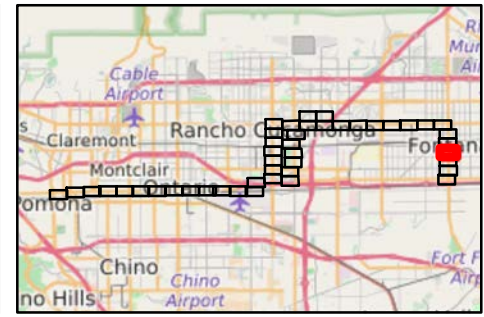
Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

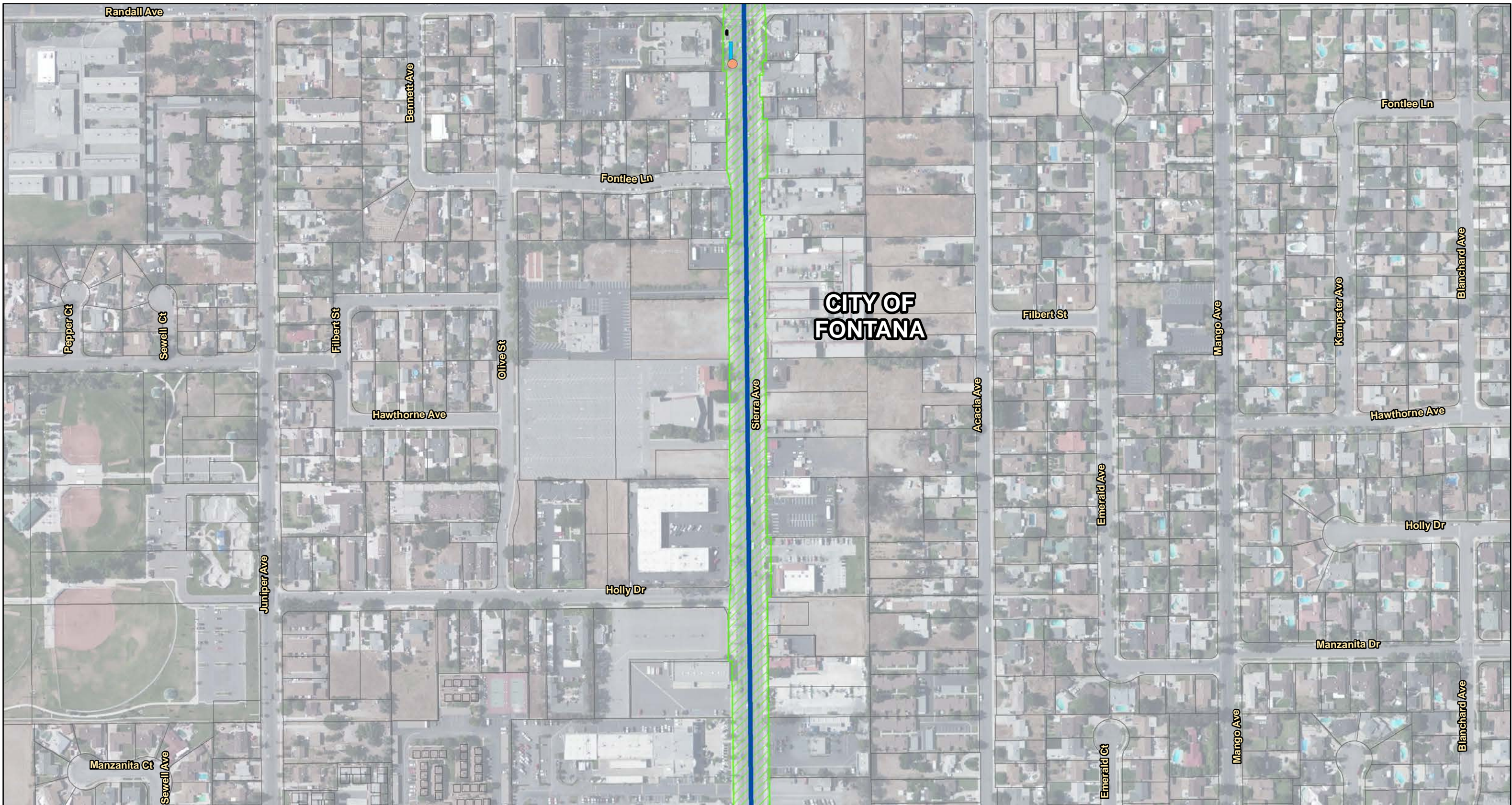
\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary







# West Valley Connector

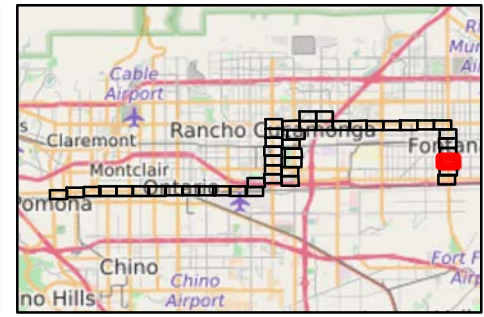
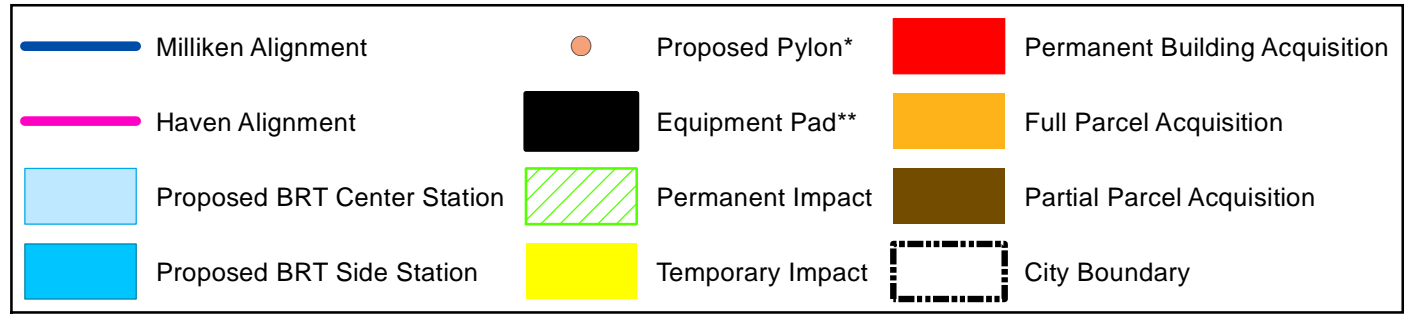
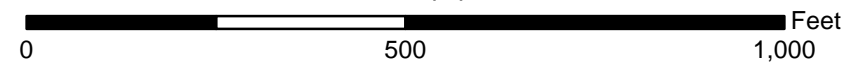
## Project Impact Exhibit

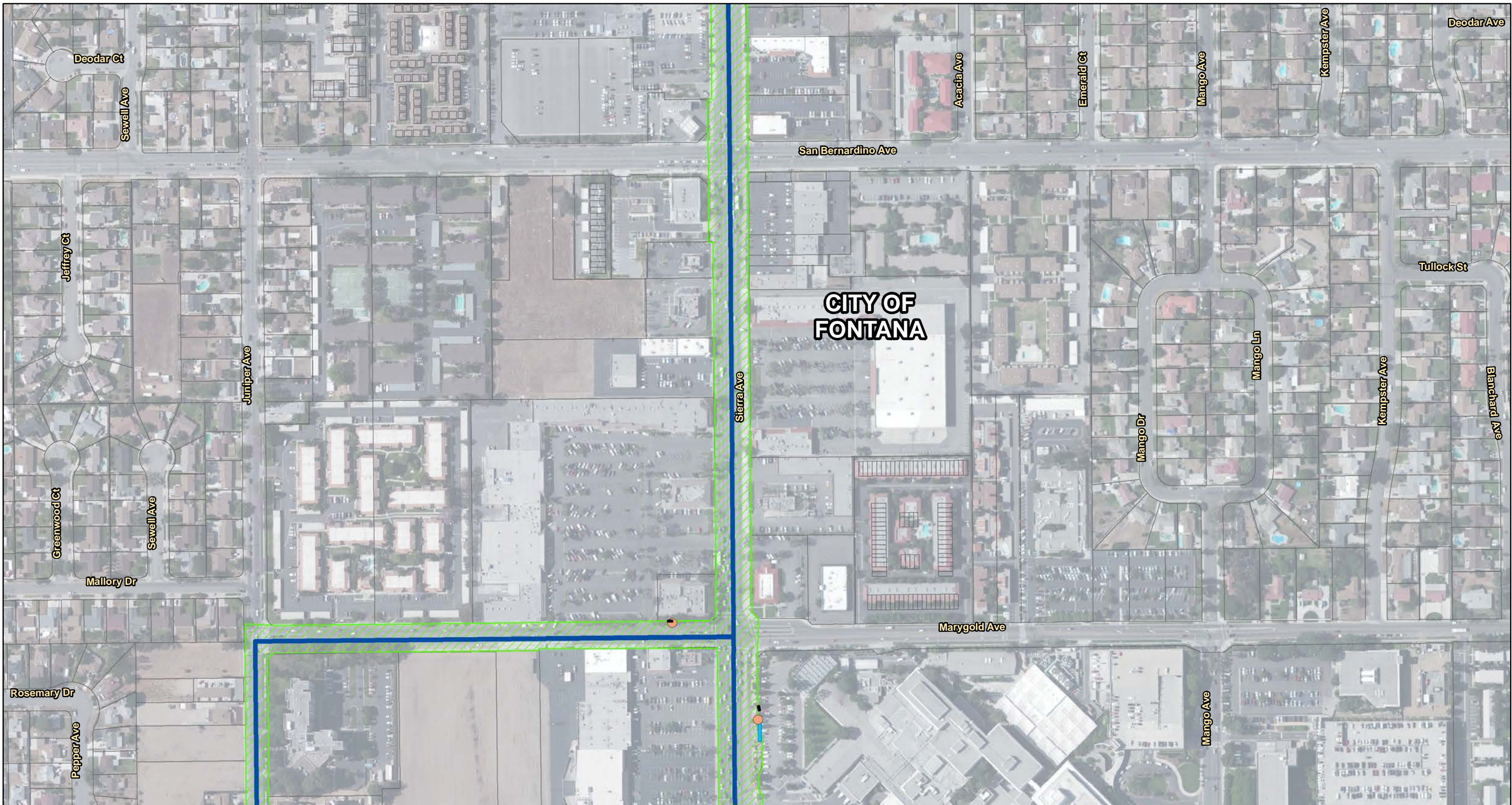
Sheet 43 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

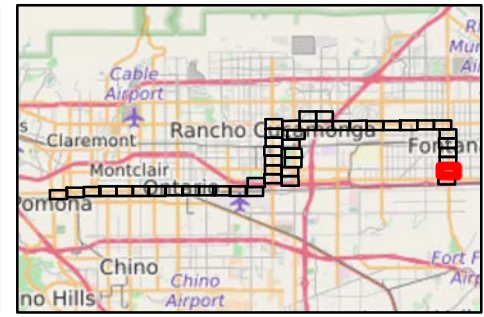
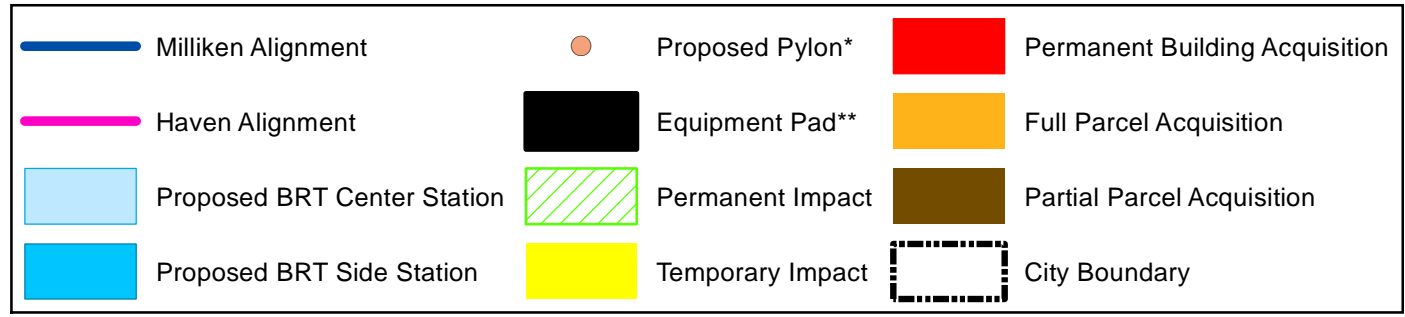
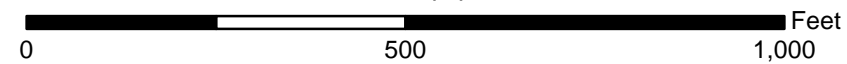
## Project Impact Exhibit

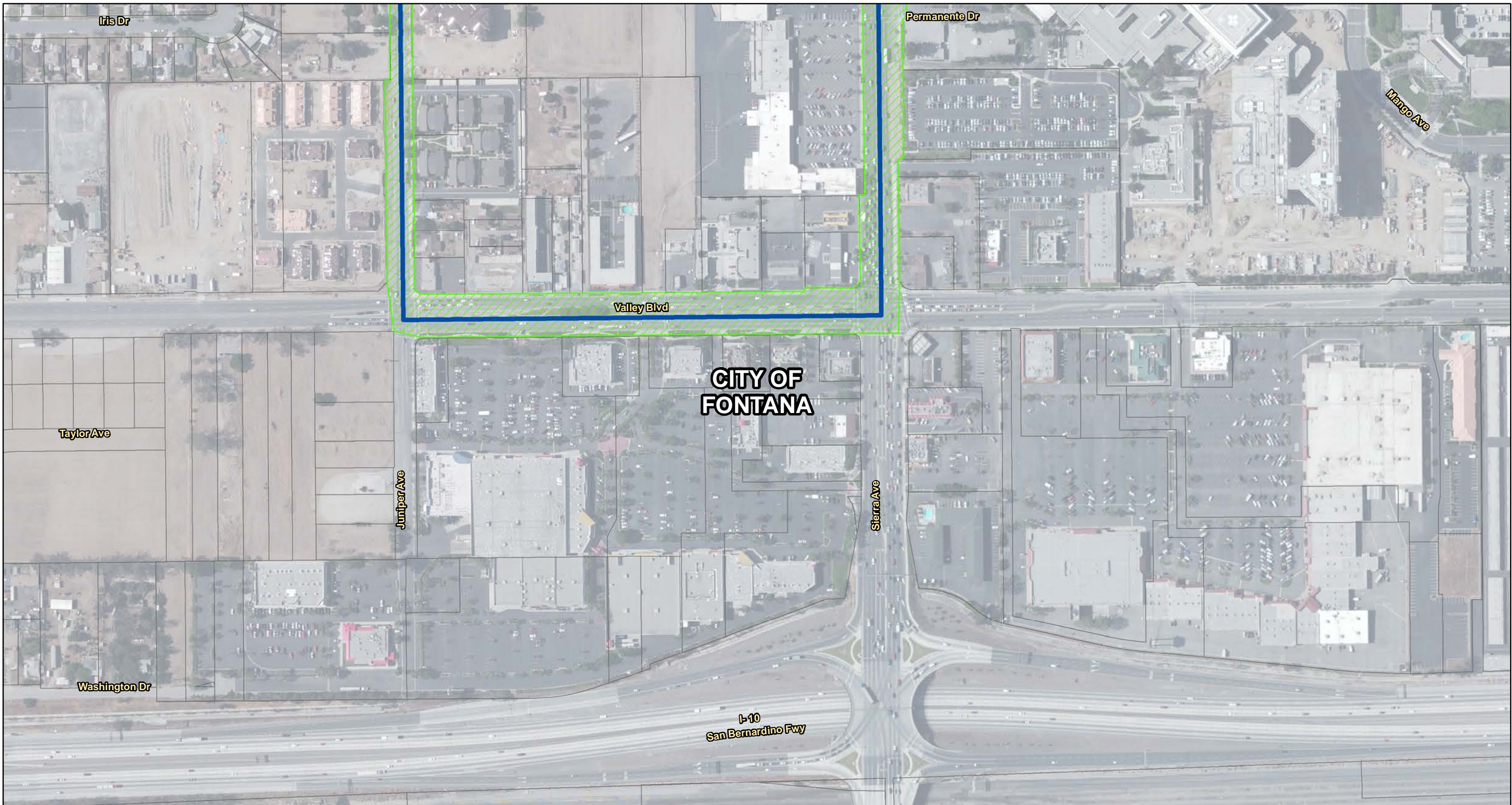
Sheet 44 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit





# West Valley Connector

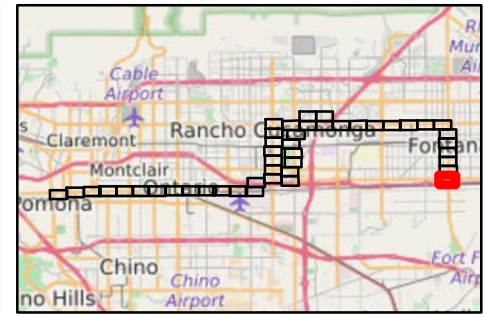
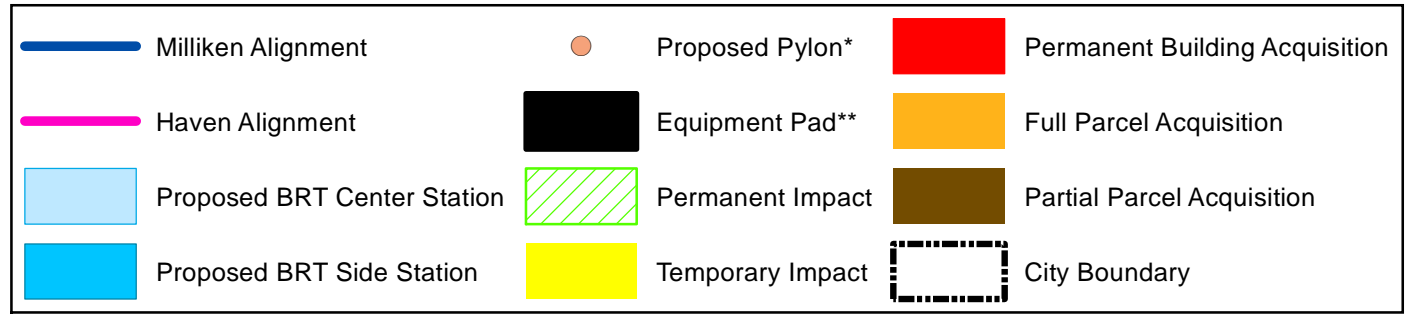
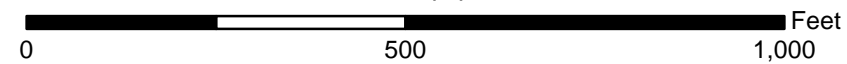
## Project Impact Exhibit

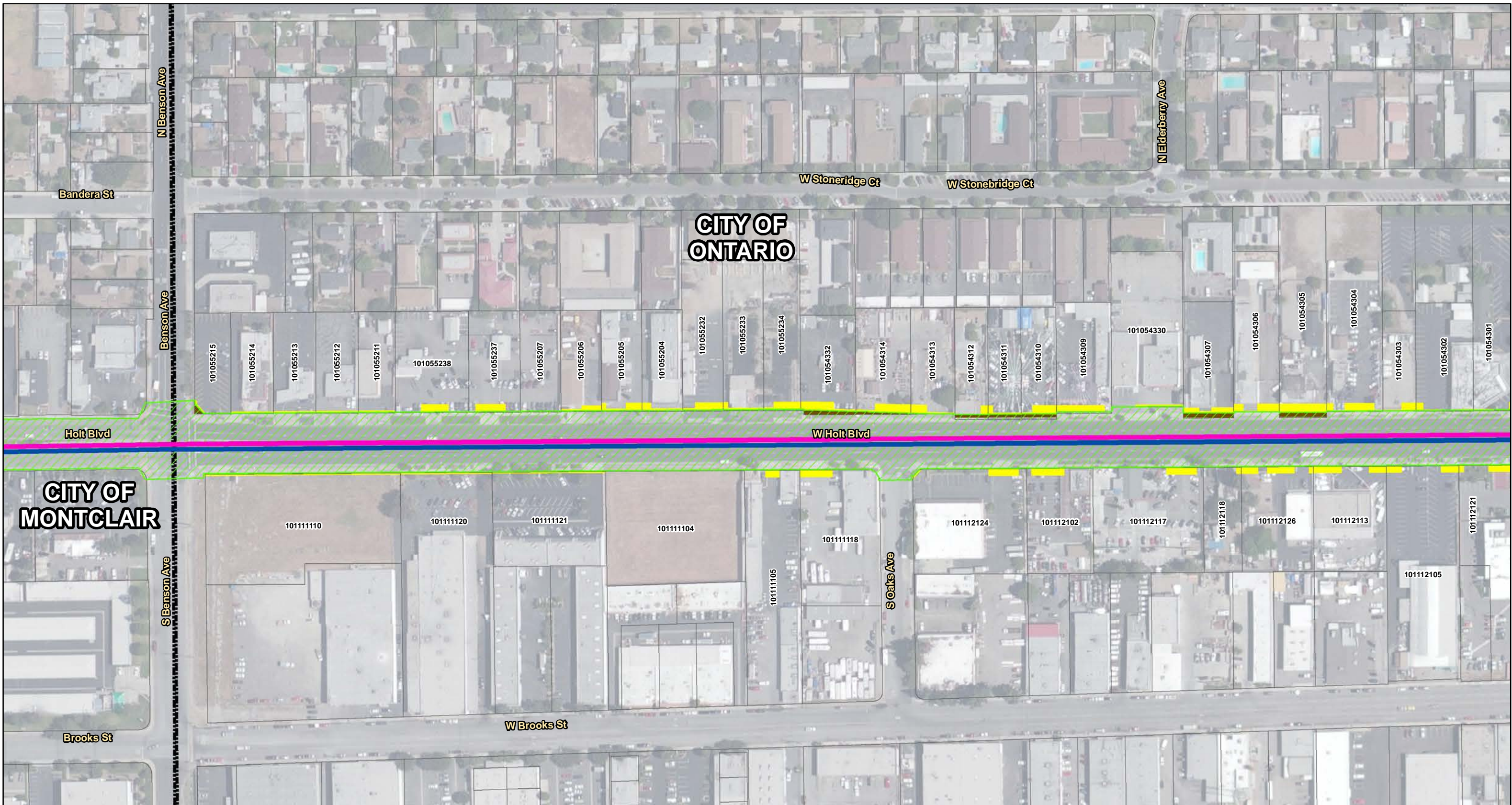
Sheet 45 of 45

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

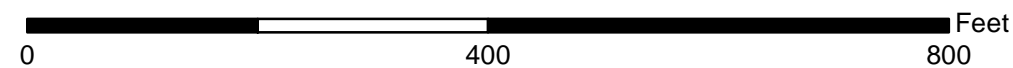
\*\*Electrical and communications equipment unit



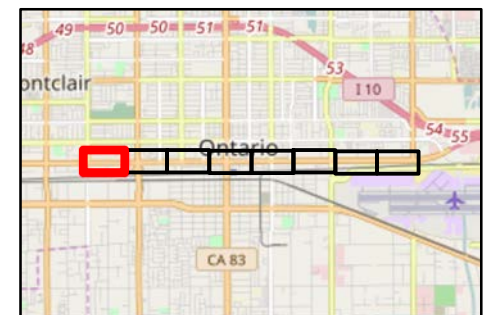


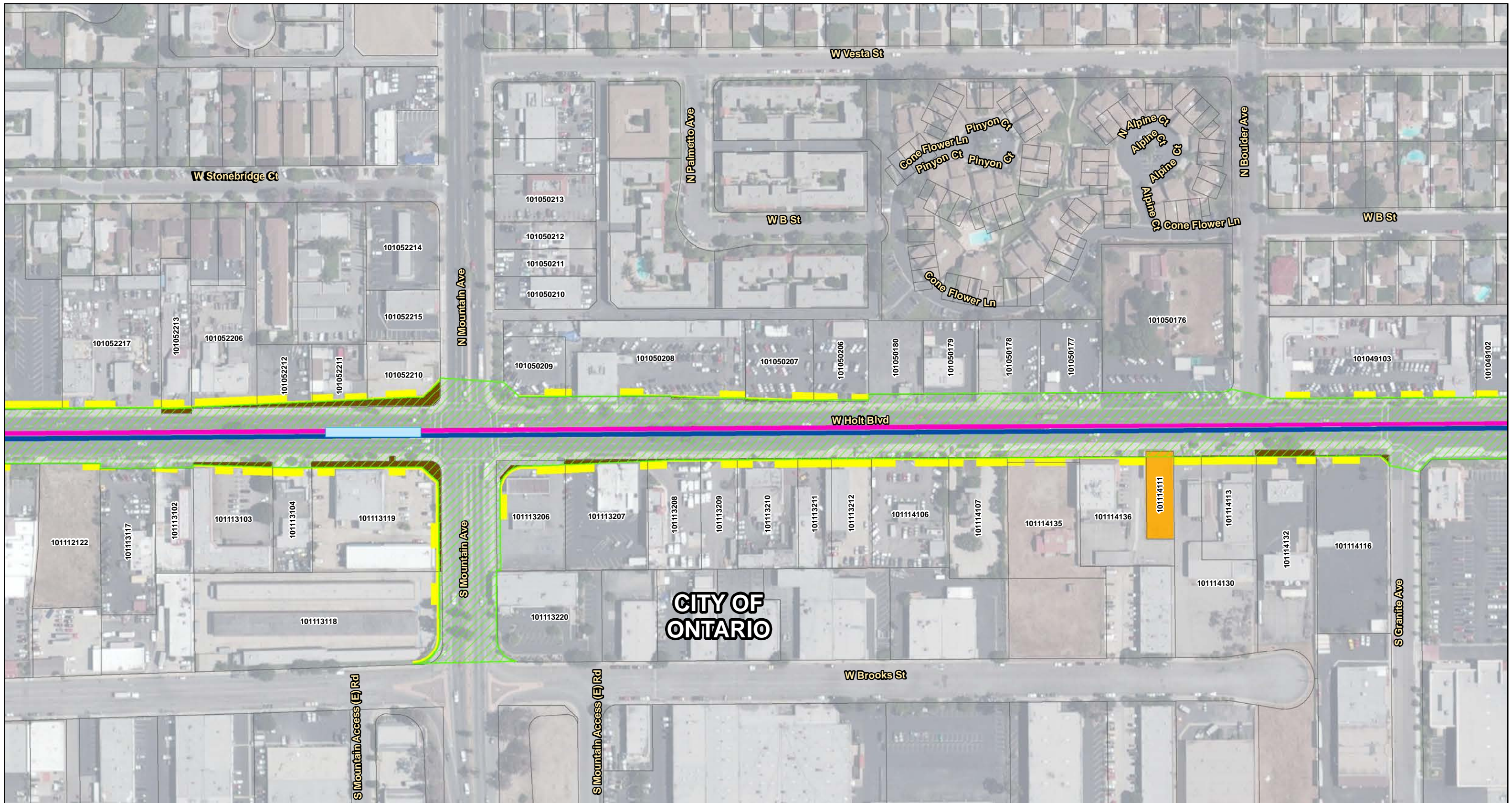
**West Valley Connector**  
*Project Impact Exhibit - Dedicated Lanes Segment*  
 Sheet 1 of 8

Data Source: Parsons Map Created On: 9/29/2016  
 \*Pylon symbol enlarged for graphical purposes  
 \*\*Electrical and communications equipment unit



Milliken Alignment	Proposed Pylon*	Permanent Building Acquisition
Haven Alignment	Equipment Pad**	Full Parcel Acquisition
Proposed BRT Center Station	Permanent Impact	Partial Parcel Acquisition
Proposed BRT Side Station	Temporary Impact	City Boundary



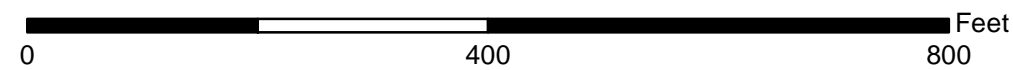


**West Valley Connector**  
*Project Impact Exhibit - Dedicated Lanes Segment*  
 Sheet 2 of 8

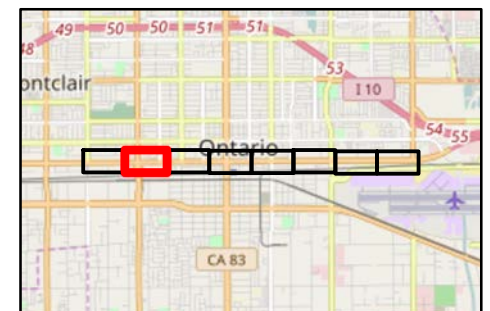
Data Source: Parsons Map Created On: 9/29/2016

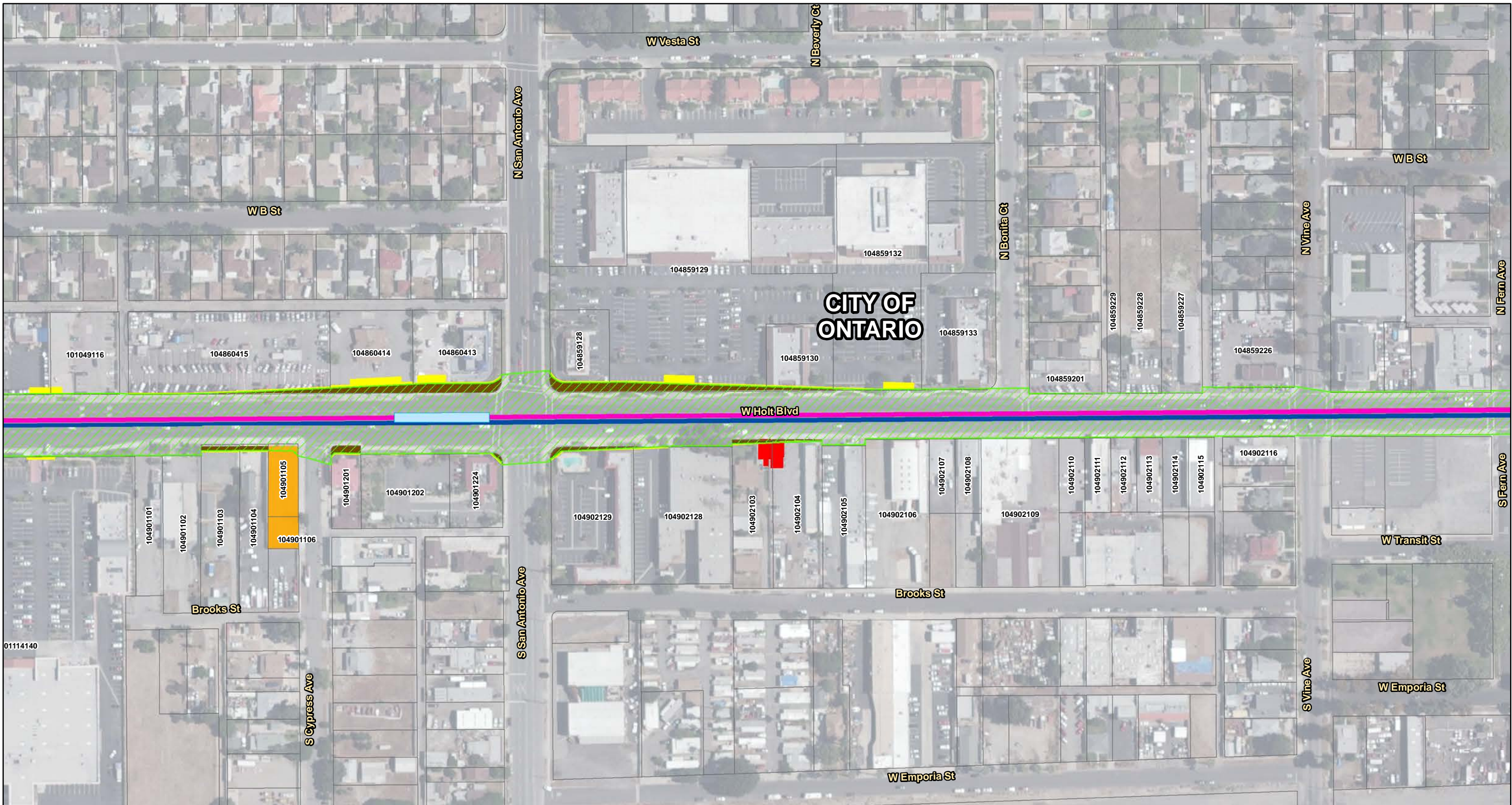
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary



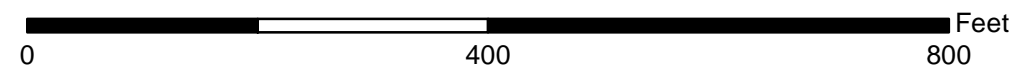


**West Valley Connector**  
*Project Impact Exhibit - Dedicated Lanes Segment*  
 Sheet 3 of 8

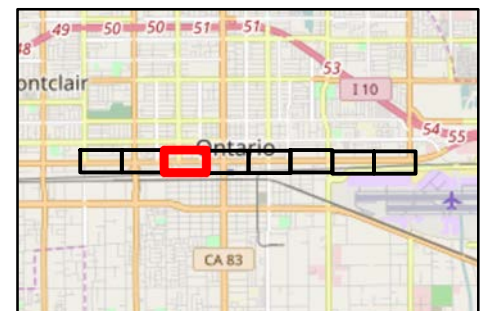
Data Source: Parsons Map Created On: 9/29/2016

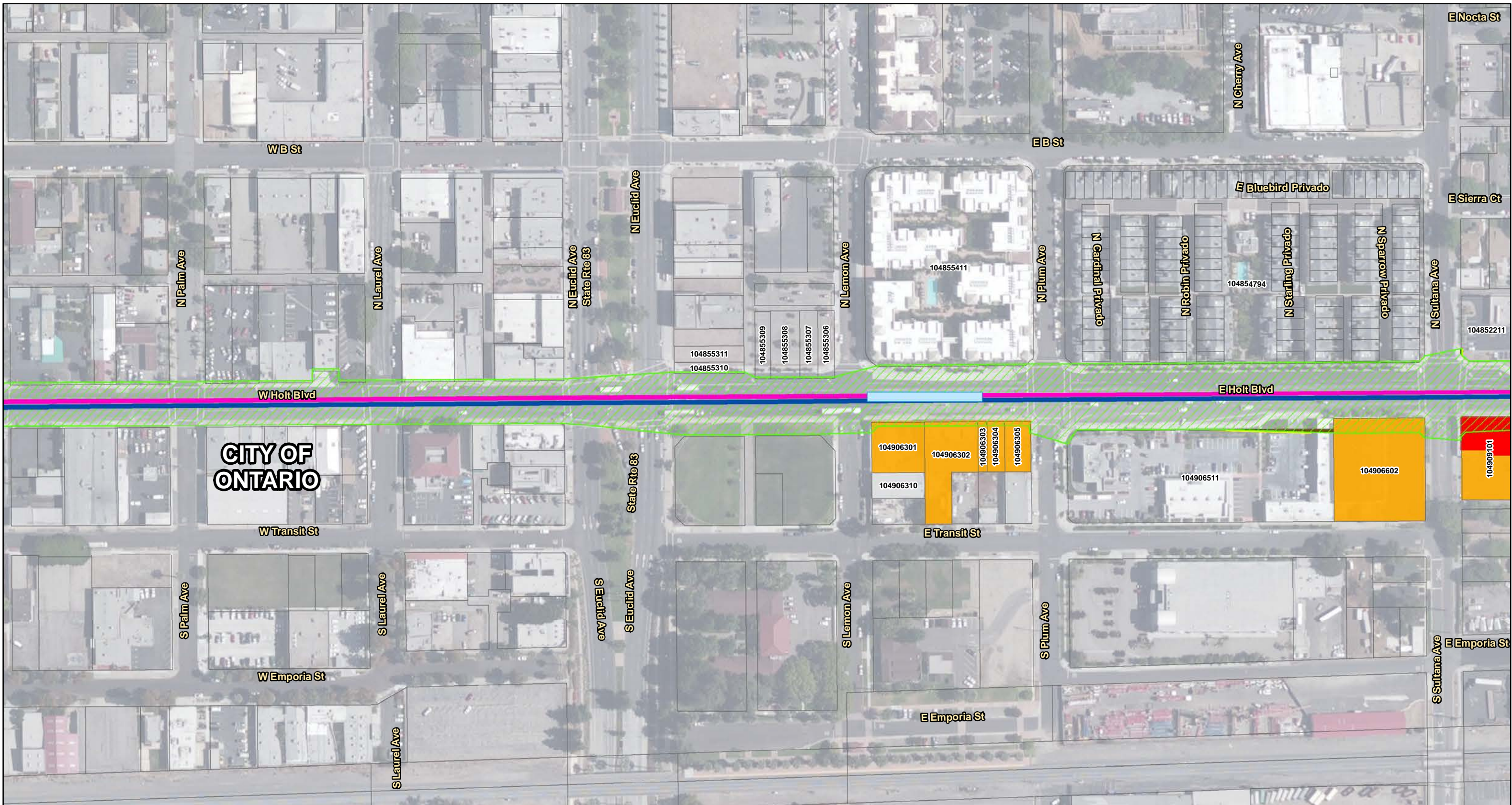
\*Pylon symbol enlarged for graphical purposes

\*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary





# West Valley Connector

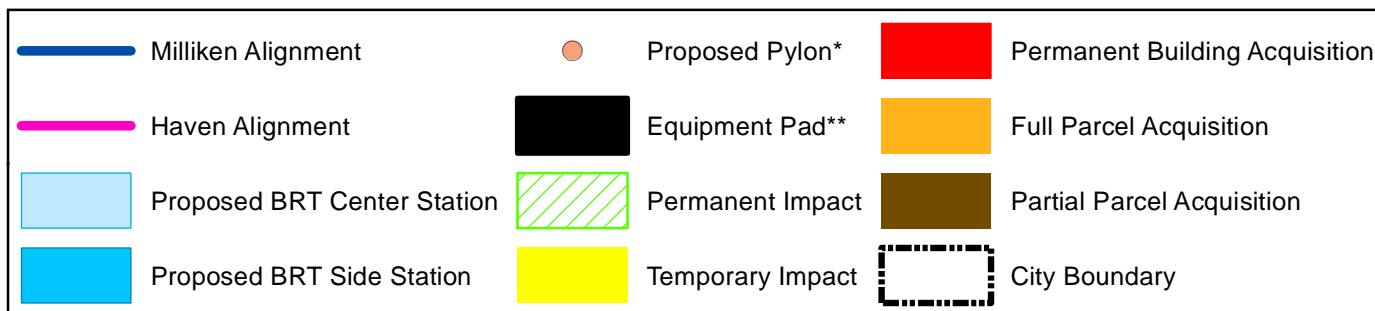
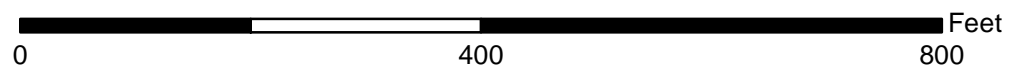
## Project Impact Exhibit - Dedicated Lanes Segment

Sheet 4 of 8

Data Source: Parsons Map Created On: 9/29/2016

\*Pylon symbol enlarged for graphical purposes

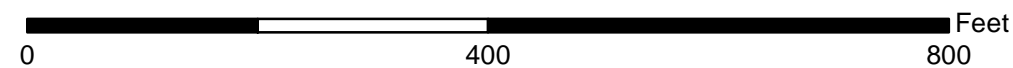
\*\*Electrical and communications equipment unit





**West Valley Connector**  
*Project Impact Exhibit - Dedicated Lanes Segment*  
 Sheet 5 of 8

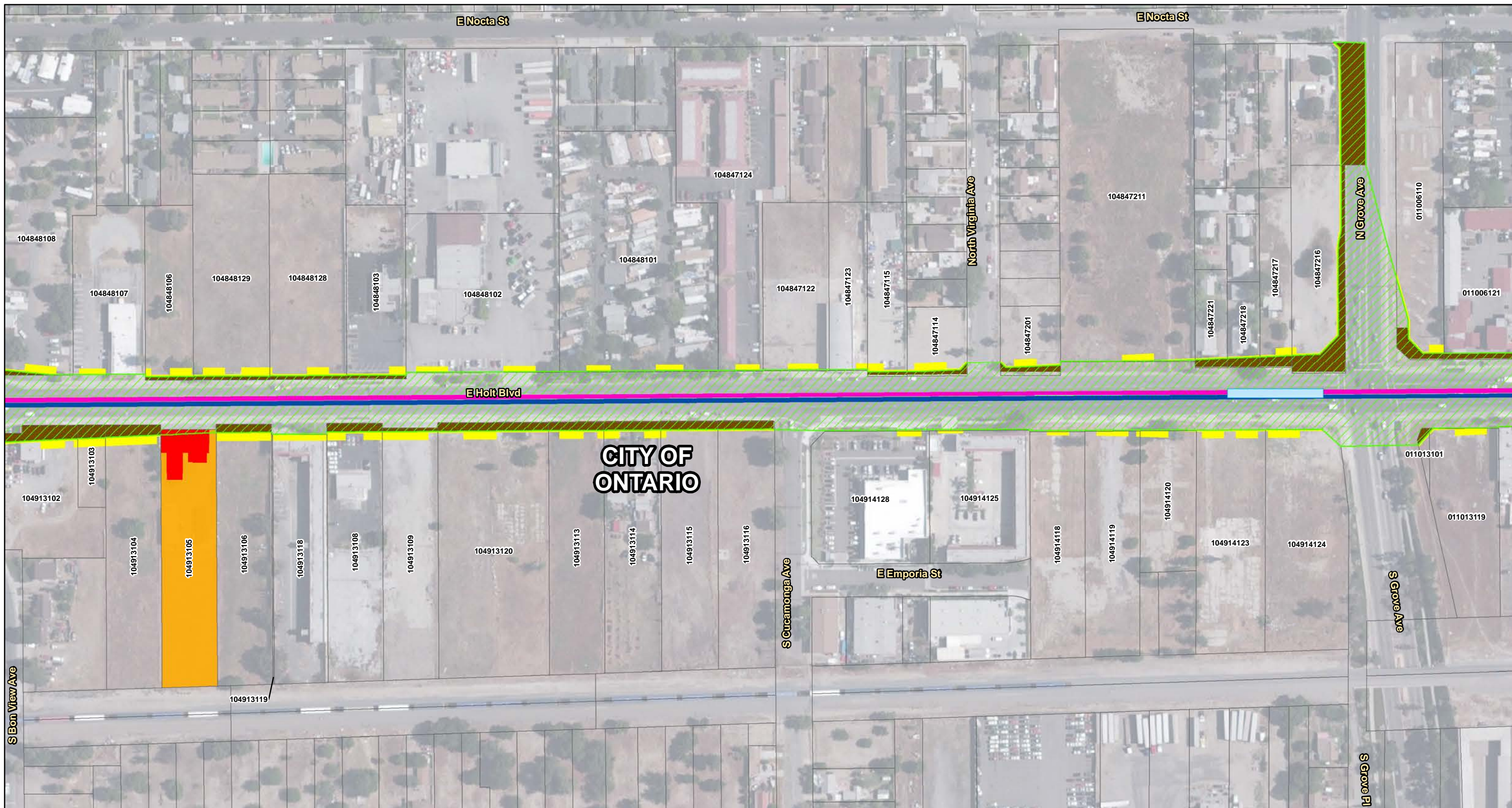
Data Source: Parsons Map Created On: 9/29/2016  
 \*Pylon symbol enlarged for graphical purposes  
 \*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary

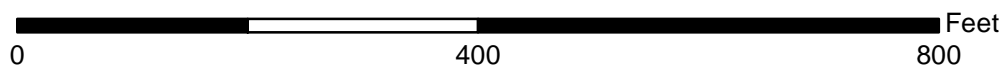




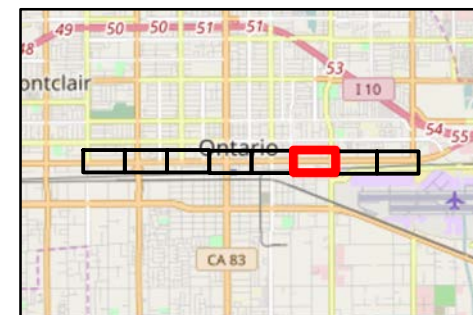


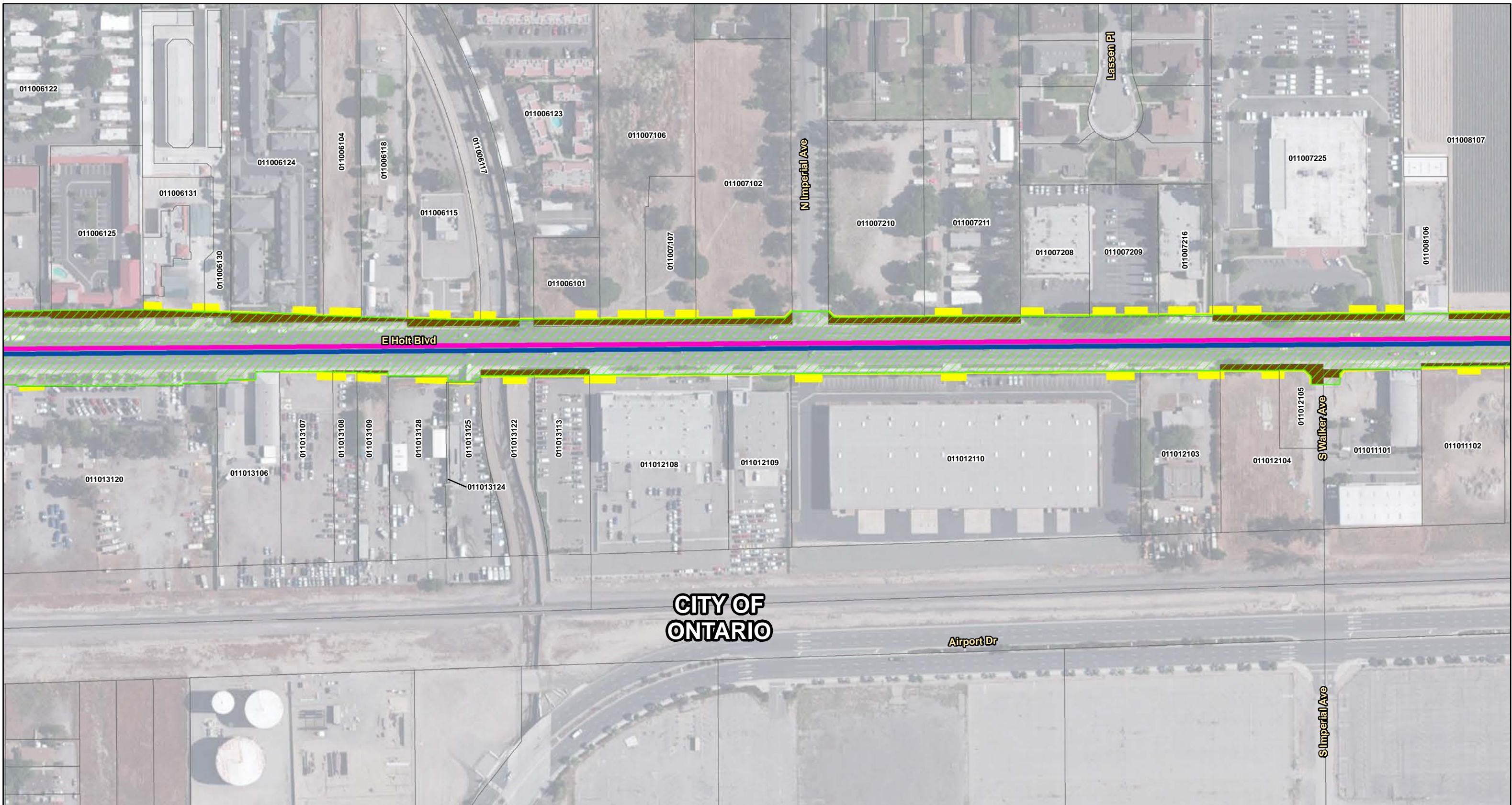
**West Valley Connector**  
*Project Impact Exhibit - Dedicated Lanes Segment*  
 Sheet 6 of 8

Data Source: Parsons Map Created On: 9/29/2016  
 \*Pylon symbol enlarged for graphical purposes  
 \*\*Electrical and communications equipment unit



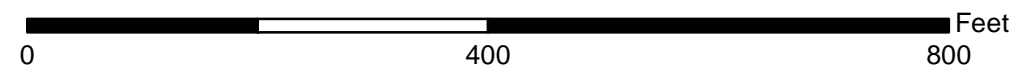
	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary



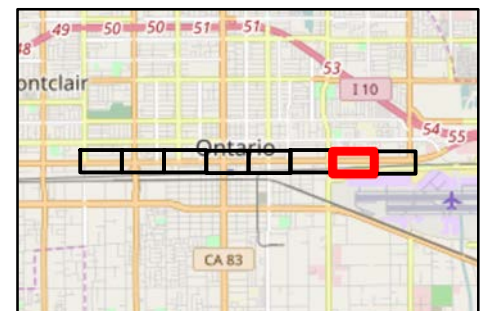


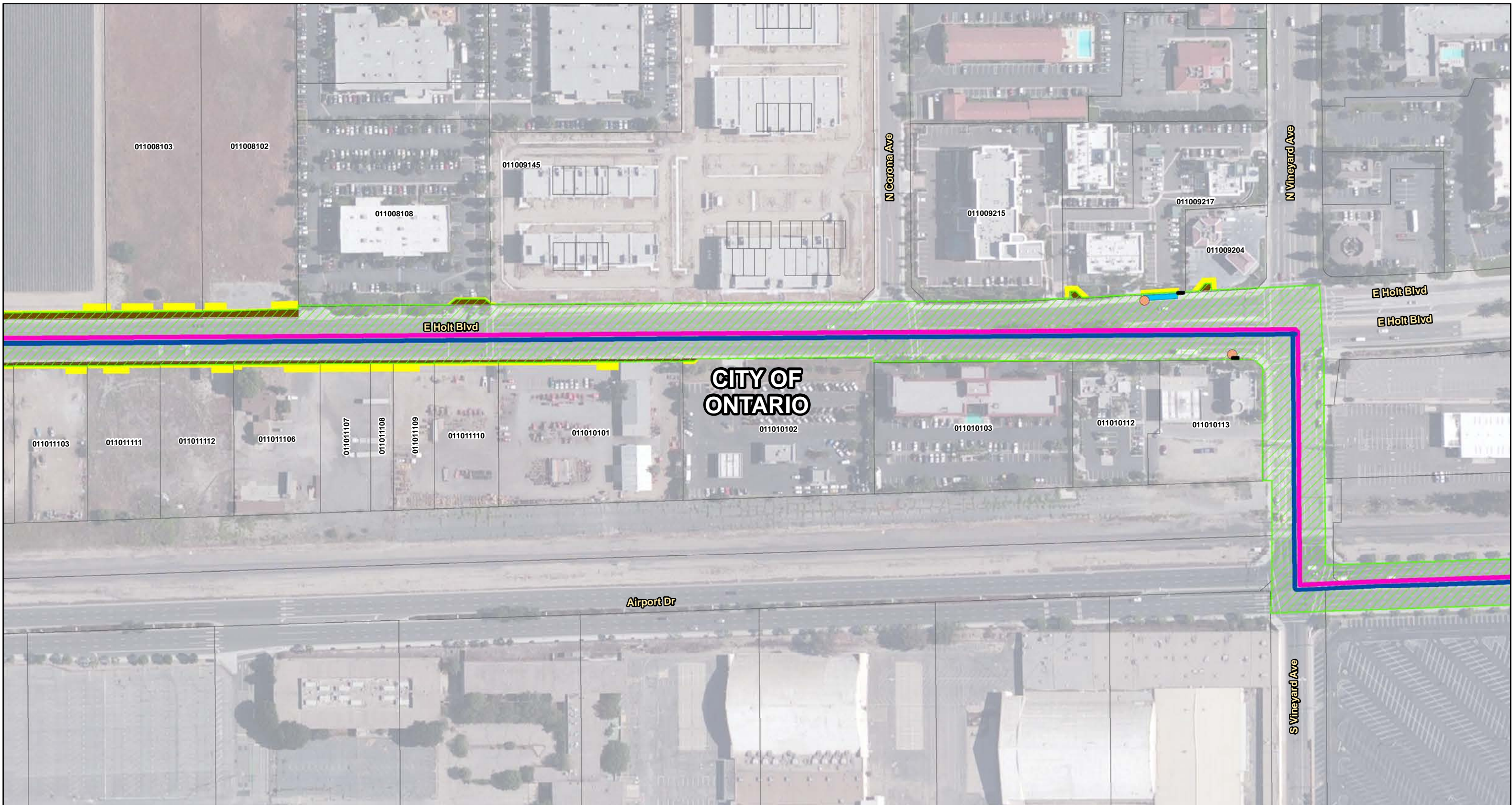
**West Valley Connector**  
*Project Impact Exhibit - Dedicated Lanes Segment*  
 Sheet 7 of 8

Data Source: Parsons Map Created On: 9/29/2016  
 \*Pylon symbol enlarged for graphical purposes  
 \*\*Electrical and communications equipment unit



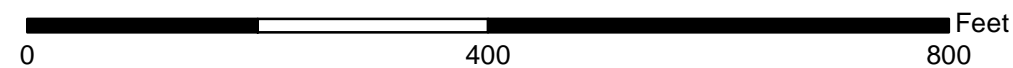
	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary



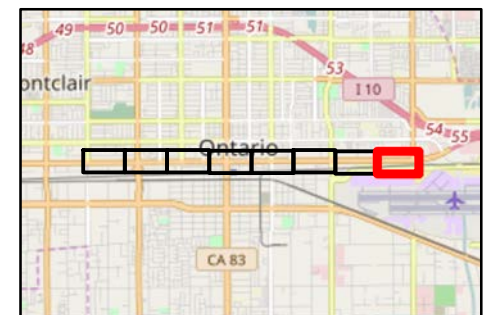


**West Valley Connector**  
*Project Impact Exhibit - Dedicated Lanes Segment*  
 Sheet 8 of 8

Data Source: Parsons Map Created On: 9/29/2016  
 \*Pylon symbol enlarged for graphical purposes  
 \*\*Electrical and communications equipment unit



	Milliken Alignment		Proposed Pylon*		Permanent Building Acquisition
	Haven Alignment		Equipment Pad**		Full Parcel Acquisition
	Proposed BRT Center Station		Permanent Impact		Partial Parcel Acquisition
	Proposed BRT Side Station		Temporary Impact		City Boundary



APPENDIX B

List of Full and Partial Parcel Acquisitions

## List of Full and Partial Acquisitions

No.	Full or Partial Acquisition	Assessor's Parcel Number APN	Property Address	Impacted Parking Spots	Original Lot Size (Sq Ft)	Proposed Take (Sq Ft)	Remnant (Sq Ft)	TCE (Sq Ft)	Cultural Resources
1	Partial	101050207	1020 W HOLT BLVD		18317	113	18204	788	
2	Partial	101050208	1050 W HOLT BLVD		49157	118	49040	1795	
3	Partial	101052206	1134 W HOLT BLVD		29102	244	28859	1716	
4	Partial	101052210	1102 W HOLT BLVD	4	15446	2052	13395	1860	
5	Partial	101052211	1108 W HOLT BLVD	6	11378	993	10385	1045	
6	Partial	101052212	1124 W HOLT BLVD	2	11365	614	10751	976	
7	Partial	101052213	1150 W HOLT BLVD		15468	492	14976	662	
8	Partial	101054305	1248 W HOLT BLVD	1	32805	732	32073	1289	
9	Partial	101054307	1260 W HOLT BLVD		19071	775	18295	688	
10	Partial	101054310	1328 W HOLT BLVD		12693	362	12332	723	
11	Partial	101054311			11940	340	11600	283	
12	Partial	101054312	1340 W HOLT BLVD		11944	340	11604	196	
13	Partial	101054313	1350 W HOLT BLVD		15355	39	15316	566	
14	Partial	101054314	1360 W HOLT BLVD	3	19175	370	18805	1085	
15	Partial	101054332	1364 W HOLT BLVD	8	18003	666	17337	1011	
16	TCE	101055204		4	13386		13386	383	
17	TCE	101055205		1	13386		13386	601	
18	Partial	101055215	1542 W HOLT BLVD	3	12245	166	12079	135	
19	TCE	101055233		1	20007		20007	309	
20	TCE	101055234		6	19679		19679	693	
21	Partial	101113103	1141 W HOLT BLVD		28658	1080	27578	1459	
22	Partial	101113104	1125 W HOLT BLVD		13621	87	13534	902	
23	Partial	101113119	1113 W HOLT BLVD	4	47424	3010	44414	3785	
24	Partial	101113206	1065 W HOLT BLVD		22037	113	21758	1965	
25	Partial	101113207	1051 W HOLT BLVD		30331	1032	29298	1063	
26	Partial	101113208	1033 W HOLT BLVD		19227	270	18957	710	
27	Partial	101113209			13295	166	13129	549	
28	Partial	101113210	1021 W HOLT BLVD	4	22050	274	21776	1180	
29	Partial	101113211	1013 W HOLT BLVD	2	12136	152	11983	910	
30	Partial	101113212	1005 W HOLT BLVD		14627	183	14444	1098	
31	Partial	101114106	967 W HOLT BLVD	5	27534	344	27190	1642	
32	Partial	101114107	961 W HOLT BLVD		24128	274	23853	1363	NEPA
33	Full	101114111	925 W HOLT BLVD		8002	8002	0	0	
34	Partial	101114113	909 W HOLT BLVD	1	19114	274	18840	1498	
35	Partial	101114116	849 W HOLT BLVD	11	42924	440	42484	1011	
36	Partial	101114130		1	36447	131	36316	775	
37	Partial	101114132	863 W HOLT BLVD	6	40624	1337	39287	1224	
38	Partial	101114135	943 W HOLT BLVD		55583	322	55260	1437	
39	Partial	101114136	931 W HOLT BLVD	1	26698	301	26397	928	
40	Partial	104859128	646 E HOLT BLVD	1	15960	1803	14157	344	
41	Partial	104859129	646 HOLT BLVD	16	139074	3367	135707	1525	
42	Partial	104859130	624 E HOLT BLVD		14575	523	14052	366	
43	Partial	104859132	606 HOLT BLVD		84959	57	84903	950	
44	Partial	104860413	706 W HOLT BLVD		23710	2300	21410	1115	
45	Partial	104860414	724 W HOLT BLVD	3	22377	1838	20539	1686	
46	Partial	104860415	740 W HOLT AVE	12	54881	1189	53692	1080	
47	Partial	104901103	755 W HOLT AVE		21096	527	20569	209	
48	Partial	104901104	745 W HOLT BLVD	4	15677	388	15290	157	
49	Full	104901105	739 W HOLT BLVD 741 W HOLT BLVD		6987	6987	0	0	

## List of Full and Partial Acquisitions

No.	Full or Partial Acquisition	Assessor's Parcel Number APN	Property Address	Impacted Parking Spots	Original Lot Size (Sq Ft)	Proposed Take (Sq Ft)	Remnant (Sq Ft)	TCE (Sq Ft)	Cultural Resources
50	Full	104901106	739 W HOLT BLVD		3223	3223	0	0	
51	Partial	104901201	729 W HOLT BLVD		8080	710	7370	187	
52	Partial	104901224	701 W HOLT BLVD		12863	113	12750	231	
53	Partial	104902103	627 W HOLT BLVD		19676	357	19319	218	
54	Partial	104902104	625 W HOLT BLVD		24333	161	24171	270	
55	Partial	104902128	645 W HOLT AVE		44788	122	44666	192	
56	Partial	104902129	661 W HOLT BLVD		37758	963	36795	296	
57	Partial	104847114	1117 E HOLT BLVD		13181	828	12354	1037	
58	Partial	104847115	1111 E HOLT BLVD		22320	392	21928	562	
59	Partial	104847201	1125 E HOLT BLVD		13029	1085	11944	828	
60	Partial	104847211	1131 E HOLT BLVD		146274	17	146257	893	
61	Partial	104847217	1179 E HOLT BLVD		18665	1124	17542	531	
62	Partial	104847218	1175 E HOLT BLVD		9117	1028	8089	179	
63	Partial	104847221	1133 E HOLT BLVD		10293	889	9405	174	
64	Partial	104848103	1015 E HOLT BLVD		33681	592	33088	693	
65	Partial	104848106			27438	479	26959	867	
66	Partial	104848108	905 E HOLT BLVD		68577	418	68158	1015	
67	Partial	104848127	907 E HOLT BLVD		39474	802	38673	301	
68	Partial	104848128	957 E HOLT BLVD		51418	762	50656	950	
69	Partial	104848129	957 E HOLT BLVD		51209	758	50451	1516	
70	Partial	104851210	757 E HOLT BLVD		19197	157	19040	762	
71	Partial	104851211	765 E HOLT BLVD		19066	157	18909	762	
72	Partial	104851215			27425	148	27277	984	
73	Partial	104851216	755 E HOLT BLVD		10637	340	10298	1045	
74	Partial	104851217	745 E HOLT BLVD		11103	518	10585	444	
75	Partial	104851218	741 E HOLT BLVD		8986	592	8394	488	
76	Partial	104851219			7131	100	7031	767	
77	Full	104851220			7688	7688	0	0	
78	Partial	104851221			7492	701	6791	749	
79	Full	104851222			7070	7070	0	0	
80	Partial	104852208	527 E HOLT BLVD	6	7065	187	6878	701	
81	Full	104852209	523 E HOLT BLVD A 523 E HOLT BLVD B 523 E HOLT BLVD C		7466	7466	0	0	
82	Full	104852210	517 E HOLT BLVD		6713	6700	13	0	
83	Partial	104852211	505 E HOLT BLVD		17990	30	17960	453	
84	Partial	104852315	111 N MONTEREY AVE		15333	392	14941	1045	
85	Partial	104852316	545 E HOLT BLVD		10197	266	9932	222	CEQA
86	Partial	104852414	111 N MIRAMONTE AVE		5602	9	5593	26	
87	Partial	104852417	601 E HOLT BLVD		11953	409	11543	653	
88	Partial	104852516	661 E HOLT BLVD		11221	1311	9910	784	
89	Partial	104852517	659 E HOLT BLVD		5467	444	5022	671	
90	Partial	104852518			5471	375	5097	340	
91	Full	104852519			5475	5475	0	0	CEQA
92	Partial	104852520	635 E HOLT BLVD	7	11073	457	10616	1390	
93	Full	104906301	204 E HOLT BLVD		9121	9121	0	0	CEQA
94	Full	104906302	214 E HOLT BLVD		13691	13691	0	0	CEQA
95	Full	104906303	220 E HOLT BLVD		1551	1551	0	0	CEQA
96	Full	104906304	222 E HOLT BLVD UNIT A 222 E HOLT BLVD UNIT B		3036	3036	0	0	
97	Full	104906305	226 E HOLT BLVD 228 E HOLT BLVD 230 E HOLT BLVD		4569	4569	0	0	
98	Partial	104906511	326 E HOLT BLVD		80869	858	80011	645	

## List of Full and Partial Acquisitions

No.	Full or Partial Acquisition	Assessor's Parcel Number APN	Property Address	Impacted Parking Spots	Original Lot Size (Sq Ft)	Proposed Take (Sq Ft)	Remnant (Sq Ft)	TCE (Sq Ft)	Cultural Resources
99	Full	104906602	444 E HOLT BLVD		30989	30989	0	0	CEQA
100	Full	104909101	500 E HOLT BLVD 504 E HOLT BLVD 506 E HOLT BLVD 510 E HOLT BLVD		15777	15777	0	0	
101	Partial	104909102	512 E HOLT BLVD	7	7806	1224	6582	636	
102	Partial	104909103	522 E HOLT BLVD	10	15625	2143	13482	993	
103	Full	104909104	526 E HOLT BLVD UNIT A 527 E HOLT BLVD UNIT B 528 E HOLT BLVD UNIT C		7784	7775	9	0	
104	Partial	104909201			5898	697	5201	200	
105	Partial	104909202			46452	5062	41391	2182	
106	Partial	104909213	610 E HOLT BLVD		15372	2666	12706	732	
107	Full	104909301	616 E HOLT BLVD		5131	5131	0	0	CEQA
108	Full	104909302	624 E HOLT BLVD		5123	5123	0	0	
109	Full	104909303	630 E HOLT BLVD		3960	3960	0	0	
110	Full	104909304			1163	1163	0	0	
111	Full	104909306	636 E HOLT BLVD		3881	3881	0	0	
112	Full	104909307			1241	1241	0	0	
113	Full	104909309	640 E HOLT BLVD		5123	5123	0	0	
114	Partial	104909310	646 E HOLT BLVD	7	5136	1490	3646	152	
115	Full	104909401	652 E HOLT AVE		3720	3720	0	0	
116	Full	104909402	654 E HOLT BLVD		1141	1141	0	0	
117	Full	104909404	664 E HOLT BLVD 666 E HOLT BLVD		5833	5833	0	0	
118	Full	104909414	660 E HOLT BLVD		4069	4069	0	0	
119	Partial	104910104	720 E HOLT BLVD	8	77471	4256	73216	1586	
120	Full	104910105	728 E HOLT BLVD 730 E HOLT BLVD #1 730 E HOLT BLVD #3 730 E HOLT BLVD #4 730 E HOLT BLVD #5 732 1/2 E HOLT BLVD		7410	7410	0	0	
121	Full	104910106	736 E HOLT BLVD 740 E HOLT BLVD		7653	7653	0	0	
122	Full	104910107	744 E HOLT BLVD 745 E HOLT BLVD 742 E HOLT BLVD		7989	7989	0	0	
123	Partial	104910108	748 E HOLT BLVD		7989	1276	6713	449	CEQA
124	Full	104910109	754 E HOLT BLVD		8041	8041	0	0	CEQA
125	Partial	104910110	756 E HOLT BLVD	4	8041	1285	6756	161	
126	Full	104910111	766 E HOLT BLVD		16688	16688	0	0	
127	Full	104910112	802 E HOLT BLVD		8037	8037	0	0	
128	Full	104910113	810 E HOLT BLVD		7697	7697	0	0	
129	Full	104910114	814 E HOLT BLVD		8189	8189	0	0	
130	Partial	104910115		8	8189	1568	6621	479	
131	Partial	104910116	824 E HOLT BLVD	2	7575	1137	6438	684	
132	Full	104910118	828 E HOLT BLVD		7209	7209	0	0	
133	Partial	104910138	700 E HOLT BLVD	3	11504	2174	9331	1220	
134	Partial	104910139	844 E HOLT BLVD		63245	2570	60675	1106	
135	Partial	104910140	900 E HOLT BLVD	11	13917	1764	12153	335	
136	Partial	104913102	900 E HOLT BLVD		36037	3306	32731	1028	
137	Partial	104913103	914 E HOLT BLVD		7518	1246	6273	749	
138	Partial	104913104	918 E HOLT BLVD		47973	2208	45764	1424	
139	Full	104913105	930 E HOLT BLVD 932 E HOLT BLVD UNIT A 932 E HOLT BLVD UNIT B 932 E HOLT BLVD UNIT C 932 E HOLT BLVD UNIT D 932 E HOLT BLVD UNIT E 932 E HOLT BLVD UNIT F		46657	46657	0	0	
140	Partial	104913106	936 E HOLT BLVD		47393	1686	45708	1503	
141	Partial	104913108	958 E HOLT BLVD	4	26371	1686	24685	1119	
142	Partial	104913109			26875	684	26191	1294	

## List of Full and Partial Acquisitions

No.	Full or Partial Acquisition	Assessor's Parcel Number APN	Property Address	Impacted Parking Spots	Original Lot Size (Sq Ft)	Proposed Take (Sq Ft)	Remnant (Sq Ft)	TCE (Sq Ft)	Cultural Resources
143	Partial	104913113			27378	1686	25693	967	
144	Partial	104913114			46775	1729	45045	1011	
145	Partial	104913115			46487	1729	44758	431	
146	Partial	104913116	1050 E HOLT BLVD		45773	1708	44065	305	
147	Partial	104913120	1010 E HOLT BLVD		92360	3367	88993	1320	
148	Partial	104914120	1170 E HOLT BLVD		26018	17	26001	815	
149	Partial	104914123	1176 E HOLT BLVD		50495	126	50368	1337	
150	Partial	104914124	1194 E HOLT BLVD		58336	100	58235	1006	
151	Partial	11006101	1373 E HOLT BLVD		18988	1311	17677	841	
152	Partial	11006104	1323 E HOLT BLVD		42637	671	41966	906	
153	Partial	11006110	1207 E HOLT BLVD		48900	3110	45790	902	
154	Partial	11006115	1335 E HOLT BLVD		50669	1729	48940	1059	
155	Partial	11006117			44292	793	43499	545	
156	Partial	11006118	1329 E HOLT BLVD		47493	566	46927	0	
157	Partial	11006121	1217 E HOLT BLVD	11	51797	1899	49898	0	
158	Partial	11006123	1348 E NOCTA ST		94490	35	94455	78	
159	Partial	11006124	1315 E HOLT BLVD		97853	2378	95475	1019	
160	Partial	11006125	1241 E HOLT BLVD		51893	2165	49728	0	
161	Partial	11006130			34526	388	34138	466	
162	Partial	11006131			21841	1237	20604	1002	
163	Partial	11007102			90012	2052	87961	1080	
164	Partial	11007106	1381 E HOLT BLVD		79218	945	78273	858	
165	Partial	11007107	1387 E HOLT BLVD		23988	1028	22960	1102	
166	Partial	11007210	1405 E HOLT BLVD		64151	2030	62121	536	
167	Partial	11007211	1405 E HOLT BLVD		64207	1973	62234	1111	
168	Partial	11012108	1366 E HOLT BLVD		80425	248	80177	1324	
169	Partial	11012109	1390 E HOLT BLVD		36333	113	36220	344	
170	Partial	11012110	1400 E HOLT BLVD		194221	632	193589	3676	
171	Partial	11013101			1437	348	1089	83	
172	Partial	11013106	1300 E HOLT BLVD		39012	39	38973	78	
173	Partial	11013107			33480	1072	32409	1141	
174	Partial	11013108	1322 E HOLT BLVD		15276	492	14784	527	
175	Partial	11013109	1328 E HOLT BLVD		19702	636	19066	693	
176	Partial	11013113	1362 E HOLT BLVD		32069	1102	30967	423	
177	Partial	11013119			37710	44	37666	919	
178	Partial	11013122			28379	1072	27308	819	
179	Partial	104847215			29900	9971	19929	671	
180	Partial	104847216	1191 E HOLT BLVD		36342	7205	29137	1311	
181	Partial	11006122			112071	209	111862	0	
182	Partial	11007208	1511 E HOLT BLVD		29834	166	29669	884	
183	Partial	11007209	1511 E HOLT BLVD		29839	166	29673	1381	
184	Partial	11007216	1533 E HOLT BLVD		23427	131	23296	963	
185	Partial	11007225			206723	3947	202776	3040	
186	Partial	11008102			109131	2113	107018	1594	
187	Partial	11008103	1625 E HOLT BLVD		109131	1973	107158	2012	
188	Partial	11008106	1619 E HOLT BLVD		19868	105	19763	0	
189	Partial	11008107			194718	3040	191677	1333	
190	Partial	11008108	1627 E HOLT BLVD		117107	623	116484	301	
191	Partial	11009145			291865	4	291861	35	



List of Full and Partial Acquisitions

No.	Full or Partial Acquisition	Assessor's Parcel Number APN	Property Address	Impacted Parking Spots	Original Lot Size (Sq Ft)	Proposed Take (Sq Ft)	Remnant (Sq Ft)	TCE (Sq Ft)	Cultural Resources
192	Partial	11009204	101 N VINEYARD AVE		22316	200	22115	579	
193	Partial	11009217	111 N VINEYARD AVE 1845 E HOLT BLVD		72419	218	72201	1093	
194	Partial	11010101	1744 E HOLT BLVD		87765	2174	85591	1490	
195	Partial	11010102	1776 E HOLT BLVD		87634	152	87482	144	
196	Partial	11011101			51017	457	50560	414	
197	Partial	11011102	1624 E HOLT BLVD		43887	984	42902	1172	
198	Partial	11011103			38411	862	37549	1059	
199	Partial	11011106	1670 E HOLT BLVD		43521	1019	42501	1516	
200	Partial	11011107			24977	592	24385	1363	
201	Partial	11011108	1628 E HOLT AVE	8	11426	274	11151	627	
202	Partial	11011109	1634 E HOLT BLVD	2	20090	484	19606	849	
203	Partial	11011110	1640 E HOLT BLVD		31206	754	30453	579	
204	Partial	11011111			37684	862	36821	1150	
205	Partial	11011112	1660 E HOLT BLVD		37527	867	36660	1067	
206	Partial	11012103	1512 E HOLT BLVD		42989	144	42846	915	
207	Partial	11012104	120 S WALKER ST		44287	1176	43111	797	
208	Partial	11012105	1486 E HOLT BLVD		12131	1507	10624	344	
209	Partial	104852317	541 E HOLT BLVD		7196	35	7161	122	NEPA
210	TCE	101055214						231	
211	TCE	101055213						231	
212	TCE	101055212						231	
213	TCE	101055211						200	
214	TCE	101055238		3				732	
215	TCE	101055237		2				741	
216	TCE	101055207						74	
217	TCE	101055206		4				440	
218	TCE	101054304						950	
219	TCE	101054303						409	
220	TCE	101054302		2				314	
221	TCE	101054301		1				1507	CEQA
222	TCE	101052217		4				1259	
223	TCE	101050209		4				684	
224	TCE	101050208		4				854	
225	TCE	101111110						1255	
226	TCE	101111120						584	
227	TCE	101111121						719	
228	TCE	101111104						379	
229	TCE	101111105						353	
230	TCE	101111118		3				915	
231	TCE	101112124		2				1019	
232	TCE	101112102		4				902	
233	TCE	101112117		2				971	
234	TCE	101112118		1				209	
235	TCE	101112126		2				1263	
236	TCE	101112113		1				1194	
237	TCE	101112105						941	NEPA
238	TCE	101112121						919	
239	TCE	101112122						549	
240	TCE	101113117						152	

## List of Full and Partial Acquisitions

No.	Full or Partial Acquisition	Assessor's Parcel Number APN	Property Address	Impacted Parking Spots	Original Lot Size (Sq Ft)	Proposed Take (Sq Ft)	Remnant (Sq Ft)	TCE (Sq Ft)	Cultural Resources
241	TCE	101113102						335	
242	TCE	101049103		8				2304	
243	TCE	101049102		2				1106	
244	TCE	101049116						423	
245	TCE	104901101						392	
246	TCE	104901202						322	
247	TCE	104852416		3				867	
248	TCE	104852415		1				87	
249	TCE	104851228						466	
250	TCE	104851212		6				335	
251	TCE	104851213		1				1059	CEQA
252	TCE	104851214						200	
253	TCE	104848107		3				815	
254	TCE	104848102		4				1220	
255	TCE	104848101						989	
256	TCE	104847124						462	
257	TCE	104847122						579	
258	TCE	104847123						218	
259	TCE	104914128						523	
260	TCE	104914125						314	
261	TCE	104914118						353	
262	TCE	104914119						614	
263	TCE	11013120		4				592	
<b>Total</b>				<b>280</b>		<b>477444</b>		<b>182926</b>	