

# ARCHAEOLOGICAL SURVEY REPORT

West Valley  
Connector Project



July 2018





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# TABLE OF CONTENTS

<b>Executive Summary .....</b>	<b>1</b>
<b>1.0 Introduction.....</b>	<b>5</b>
1.1 Project Location and Setting .....	6
1.2 Purpose and Need.....	6
<b>2.0 Project Description .....</b>	<b>11</b>
2.1 Proposed Project .....	11
2.2 Project Alternatives.....	12
2.2.1 No Build Alternative.....	12
2.2.2 Build Alternatives .....	12
2.3 Design Features of Build Alternatives .....	14
2.3.1 Bus Rapid Transit Stations .....	14
2.3.2 sbX Bus Operations .....	16
2.3.3 Operations and Maintenance .....	17
2.4 Implementation Schedule .....	20
2.5 Area of Potential Effects .....	20
<b>3.0 Regulatory Framework .....</b>	<b>25</b>
3.1 Federal .....	25
3.1.1 National Environmental Policy Act.....	25
3.1.2 Section 106 of the National Historic Preservation Act.....	25
3.1.3 Section 4(f) of the Department of Transportation Act [49 U.S.C. Section 303 Section 4(f)].....	26
3.2 State.....	26
3.2.1 California Environmental Quality Act and Guidelines.....	26
<b>4.0 Sources Consulted .....</b>	<b>29</b>
4.1 Summary of Methods and Results .....	29
4.2 Field Methods and Results .....	38
4.2.1 Field Methods.....	38
4.2.2 Site Evaluation Methods.....	39
4.3 Other Sources .....	41
4.3.1 Native American Consultation .....	41
4.3.2 Local Historical Society Consultation.....	52
<b>5.0 Background.....</b>	<b>55</b>
5.1 Hydrology, Geology, and Soils.....	55
5.2 Climate, Flora/Fauna, and Current Land Use.....	57
5.3 Ethnography .....	59
5.4 Prehistoric Cultural Setting .....	61
5.5 Historical Setting.....	65
5.5.1 County Development.....	65
<b>6.0 Study Findings and Conclusions.....</b>	<b>69</b>
6.1 Previously Recorded Resources .....	69
6.2 Newly Recorded Resources .....	70

6.3	Project Area Sensitivity for Buried Resources.....	91
6.4	Procedures for Unanticipated Archaeological Sites .....	94
<b>7.0</b>	<b>References .....</b>	<b>95</b>

**Appendix A – DPR Forms**

**Appendix B – Site Records**

**Appendix C – Native American Correspondence**

**Appendix D – Historical Society Correspondence**

*List of Tables*

Table 2-1:	Stations along Phase I/Milliken Alignment.....	15
Table 2-2:	Additional Stations to be Constructed as Part of Phase II/Haven Alignment.....	15
Table 2-3:	Summary of Maximum Excavation Depth for Stations and Utilities.....	22
Table 4-1:	Cultural Reports within 0.25 Mile of the Archaeological APE .....	31
Table 4-2:	Previously Recorded Archaeological Resources within 0.25 Mile of the APE .....	35
Table 4-3:	Criteria for Inclusion of a Resource in the NRHP .....	39
Table 4-4:	Qualities of Integrity Related to Eligibility for the NRHP .....	40
Table 4-5:	Summary of Native American Consultation Efforts .....	43
Table 4-6:	Local Historical Societies .....	52
Table 5-1:	Encinitas Tradition of Inland San Bernardino/Riverside/Orange/Los Angeles Counties .....	62
Table 5-2:	Del Rey Pattern Angeles Phases in Southern California .....	63

*List of Figures*

Figure 1-1:	Project Location Map .....	7
Figure 1-2:	Project Vicinity Map .....	8
Figure 2-1:	Build Alternatives Map .....	13
Figure 2-2:	Potential Operations and Maintenance Facility Sites.....	19
Figure 5-1:	Current Waterways in the Project Area .....	56
Figure 6-1:	Residence at Lot 2 in 1984 .....	72
Figure 6-2:	Residence at Lot 3 in 1985 .....	74
Figure 6-3:	Traveler’s Rest Motel at Lot 4 in 1985.....	76
Figure 6-4:	Buildings at Lot 5 in 1985.....	78
Figure 6-5:	Building and Vehicles in Lot 7 in 1985.....	82
Figure 6-6:	Commercial Building at Lot 11 (1170 E. Holt Blvd.) in 1985 .....	88
Figure 6-7:	Equipment Rental Business at Lot 11 (1176 E. Holt Blvd.) in 1985 .....	89
Figure 6-8:	Gas Station at Lot 11 (1194 E. Holt Blvd.) in 1985 .....	89
Figure 6-9:	‘Black Gold’ Commercial Building at Lot 11 (1194 E. Holt Blvd.) in 1985.....	90

## EXECUTIVE SUMMARY

This Archaeological Survey Report (ASR) was prepared by Parsons and Paleo Solutions, as a subcontractor to Parsons, on behalf of the San Bernardino County Transportation Authority (SBCTA) for the West Valley Connector (WVC) Project (the WVC Project or the proposed project). The objectives of this analysis are to describe the regulatory setting and project design features, define the archaeological area of potential effect (APE), and identify archaeological resources that could be affected by the proposed project.

SBCTA, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long bus rapid transit (BRT) project that would decrease travel times and improve the existing public transit system within the corridor. The proposed project is located within the U.S. Geological Survey (USGS) 7.5-minute Ontario, Guasti, Fontana, and San Dimas topographic quadrangles in Los Angeles and San Bernardino counties, California. The western terminus of the project is in the City of Pomona and the eastern terminus is in the City of Fontana.

The WVC Project is subject to federal regulatory requirements because it involves the use of federal funds from the Federal Transit Administration (FTA) and is subject to Section 106 of the National Historical Preservation Act (NHPA) of 1966, as amended (16 United States Code [U.S.C.] 470), thus implementing regulations of the Advisory Council on Historic Preservation (ACHP) (36 *Code of Federal Regulations* [CFR] Part 800). SBCTA is the lead agency for the project pursuant to the California Environmental Quality Act (CEQA), and FTA is the National Environmental Policy Act (NEPA) lead agency.

The purpose of this report is to identify and assess cultural resources for eligibility for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). “Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance.

The archaeological APE was first established in July 2016, with modifications in September 2016, October 2017, and March 2018 to incorporate new alignments and alternatives. The final APE was set on March 29, 2018, with the State Historic Preservation Officer (SHPO) concurrence in its adequacy, and includes all direct project impacts, including all areas of proposed construction, new right-of-way (ROW), temporary construction easements (TCEs), temporary staging and storage areas for the build alternatives, and the proposed O&M facility.

Native American consultation for the WVC Project included three searches of the Sacred Lands File, conducted by the Native American Heritage Commission (NAHC) in March 2016, October 2017, and February 2018, all of which were negative for Native American cultural resources. In March 2016, the NAHC identified 11 individuals or contacts representing 10

Native American groups to be contacted about the project. In October 2017 and February 2018, that list had been expanded to 25 individuals or contacts representing 19 Native American groups.

In compliance with the Assembly Bill (AB) 52, on May 13, 2016, project notification letters were sent to the 11 original Native American contacts identified by the NAHC in March 2016. As a result, two Native American groups, the Gabriellino Band of Mission Indians– Kizh Nation and the San Manuel Band of Mission Indians (SMBMI), requested consultation under AB 52. The Kizh Nation and Soboba Band of Luiseño Indians requested Native American monitoring during construction activities. On April 11, 2018, SBCTA sent a notification letter regarding the proposed project to all 14 new contacts representing 9 new Native American groups provided by the NAHC in October 2017 and February 2018. In addition, SBCTA sent a continuing consultation letter to the two Native American groups who formerly requested consultation on April 11, 2018 and sent follow-up letters to the 9 original Native American groups who had been contacted in 2016 but had not responded to that contact on April 25, 2018. In response to these letters, the Gabrieleno Band of Mission Indians – Kizh Nation again requested consultation under AB 52, as did the Morongo Band of Mission Indians, who also requested copies of the records search results and survey report. The Augustine Band of Cahuilla Mission Indians encouraged SBCTA to have a monitor onsite during construction and requested notification if cultural resources are encountered during construction. The SMBMI reiterated their request for the permit stipulations to address inadvertent discoveries, but also concluded consultation under AB 52. An Action Plan has been prepared that describes how SBCTA will follow-up to address the Tribes’ requests under AB 52.

FTA has also initiated Native American and Tribal consultation under Section 106 of the NHPA. On August 10, 2016, FTA sent an invitation letter to all original 11 Native American contacts identified by the NAHC in March 2016. As a result, two Native American groups, the Gabrieleno Band of Mission Indians – Kizh Nation and the SMBMI, requested consultation under Section 106 of the NHPA. The Kizh Nation and Soboba Band of Luiseño Indians requested Native American monitoring during construction activities. The SMBMI also requested that mitigation measures be incorporated into the project permits and/or plans.

On May 21, 2018, FTA sent a continuing consultation letter to the Gabrieleno Band of Mission Indians – Kizh Nation and SMBMI, who formerly requested consultation, to provide a project update and solicit comments. FTA also sent follow-up letters to the 9 original Native American groups who had been contacted in 2016 but had not responded to that contact. The follow-up letters provided an update on the project and a new invitation to consult under Section 106 of the NHPA. In addition, FTA also sent an invitation letter to the 14 new contacts representing 9 new Native American groups identified by the NAHC in February 2018. The Tribes were invited to consult on the project under Section 106 of the NHPA. In response to these letters, the Gabrieleno Band of Mission Indians – Kizh Nation again requested consultation. The SMBMI reiterated their request for the permit stipulations



to address inadvertent discoveries, but also concluded consultation under Section 106 of the NHPA. FTA is following-up to address the Tribes' requests under Section 106 of the NHPA.

As part of the research done for this report, a literature and records search was completed at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC), located at California State University, Fullerton. Parsons staff archaeologist, Monica Corpuz, M.A., RPA, completed a cultural resources records search for the identified APE between July and September 2016. This resulted in the identification of 91 previously recorded cultural resources, 21 of which are located within the APE. A total of 70 cultural resources were previously documented outside the APE within a 0.25-mile radius of the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which no longer exists (P-36-007144) and another is the NRHP-listed National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, Paleo Solutions archaeologist Michael Kay, M.A., RPA, completed a supplemental records search in October 2017; there were no additional previous investigations or previously documented resources within 0.25 mile of the additional alignments. On February 21, 2018, Barbara Webster, M.S., of Paleo Solutions, completed a records search for the proposed O&M facility. The search indicated that there are no previously recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility, but two previous investigations have been conducted within 0.25 mile. Neither of the studies overlap the proposed O&M facility locations.

An intensive pedestrian survey of all open accessible areas (approximately 0.9 percent, or 2.6 acres) within the archaeological APE was conducted by Parsons archaeologist, Monica Corpuz, M.A., RPA between July and December 2016. Existing disturbances (e.g., rodent burrows, ditches) were examined for artifacts or buried cultural deposits. Paved areas were not surveyed because there was no ground visibility. All open ground areas, including unpaved shoulders, vacant lots, trails, and paths, were intensively surveyed using parallel transects spaced 10 meters apart. A windshield survey was conducted for the remaining portions (approximately 99.1 percent, or 287 acres) of the APE that were inaccessible on foot, including roadway. Archival research for newly-identified historic-age (i.e., 50 years old or older) resources was conducted by Ms. Corpuz and Parsons architectural historian, Greg King, M.A.

In late August 2016, the project added the Haven Branch Route, which added an additional 6.5 miles to the project alignment. A windshield survey was conducted by Ms. Corpuz on September 15, 2016, for this additional segment of the project alignment, and an updated literature and records search for the additional segment was completed in September and October 2016.

In September 2017, the project added the Milliken Alignment alternative, which extended the project by another 2.7 miles. On October 13, 2017, Paleo Solutions archaeologist Michael Kay, M.A., RPA, conducted a supplemental windshield survey in the new extensions of the APE.

On February 28, 2018, Paleo Solutions' archaeologist Kristina Lindgren, M.A., conducted an archaeological survey of the three alternative locations for the proposed O&M facility. A windshield survey confirmed that most of the three locations are paved and developed with commercial buildings and parking lots. A portion of Site 1, however, was unpaved and was surveyed using pedestrian transects.

Eleven (11) new cultural resources (Lots 1 through 11) were identified and evaluated during the 2016 surveys; however, none of these new resources were found to be eligible for the NRHP or CRHR. Detailed information regarding these 11 new cultural resources is provided in Appendix A, DPR Forms. No resource discoveries resulted from the October 2017 or February 2018 surveys.

During this investigation, 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources (P-36-007144) and all 11 newly identified sites (Lots 1 through 11) have been evaluated as not eligible for inclusion in the NRHP or CRHR. In June and July 2018, Paleo Solutions Archaeologist, Evelyn Chandler, M.A., conducted site visits to these 12 archaeological sites to assess current conditions. These visits along with additional archival research by Greg King, M.A. and Melissa Zecher of Parsons verified that the 12 sites lack integrity and do not meet the any of the criteria for eligibility to the NRHP or CRHR. One previously recorded resource, National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR. No original materials associated with the historic road remain within the project APE.

The project APE is situated in an urban environment that has experienced significant ground modification over the past 100 years. Based on the results of the literature search, pedestrian surveys, geological landform considerations, a preliminary geotechnical report prepared for the project, information on the depths of previous disturbances within the APE from as-built drawings, expected depths of disturbance for the WVC project, and the disturbed nature of the project APE, most of the project footprint has low sensitivity for buried archaeological resources. As a result of consultation with Native American groups, two Native American Tribes, the Gabrieleno Band of Mission Indians – Kizh Nation and the Soboba Band of Luiseño Indians, have requested Native American monitoring during ground-disturbing construction activities. The Augustine Band of Cahuilla Mission Indians also has encouraged SBCTA to have a monitor onsite during construction.

## 1.0 INTRODUCTION

This Archaeological Survey Report (ASR) identifies and assesses cultural resources for eligibility for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) along the West Valley Connector (WVC) Project (the WVC Project or the proposed project). The objectives of this analysis are to describe the regulatory setting and project design features, define the archaeological area of potential effect (APE), and identify archaeological resources that could be affected by the proposed project.

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long bus rapid transit (BRT) project that would 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 FTA. Omnitrans is the direct FTA grantee for the San Bernardino Valley. As a result, SBCTA and Omnitrans have developed a successful direct recipient/subrecipient 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/subrecipient 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 ASR has been prepared as part of the technical analysis required to support the EIR/EA.

“Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance.

This ASR was prepared by Parsons Staff archaeologist, Monica Corpuz, M.A., RPA, and Paleo Solutions archaeologists Evelyn Chandler, M.A. and Michael Kay, M.A., RPA. Ms. Corpuz is a Registered Professional Archaeologist (RPA) with more than 10 years of professional and academic experience in archaeological fieldwork and research in California

and Oregon. Ms. Chandler has 25 years of experience in cultural resources management with an area of expertise in the archaeological resources of the inland areas of southern California. Mr. Kay is an RPA with 15 years of experience in archaeology. Ms. Corpuz, Ms. Chandler, and Mr. Kay all meet the U.S. Secretary of Interior's Professional Qualification Standards for Archaeology.

## 1.1 Project Location and Setting

The proposed project is located primarily along Holt Avenue/Boulevard and Foothill Boulevard, which 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, transit signal priority [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 Southern California Association of Government's (SCAG) 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (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:

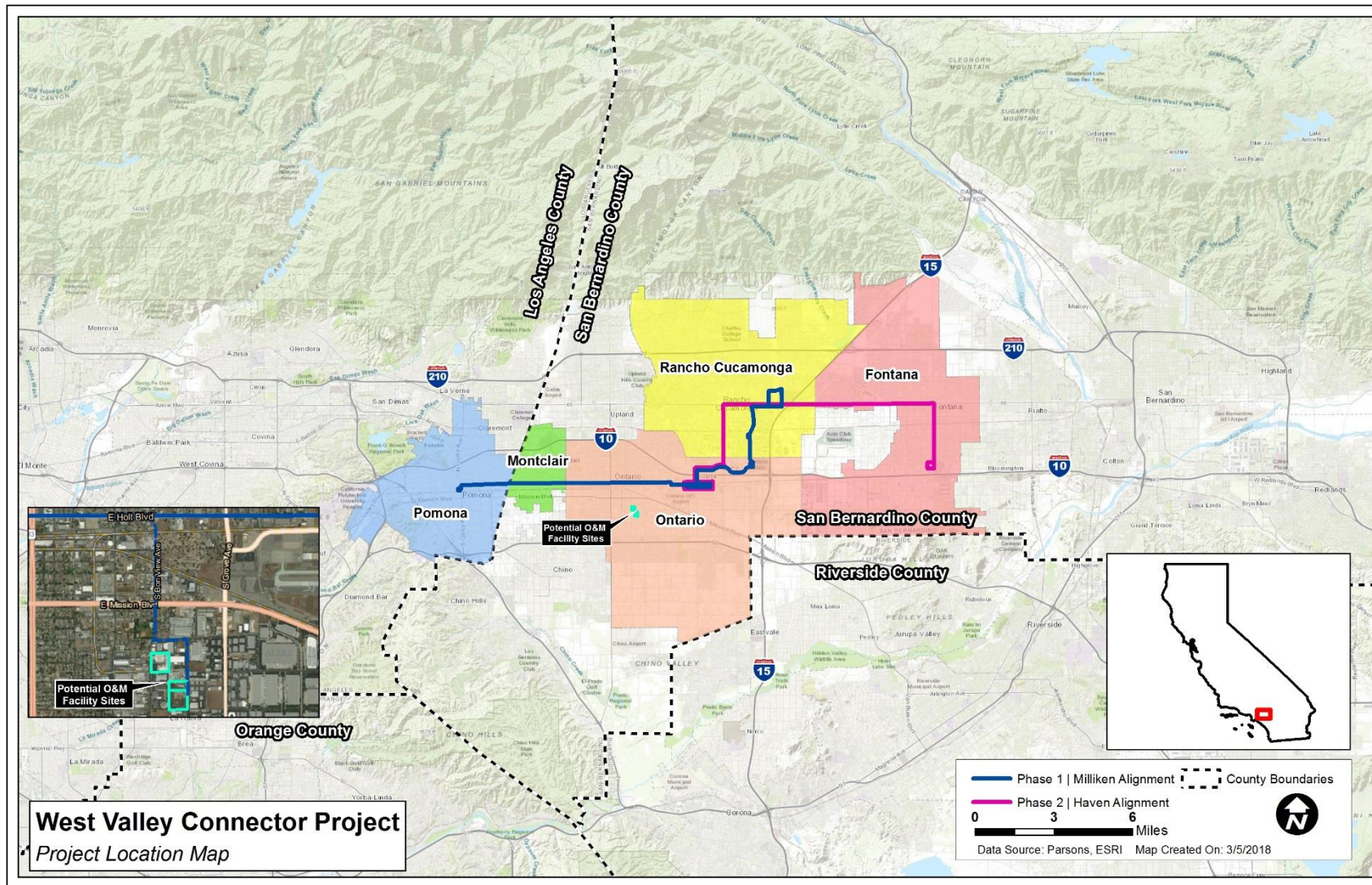


Figure 1-1: Project Location Map

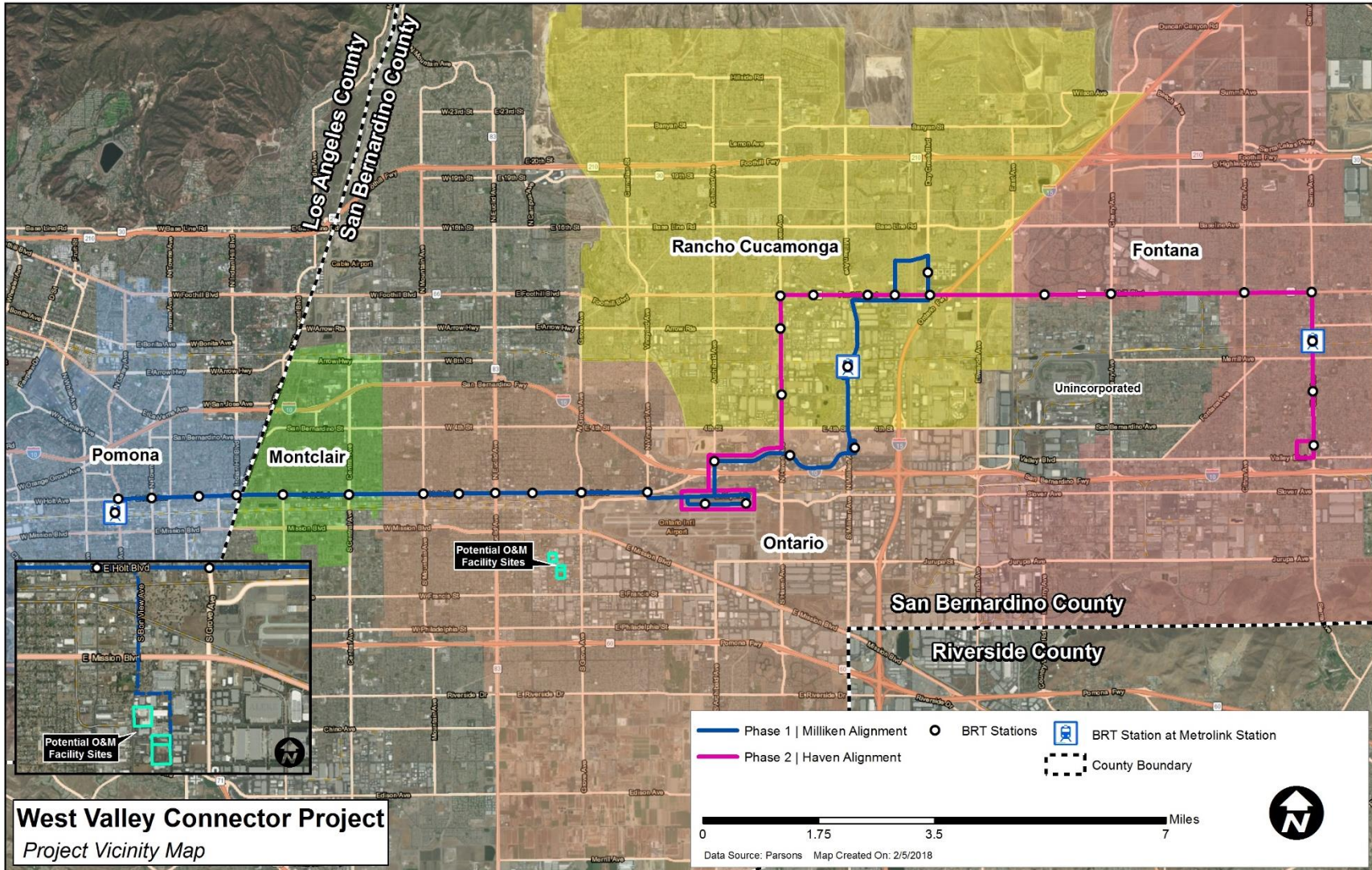


Figure 1-2: Project Vicinity Map

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## Archaeological Survey Report

- 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.



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## 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 up to 33 locations/major intersections and associated improvements, premium transit service, 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 Pomona Regional Transit Center (downtown Pomona Metrolink Station) 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 begin construction in 2020 and is proposed to have 10-minute peak and 15-minute off-peak headways. Phase II is intended to be constructed immediately following completion of Phase I, depending on the availability of funding.

#### *Phase I/Milliken Alignment*

Phase I of the project would construct the Milliken Alignment from the eastern city boundary limit of Pomona to Victoria Gardens in Rancho Cucamonga. In Pomona, the alignment starts from the Pomona Regional Transit Center station, travels 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 to go 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 and travels 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.

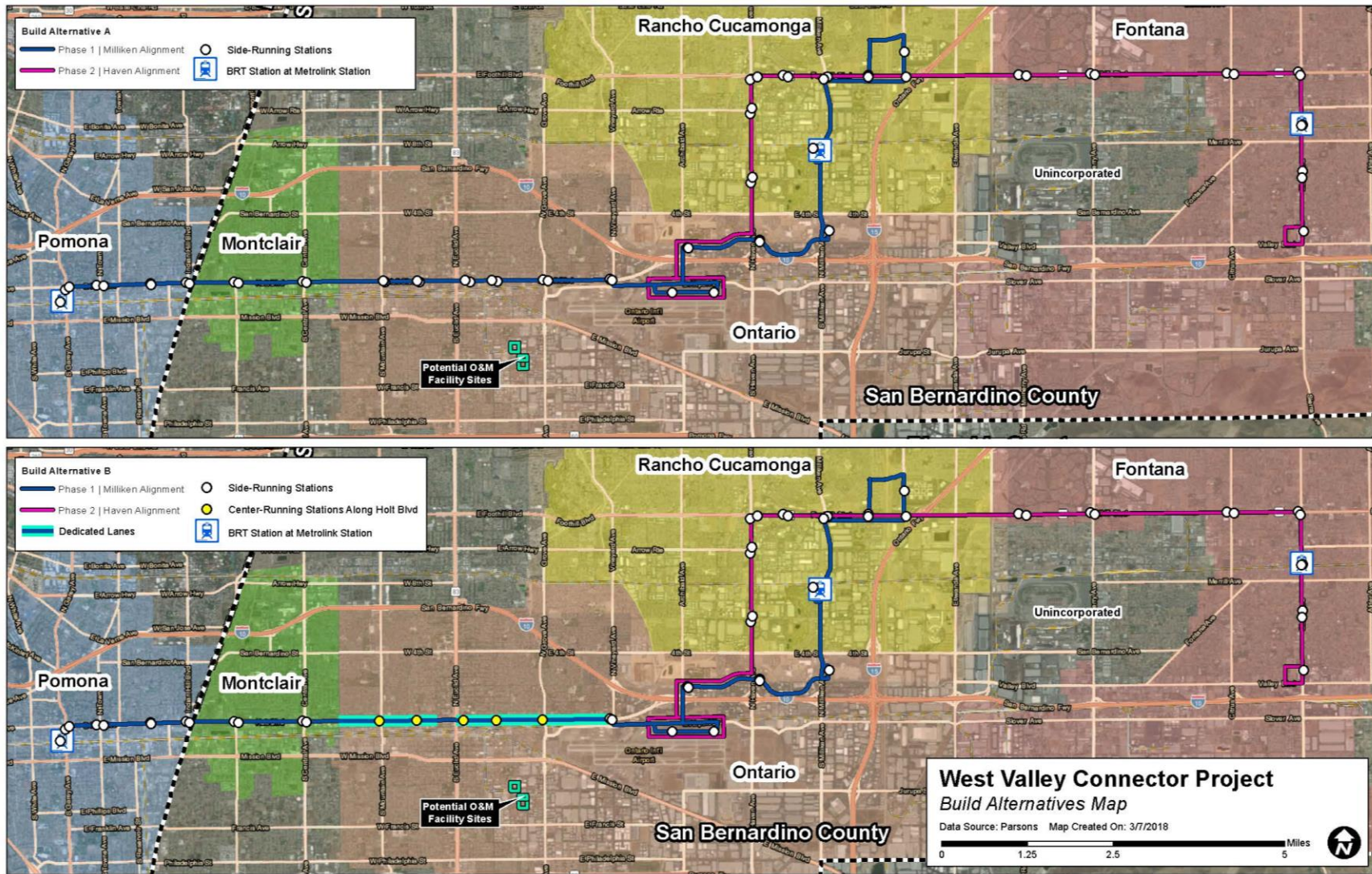


Figure 2-1: Build Alternatives Map

## ***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.

## **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 2-1 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 list in Table 2-2.

**Table 2-1: 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> <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 2017.

**Table 2-2: 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	<ul style="list-style-type: none"> <li>• Foothill Boulevard/Mulberry Avenue</li> <li>• Foothill Boulevard/Cherry Avenue</li> <li>• Foothill Boulevard/Citrus Avenue</li> <li>• Foothill Boulevard/Sierra Avenue</li> <li>• Fontana Metrolink Station</li> <li>• Sierra Avenue/Randall Avenue</li> <li>• Sierra Avenue/Kaiser Permanente</li> </ul>

Source: Parsons 2017.

### *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 San Bernardino Valley Express (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-running platform stations are proposed to be constructed as part of the Phase I/Milliken Alignment (in Ontario) under Alternative B.

The center-running platform stations would be 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-running platforms would be placed as close to the intersection as possible while still maintaining left-turn pockets, where required.

In the optimum center-running 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 would 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 pads 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 miles per hour (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.

#### *Maintenance Requirements and Associated Facilities*

Omnitrans operates and maintains its existing bus fleets from two major Operations and Maintenance (O&M) facilities: East Valley Vehicle Maintenance Facility (EVVMF), located at 1700 W. 5th Street in the City of San Bernardino and West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E. Arrow Highway in the City of Montclair. EVVMF is a Level III facility capable of full maintenance of buses and WVVMF is a Level II facility

suitable for light maintenance. Neither facility has sufficient capacity to accommodate the additional maintenance and storage requirements of the bus fleet associated with the proposed WVC Project.

The purpose of the new O&M facility is to provide operations and maintenance support to the existing full-service EVVMF. The new facility would be designed and constructed to provide Level I service maintenance with a capacity to be upgraded to provide Level II service maintenance. Heavy repair functions and administrative functions would remain exclusively with the EVVMF in San Bernardino.

### Facility Components

Conceptually, the new O&M facility would be built on an approximate 5-acre site. The Level I facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to provide Level II service, which will include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community.

Depending on the service level to be performed, approximately 50-100 staff would be using this facility including bus operators and O&M staff.

### Potential Sites

Three sites are being considered for the placement of the new O&M facility (see Figure 2-2). All are owned by the City of Ontario and are located in the industrial zoned area, slightly more than a mile from the proposed BRT corridor alignment on Holt Boulevard:

- Site 1: 1516 S. Cucamonga Avenue, Ontario (APN 1050-131-03-0000 and APN 1050-131-02-0000). The current use of this property is public works storage yard. If selected, the O&M facility will be built at the bottom portion of the parcel encompassing an area of approximately 6.0 acres.
- Site 2: 1440 S. Cucamonga Avenue, Ontario (APN 1050-141-07-0000). The current use of this property is compressed natural gas fueling station. If selected, the O&M facility will utilize the entire parcel encompassing an area of approximately 4.8 acres.
- Site 3: 1333 S. Bon View Avenue, Ontario (APN 1049-421-01-0000 and APN 1049-421-02-0000). The current use of this property is municipal utility and customer service center. If selected, the O&M facility will be built at the bottom portion of the parcel encompassing an area of approximately 6.6 acres.



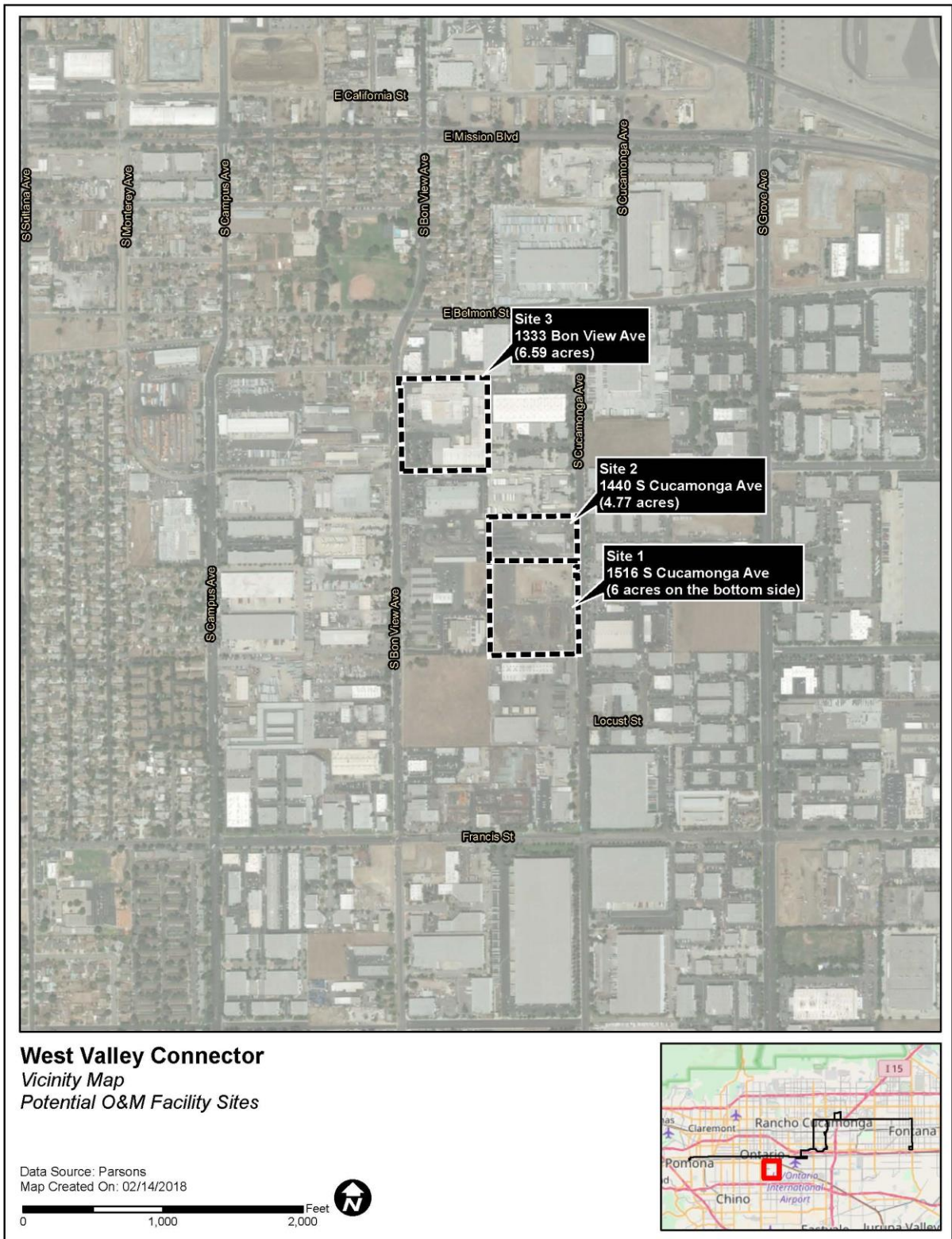


Figure 2-2: Potential Operations and Maintenance Facility Sites

Buses coming to and from the new facility could use nearby access roads that directly connect to the BRT corridor such as South Campus Avenue, South Bon View Avenue, and South Grove Avenue.

The O&M facility will be constructed during the same period as the Phase I/Milliken Alignment and would be open for operation at the same time as the Phase I alignment. Construction duration is estimated at 12 months.

## 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 (December 2018)
- Completion of Preliminary Engineering (December 2018)
- Completion of Final Design (April 2020)
- Completion of O&M facility (December 2022)
- Completion of Construction of Phase I/Milliken Alignment and testing (January 2023)
- System operation (begin revenue operation in January 2023)
- Construction of Phase II/Haven Alignment is scheduled to occur after completion of the Phase I/Milliken Alignment pending funding availability

## 2.5 Area of Potential Effects

The APE map was prepared in accordance with Section 106 of the National Historic Preservation Act (NHPA) (36 CFR § 800.4(a)(1)). FTA received concurrence in its adequacy from the State Historic Preservation Officer (SHPO) on March 29, 2018. The APE map can be found in Appendix A of the project's Historic Properties Survey Report (HPSR). A conservative approach in the delineation of the APE was taken to accommodate all feasible alternatives for the project. The project APE includes two study delineations: an Architectural, or built-environment APE, and an Archaeological APE. The Architectural APE is the larger of the two, and it encompasses all areas where potential direct and indirect effects may occur (it also encompasses the Archaeological APE). The Archaeological APE is defined as the area of direct impacts that could occur as a result of project construction under Alternative A and Alternative B and includes existing and proposed ROW, temporary construction easements (TCEs), proposed staging areas, and parcels proposed for full or partial acquisition. The Architectural APE includes the archaeological APE, plus properties that may be subject to indirect impacts (i.e., impacts from noise, vibration, or changes to setting). Potential indirect impact areas are established as the legal parcel adjacent to where potential direct impacts would occur. If any part of a parcel would be temporarily or permanently impacted, then the whole parcel was included as part of the Architectural APE footprint.

From west to east, the alignment of both the Architectural and Archaeological APE begins on the north side of the Pomona Metrolink Transit Center, and travels north on Main Street, east on Monterey Avenue, north on Garey Avenue, and east onwards along Holt Boulevard through the cities of Pomona, Montclair, and Ontario. Upon reaching Ontario International Airport, the Architectural APE travels north on Archibald Avenue, east on G Street, continues on Inland Empire Boulevard, and north on Haven Avenue through the City of Rancho Cucamonga. Both APEs include the parallel alignment of Milliken Avenue as part of the proposed Milliken Alignment. Upon reaching Foothill Boulevard in Rancho Cucamonga, the APE alignments travel east through Victoria Gardens (Church Street and Dry Creek Boulevard), and continue eastbound until Sierra Avenue, where the alignment travels south through the City of Fontana before reaching a circular loop, which travels west on Valley Boulevard, north on Juniper Avenue, and east on Marygold Avenue until reaching Sierra Avenue.

As mentioned previously, the Architectural APE is the larger of the two, and encompasses the ROW and parcels along proposed side- and center-running stations of the above-mentioned alignment. The Archaeological APE covers only the ROW within proposed side- and center-running stations, as well as TCEs, proposed staging areas, and parcels proposed for full or partial acquisition.

A conceptual design has been developed for the proposed 3.5 miles of dedicated BRT lanes along Holt Boulevard between Benson Avenue and Vine Avenue, and between Euclid Avenue and Vineyard Avenue, in the City of Ontario. The dedicated lanes segment would require road widening to accommodate the five center-running stations and dedicated bus-only lanes, which would involve excavation and trenching.

In terms of the vertical APE, only minor construction would be required to add or modify side-running stations along the proposed route, with a 2.5-foot maximum excavation depth mainly involving the disturbance of existing sidewalk and roadway features to construct the shelters, electrical and communication equipment units, and bus pads, and a 4-foot maximum excavation depth to install the pylon pole for the pole stations. The APE map delineates where each of these different station types are located, and the architectural APE has been expanded around each. The Holt Boulevard widening is 3.5 miles in length and involves construction within the existing pavement, sidewalk, gutter, and developed parcels to accommodate the center-running stations and BRT dedicated lanes. The areas indicated on the APE map as TCEs include portions of parcels needed to construct the widening. The areas within the TCEs include space needed to build sidewalk, gutters, and pavement. It is anticipated that the dedicated lanes would require full acquisition of 37 parcels, partial acquisition of 168 parcels, 58 parcels with TCEs, and parking impacts to 65 parcels that are within the City of Ontario's ROW. The O&M facility would be constructed on parcels already owned by the City of Ontario. As the topography is consistently flat throughout the project

area, excavation would be shallow (less than 2.5 feet) at side-running stations. The road widening segment along Holt Boulevard would involve trenching in the areas near the five proposed new center-running stations to accommodate utility relocations and installing conduits for new electrical/communication services. The maximum excavation depth for wet and dry utility relocation would be 6 feet. The maximum excavation depth for relocation of storm drain laterals that feed into the main line would be 15 feet. In all, extensive ground disturbance is not anticipated as part of the proposed project construction. No extensive backfill or grading is expected given the relatively flat elevation of the project alignments. Table 2-3 summarizes the excavation depths along the project alignments. A map book of the APE boundaries in relation to the project alignment and proposed stations is provided in Appendix A of the HPSR.

**Table 2-3: Summary of Maximum Excavation Depth for Stations and Utilities**

Location	Type of Work Requiring Excavation	Maximum Depth in Feet
Side-running BRT Stations	Shelter construction, electrical and communication equipment installation, bus pads	2.5
All Stations	Station pylons	4
Holt Boulevard (between Benson Avenue and Vine Avenue)	Construction of center-running BRT Stations	2.5
	Utility relocation	6
	Storm drain laterals	15

The archaeological APE of the O&M facility, defined as the geographical area where direct impacts could occur as a result of project construction, would encompass the area of 6.0, 4.8, and 6.6 acres for the potential Site 1, Site 2, and Site 3, respectively. All project activities related to construction of the proposed O&M facility, including construction staging and equipment storing areas, are anticipated to be contained within the area indicated for each site above.

In terms of the vertical APE for the O&M facility, the maximum depth of ground disturbance is estimated to be 12 feet below current ground surface, for purposes of the maintenance shop and administrative building construction. The 12-foot excavation depth is based on the potential need for an elevator bank or maintenance trench. The building foundation is anticipated to be above the 12-foot depth. The utilities needed for the project will typically be built within a 2- to 3-foot depth. These requirements would be the same for each area.

The architectural history portion of the APE for the O&M facility includes not only the direct impact area of the O&M facility as cited above as the archaeological APE, but also any surrounding parcels that may contain built-environment resources and that may experience indirect impacts from construction and operation of the new O&M facility (e.g., visual, noise, changes to setting) should historic properties exist. Potential indirect impact areas for

conducting the architectural history survey are established as one property beyond the parcel site on which the O&M facility would be constructed.



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## 3.0 REGULATORY FRAMEWORK

Key cultural resources regulations that are most relevant to the project are summarized below.

### 3.1 Federal

#### 3.1.1 National Environmental Policy Act

NEPA, signed into law in 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. Using the NEPA process, agencies evaluate the environmental and related social and economic effects of their proposed actions. Agencies also provide opportunities for public and stakeholder review and comment on those evaluations.

#### 3.1.2 Section 106 of the National Historic Preservation Act

Section 106 of the NHPA of 1966 requires federal agencies to take into account the effects of their actions on historic properties. Section 106 applies to any federal undertaking, defined as a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a federal agency, including (1) those carried out by or on behalf of a federal agency; (2) those carried out with federal financial assistance; and (3) those requiring a federal permit, license, or approval.

The Section 106 process contains four basic steps: (1) initiating consultation, which includes inviting consulting parties to participate in the process, as well as the determination of the proposed federal action as an undertaking. This step also includes identification of the project APE; (2) identifying any historic properties within the project's APE that are listed in or eligible for the NRHP; (3) determining whether the project will have an adverse effect on any historic properties; and (4) resolving any adverse effects on those resources through execution of a Memorandum of Agreement.

The Section 106 regulations require federal agencies to make NRHP eligibility determinations and effects findings in consultation with the SHPO.

A historic property, defined as any "prehistoric or historic district, site, building, structure, or object" included in, or eligible for inclusion in the NRHP" [U.S. Department of Interior, National Park Service National Register Criteria for Evaluation] must meet at least one of four significance criteria and must retain sufficient integrity in terms of its location, design, setting, materials, workmanship, feeling, and association. The significance criteria are:

- A. Is associated with events that have made a significant contribution to the broad patterns of our history (Criterion A); or

- B. Is associated with the lives of significant persons in our past (Criterion B); or
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); or
- D. Has yielded or may be likely to yield, information important in history or prehistory (Criterion D).

### 3.1.3 Section 4(f) of the Department of Transportation Act [49 U.S.C. Section 303 Section 4(f)]

Section 4(f) of the Department of Transportation (DOT) Act of 1966 requires the consideration of public park and recreational lands, wildlife and waterfowl refuges, and any public or privately owned historic sites listed in or eligible for listing in the NRHP, for transportation project development. Before approving a project that uses a Section 4(f) property, FTA must either (1) determine that the impacts are *de minimis*, or (2) undertake a Section 4(f) evaluation. If the Section 4(f) evaluation identifies a feasible and prudent alternative that completely avoids Section 4(f) properties, it must be selected. If there is no feasible and prudent alternative that avoids all Section 4(f) properties, the alternative that causes the least overall harm shall be selected. FTA must also find that all possible planning to minimize harm to the Section 4(f) property has occurred.

## 3.2 State

### 3.2.1 California Environmental Quality Act and Guidelines

CEQA is used to provide decision makers with information about the environmental impacts of a proposed project and allows the public an opportunity to comment on the impacts that may affect their community.

CEQA uses the term “historical resources” to include buildings, sites, structures, objects, or districts, each of which may have historical, pre-historical, architectural, archaeological, cultural, or scientific importance. Historical resources, as defined in Section 15064.5 of the CEQA Guidelines, are properties that are listed in or eligible for listing in the CRHR and are considered part of the environment. CEQA requires State and local public agencies to identify the environmental impacts of proposed projects and to determine if the impacts will be significant, and identify alternatives and mitigation measures that will reduce or eliminate impacts. CEQA states that if implementation of a project would result in significant effects on historical resources, then alternative plans or mitigation measures must be considered; however, only significant historical resources need to be addressed (14 *California Code of Regulations* [CCR] 15064.5, 15126.4). Therefore, before impacts and mitigation measures



can be identified, the significance of historical resources must be determined. There are three ways that a cultural resource may qualify as a historical resource:

- The resource is listed in or determined eligible for listing in the CRHR.
- The resource is included in a local register of historical resources, or identified as significant in a historical resource survey meeting the requirements of Section 5024.1[g] of the Public Resources Code (PRC), unless the evidence demonstrates that it is not historically or culturally significant.
- The Lead Agency determines the resource to be significant, as supported by substantial evidence in light of the whole record.

Each of these ways of qualifying as a historical resource for the purpose of CEQA is related to the eligibility criteria for inclusion in the CRHR. A historical resource may be eligible for inclusion in the CRHR if it meets any of the following conditions:

- The resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- The resource is associated with the lives of persons important in our past.
- The resource embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual or possesses high artistic values.
- The resource has yielded, or may be likely to yield, information important in prehistory or history.

Properties that are listed in or eligible for listing in the NRHP are automatically considered eligible for listing in the CRHR and thus are significant historical resources for the purpose of CEQA.

According to CEQA, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant impact on the environment. Under CEQA, a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Actions that would materially impair the significance of a historic resource are any actions that would demolish or adversely alter the physical characteristics that convey the property's historical significance and qualify it for inclusion in the CRHR or in a local register or survey.

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## 4.0 SOURCES CONSULTED

### 4.1 Summary of Methods and Results

Research for the project included a literature and records search at the South Central Coastal Information Center (SCCIC) California Historical Resources Inventory System (CHRIS) center located at California State University, Fullerton for a 0.25-mile radius around the APE on April 16 and 17, May 7, and September 12, 2016, with supplemental records searches conducted on October 12, 2017, and February 21, 2018. In addition to the SCCIC records search, other sources were consulted to obtain information regarding the cultural context of the APE, including searches of the NRHP, CRHR, California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), City of Ontario List of Designated Historic Landmarks and Historic Districts, City of Fontana Lewis Library – local history room, and City of Ontario Ovitt Family Library – Robert E. Ellingwood Model Colony History Room. Outreach efforts with local governments, Native American individuals, and local heritage societies were also undertaken. A review of relevant local government websites detailing locally historic or cultural landmarks and resources was also conducted. In addition, archival research helped determine the location and significance of previously documented cultural resources proximate to the project footprint. The City of Ontario's component of the California Historical Resources Inventory Database (CHRID) has many local historically significant properties that are not currently documented at the CHRIS.

In late August 2016, the project added the Haven Branch Alignment. The alignment added an additional 6.47 miles to the project. As such, an updated literature and records search for the additional alignment was completed on September 12, 2016, and a windshield survey was conducted on September 15, 2016, by Parsons archaeologist, Monica Corpuz, M.A., RPA.

In September 2017, the project added the Milliken Alignment alternative, which extended the project by another 2.7 miles. Paleo Solutions archaeologist Michael Kay, M.A., RPA, conducted an updated literature and records search for the additional alignment on October 12, 2017, as well as a supplemental windshield survey on October 13, 2017.

In February 2018, the project added the O&M facility with three proposed locations situated south of the project alignment in Ontario. On February 21, 2018, Barbara Webster, M.S., of Paleo Solutions, completed a records search for the proposed O&M facility. Survey of the three proposed O&M locations was conducted by Paleo Solutions' archaeologist Kristina Lindgren, M.A., on February 28, 2018.

The records search covered a 0.25-mile radius around the APE boundary. The 2016 records searches identified 58 previous investigations within a 0.25-mile radius of the APE. Of these, 32 were completed within the APE, and 26 are within a 0.25-mile radius of the APE (see

Table 4-1). Ninety-one (91) previously recorded cultural resources were identified in the records search: 70 are listed within 0.25 mile of the APE and 21 are situated within the APE. Of the 91 previously recorded resources within 0.25 mile of the APE, 85 consist of historic-age (i.e., 50 years old or older) architectural resources and 6 are archaeological resources. Table 4-2 summarizes the six archaeological resources that were identified during the records searches and their proximity to the project APE. Two of these are situated within the APE and four are located outside of but within 0.25 mile of the APE.

The 2017 supplemental records search did not identify any new previous investigations or documented resources within 0.25 mile of the APE. The 2018 supplemental records search indicated that there are no previously recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility, but two previous investigations have been conducted within 0.25 mile (see Table 4-1). Neither of the studies overlap the proposed O&M facility locations.

### *Archaeological Resources Identified during the Literature and Records Search that are Present in the APE*

#### **P-36-002910; CA-SBR-2910H; National Old Trails Road/Route 66**

This is an NRHP-listed property that is a historic road corridor composed of two roads: National Old Trails Road, which originally ran between Baltimore, Maryland, and San Diego, California, and U.S. Highway 66, known colloquially as Route 66, which originally ran from Chicago, Illinois, to Santa Monica, California. Built and designated in 1926, the road was part of the first nationally designated highway system (Lardner/Klein, 2015).

The Department of Parks and Recreation (DPR) 523 site record form states: “Segments of the remains of this road have been recorded along the historic corridor throughout San Bernardino County. Artifacts associated with this corridor include roadside debris, such as bottles and cans. Features observed within this corridor are hearths, culverts, signs, and retaining walls. Several sites, including campsites and refuse dumps, are located along this corridor as well. The National Old Trails Road/Route 66 is listed in the Office of Historic Preservation Historic Properties Directory as '2S2,' determined eligible for listing on the NRHP by a consensus determination. The road appears to have been listed in the NRHP in 1990, but it is not currently in the NRHP online database.”

In 2011, an NRHP Multiple Property Documentation Form, “U.S. Highway 66 in California,” was prepared by Mead and Hunt (Roland, 2011). The form contained a contextual narrative and identified a wide variety of property types that may be eligible for inclusion in the NRHP under Criteria A through D, as contributors, at a programmatic level, in association with the 300-mile-long portion of U.S. Highway 66 in California. The Multiple Property Documentation Form was approved by the SHPO and the State Office of Historic Preservation and forwarded to the State Historic Resources Commission in 2011, at which time they also approved.

**Table 4-1: Cultural Reports within 0.25 Mile of the Archaeological APE**

Report No.	Year	Author	Report Title	Location(s)	Distance from APE	USGS Quadrangle
1066787	2008	CRM Tech	Historical/Archaeological Resources Survey Report Chino Groundwater Basin Dry-Year Yield Program Expansion Los Angeles, Riverside, and San Bernardino Counties, California	Various locations, Figures 10 & 11 (in report) located closest to APE	Within APE	San Bernardino, Mount Baldy, Ontario, San Dimas, Prado Dam, Guasti, Fontana, Riverside West, Cucamonga Peak, Yorba Linda, Corona North
1066976	2010	Cogstone	Phase I Resources Assessment for the Falcon Ridge Substation Project in the Cities of Fontana and Rialto, San Bernardino County	Rialto and Fontana	Within APE	Devore, Guasti, Fontana
1067187	2012	McKenna <i>et al.</i>	A Phase I Cultural Resources Investigation for the Proposed Walmart Development on Foothill Boulevard, Rancho Cucamonga, San Bernardino, California	Foothill Boulevard, Rancho Cucamonga	Within APE	Guasti
1067856	2014	Environmental Assessment Specialist Inc.	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC	Rancho Cucamonga	Within APE	Guasti
1065499	2003	Christie Hammond, Caltrans and David Bricker, Caltrans	Historical Resources Compliance Report for the Relinquishment of State Route 66 City of Rancho Cucamonga San Bernardino County, California	Rancho Cucamonga	Within APE	Guasti
1065986	2001	Riordan Goodwin, LSA Associates	Cultural Resources Assessment Rancho Cucamonga Mall Project	Rancho Cucamonga	Within 0.25 mile	Guasti
106871?	1994	Laura D. White, Archaeological Associates	Historic Architectural Survey Report (HASR) for the Proposed Metrolink Project, City of Rancho Cucamonga, San Bernardino County	Rancho Cucamonga	Within 0.25 mile	Guasti
1060210	2000	Curt Duke, LAS Associates, Inc.	Cultural Resource Assessment for Pacific Bell Wireless Facilities, LA 980-01, LA 981-01, and LA 982-01, County of San Bernardino, California	Rancho Cucamonga Avenue	Within 0.25 mile	Guasti
1060311	1976	Ruth O. Harris, San Bernardino County Museum Association	Letter in response to Archaeological-Historical Resources Assessment; Fifteen Acres, Cucamonga	Rancho Cucamonga	Within 0.25 mile	Guasti
1060500	1977	Dr. Joseph E. Heard, San Bernardino County Museum Association	Letter in response to Archaeological-Historical Resources Assessment of approximately 19 acres located west of Ramonda Avenue, and south of Holt Boulevard in the Montclair area	Montclair	Within 0.25 mile	Ontario
1060606	2001	Bruce Love, CRM TECH	Historic Building Evaluation Report, City of Fontana Senior Housing Project. 8628-8672 Sierra Avenue and 8601-8695 Nuevo Avenue, City of Fontana, San Bernardino County	Fontana	Within 0.25 mile	Fontana
1060902	1980	Archaeological Resource Management Corporation	Archaeological Assessment of Rancho Cucamonga Business Park EIR	Rancho Cucamonga	Within 0.25 mile	Guasti
1061582	1986	Michael K. Lerch, Michael K. Lerch & Associates	Class III Cultural Resources Inventory: San Sevaine Creek Water Project, San Bernardino County, California	Rancho Cucamonga and Fontana	Within APE	Guasti
1062269	1991	Ronald M. Bissell, RMW Paleo Associates Incorporated	Cultural Resources Reconnaissance of Three Small Parcels of Land near 29 Palms, San Bernardino County, California	Rancho Cucamonga	Within APE	Guasti
1062412	1991	Kathleen C. Del Chario and Carol R. Demcak, Archaeological Resource Management Corporation	A Cultural Resource Assessment of the Ontario Mills Project Site, City of Ontario, San Bernardino County	Ontario	Within APE	Guasti

**Table 4-1: Cultural Reports within 0.25 Mile of the Archaeological APE**

Report No.	Year	Author	Report Title	Location(s)	Distance from APE	USGS Quadrangle
1062624	NA	Stephen Alexandrowicz, Susan R. Alexandrowicz, and Arthur A. Kuhner, Archaeological Consulting Services Technical Series No. 3	A Cultural Resources Investigation for the Proposed Construction Site of the Kaiser Permanente Medical Facility, 9310 Sierra Avenue and Adjacent Western Property, City of Fontana, County of San Bernardino, California	Fontana	Within APE	Fontana
1063000	1994	P. Chase and L. Bricker	Historic Property Clearance Report for the Foothill Boulevard Widening in the City of Fontana, San Bernardino County, CA	Fontana	Within APE	Fontana
1062795	1991	Paul R. Hampson, James J. Schmidt, June A. Schmidt, Greenwood and Associates	Cultural Resource Investigation: Cajon Pipeline Project, Los Angeles, Riverside, and San Bernardino Counties	Ontario, Montclair, and Pomona	Within 0.25 mile	Fontana, Ontario, Guasti, San Dimas
1062917	1994	Laura S. White, Archaeological Associates	Historic Property Survey Report (HPSR) for the Proposed Metrolink Project in the City of Rancho Cucamonga, San Bernardino, County, California	Rancho Cucamonga	Within APE	Guasti
1062918	1994	Laura S. White, Archaeological Associates	Historic Architectural Survey Report for the Proposed Metrolink Project, City of Rancho Cucamonga, San Bernardino County	Rancho Cucamonga	Within APE	Guasti
1063574	2000	LSA	Cultural Resource Assessment for Pacific Bell Wireless Facility CM 392-01, County of San Bernardino, California	Ontario	Within 0.25 mile	Guasti
1063576	2000	LSA	Cultural Resource Assessment for AT&T Wireless Services Facility Number C870.1, County of San Bernardino, California	Ontario	Within 0.25 mile	Guasti
1063589	2001	Phillip de Barros, Professional Archaeological Services	Cultural Resources Survey and Evaluation of the De Ambrogio Vineyard, including the De Ambrogio House and Vineyard Structures (SBR-10289H) at 10329 Foothill Boulevard in the City of Rancho Cucamonga San Bernardino County, California	Rancho Cucamonga	Within 0.25 mile	Guasti
1063599	1998	Chambers Group, Inc.	Cultural Resources Records Search and Survey Report for a Pacific Bell Mobile Services Telecommunications Facility: CM 016-12 in the City of Fontana, California	Fontana	Within 0.25 mile	Fontana
1064151	2001	Fred E Budinger Jr., Tetra Tech, Inc.	Letter to SHPO requesting consultation on proposed Telecommunication Site	2000 East Holt Avenue, Ontario	Within APE	Guasti
1064158	2001	LSA	Cultural Resource Assessment, AT&T Wireless Facility No. D115, San Bernardino County, CA	Sequoia Avenue, Ontario	Within APE	Guasti
1064169	2003	URS	Haven Avenue Grade Separation at SCRRA Railroad Tracks Initial Study	Rancho Cucamonga	Within APE	Guasti
1064176	2003	Chambers Group, Inc.	Cultural Resources Investigation of State Route 66 (Foothill Boulevard) Widening Project Phase II City of Fontana, San Bernardino County California	Fontana	Within APE	Guasti, Fontana
1064244	2004	McKenna <i>et al.</i>	Request for SHPO Review of FCC Undertaking	8306 Cherry Avenue, Fontana	Within 0.25 mile	Fontana
1064538	2004	McKenna <i>et al.</i>	Request for SHPO Review of FCC Undertaking	8306 Cherry Avenue, Fontana	Within 0.25 mile	Fontana
1064671	2005	Michael Dice, Michael Brandman Associates	Cultural Resource Records Search and Site Visit Results for the Proposed Ontario Airport TIS Transmitter Site, located near Parking Lot D and F of the Ontario International Airport, Ontario, San Bernardino County, California	Ontario Airport	Within APE	Guasti
1064835	1999	Jones & Stokes Associates, Inc.	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside Los Angeles and Riverside Counties, California	Union Pacific Railroad route between the cities of Los Angeles and Riverside	Within APE	Los Angeles, Hollywood, San Bernardino South, Riverside East

**Table 4-1: Cultural Reports within 0.25 Mile of the Archaeological APE**

Report No.	Year	Author	Report Title	Location(s)	Distance from APE	USGS Quadrangle
1064855	1995	JKA Inc	Historic Property Survey Report Pomona Regional Transit Center Project ,156 West Commercial Street, Pomona, California	156 West Commercial Street, Pomona	Within APE	Pomona
1064869	2005	Terracon	Cultural Resource Records Search and Site Visit Results for Cingular Telecommunications Facility Candidate LSANCA8114B (First Choice Self Storage), 14750 Foothill Boulevard, Fontana, San Bernardino County, California	14750 Foothill Boulevard, Fontana	Within 0.25 mile	Fontana
1065062	2005	L&L Environmental, Inc.	An Archaeological Records Search and Survey Report	Fontana	Within APE	Fontana
1065498	2003	Christie Hammond, Caltrans District 8	Historical Resources Compliance Report for Relinquishment of State Route 66	Fontana	Within APE	Fontana
1065809	2007	Michael Hogan and Bai "Tom" Tang, CRM Tech	Historical/Archaeological Resources Survey Report Cucamonga Valley Water District Recycled Water Pipeline Project	Rancho Cucamonga	Within APE	Guasti
1066523	2009	Environmental Assessment Specialist Inc.	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LSANCAD115	410 Sequoia Avenue, Ontario	Within 0.25 mile	Guasti
1062434	1991	Kathleen C. Del Chario, Archaeological Resource Management Corporation	Addendum to a Cultural Resource Assessment of the Ontario Mills Project Site, City of Ontario, San Bernardino County	Ontario	Within 0.25 mile	Guasti
1063578	2000	LSA	Cultural Resource Assessment for Pacific Bell Wireless Facilities LA 980-01, LA 981-01, and LA 982-01, County of San Bernardino, California	Ontario	Within APE	Guasti
1064139	2004	CRM Tech	Addendum to Historical/ Archaeological Resources Survey Fourth Street Recycled Water Pipeline in and near the Cities of Ontario and Rancho Cucamonga, San Bernardino County CRM TECH Contract #1178	Ontario and Rancho Cucamonga	Within 0.25 mile	Guasti
1060479	1977	Dr. Joseph E. Hearn	Archaeological-Historical Resource Assessment of Lewis Homes Project in the Etiwanda Area	Rancho Cucamonga	Within APE	Guasti
1062796	1993	McKenna <i>et al.</i>	Cultural Resources Investigations, Site Inventory, and Evaluations, The Cajon Pipeline Project Corridor, Los Angeles and San Bernardino Counties, California	Los Angeles and San Bernardino Counties	Within APE	Twelve Gauge Lake, Wild Crossing, Astley Rancho, Victorville NW, Adelanto, Baldy Mesa, Cajon, Devore, Cucamonga Peak, Guasti, Red Buttes, Kramer Junction, Kramer Hills, Ontario, San Dimas, Yorba Linda, La Habra, Baldwin Park, El Monte, Whittier, South Gate, Long Beach
1060317	1976	Patricia Martz, Archaeological Research Unit, University of California	Description and Evaluation of the Cultural Resources within Cucamonga, Demens, Deer, and Hillside Creek Channels, San Bernardino and Riverside Counties, California	Cucamonga Basin	Within 0.25 mile	Guasti, Cucamonga Peak, Mt. Baldy, Corona North
1062286	1988	Joyce M. Clevenger, WESTEC Services, Inc.	Cultural Resource Survey of the Etiwanda Pipeline and Power Plant and Alternatives, San Bernardino County, California	Hickory Avenue and Etiwanda Avenue, Rancho Cucamonga	Within APE	Guasti
1063177	1996	Craig L. Bruorton, AICP, City of Fontana	Historic American Buildings Survey Photographs	Fontana	Within 0.25 mile	Fontana
1063227	1994	Michael K. Lerch and Karen K. Swope, Tom Dodson & Associates	Archaeological Assessment of the Atchison, Topeka & Santa Fe Railway Intermodal Yard, San Bernardino, California	San Bernardino	Within 0.25 mile	San Bernardino South

**Table 4-1: Cultural Reports within 0.25 Mile of the Archaeological APE**

Report No.	Year	Author	Report Title	Location(s)	Distance from APE	USGS Quadrangle
1063606	2001	Bruce Love and Bai "Tom" Tang, CRM Tech	Historic Building Evaluation Report, City of Fontana Senior Housing Project, 8628-8672 Sierra Avenue and 8601-8695 Nuevo Avenue, City of Fontana, San Bernardino County	Fontana	Within 0.25 mile	Fontana
1065459	2006	Michael Brandman Associates	Cultural Resource Records Search Results and Site Visit for Cingular Telecommunications Facility Candidate LAC961-51 (Merrill and Sierra Relo), northeast corner of the intersection of Ceres Avenue and Juniper Avenue, Fontana, San Bernardino County, California	Northeast corner of the intersection of Ceres Avenue and Juniper Avenue, Fontana	Within 0.25 mile	Fontana
1066609	2008	John S. Kessler, Black Fox Timber Management Group, Inc.	Confidential Archaeological Letter for the Bendis Forest Fire Prevention Exemption, San Bernardino County, California	San Bernardino County	Within 0.25 mile	Harrison Mountain, Lake Arrowhead
1062682	1992	J. Stephen Alexandrowicz, SOPA, Archaeological Consulting Services	Archaeological Consulting Services Technical Series No. 7	Fontana	Within APE	Fontana
1065458	2006	Fred E. Budinger, Jr., Tetra Tech, Inc.	Proposed Wireless Monopalm and Associated Equipment; Merrill Site, 17061 Orange Way, Fontana, California, 92335	Fontana	Within 0.25 mile	Fontana
1064094	2000	Archaeological Associates	Cultural Resource Assessment for AT&T Wireless Site #C832.2 (Holt & Mountain), City of Ontario, San Bernardino County, California	Ontario	Within APE	Ontario
1064705	2005	Michael Brandman Associates	Cultural Resource Records Search and Site Visit Results for Cingular Telecommunications Facility LSANCA8062B (Nextel Colo CA-7136-D), 1119 East Emporia Street, Ontario, San Bernardino County, California	1119 East Emporia Street, Ontario	Within APE	Ontario
1064707	2006	Michael Brandman Associates	Cultural Resource Records Search and Site Visit Results for Cingular Telecommunications Facility LSANCA8005E (Monte Vista), 10575 Central Avenue, Montclair, San Bernardino County, California	10575 Central Avenue, Montclair	Within APE	Ontario
1061501	1985	Roger D. Mason, Ph.D., Scientific Resource Surveys, Inc.	Cultural Resource Survey Report for the Etiwanda Pipeline and Power-Plant EIR (Agreement No. 1623)	West of the City of San Bernardino	Within APE	Devore, Cucamonga Peak, Guasti, Fontana
1062621	1992	Archaeological Consulting Services	Cultural and Paleontological Resources Investigations within the North Fontana Infrastructure Area, City of Fontana, San Bernardino County, California	Fontana	Within APE	Fontana
1061262	1982	Michael K. Lerch and Gerald A. Smith, San Bernardino County Museum Association	Cultural Resource Assessment of the North Town Street Improvements: Phase III, and Neighborhood Center Expansion Projects, City of Rancho Cucamonga, San Bernardino County, California	Rancho Cucamonga	Within 0.25 mile	Guasti
1063566	1999	Love, Bruce, Bai "Tom" Tang, and Michael Hogan	Identification and Evaluation of Historic Properties for Communications Facility 535.1, City of Ontario, San Bernardino County, California	Ontario	Within 0.25 mile	Ontario
1067889	2014	Knowlton, Dorothy, and Heather Puckett	Knowlton, Dorothy, and Heather Puckett	Ontario	Within 0.25 mile	Ontario



**Table 4-2: Previously Recorded Archaeological Resources within 0.25 Mile of the APE**

P-Number	Other Identifier	Description	Address	Distance from APE	OHP Status Code	Eligible for NRHP?	Notes
P-36-002910	CA-SBR-2910H	National Old Trails Road/Route 66	Route runs along Foothill Boulevard and Haven Avenue	In APE	2S2	Eligible/Listed in NRHP	
P-36-007095	CA-SBR-7095H	Abandoned irrigation system consisting of precast concrete standpipe and an associated scatter of historical trash	Located north of Foothill Boulevard and west of I-15 in Rancho Cucamonga	0.19 mile	6Z	Not Eligible	No longer extant
P-36-007099	CA-SBR-7099H	Metropolitan Water District Etiwanda Pipeline	Below surface of Etiwanda Avenue in Rancho Cucamonga	0.01 mile	N/A	Not Eligible	No longer extant
P-36-007144	CA-SBR-7144H	Residential site with historical refuse (no longer extant, now Kaiser Foundation Health Plan Medical Office)	9310 Sierra Avenue, Fontana APN: 0193-223-03	In APE	N/A	Not Eligible	No longer extant
P-36-007145	CA-SBR-7145H	Remains of an early 20 <sup>th</sup> century residential/commercial foundation; KP-1, KP-2	Located west of the southwest corner of Sierra Avenue and Randall Street in Fontana	0.01 mile	N/A	Not Eligible	
P-36-020173		LSA-RCG131-1; Foothill Fieldstone Stockpile-1; pile of cobbles and boulders cleared for a vineyard	Located north of Foothill Boulevard and west of I-15 in Rancho Cucamonga	0.01 mile	5S3	Not Eligible	P-36-020173

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Much of the original Route 66 road in the project area is no longer in existence because many sections of the road were relocated to what is now known as Foothill Boulevard in San Bernardino following the population explosion that took place with the conclusion of World War II (Lardner/Klein, 2015). None of the previously documented artifacts and features associated with Route 66 are located within or near the project APE.

#### **P-36-007144; CA-SBR-7144H**

This was a former historic-age residential site with associated features and refuse. Although this resource is no longer in existence, it was once located in the City of Fontana. It was once a Spanish Colonial Revival-style residence with a rabbitry, a chicken coop, a wooden storage shed, a poured concrete rabbit pen courtyard, and a deposit of domestic refuse. Constructed in 1929 to 1930, this resource is particularly interesting because of the rabbitry, which appears to be a rare business in the City of Fontana. However, no evidence of this resource exists because a Kaiser Permanente Medical Office building now sits there, which, according to historic aerials, was built in between 1992 and 1994. Field survey of the location has confirmed that the lot encompassing the recorded location of the site has been completely developed with a modern medical building, parking lot, landscaping, and sidewalk. There is no surface evidence of the historic-age residence and rabbitry that once existed in this location. It is unknown if the residential site was evaluated prior to demolition and construction of the medical facility. There are no reports on file with the SCCIC documenting such evaluation.

#### ***Archaeological Resources Identified during the Literature and Records Search that are Located outside the APE, but within 0.25 mile***

#### **P-36-007095; CA-SBR-7095H**

This previously recorded archaeological resource is an abandoned irrigation system and an associated scatter of historical trash of colored broken glass from bottles and two fragments of white ware pottery. The irrigation system was precast concrete pipes formed in a linear arrangement that served the Etiwanda Colony that settled in the area in the late 1920s. The site is noted to have little to no integrity and is in 'ruin,' and it is not eligible for inclusion on the NRHP.

#### **P-36-007099; CA-SBR-7099H**

This archaeological resource is also the historical remains of the Etiwanda Pipeline. It was a sewer pipe that was previously located subsurface and most likely dates to the 1920s. Although the integrity of the pipeline is low, it may still exist under Etiwanda Boulevard in Rancho Cucamonga.

### **P-36-020173; LSA-RCG131-1**

This previously recorded archaeological resource is one of three fieldstone stockpiles of cobbles and boulders cleared from a nearby historic (no longer existing) vineyard in Ontario.

### **P-36-007145; CA-SBR-7145H**

Located in Fontana, this previously recorded historic archaeological resource was the site of an early 20<sup>th</sup> century residence. When it was recorded in 1980, it only contained several concrete slabs. Now it is no longer extant because the area is almost completely new development.

## **4.2 Field Methods and Results**

### **4.2.1 Field Methods**

An intensive-level pedestrian survey of the accessible areas of the Archaeological APE was completed between July and December 2016, by Parsons staff archaeologist Ms. Corpuz. Existing disturbances (e.g., rodent burrows, ditches) were examined for artifacts or buried cultural deposits; however, many of the vacant lots that were recorded had access issues where the archaeologist was restricted to a visual survey of the lots from ROW. Notes on which of these lots were recorded from ROW can be found in Section 6.0 of this report. Hardscaped areas were not surveyed because there was no ground visibility, which consisted of more than 90 percent of the archaeological APE. All open ground areas, including unpaved shoulders, vacant lots, trails, and paths, were intensively surveyed using parallel 10-meter transects. Pedestrian survey work is prohibited on the highway itself and was not conducted. A windshield survey was conducted for the highway portions of the APE.

In August 2016, a new alignment along Haven Avenue in the cities of Ontario and Rancho Cucamonga was added to the project with an additional length of 6.47 miles. Further changes to the alignment were made in September 2016 to the portion of the alignment in Rancho Cucamonga. An updated literature and records search was completed September 12, and an updated archaeological survey was completed September 15, 2016, for both of these areas.

In September 2017, the project added the Milliken Alignment alternative, which extended the project by another 2.7 miles. Paleo Solutions archaeologist Michael Kay, M.A., RPA, conducted an updated literature and records search for the additional alignment on October 12, 2017, as well as a supplemental windshield survey on October 13, 2017. The survey encompassed areas within the APE that had not been surveyed during the 2016 surveys.

In February 2018, the project added the O&M facility with proposed locations situated south of the project alignment in Ontario. On February 28, 2018, Paleo Solutions' archaeologist

Kristina Lindgren, M.A., conducted an archaeological survey of the three alternative locations for the proposed O&M facility. A windshield survey confirmed that most of the three locations are paved and developed with commercial buildings and parking lots. A portion of Site 1, however, was unpaved and was surveyed using pedestrian transects spaced 10 meters apart.

On June 28, 2018 and July 3, 2018, Paleo Solutions Archaeologist, Evelyn Chandler, M.A., conducted site visits to previously recorded resource CA-SBR-7144H and to 11 new archaeological sites that had been recorded during the 2016 surveys (Lots 1 to 11). Photographs were taken of each resource to document current conditions. Lots 2, 4, 6, 8, 10, 11, the eastern half of Lot 5, and the eastern half of Lot 9 were re-surveyed for cultural resources using transect intervals spaced between 10 and 15 meters apart. CA-SBR-7144H and Lot 1 had been re-developed with modern buildings and parking lots with no visible ground surface. Lots 3, 7, and the western halves of Lots 5 and 9 were fenced with locked gates preventing access.

**4.2.2 Site Evaluation Methods**

All newly identified archaeological sites were evaluated for the NRHP and CRHR. Evaluations of eligibility for the NRHP were made using the four NRHP eligibility criteria, A through D, developed by the National Park Service for assessing the historical significance of cultural resources (Table3). At least one criterion of the National Register Criteria of Evaluation must be met for a property to be considered eligible to the NRHP (National Park Service 1991).

**Table 4-3: Criteria for Inclusion of a Resource in the NRHP**

Criterion	Association	Characteristic
A	Event	Properties associated with events that have made a significant contribution to the broad patterns of U.S. history.
B	Person(s)	Properties associated with the lives of persons significant in U.S. history.
C	Design/ Construction	Properties that embody the distinctive characteristics of a type, period, region, or method of construction; or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction.
D	Information Potential	Properties that have yielded, or may be likely to yield, information important to the prehistory or history.

Source: National Park Service 1991

In addition to historical significance, a property must have integrity to be eligible for the NRHP. Integrity is the property’s ability to convey its demonstrated historical significance. Seven individual elements comprise integrity (Table 4-4). It is not required that a historic property display all these qualities. A property must display at least two of these aspects of integrity to be considered NRHP-eligible (National Park Service 1991).

**Table 4-4: Qualities of Integrity Related to Eligibility for the NRHP**

Quality	Description
Location	The place the historic property was constructed or the historic event occurred.
Design	The combination of elements creating the property’s form, plan, space, structure, and style.
Setting	The physical environment of the historic property.
Materials	The physical elements combined at a particular period of time and in a particular pattern or configuration to form a historic property.
Workmanship	The physical evidence of the craft of a particular culture or people during any given period.
Feeling	The resource’s expression of the aesthetic or historic sense of a particular period of time.
Association	The direct link between an important historic event or person and the property.

Source: National Park Service 1991

Evaluations of eligibility for the CRHR were made using the four CRHR eligibility criteria, 1 through 4, developed by the California Department of Parks and Recreation (California Department of Parks and Recreation 1998a, 1998b). These criteria are nearly identical to the criteria for eligibility for the NRHP (see Table 4-3), but with greater emphasis placed on local, regional, and state significance. Also, like the NRHP, a resource must have integrity to be eligible for the CRHR. Seven individual elements comprise integrity for the CRHR and are the same as the seven elements of integrity for the NRHP (see Table 4-4). Only two of these aspects of integrity must be present for the resource to be considered CRHR-eligible (California Department of Parks and Recreation 1998a, 1998b).

To aid the evaluations, archival research was conducted in 2016 and 2017 for each lot and included review of historic aerial photographs and maps, including Sanborn maps, and multiple city directories. Additional research was conducted in 2018 and included review of materials available at the History Room of the City of Ontario Public Library, City of Ontario building permits, the County of San Bernardino Property Information System, California Voter Registration records, U.S. Federal Census records, local newspaper articles, and other published references.

## *Field and Site Evaluation Results*

Eleven (11) new historic-age archaeological sites (Lots 1 through 11) were identified and recorded during the 2016 surveys. As a result of the evaluations, none of these new resources were found to be eligible for the NRHP or CRHR. In June and July 2018, Paleo Solutions Archaeologist, Evelyn Chandler, M.A., conducted site visits to the 11 archaeological sites to assess current conditions. These visits along with additional archival research by Greg King, M.A. and Melissa Zecher of Parsons verified that the 11 sites lack integrity and do not meet the any of the criteria for eligibility to the NRHP or CRHR. Detailed information regarding these 11 new cultural resources is provided in Appendix A, DPR Forms and in Section 6.0 of this report.

The supplemental surveys conducted in October 2017 and February 2018 did not identify any new archaeological resources.

### 4.3 Other Sources

#### 4.3.1 Native American Consultation

Three searches of the Sacred Lands File, conducted by the Native American Heritage Commission (NAHC) in March 2016, October 2017, and February 2018, were negative for Native American cultural resources. In March 2016, the NAHC identified 11 individuals or contacts representing 10 Native American groups to be contacted about the project. In October 2017, that list had been expanded to 25 individuals or contacts representing 19 Native American groups, and the NAHC provided the same list when contacted again in February 2018. Copies of correspondence with the NAHC is provided in Appendix C.

In compliance with Assembly Bill (AB) 52, on May 13, 2016, Parsons sent a notification letter regarding the proposed project on behalf of Omnitrans (former CEQA Lead Agency for the WVC Project) to the 11 original Native American contacts identified by the NAHC in March 2016. As a result, two Native American groups, the Gabrielino Band of Mission Indians–Kizh Nation and the San Manuel Band of Mission Indians (SMBMI), requested consultation under AB 52. SMBMI also requested inclusion of several stipulations in the project permit conditions to address inadvertent discoveries of Native American cultural resources and/or human remains during construction. The Kizh Nation and Soboba Band of Luiseño Indians requested Native American monitoring during construction activities.

Following the proposed project modifications to divide the proposed corridor alignment in two phases in late 2017 and to incorporate the potential O&M Facility sites into the WVC Project environmental document in early 2018, the NAHC was contacted to request a SLF search for additional project footprints in October 2017 and February 2018, respectively. To continue the AB 52 outreach effort, on April 11, 2018, SBCTA (current CEQA lead agency) sent a notification letter regarding the proposed project to all 14 new contacts representing 9 new Native American groups provided by the NAHC in October 2017 and February 2018. In

addition, on April 11, 2018, SBCTA sent a continuing consultation letter to the two Native American groups who formerly requested consultation to provide a project update and solicit comments under AB 52. On April 25, 2018, SBCTA also sent follow-up letters to the 9 original Native American groups who had been contacted in 2016 but had not responded to that contact. The follow-up letters provided an update on the project and a new invitation to consult under AB 52. In response to these letters, the Gabrieleno Band of Mission Indians – Kizh Nation again requested consultation under AB 52, as did the Morongo Band of Mission Indians, who also requested copies of the records search results and survey report. The Augustine Band of Cahuilla Mission Indians encouraged SBCTA to have a monitor onsite during construction and requested notification if cultural resources are encountered during construction. The SMBMI reiterated their request for the permit stipulations to address inadvertent discoveries, but also concluded consultation under AB 52. An Action Plan has been prepared that describes how SBCTA will follow-up to address the Tribes' requests under AB 52. Copies of correspondence between SBCTA and the Tribes and the Action Plan are provided in Appendix C. A summary of the correspondence with each Tribe is also provided in Table 4-3.

FTA has also initiated Native American and Tribal consultation under Section 106 of the NHPA and its implementing regulations, 36 CFR § 800.2 (c)(4) and 36 CFR § 800.2 (c)(5). On August 10, 2016, FTA sent an invitation letter to all original 11 Native American contacts identified by the NAHC in March 2016. As a result, two Native American groups, the Gabrieleno Band of Mission Indians – Kizh Nation and the SMBMI, requested consultation under Section 106 of the NHPA. The SMBMI also requested that mitigation measures be incorporated into the project permits and/or plans. The Kizh Nation and Soboba Band of Luiseño Indians requested Native American monitoring during construction activities.

On May 21, 2018, FTA sent a continuing consultation letter to the Gabrieleno Band of Mission Indians – Kizh Nation and SMBMI, who formerly requested consultation, to provide a project update and solicit comments. FTA also sent follow-up letters to the 9 original Native American groups who had been contacted in 2016 but had not responded to that contact. The follow-up letters provided an update on the project and a new invitation to consult under Section 106 of the NHPA. In addition, FTA also sent an invitation letter to the 14 new contacts representing 9 new Native American groups identified by the NAHC in February 2018. The Tribes were invited to consult on the project under Section 106 of the NHPA. In response to these letters, the Gabrieleno Band of Mission Indians – Kizh Nation again requested consultation. The SMBMI reiterated their request for the permit stipulations to address inadvertent discoveries, but also concluded consultation under Section 106 of the NHPA. FTA is following-up to address the Tribes' requests under Section 106 of the NHPA. Copies of correspondence between SBCTA and the Tribes and the Action Plan are provided in Appendix C. A summary of the correspondence with each Tribe is also provided in Table 4-5.





**Table 4-5. Summary of Native American Consultation Efforts**

Native American Group/Individuals	Date(s) and Method of Contact for AB 52 Consultation	Response Received/Comments under AB 52	Date(s) and Method of Contact for Section 106 Consultation	Response Received/Comments under Section 106
Agua Caliente Band of Cahuilla Indians Jeff Grubbe, Chairperson and Patricia Garcia-Plotkin, THPO/ Director	May 13, 2016 Letter sent by Monica Corpus (MC) of Parsons on behalf of Omnitrans  May 23, 2016 Follow-up email sent by MC of Parsons	A response was received via email from Victoria Harvey on May 23, 2016, representing the Agua Caliente Band of Cahuilla Indians, stating that they conducted a records check of the cultural registry that revealed that the project is not located within their Tribe's TUA and that they deferred to the other tribes in the area. The letter concludes their consultation efforts.	August 10, 2016 Letter sent by FTA  May 21, 2018, Follow-up letter sent by FTA	On June 4, 2018 Larry Fossum sent an email to Candice Hughes of FTA on behalf of Patricia Garcia-Plotkin, Director of Historic Preservation, stating that "A records check of the Agua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office's cultural registry revealed that this project is not located within the Tribe's Traditional Use Area. Therefore, we defer to the other tribes in the area. This letter shall conclude our consultation efforts."
Gabrieleno Band of Mission Indians – Kizh Nation Andrew Salas, Chairperson	May 13, 2016 Letter sent by MC of Parsons on behalf of Omnitrans  May 18, 2016 Follow-up email sent by MC of Parsons	On May 17, 2016, a response was received from Andrew Salas, representing the Gabrieleno Band of Mission Indians – Kizh Nation, stating that the project lies in his Tribe's ancestral territories and that due to the project location and the high sensitivity of the area location, they would like to request that one of their certified Native American Monitors be onsite during all ground-disturbing activities to protect any cultural resources that may be affected during construction.	August 10, 2016 Letter sent by FTA  May 21, 2018, Follow-up letter sent by FTA	In August 2016, a response was received from Andrew Salas, representing the Gabrieleno Band of Mission Indians – Kizh Nation, requesting consultation under Section 106.

**Table 4-5. Summary of Native American Consultation Efforts**

Native American Group/Individuals	Date(s) and Method of Contact for AB 52 Consultation	Response Received/Comments under AB 52	Date(s) and Method of Contact for Section 106 Consultation	Response Received/Comments under Section 106
	April 11, 2018 Continuing consultation letter sent by SBCTA	On May 22, 2018 a letter was received from Andrew Salas, Chairman, stating that the project lies within the Tribe's ancestral territory and is within a sensitive area. Mr. Salas requests consultation to provide SBCTA with an understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change in the significance of the Tribe's cultural resources.		On June 4, 2018 a letter was received from Andrew Salas, Chairman, stating that the project lies within the Tribe's ancestral territory and is within a sensitive area. Mr. Salas requests consultation to provide FTA with information pertaining to the significance of tribal cultural resources and the significance of the project's impacts to these resources, and to discuss mitigation measures the Tribe feels are appropriate to protect tribal cultural resources from substantial adverse change to their significance.
Gabrielino/Tongva Nation Sandonne Goad, Chairperson	May 13, 2016 Letter sent by MC of Parsons on behalf of Omnitrans	No response received.	August 10, 2016 Letter sent by FTA  May 21, 2018, Follow-up letter sent by FTA	No response received to date.



**Table 4-5. Summary of Native American Consultation Efforts**

Native American Group/Individuals	Date(s) and Method of Contact for AB 52 Consultation	Response Received/Comments under AB 52	Date(s) and Method of Contact for Section 106 Consultation	Response Received/Comments under Section 106
Gabrieleno/ Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson	May 13, 2016 Letter sent by MC of Parsons on behalf of Omnitrans  April 11, 2018 Letter sent by SBCTA	No response received.	August 10, 2016 Letter sent by FTA  May 21, 2018, Follow-up letter sent by FTA	No response received to date.
Morongo Band of Mission Indians Robert Martin, Chairperson And Denisa Torres, Cultural Resources Manager	May 13, 2016 Letter sent by MC of Parsons on behalf of Omnitrans  April 25, 2018 Letter sent by SBCTA	On May 23, 2018, a letter was received from Raymond Huaute, Tribal Historic Preservation Officer, stating that the project is located within the Tribe’s aboriginal territory. To evaluate potential impacts to tribal cultural resources, the Tribe requests a copy of the records search results from the Information Center and a copy of the Phase I Study report with the survey results. The letter also requests to engage in consultation with SBCTA on the project.	August 10, 2016 Letter sent by FTA  May 21, 2018, Follow-up letter sent by FTA	No response received to date.
Ramona Band of Cahuilla Mission Indians Joseph Hamilton, Chairperson and John Gomez, Environmental Coordinator	May 13, 2016, Letter sent by MC of Parsons on behalf of Omnitrans  April 25, 2018 Letter sent by SBCTA	No response received.	August 10, 2016 Letter sent by FTA  May 21, 2018, Follow-up letter sent by FTA	No response received to date.

**Table 4-5. Summary of Native American Consultation Efforts**

Native American Group/Individuals	Date(s) and Method of Contact for AB 52 Consultation	Response Received/Comments under AB 52	Date(s) and Method of Contact for Section 106 Consultation	Response Received/Comments under Section 106
<p>San Fernando Band of Mission Indians John Valenzuela, Chairperson</p>	<p>May 13, 2016 Letter sent by MC of Parsons on behalf of Omnitrans</p> <p>April 25, 2018 Letter sent by SBCTA</p>	<p>No response received.</p>	<p>August 10, 2016 Letter sent by FTA</p> <p>May 21, 2018, Follow-up letter sent by FTA</p>	<p>No response received to date.</p>
<p>San Manuel Band of Mission Indians Lynn Valbuena, Chairperson and Lee Clauss, Director of Cultural Resources</p>	<p>May 13, 2016, Letter sent by MC of Parsons on behalf of Omnitrans</p> <p>June 9, 2016, Follow-up email sent by MC of Parsons</p> <p>April 11, 2018 Continuing consultation letter sent by SBCTA</p>	<p>On June 9, 2016, a response was received via email from Leslie Mouriquand and Daniel McCarthy, representing the San Manuel Band of Mission Indians, stating that a portion of the project is located within the Tribe's Traditional Use Area (TUA) and that the Tribe does not have specific information about tribal cultural resources along the project route. Mr. McCarthy asked if there will be a survey conducted for the project.</p> <p>Ms. Corpuz of Parsons responded on the same day thanking Mr. McCarthy for his response and responded that a survey will be conducted for the project, most likely in June 2016.</p> <p>On February 13, 2017, a request for continuing consultation was received from Ms. Lee Clauss via e-mail. The following language was requested to be added in the environmental document:</p>	<p>August 10, 2016 Letter sent by FTA</p> <p>May 21, 2018, Follow-up letter sent by FTA</p>	<p>On February 13, 2017, a request via e-mail for continuing consultation under Section 106 was received from Ms. Lee Clauss representing the San Manuel Band of Mission Indians. Several mitigation measures were also identified (the same as listed in the response under AB 52 consultation).</p> <p>On May 30, 2018, an email was received from Jessica Mauck, Cultural Resources Analyst, stating that the project area is within Serrano</p>



**Table 4-5. Summary of Native American Consultation Efforts**

Native American Group/Individuals	Date(s) and Method of Contact for AB 52 Consultation	Response Received/Comments under AB 52	Date(s) and Method of Contact for Section 106 Consultation	Response Received/Comments under Section 106
		<p><i>1. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.</i></p> <p><i>2. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior (SOI) standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.</i></p> <p><i>3. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop a cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.</i></p> <p><i>a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).</i></p>		<p>ancestral territory and is of interest to the Tribe; however, the Tribe does not have any concerns with the project's implementation as planned. The email requests the name and contact information for the lead agency point of contact (POC) and requests that three stipulations (the same as provided on February 13, 2017 under AB 52 consultation, as listed above) be included in project permit/plan conditions. The email further states that confirmation that this request has been forwarded to the lead agency POC will conclude the Tribe's input on the project and no additional consultation is required unless there is an unanticipated discovery of</p>

**Table 4-5. Summary of Native American Consultation Efforts**

Native American Group/Individuals	Date(s) and Method of Contact for AB 52 Consultation	Response Received/Comments under AB 52	Date(s) and Method of Contact for Section 106 Consultation	Response Received/Comments under Section 106
		<p><i>b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.</i></p> <p>On May 22, 2018, an email was received from Jessica Mauck, Cultural Resources Analyst, stating that the project area is within Serrano ancestral territory and is of interest to the Tribe; however, the Tribe does not have any concerns with the project's implementation as planned. The email requests the name and contact information for the lead agency point of contact (POC) and requests that three stipulations (the same as provided on February 13, 2017, as listed above) be included in project permit/plan conditions. The email further states that confirmation that this request has been forwarded to the lead agency POC will conclude the Tribe's input on the project and no additional consultation is required unless there is an unanticipated discovery of cultural resources during project implementation.</p>		cultural resources during project implementation.
Serrano Nation of Mission Indians Goldie Walker, Chairperson	<p>May 13, 2016 Letter sent by MC of Parsons on behalf of Omnitrans</p> <p>April 25, 2018 Letter sent by SBCTA</p>	No response received.	<p>August 10, 2016 Letter sent by FTA</p> <p>May 21, 2018, Follow-up letter sent by FTA</p>	No response received to date.



**Table 4-5. Summary of Native American Consultation Efforts**

Native American Group/Individuals	Date(s) and Method of Contact for AB 52 Consultation	Response Received/Comments under AB 52	Date(s) and Method of Contact for Section 106 Consultation	Response Received/Comments under Section 106
<p>Soboba Band of Luiseño Indians Rosemary Morillo, Chairperson (2016) and Scott Cozart, Chairperson (2018) and Carrie Garcia, Cultural Resources Manager and Joseph Ontiveros, Cultural Resources Department</p>	<p>May 13, 2016 Letter sent by MC of Parsons on behalf of Omnitrans  April 25, 2018 Letter sent by SBCTA</p>	<p>On June 13, 2016, a response was received via mail from Joseph Ontiveros, the Cultural Resource Director of the Soboba Band of Luiseno Indians. In his response, Mr. Ontiveros stated that the Soboba Band does not have any specific concerns regarding known cultural resources in the project area, but that they do request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies. Lastly, Mr. Ontiveros stated that the Soboba Band requests that approved Native American monitors be present during any ground-disturbing activities associated with the project and that the San Manuel Band of Mission Indians, as well as the Gabrieleno Tribal Consultants, be contacted as they are in closer proximity to the project.</p>	<p>August 10, 2016 Letter sent by FTA  May 21, 2018, Follow-up letter sent by FTA</p>	<p>On February 17, 2017, a response was received via mail from Joseph Ontiveros, the Cultural Resource Director of the Soboba Band of Luiseno Indians. In his response, Mr. Ontiveros stated that the Soboba Band does not have any specific concerns regarding known cultural resources in the project area, but that they do request that the appropriate consultation continue to take place between concerned tribes, project proponents and local agencies. Mr. Ontiveros stated that the Soboba Band requests that approved Native American monitors be present during any ground disturbing activities associated with the Project and that the San Manuel Band of Mission Indians as well as the Gabrieleno be contacted.</p>

**Table 4-5. Summary of Native American Consultation Efforts**

Native American Group/Individuals	Date(s) and Method of Contact for AB 52 Consultation	Response Received/Comments under AB 52	Date(s) and Method of Contact for Section 106 Consultation	Response Received/Comments under Section 106
Augustine Band of Cahuilla Mission Indians Amanda Vance, Chairperson	April 11, 2018 Letter sent by SBCTA	On April 27, 2018, a letter was received from Victoria Marin, Tribal Secretary, stating that the Tribe is unaware of specific cultural resources that may be affected by the proposed project. The letter further states “We also encourage you to contract with a monitor who is qualified in Native American cultural resources identification and who is able to be present on-site full-time during the pre-construction and construction phase of the project. Please notify us immediately should you discover any cultural resources during the development of this project.” The letter did not include a request for continued consultation.	May 21, 2018, Letter sent by FTA	No response received to date.
Cabazon Band of Mission Indians Doug Welmas, Chairperson	April 11, 2018 Letter sent by SBCTA	No response received to date.	May 21, 2018, Letter sent by FTA	No response received to date.
Cahuilla Band of Indians Daniel Salgado, Chairperson	April 11, 2018 Letter sent by SBCTA	No response received to date.	May 21, 2018, Letter sent by FTA	No response received to date.
Gabrielino Tongva Indians of California Tribal Council Robert Dorame, Chairperson	April 11, 2018 Letter sent by SBCTA	No response received to date.	May 21, 2018, Letter sent by FTA	No response received to date.
Gabrielino Tongva Tribe Charles Alvarez	April 11, 2018 Letter sent by SBCTA	No response received to date.	May 21, 2018, Letter sent by FTA	No response received to date.





**Table 4-5. Summary of Native American Consultation Efforts**

Native American Group/Individuals	Date(s) and Method of Contact for AB 52 Consultation	Response Received/Comments under AB 52	Date(s) and Method of Contact for Section 106 Consultation	Response Received/Comments under Section 106
Los Coyotes Band of Mission Indians Shane Chapparosa, Chairperson and John Perada, Environmental Director	April 11, 2018 Letter sent by SBCTA	No response received to date.	May 21, 2018, Letter sent by FTA	No response received to date.
Pauma Band of Luisano Indians - Pauma and Yuima Reservation Temet Aguilar, Chairperson	April 11, 2018 Letter sent by SBCTA	No response received to date.	May 21, 2018, Letter sent by FTA	No response received to date.
Santa Rosa Band of Mission Indians Steven Estrada, Chairperson	April 11, 2018 Letter sent by SBCTA	No response received to date.	May 21, 2018, Letter sent by FTA	No response received to date.
Torres-Martinez Desert Cahuilla Indians Thomas Tortez, Chairperson and Michael Mirelez, Cultural Resources Coordinator	April 11, 2018 Letter sent by SBCTA	No response received to date.	May 21, 2018, Letter sent by FTA	No response received to date.

### 4.3.2 Local Historical Society Consultation

On May 13, 2016, letters were sent to eight local historical societies/museums in the project area requesting information regarding any cultural resources that may be of significance within the project APE. On April 27, 2018, letters were sent to these same eight organizations informing them of changes in the proposed project, including the revised APE due to the addition of the O&M facility, and inviting them to express any concerns, comments or a desire for further consultation under Section 106. To date, no responses have been received. Table 4-6 summarizes the contact information of the local historical societies and the corresponding contact details. See Appendix D of this report for sample historical society outreach letters.

**Table 4-6: Local Historical Societies**

Historical Society	Date(s) and Method of Contact Attempt	Response Received/Comments
San Bernardino Historical Society Steve Shaw, President P.O. Box 875 San Bernardino, CA 92402 <a href="mailto:sbhistoricalsociety@mac.com">sbhistoricalsociety@mac.com</a> (909) 864-6179 or (909) 856-3229	May 13, 2016, letter mailed; April 27, 2018, letter mailed	No response received.
Ontario Heritage 224 N. Euclid Avenue Ontario 91762 Petrina Delman, President <a href="mailto:info@ontarioheritage.org">info@ontarioheritage.org</a> or <a href="mailto:petrina.delman@ontarioheritage.org">petrina.delman@ontarioheritage.org</a>	May 13, 2016, e-mailed; April 27, 2018, letter mailed	Response received on (May 16, 2016) from Diana Ayala, Senior Planner at the City of Ontario asking us to update their mailing address. No comments on the project were provided.  Email response received from Petrina Delman, President, June 5, 2018, stating that Ontario Heritage has no objections to the project.
Fontana Historical Society Marybeth Snider, President 16830 Spring Street Fontana, CA 92335 <a href="mailto:fontanahistoricalociety1906@gmail.com">fontanahistoricalociety1906@gmail.com</a> (909) 574-5400 x#4546	May 13, 2016, letter mailed; April 27, 2018, letter mailed	No response received.
Historical Society of Pomona Valley President 585 East Holt Avenue Pomona, CA 91767 <a href="mailto:Pomonahistorical@verizon.net">Pomonahistorical@verizon.net</a> (909) 623-2198	May 13, 2016, letter mailed; April 27, 2018, letter mailed	No response received.

**Table 4-6: Local Historical Societies**

Historical Society	Date(s) and Method of Contact Attempt	Response Received/Comments
The Etiwanda Historical Society Rancho Cucamonga 7150 Etiwanda Avenue Rancho Cucamonga, CA 91739 <a href="mailto:laura.j.barnett@gmail.com">laura.j.barnett@gmail.com</a> (909) 899-8432	May 13, 2016, letter mailed; April 27, 2018, letter mailed	No response received.
Pomona Ebell Museum of History Ebell Club 585 East Holt Avenue Pomona, CA 91767 (909) 623-2198	May 13, 2016, letter mailed; April 27, 2018, letter mailed	No response received.
Museum of History and Art, Ontario Director John Worden 225 S. Euclid Avenue Ontario, CA 91762 (909) 395-2510	May 13, 2016, letter mailed; April 27, 2018, letter mailed	No response received.
Historical Society of Southern California Kenneth Marcus, President P.O. Box 93487 Pasadena, CA 91109	May 13, 2016, letter mailed; April 27, 2018, letter mailed	No response received.

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## 5.0 BACKGROUND

The following natural and cultural setting for the project provides the backdrop against which archaeological resources are evaluated for inclusion in the NRHP.

### 5.1 Hydrology, Geology, and Soils

The project is located within the Santa Ana River hydrologic unit and in the Chino Split hydrologic subarea (HSA) (Caltrans, 2015). The Chino Split HSA covers approximately 190,515 acres. The Santa Ana Region includes a group of connected inland basins and open coastal basins drained by surface streams that generally flow southwestward to the Pacific Ocean. According to the Natural Resources Conservation Service soils maps (U.S. Department of Agriculture, 2016), soils within the project limits include Delhi fine sand, Hanford coarse sandy loam, Tujunga loamy sand, and Tujunga gravelly loamy sand. These soils are classified into Hydrologic Soils Group (HSG) A. Soils classified into HSG A typically exhibit a low runoff potential coupled with a high infiltration rate.

The project area is primarily located in the Upper Santa Ana River Drainage within the Peninsular Ranges geomorphic province of southern California. Topography maps show the terrain is relative flat along the project alignment with height ranging from 880 feet at the western project limit to approximately 1,230 feet at the eastern limit. Major tributaries to the Santa Ana River are Lytle Creek and Cajon Wash, which flow from the north; Warm Creek, which flows from the San Bernardino Mountains in the east; and San Timoteo Creek, which flows from the south. Other smaller intermittent creeks flow into the valley from the surrounding hills and mountains. Most of the natural stream channels have been modified to contain flow within concrete and rip-rap lined aqueducts.

The major river in the project area is the Santa Ana River, which flows westerly from the San Bernardino Mountains to approximately 9 miles south of the project limits. The West Cucamonga Channel has a length of 426 feet and is located in Ontario. It is situated within the project APE where the existing culvert crosses under Holt Boulevard. The upstream end of the channel is located north of 16<sup>th</sup> Street, from where it continues in a southerly direction through 8<sup>th</sup> Street Basins, Princeton Basin, and eventually to the Ely infiltration basin system north of State Route (SR) 60. Additional water bodies within the project limits that are not affected by project improvements include (see Figure 5-1):

- San Antonio Channel (within City of Montclair). This channel is just east of the cities of Montclair and Pomona and is considered an alluvial gravel and sand stream channel that is partially artificially channelized.

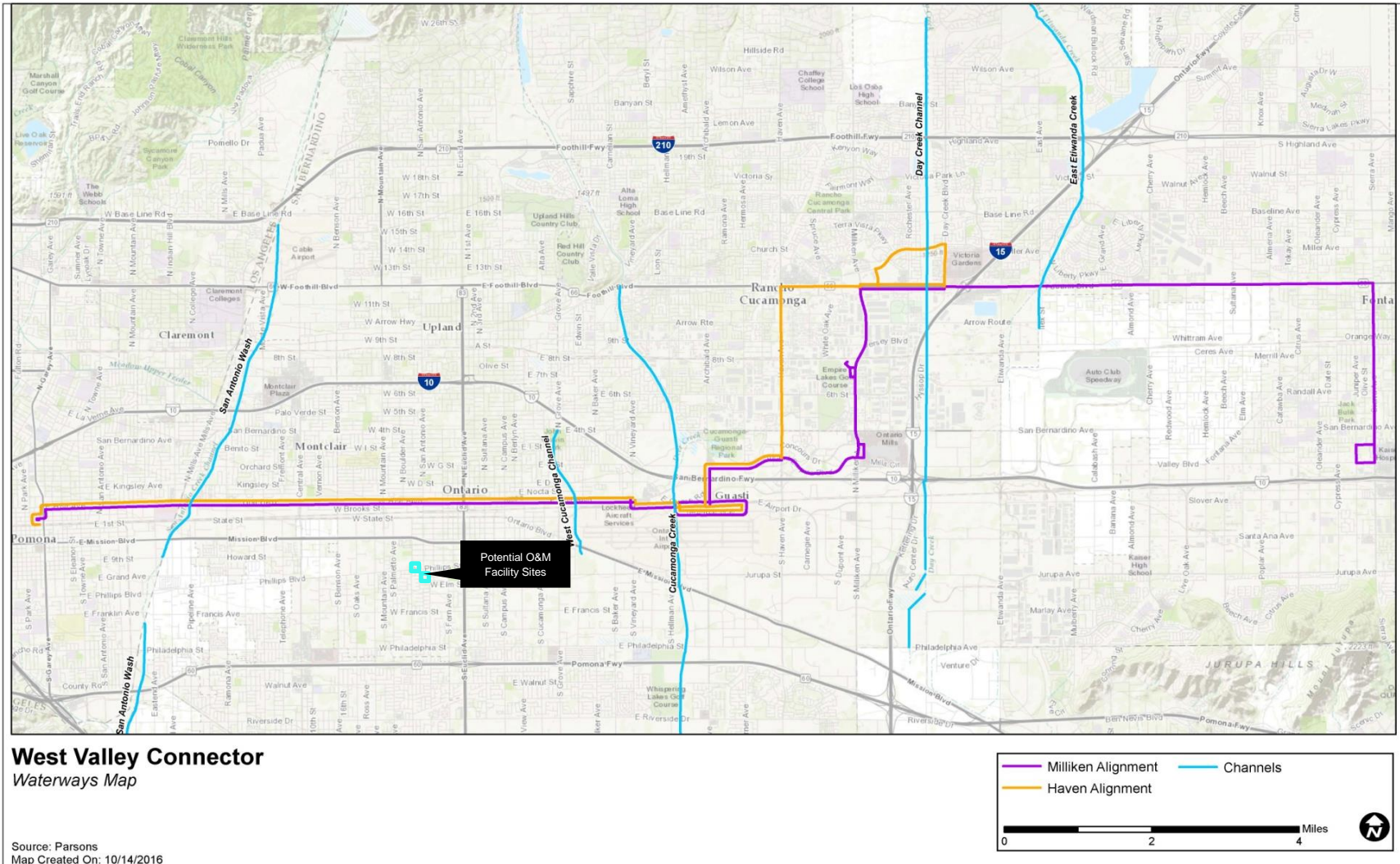


Figure 5-1: Current Waterways in the Project Area

- Cucamonga Creek. The Cucamonga Creek watershed is located in San Bernardino and Riverside counties and includes portions of the cities of Chino, Ontario, Rancho Cucamonga, and Upland. The upstream reach of the Cucamonga Creek Channel originates at the Cucamonga Debris Basin, from where it continues in a southeasterly direction, having a confluence with a channel that brings flows from Thorpe Canyon Dam. The Deer Creek Channel is the largest tributary of Cucamonga Creek, where the confluence is located just south of the eastbound Interstate 10 (I-10) bridge.
- Deer Creek Channel (within City of Ontario). This channel is in the Prado tributary. The type of flood control modification in its use is designated as a rectangular channel made out of concrete material.
- Day Creek Channel (within City of Rancho Cucamonga). This concrete-lined open channel is within the Riverside Basin tributary. It begins at the Riverside Basin, located to the west of the Mira Loma Space Center north of Mission Boulevard. The channel then proceeds southeasterly, running parallel to the Union Pacific Railroad (UPRR) tracks, to a transition to a rectangular channel west of Etiwanda Avenue.
- East Etiwanda Creek Channel (within City of Rancho Cucamonga). East Etiwanda Creek consists of a system of channel and basins that mitigates drainage within the watershed by attenuating flows for the control of runoff from developed areas. The drainage area for East Etiwanda Creek includes areas within Fontana and unincorporated areas of San Bernardino County.

The floor of the Upper Santa Ana River Valley is underlain by nonindurated Quaternary alluvial sediments. These alluvial deposits are generally derived from the San Gabriel Mountains, which are approximately 5 miles to the north of the project alignment. The alluvial deposits generally consist of cobbles and boulders closer to the mountains, with the sediments becoming finer (sand and gravel) toward the south.

## 5.2 Climate, Flora/Fauna, and Current Land Use

Southern California's Mediterranean-like climate features two seasons each year: a mild winter with rainfall predominantly falling between November and May and a warm, dry summer. The largest portion (73 percent) of average annual precipitation occurs during December through March, and rainless periods of several months are common in the summer. Precipitation is nearly always in the form of rain in the lower elevations and mostly in the form of snow above approximately 6,000 feet mean sea level (msl) in the San Bernardino Mountains. Mean annual precipitation ranges from approximately 12 inches in the vicinity of Riverside County to almost 20 inches at the base of the San Bernardino Mountains, to greater than 35 inches along the crest of the mountains (Moratto, 2004). Climatic conditions in this region varied substantially during prehistoric times (see the Geotechnical Report prepared for this project [August 2016]).

The Holocene epoch (11,000 Years Ago [YA] to present) is characterized as being warmer than the preceding Pleistocene epoch. The transition from one epoch to the other issued changes in climate as glaciers melted and retreated from continents and California began to have the climate we see today. These changes in weather and weather patterns altered the availability of water resources and changed temperatures, which in turn transformed how flora and fauna reacted in the new ecosystem. Humans, who were dependent on these resources, had to adjust their habits as well to survive (Moratto *et al.*, 1978). Regardless, paleoclimatic studies have revealed that paleoclimates of the late Holocene were similar to historic conditions in California, but they were also characterized by cool/moist periods until approximately 1860 when California's Mediterranean-like climate became more predominant because of warmer and dryer conditions (Moratto *et al.*, 1978:151).

Humans have the unique ability to adapt to their environment and, conversely, to adapt their environment to their needs; however, with modern technology, it is easier for humans to adjust their environment to suit their specific preferences and requirements. In the prehistory of California, it was more difficult to manipulate the environment; thus, humans would have had to adapt to climatic and other environmental changes to survive. It is therefore not surprising that environmental change, such as rising temperatures or sea water level, would have had an impact on human cultural traditions. Paleoclimatic studies have been integral in mapping the past conditions and putting human reactions into context (Moratto *et al.*, 1978). Additionally, due to the unpredictability of long-range weather patterns and events such as El Niño and other weather changes, paleoclimatology studies are crucial in understanding prehistoric adaptations in California (Moratto *et al.*, 1978). Change in climatic patterns, particularly climatic events such as El Niño, have sparked debate regarding the significance of such events for subsistence and foraging patterns for the prehistoric cultures of California (Arnold, 1992; Raab and Larson, 1997); however, Moratto asserts that biotic resources (i.e., plants and animals) more directly affected the cultural ecology of prehistoric cultures than climatic events (Moratto, 2004:21). It is reasonable to assume that such climatic influences affected the prehistoric inhabitants of the study area.

Currently, vegetation within the project area consists mostly of non-native species and is largely mature trees. Pinyon-juniper trees and sagebrush, saltbush-greasewood, and paloverde-cactus shrubs characterize some of the native flora resources that would have been available in prehistoric times (Moratto, 2004). No fauna were observed in the study area during the pedestrian archaeology survey; however, fauna in the area is known to include mice, ground squirrels, birds, rabbits, and insects. In addition, jackrabbits, bobcats, coyotes, and numerous rodents, birds, and reptiles would have been present in prehistoric times. Current land use in the project vicinity is highly developed and urbanized. The Rancho Cucamonga Creek in Ontario, discussed above, would have been a source of water for historic and prehistoric inhabitants. The water from the nearby San Gabriel Mountains percolated into the alluvial fan of the area and was stored below the surface. Because of the available groundwater, the area was successful for agricultural pursuits (Galvin & Associates, 2004).



### 5.3 Ethnography

It is not clear which group of Native Americans inhabited the project area prior to 3,500 years ago; however, the Tongva (Gabrielino), Serrano, and Cahuilla were known to inhabit the region (Kroeber, 1925). All three were semi-sedentary hunter-gatherer groups who spoke a language of the Takic language family.

The Tongva spanned over a large amount of territory in southern California, from present-day San Bernardino to the Channel Islands (McCawley, 1996). They were known to live in villages with as many as 150 people at any given time and were thought to be one of the wealthiest tribes in California due to their craftsmanship and raw material resources for trade (Kroeber, 1925).

The Tongva were hunter-gatherers who practiced a wide variety of subsistence strategies. For their plant-based diet, they gathered acorns and berries, foraged for roots and grass, and collected seeds. For meat, they utilized land and sea resources by hunting deer, sea mammals, and small game, as well as collecting mollusks and fishing (Moratto *et al.*, 1978).

The Serrano and the Cahuilla are also native to the San Bernardino County region. Both groups lived in diverse habitats from valleys and at the feet of mountains, to desert climates. For the Serrano, hunting and gathering were important, but were supplemented with roots, bulb shoots, seeds, honey mesquite, and pinon nuts. The Serrano were technologically very similar to their neighbors, the Cahuilla. Both groups made decorative baskets, pottery, blankets, bows and arrows, arrow straighteners, deer-hoof rattles, feathered costumes, and bags (Kroeber, 1925). The Serrano organized themselves by clan, in which they formed alliances, and the Cahuilla lived in villages. The Serrano shared boundaries with the Cahuilla and Gabrielino/Tongva. It has been noted how close the relationships were between these three tribes, mainly through shared cultural and linguistic practices (Kroeber, 1925).

The three federally recognized tribes closest to the project alignment include the San Manuel Band of Mission Indians, the Soboba Band of Luiseno Indians, and the Morongo Band of Mission Indians. Of the six other tribes the NAHC recommended contacting, the Ramona Band of Cahuilla Mission Indians and the Agua Caliente Band of Cahuilla Indians are the only other federally recognized tribes. The San Fernando Band of Mission Indians, the Gabrielino/Tongva San Gabriel Band of Mission Indians, the Gabrielino/Tongva San Gabriel Band of Mission Indians-Kizh Nation, the Gabrielino/Tongva Nation, and the Serrano Nation of Mission Indians are not federally recognized; however, all of the non-federally recognized tribes are known to have long historic and prehistoric roots in the project area.

The San Manuel Band of Mission Indians has been active since the 1700s and currently has a recorded population of approximately 200 people. Their reservation is just greater than 900 acres and is located in the foothills of the San Bernardino Mountains, just north of the

cities of Highland and San Bernardino. The annual Cultural Indian Awareness Program is held by the San Manuel Band of Mission Indians to educate school children and teachers about California Indian culture, bringing together tribal leaders, elders, and academics (<https://www.sanmanuel-nsn.gov/>).

The Soboba Band of Luiseno Indians was established in 1883 and currently has approximately 1,200 tribal members. The Soboba Indian Reservation lies in the lower reaches of the San Jacinto Mountains, across the San Jacinto River from the City of San Jacinto. The Soboba Band of Luiseno Indians has a profoundly dynamic environmental department that addresses environmental needs and concerns on the reservation, keeping them active in their communities (<https://www.soboba-nsn.gov/>).

The Morongo Band of Mission Indians has a population of approximately 996 persons. Set on the foot of the San Gorgonio and San Jacinto mountains, the Morongo Indian Reservation spans more than 35,000 acres and overlooks the Banning Pass. The Morongo Band of Mission Indians has a strong outreach with others. Through their Community Outreach Department, the Tribe has provided more than \$5 million over the past 5 years to support local and national nonprofit organizations that serve the surrounding region. These organizations include family support services, homeless shelters, veterans and military groups, the American Red Cross, and educational services. To keep traditions alive, the Morongo Reservation opened the Malki Museum, which publishes scholarly books and journals on Indian culture. In 2012, the Limu Project (a tribal community-based nonprofit organization that helps families preserve knowledge of their indigenous languages, history, and cultural tradition) announced that it had successfully reconstructed the Pass Cahuilla language and offers courses to learn this dialect, as well as the languages of Maarrenga and Yuhaviat (<http://www.morongonation.org/>).

The Ramona Band of Cahuilla Mission Indians was founded in 1893. The Tribe's reservation is approximately 560 acres and is located in Anza at the foot of Thomas Mountain in Riverside County. The Ramona Band of Cahuilla Mission Indians will be one of the first tribes to develop its entire reservation off-grid, using renewable energy as its primary resource. Other projects aimed towards the community include the Ramona Roads Project and the Community Parks Development Project (<http://www.ramonaband.com/>).

The Agua Caliente Band of Cahuilla Indians has a population of approximately 410 persons. Their reservation was founded in 1836 and occupies 31,610 acres in Riverside County. The Tribe's headquarters are in Palm Springs, where the Agua Caliente Cultural Museum was founded in 1991. The museum houses permanent collections and archives, a research library, features changing exhibits, and hosts an annual film festival to keep traditions alive and be involved with their community. The Agua Caliente Band of Cahuilla Indians also has a preservation program in which they support the preservation and a greater understanding

of the spoken Cahuilla language, bird songs and dances, and culture in the present community (<http://www.aguacaliente.org/>).

The San Fernando Band of Mission Indians is currently located in northern Los Angeles County from San Fernando, Santa Clarita, and eastern Simi and Antelope valleys. The Tribe is dedicated to preserving and enriching tribal culture by celebrating shared traditions. To honor the memory of those who have struggled for dignity, respect, and prosperity, the Tribe continues its commitment to current and future generations through Tataviam Days, monthly cultural workshops, and creating educational materials in their native language for the local youth. Community projects for the Tribe include the Tujunga/Pacoima Watershed Project, advising of the Heritage Park site at Rudy Ortega Sr. Park, and construction of the Puhawit North Hollywood High School Tataviam Village. The Gabrieleno/Tongva San Gabriel Band of Mission Indians, the Gabrieleno/Tongva San Gabriel Band of Mission Indians-Kizh Nation, and the Gabrieleno/Tongva Nation inhabit the Los Angeles Basin with a population of approximately 1,700 people (<http://www.tataviam-nsn.us/>).

The Serrano Nation of Mission Indians historically lived in the San Bernardino Mountains. Today, the nation has been broken up, and its people currently are enrolled in the Morongo Band of Mission Indians, the San Manuel Band of Mission Indians, and the Soboba Band of Luiseno Indians (<https://www.soboba-nsn.gov/>).

## 5.4 Prehistoric Cultural Setting

For Los Angeles and San Bernardino counties, archaeologists have characterized the regional prehistoric record into traditions and patterns with those traditions. Within the Encinitas Tradition, the Greven Knoll phase is dominant in the project area. See Table 5-1 for a description of the pattern and phases for the project region, the main material cultural traits associated with those traditions, and the dates (BP) the traditions correspond to. Patterns are further broken down into phases that also correspond to dates and related cultural traits as evident in the archaeological record. Although these traditions are broad patterns used to characterize southern California prehistoric cultures, there were variations in the material cultural within the traditions by region; however, these general patterns are useful to give context to the time and cultural trends.

The Encinitas Tradition is recognizable because of the quantity of milling stones, including manos, mutates, mortars, and pestles, present at the sites (Sutton and Gardner, 2010:3). Due to these typographical artifacts, William Wallace originally termed the phase as a Millingstone Horizon (Sutton and Gardner, 2010). The Encinitas Tradition as a whole tended to be flexible in its subsistence strategies and had small, mobile groups that relied on plant resources more than hunting, as reflected in a focus on milling equipment in these archaeological assemblages (Sutton and Gardner, 2010).

**Table 5-1: Encinitas Tradition  
of Inland San Bernardino/Riverside/Orange/Los Angeles Counties**

Pattern	Phase	Date (BP)	Material Culture Traits	Other Traits
Greven Knoll	Greven Knoll III (Sayles)	3,000 to 1,000	Abundant manos and metates, Elko points, scraper planes, choppers, hammerstones. Late discoidals, few mortars and pestles, general absence of shell artifacts	No shellfish, yucca and seeds as staples, hunting important, faunal bones processed, flexed inhumations under cairns, cremations rare
	Greven Knoll II	4,000 to 3,000	Abundant manos and mutates, Elko points, core tools, late discoidals, few mortars and pestles, general absence of shell artifacts	No shellfish, hunting and gathering important, flexed inhumations, cremations rare
	Greven Knoll I	9,400 to 4,000	Abundant manos and mutates, Pinto points, charmstones, cogged stones and discoidals rare, no mortars or pestles, general absence of shell artifacts	No shellfish, hunting important, flexed inhumations, cremations rare

Source: Sutton and Gardner, 2010:42.

The Greven Knoll phase in the Encinitas Tradition in California differs based on availability of resources. For example, the project area is inland and does not have access to marine resources. Therefore, the Encinitas Tradition in the project area will lack evidence of marine resources and will focus more on terrestrial resources (Sutton and Gardner, 2010). The lack of coastal resources, such as easy to procure shellfish or marine animals, created an environment where hunting and gathering were important subsistence strategies. Although the pattern is characterized by a predominance of lithic assemblages, there is also the notable appearance of a pottery industry, which is the oldest found in California, dating as early as 7,700 BP (Sutton and Gardner, 2010).

The Del Rey Tradition succeeds the Encinitas Tradition and is most notable for being the period of time that the Takic language was spoken in southern California. The Del Rey Tradition shows increasing complexity in terms of settlement patterns (i.e., permanent and seasonal villages), inter and intratribal interactions (i.e., trade and warfare), and differentiating burial and religious practices. The Del Rey Tradition is further broken down by the Angeles Pattern, which is split into six phases (Sutton and Gardner, 2010). See Table 5-2 for cultural changes over time in the Del Rey Tradition and for the associated material remains that distinguish each phase.



**Table 5-2: Del Rey Pattern Angeles Phases in Southern California**

Pattern	Phase	Dates (BP)	Material Traits	Other Traits	Proposed Linguistic Correlates
Angeles	Angeles VI	450 to 150	Addition of Euro-American material culture (e.g., glass beads and metal tools). Locally made pottery, metal needle-drilled <i>Olivella</i> beads.	Change of settlement pattern, movement close to missions and ranches; use of domesticated species obtained from Euro-Americans; flexed primary inhumations continue, cremations uncommon to the north (nearer the Chumash) but somewhat more common to the south (near the Luiseno); apparent adoption of Chinigchinish religion.	Mainland dialects of Gabrielino
	Angeles V	800 to 450	Trade of steatite artifacts from the southern Channel Islands becomes more intensive and extensive with the addition or increase in more and larger artifacts, such as vessels and comals; larger and more elaborate effigies.	Strengthening of ties, especially trade, with southern Channel Islands; expansion into the northern Santa Ana Mountains and San Joaquin Hills.	Development of mainland dialects of Gabrielino
	Angeles IV	1,200 to 800	Cottonwood points appear, some imported pottery appears; birdstone effigies at the beginning of the phase and "Wallace spike" effigies dropped by the end of the phase; possible appearance of ceramic pipes.	Change in settlement patterns to fewer but larger permanent villages; flexed primary inhumations continue, cremations uncommon; expansion into the San Gabriel Mountains, displacing Knoll II I groups.	Split of Gab and Cupan, with Cupan diffusing south, isolating Gab, which becomes proto-Gabrielino
	Angeles III	1,600 to 1,250	Appearance of bow and arrow technology (e.g., Marymount or Rose Spring points); changes in <i>Olivella</i> beads; asphaltum becomes important; reduction in obsidian use; Obsidian Butte obsidian largely replaces Coso.	Larger seasonal villages; flexed primary inhumations but no extended inhumations and an increase in cremations; appearance of obsidian grave goods; possible expansion into eastern Santa Monica Mountains, replacing Topanga III groups.	Continued development of proto-Gab/Cupan

**Table 5-2: Del Rey Pattern Angeles Phases in Southern California**

Pattern	Phase	Dates (BP)	Material Traits	Other Traits	Proposed Linguistic Correlates
	Angeles II	2,600 to 1,600	Coordination of basic Angeles I material culture with the addition of mortuary features containing broken tools and fragmented cremated human bone; fish hooks become more popular.	Continuation of basic Angeles I settlement and substance systems; appearance of a new funerary complex.	Continued development of proto-Gab-Cupan
	Angeles I	3,500 to 2,600	Appearance of Elko dart points and an increase in the overall number of projectile points from Encinitas components; beginning of large-scale trade in small steatite artifacts (effigies, pipes, and beads) and <i>Olivella</i> shell breads from the southern Channel Islands; appearance of single-piece shell fishhooks and bone harpoon points; Coso obsidian becomes important; appearance of donut stones.	Appearance of a new biological population, apparent population increase, fewer and larger sites along the coast; collector strategy; less overall dependence on shellfish but fishing and terrestrial hunting more important; appearance of flexed and extended inhumations without cairns cremations uncommon.	

## 5.5 Historical Setting

### 5.5.1 County Development

In 1769, Gaspar de Portola, a Spanish army captain, led a band of missionaries and explorers through what is now the City of Los Angeles, where they met and traded with the natives. Father Juan Crespi, who was part of Portola's party, kept detailed notes on the landscape and the indigenous occupants of California (Rolle, 1995).

The Franciscans quickly thereafter built the Mission San Gabriel Arcangel in 1771 in nearby San Gabriel (approximately 20 miles west of the project limits) and began converting the local Native Americans to Christianity and enslaving a new labor force in the process (Rounds, 1999). The mission system was established throughout California as physical symbols of Spanish occupation and subjugation of the local inhabitants and the environment. This system was critical for the Spanish occupation of California as growing competition for rich minerals pressured colonialism around the world. The natives were taught Spanish religious customs and "European-style agriculture, leatherworking, textile production, and other skills deemed useful by the Spaniards" (Jackson, 1996). Due to the high demand for local labor and an assumption that these native people were uncivilized, exploitation of the native workforce and European-introduced diseases, combined with the establishment of the California missions, led to the "demographic collapse" of populations across the region (Jackson, 1996).

Some of the primary objectives of the Mission were to raise cattle, grow grapes, and plant citrus trees. These endeavors were particularly successful near the proposed project given the region's fertile land and mild climate, which are favorable for agricultural pursuits.

Euro-American settlement began in the area in the early 1800s as people seeking land and opportunity made their way west from the Midwest and east coast of the United States or north from Mexico. The Catholic missionaries were a catalyst in the expansion of Euro-American influences in this region. A group of missionaries, Native Americans, and soldiers from the San Gabriel Mission named San Bernardino in honor of the feast day of San Bernardino of Sienna when they entered the valley on May 10, 1810 (Federal Writers' Project, 1939). The Mission San Gabriel initially attempted to expand its influence in the San Bernardino Valley when Father Dumetz was sent to the valley in 1810 to establish the mission station known as Politana (Scott, 1976). An earthquake in 1812, followed by raids from neighboring Native American tribes, caused a lull of interest in the Politana by the Mission San Gabriel (Scott, 1976).

The Mexican Era in California is generally defined as being between 1821 and 1848, because Mexico had liberated itself from Spain in 1821 and had jurisdiction over the area during this time span. The mission system was continued under Mexican rule until 1833, when the

Secularization Act was passed. Under this act, mission ownership was withdrawn from the Catholic Church, and land grants, also known as *ranchos*, were distributed amongst the prominent families of Mexico and to reward soldiers for their service during the revolution. The agricultural-based economy in the region continued to prosper.

The Rancho period spanned from 1834 to 1846 and was characterized by similar pursuits as those pursued by the Franciscans, including the hides and tallow trade and production of grapes and citrus. Given this industry, San Bernardino County was a hub of trading activity with other parts of the United States, such as New Mexico, beginning as early as 1830.

In 1846, the United States seized the disputed territory of Texas from the Mexican government, which led to the Mexican-American War lasting from 1846 to 1848. The State of California was annexed by the United States in 1848 through the Treaty of Guadalupe Hidalgo, which ended the Mexican-American War. With the conclusion of the Rancho period, and the end of the Mexican American War, cattle and ranching eventually gave way to more agricultural undertakings. The end of the war further paved the way for Euro-American settlement of the American southwest throughout the rest of the 19<sup>th</sup> century.

General agriculture and livestock industries were quickly overshadowed by the emergence of the citrus industry in southern California beginning in the 1870s. The first orange trees in San Bernardino were planted by Anson Van Leuven in 1857 (Farren, 1998). Citrus quickly became the largest industry in southern California, including growing, packing, and shipping. Other industries included cattle ranching, growing sugar beets, and viticulture and enology (Southern California Panama Expositions Commission, 1914). The burgeoning citrus industry led to a population boom and spurred the development of transcontinental railroads. In 1873, San Bernardino County began to see railroad activity with the construction of new lines and train depots, which itself provided more trading opportunities and a stimulus for regional growth and development.

The development of railroads in the western United States was integral in the development and expansion of population and local industries in Los Angeles and San Bernardino. The first railroad constructed in Los Angeles County was built by the Southern Pacific Railroad (SPRR) in the 1870s. Construction began in Los Angeles, headed east, and eventually met with a line coming from the eastern seaboard, creating the first transcontinental railroad through San Bernardino County. The SPRR enjoyed a virtual monopoly until the early 1880s, when competition, such as the California Southern Railroad, built routes that provided additional services. As of 1886, railroads were taking passengers cross country, which resulted in a population explosion and a corresponding real estate boom in southern California.

The need for commuter train service led to the development of electric rail in southern California. With Henry E. Huntington at the helm, the Pacific Electric Railway was founded in



1901. The Pacific Electric Railway effectively connected various Los Angeles suburbs with each other and the City of Los Angeles, which contributed to the growth and interconnectivity of Los Angeles.

The 1920s brought aviation travel to the City of Los Angeles. In 1927, the city council became interested in building an airport and bought 640 acres in what is now the City of Inglewood. The precursor of Los Angeles International Airport was known as Mines Field in 1928 (LAX, n.d.). It soon expanded, and commercial airline service began in 1946. The airport continued to expand along with the population in Los Angeles over the years.

Ontario International Airport was established in 1923 with the arrival of a J-N-4 Curtis bi-plane, dubbed “Jennie,” and establishment of the Ontario Aircraft Corporation (Alexander, 1981). Located by the UPRR track, near San Antonio Avenue, is the location of the first dirt track that served as an airport landing strip in 1923. The area was originally called Latimer Field (LAWA.org), but it was soon renamed Ontario Airport. By World War II, the need for airports for military endeavors was realized throughout the United States. Ontario Airport was then paved with concrete in 1942, and runways and terminals were expanded over the subsequent years (LAWA.org). In 1946, Ontario Airport became an international airport and subsequently experienced much growth and expansion during the 1950s. Ontario International Airport is now a major hub in southern California for the transportation of people and goods. The development and expansion of the airport, particularly in its early days, contributed to the growth of the local industries in the region due to its close proximity.

Beginning in the 1890s, the automobile began to gain popularity for recreational use among the wealthy upper class in the United States. In the early 1900s, the automobile became more accessible to other classes of American society. Rather than having been viewed as practical tools for daily errands or work, initially cars were used for auto tourism (Ontario Planning Department, 2011). As the car tourism industry increased, new roadways were built to accommodate the demand. In Ontario, this was particularly salient along Holt Boulevard, which was once known as A Street. Holt Boulevard is known to have been one of the nation’s first transcontinental highways (<http://www.dot.ca.gov/hq/tpp/offices/ocp/dist8/fy10-11/HoltFinalReport.pdf>). The Holt Boulevard HPSR for the Pike Peak Ocean to Ocean Highway in Ontario, circa 2011 by the Ontario Planning Department states:

By 1920, Holt Boulevard had been transformed from a 2-lane scenic road lined with citrus trees and grand Victorian homes into a modern 4-lane highway. It ultimately became the main transportation route from Los Angeles to Palm Springs for the newest class of automobile owners: the Hollywood movie stars and Beverly Hills socialites...Existing property owners and businesses along Holt Boulevard began to modify their products, services and buildings to better address the needs of the highway motorist. This is evident by the many residential buildings that were converted to commercial or those commercial additions that were attached to the

front of the residence. The businesses that once catered to railroad travelers, such as the Casa Blanca Hotel, expanded their advertising to Holt Boulevard to get the attention of the auto traveler. All types of businesses began to develop along the side of the road. A certain number of travelers would always be in need of gas and oftentimes they grew hungry, tired, and restless. Soon gas stations, produce booths, hot dog stands, and auto camps sprouted up along Holt Boulevard to capitalize on these needs.

Another business that emerged with the rise of auto tourism is that of tourist camps, which were alternately known as tourist courts (Ontario Planning Department, 2011). These campgrounds utilized vacant lots that would otherwise provide no income. Tent campgrounds emerged along the highway in 1920, but then gave rise to cabin camps or tourist courts by the 1940s and 50s, some of which included restrooms and kitchens (<http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?entryID=2700>). By the 1960s, these camps gradually developed into motels and hotels along the highway as the interstate highway system expanded.

Following the end of World War II, many servicemen returned to southern California after being stationed there during the war. The result of this population growth was a massive real estate boom that resulted in the suburbanization of western San Bernardino County. Ontario's population experienced a period of extraordinary growth, expanding from 14,197 in 1940 to 22,872 in 1950 and more than doubling to 46,617 by 1960 (*Ontario Daily Report*, January 1, 1970). Fueling the explosive population growth was the emergence of single-family residences, which were built on a large scale. By the latter 1940s, several tract developments had already emerged in the region, including those constructed under the direction of builder Fritz B. Burns, who was known for his pioneering innovations in prefabrication techniques in the production of houses made affordable to families under the G.I. Bill. He worked with Henry J. Kaiser to build Kaiser Community Homes, which were planned suburban developments in neighborhoods in southern California stretching from Panorama City, Westchester, Westside Village, North Hollywood, and Ontario (outside of the APE). The population boom resulted in a prolific construction industry that was matched by a dramatic decline in the agricultural industry, including the neighborhoods located within the APE, the earliest of which date to 1954-55, as citrus groves and fields were converted to residential housing tracts. Construction of I-10, billed as a more-efficient connection for motorists between San Bernardino and Los Angeles, further allowed suburbanization of this area (Caltrans 2015(b)).

## 6.0 STUDY FINDINGS AND CONCLUSIONS

The archaeological investigation for the WVC Project included three searches of the SLF by the NAHC, consultation with 19 Native American groups, outreach to 8 local historical societies, several records searches with the SCCIC, and 4 field surveys.

The three searches of the SLF conducted by the NAHC in 2016, 2017, and 2018 to identify Native American resources within and near the project APE were negative. Consultation with the 19 Native American groups to date has not identified any resources of concern to the Tribes. None of the contacted historical societies provided any information on historic-age resources within or near the project APE.

As a result of the records searches and field surveys, 2 previously recorded archaeological resources and 11 new archaeological sites were identified. Each of these resources is discussed below.

### 6.1 Previously Recorded Resources

Two previously recorded archaeological sites have been identified within the project APE. These include the NRHP-listed National Old Trails Road/Route 66 (P-36-002910; CA-SBR-2910H) and a historic-age residence (P-36-007144; CA-SBR-7144H).

#### **National Old Trails Road/Route 66 (P-36-002910; CA-SBR-2910H)**

This NRHP-listed resource runs along Foothill Boulevard and Haven Avenue within the project APE. Although the route was established in 1926, the portions within the APE have been extensively modified over time, including repavement and realignment, development of modern shops and residences, and installation of modern street lights, signs, sidewalks, and curbs. No original materials associated with the historic road remain within the APE.

#### **Historic-Age Residence (P-36-007144; CA-SBR-7144H)**

This site once included a Spanish Colonial Revival-style residence constructed in 1929 to 1930. The site included a rabbitry, a chicken coop, a wooden storage shed, a poured concrete rabbit pen courtyard, and a deposit of domestic refuse. The site is no longer extant because a Kaiser Permanente Medical Office building was constructed in this location between 1992 and 1994. Field survey of the location in July 2016 by Parsons Archaeologist Monica Corpuz, M.A., and in July 2018 by Paleo Solutions Archaeologist Evelyn Chandler, M.A., confirmed that the lot encompassing the recorded location of the site has been completely developed with a modern medical building, parking lot, landscaping, and sidewalk. No original ground surface remains within the parcel. There is no surface evidence of the historic-age residence and rabbitry that once existed in this location. Subsurface archaeological materials associated with the site may exist underneath the medical facility;

however, grading with associated fill and compaction for the medical building likely extended to a depth of at least 4 to 5 feet and likely destroyed or significantly disturbed any intact deposits. Excavations for a side station and pylon along the eastern edge of this parcel for the proposed project will not exceed a depth of 4 feet and, therefore, are unlikely to encounter intact buried archaeological materials.

## 6.2 Newly Recorded Resources

Eleven (11) new historic archaeological resources were identified and recorded during the field survey of the APE; however, none of these new resources were found to be eligible for the NRHP or CRHR. A brief summary regarding these 11 new cultural resources is discussed below. Detailed information is provided in Appendix A, DPR Forms.

### Lot 1

This large lot is comprised of three parcels. Historic aerials show buildings on the lot as early as 1938, and historic research indicates the buildings dated back to at least 1922. The northeast portion of the site originally consisted of 4 buildings that date from c. 1922: a house, a garage, a small business office fronting A Street (now Holt Blvd), and a building to the south and rear of the residence that functioned to manufacture concrete pipes. Some warehouse sheds were added over time. Frank J. Moran (1875-1957), a native of Massachusetts, had come to Ontario with his wife Alice by 1910; he identified himself as a contractor for cement/concrete pipes, such as those used in sewers. He subsequently lived in Riverside in the World War I era and established at this address (610 "A" St.) by 1922 were both his residence and the "Moran Concrete Pipe Company." The Sanborn map from 1928 shows the pipe manufacturing building and yard to be in the rear of the residential property. Frank and Alice had one son, Donald K., and the firm eventually changed its name to "F.J. Moran & Son Concrete Pipes". The last reference to the company appears to be 1958, shortly after the death of Frank Moran. His wife preceded him in death in 1944. Donald Moran apparently left the concrete pipe business his father had established. Further west was A. Lynn Griffith's Garage (by 1920), a residence (C.E. Relph) by 1921, and R-W Mfg Co. by 1922. In the southwest quadrant of the parcel, the furthest from Holt Blvd., with access from S. Pleasant Ave., was a large area used as the Ontario Auto Wrecking yard and warehouse, an establishment that began its operation in 1921 and sold new and used car parts, as well as cars. A fire completely destroyed the dismantling warehouse in 1979, although cars were left on the lot following the fire. In reviewing the 1980 aerial photo, the main buildings on the lot are gone although cars are still stored in back of the lot. By 1994, it appears the entire parcel is clear of all buildings (Historicaerials.com; Sanborn Map of 1928; Ontario City Directory 1940, 1946, 1949, 1951; Pomona City Directory, 1921, 1928; Riverside City Directory, 1917, 1918; *San Bernardino County Sun*, February 4, 1930, November 4, 1931, January 11, 1932, August 28, 1934, January 26, 1944, June 7, 1951,

August 15, 1941, April 9, 1953, November 19, 1958, December 1, 1979; U.S. Federal Census 1910, 1920, 1930).

During survey of the lot in July 2016, the only evidence observed of the lot's previous use as a residence, concrete pipe manufacturing facility, and auto wrecking yard was broken concrete pieces that were primarily located towards the center of the lot. These pieces were not large in size, with most being under 1 foot in length. No diagnostic artifacts or features were present. A field visit conducted on June 28, 2018 revealed that Lot 1 had been redeveloped between July 2016 and June 2018. The lot now contains two modern commercial buildings on either side of a large parking lot with sidewalks and landscaping. No archaeological materials or evidence of the original historic buildings remain.

Lot 1 contained the sparse remains of a residence and two commercial operations that were common in the region in the first half of the 20<sup>th</sup> century. By June 2018, the lot had been redeveloped with no evidence of the archaeological site remaining. Based on historical research, as described above, the site was not associated with significant events or persons in history. Therefore, the site is not eligible for the NRHP under Criteria A or B, as well as not eligible for the CRHR under Criteria 1 or 2. With no extant historic-age structures or features, the resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing no remains of the buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 1 is recommended as not eligible for either register.

The lot has been redeveloped with modern commercial buildings and a parking lot. Excavations for the proposed WVC Project within Lot 1 would be limited to a depth of 2 feet for roadway widening along the northern edge of the parcel. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present, are unlikely to contribute important information to our understanding of local or regional history.

## Lot 2

This vacant lot is comprised of two parcels. The western parcel (914 A St) contained 4 buildings visible in a 1938 aerial photo; all had been removed by the mid-1980s. A new building is visible in 1980, but gone by 1994. According to city records, the building at the 914 address was a Craftsman bungalow that was constructed in 1912; it was demolished between 1984 and 1992 (Figure 6-1). A second building, a store opening in 1932 (and expanded in 1935) was identified as "Bishop's Grocery," operated by Clarence H. and

Fannie Bishop and lasting through 1945. C.H. Bishop was a carpenter by trade, and had lived with his wife in San Pedro and Ontario in the 1920s and 1930s before establishing the grocery market. By 1946 and continuing at least through 1951, the building served as the Ontario War Surplus Store, which sold former military items, including clothing, raincoats, work shoes, cots, and typewriters. There was also a residence behind the store in which the Bishops lived when they operated the grocery; the surplus store owners also may have made it their residence. The eastern parcel (918 A St) was first identified in city directories as the Ontario Auto Court in 1945 through 1951, but the earliest aerial photo (1938) shows the presence of two parallel rows with 14 lodging units. Directories indicate the auto court was operated by Frank and Ida Smallwood; it was later converted to apartments; a fire in 1985 killed three people. There is no evidence of the buildings in a 1994 aerial photo (Historicaerials.com; Parcelquest.com; San Pedro City Directory, 1924; Pomona City Directory, 1926, 1928, 1931, 1937, Ontario City Directory, 1940, 1946, 1949, 1951; U.S. Federal Census, 1910, 1920, and 1930; *San Bernardino County Sun*, August 7, 1957, February 6, 1983. December 15, 1985; *Chino Champion*, January 29, 1938, November 22, December 20, 1946, November 4, 1954; *Ontario Daily Report*, March 22, 1932, April 30, 1935; Ontario Historic Resources Survey Architectural Survey Form, 1984. Ontario City Planning Department Memo, January 23, 1992).



**Figure 6-1: Residence at Lot 2 in 1984**  
(Source: History Room of City of Ontario Ovitt Family Library)

The lot was surveyed in July 2016 and again in June 2018. The only archaeological materials extant within Lot 2 are the broken remains of asphalt in the northwestern portion of the lot. There are no materials remaining to reflect the past residences and businesses on the lot.

The grocery market, military surplus store, residence, and auto court that once inhabited the lot are typical of commercial businesses that were common in the region in the first half of the 20<sup>th</sup> century. Based on historical research, as discussed above, the site is not associated with significant events or persons in history. Therefore, the site is not eligible for the NRHP under Criteria A or B, as well as not eligible for the CRHR under Criteria 1 or 2. With no extant historic-age structures or features, the resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing no remains of the buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 2 is recommended as not eligible for either register.

The lot was redeveloped in the 1980s and then cleared again of structural remains in the 1990s. All materials from the original historic-age buildings have been removed. Excavations for the proposed WVC Project within Lot 2 would be limited to a depth of 2 feet for roadway widening along the northern edge of the parcel. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present, are unlikely to contribute important information to our understanding of local or regional history.

### Lot 3

This vacant lot contains three parcels that once had multiple buildings and trees. The lot served as an auto tourist camp/auto court from 1927 through 1959, when Holt Blvd., then called A Street, was the “ocean-to-ocean” state highway through Ontario. A permit to construct a cabin on the site was obtained by John Ollila in 1927, and it was referenced as the “Poppy Auto Camp” in 1928. There may have been a single family residence on the parcel before the auto camp was constructed. Auto tourist camps were generally born in the 1920s when auto tourism in the country began to expand as a form of recreation -- and as a business. As the popularity of road trips increased, travelers would pitch tents in campgrounds, many of which would eventually include group restrooms, kitchens, and laundry facilities. Before the advent of motels, cabins and courts were prevalent along California roadsides. The 1928 Sanborn Map depicts multiple buildings on the lot, including 20 cabins, each with an adjacent carport, a business office fronting the roadway, a

residence west of the office (likely where the 7-member Ollila family lived) and several other small buildings, such as for storage. A photograph from 1985 depicts the residence on the west side of the parcel (Figure 6-2). A newspaper article in 1952 indicated that John Ollila, 71, and wife Amalia, 67, remained proprietors and residents. Both natives of Finland; John had emigrated to the U.S. at age 11 in 1892, Amalia was 5 when her family had arrived in 1900. Prior to moving to Ontario, John and Amalia Ollila lived in Fresno, where he was a grocer. City directories indicated John A. Maston in 1945 and James F. Wise in 1949 as owners of the Poppy Auto Court; possibly the Ollila's had left and returned. Aerial photographs indicate the buildings were demolished in circa 2005 (Historicaerials.com; Sanborn Insurance Map; Fresno, Pomona and Ontario City Directories, 1926-1951; County of San Bernardino Property Information Management System 2018; Pike's Pike Ocean to Ocean Highway in Ontario: Holt Blvd. Historic Property Survey Report, 2015; U.S. Federal Census, 1910, 1920, and 1930; *San Bernardino County Sun*, September 8, 1927, April 8, 1928, February 4, 1930, November 29, 1938, December 28, 1943, October 31, 1952).



**Figure 6-2: Residence at Lot 3 in 1985**

(Source: History Room of City of Ontario Ovitt Family Library)

The parcel was visited in July 2016 and June 2018. No historic-age features or artifacts were identified. There are no archaeological materials remaining on Lot 3 to reflect the past use of the site as a residence and auto tourist camp. Based on historical research, the site is not associated with significant persons in history. Therefore, the site is not eligible for the NRHP under Criteria A, as well as not eligible for the CRHR under Criteria 1. Although auto tourism may have played a significant role in the development of the region in the first half of the 20<sup>th</sup> century, there are no archaeological or structural remains on the site to reflect that association. Therefore, the site is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2. With no extant historic-age structures or features, the resource does not



embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing no remains of the buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 3 is recommended as not eligible for either register.

A concrete feature, a possible cistern, is located in the eastern portion of the parcel, midway through the lot, adjacent to two trees. The concrete appears to be modern in age. The feature is circular with a diameter no larger than 5 feet and a height of 2 feet. This features indicates modern use of the lot. All archaeological and structural materials from the original historic-age buildings have been removed. Excavations for the proposed WVC Project within Lot 3 would be limited to a depth of 2 feet for roadway widening along the southern edge of the parcel. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present, are unlikely to contribute important information to our understanding of local or regional history.

#### Lot 4

This lot includes two vacant parcels that had multiple buildings on them beginning in the 1930s. Aerial photos indicate the buildings were demolished between 1980 and 1994.

Records indicate a house at each of the two parcel addresses: by 1922 at 1050 East A St. (Holt Boulevard) occupied by Mrs. Nancy E. Bandy, a widow; and by 1920 at 1044 East A occupied Peter L. and Bessie Garner. It is likely that the adjacent auto tourist camp in the rear of 1044 East A/Holt Boulevard came a few years later. Auto tourist camps traced their origins back to the 1920s when auto-tourism in the country began to expand as a form of recreation and as a business. Campgrounds comprised of tents were the earliest form to emerge along the highway in 1920, but then gave rise to cabin camps or tourist courts by the 1940s and 1950s, some of which included restrooms and kitchens. The property was originally called a tourist camp, and was in operation by 1935 with individual “cabins” were constructed. The “tourist camp” was owned by W.L. Thompson in 1940, and was called an “auto camp” and owned by R.D. Gerard in 1945. It had taken on the name of the Traveler’s Rest Motel, owned by H.C. Dunkgrove, by 1948, and the motel premises remained under that name through at least 1995 (Figure 6-3). The house at 1050 E. Holt was occupied by J.G. Dodge in the 1930s and 1940s. Aerial photos indicate some of the buildings were demolished between 1980 and 1994. Between 2005 and 2009 two new buildings were erected on the lower portion of the parcel, oriented in an east-west direction; both had been removed by 2010 (Historicaerials.com; Parcelquest.com; City Directories; County of San Bernardino Property Information Management System Internet Site; Pike’s Pike Ocean to

Ocean Highway in Ontario: Holt Blvd Historic Property Survey Report, 2015; *San Bernardino County Sun*, January 12, 1923, January 4, 1936, December 27, 1953, December 21, 1993).



**Figure 6-3: Traveler's Rest Motel at Lot 4 in 1985**

(Source: History Room of City of Ontario Ovitt Family Library)

Access to the lot during the 2016 field survey was restricted, so a visual survey was completed from the public ROW; however, the fence had been later removed and the lot was surveyed for cultural resources on June 28, 2018. In the center of the lot, there is a concrete foundation that measures 18.5 feet square. The age of the foundation is unknown, but it may be associated with an individual cabin from the 1930s or 1940s. Some asphalt rubble was observed in the northern portion of the lot. There is no other evidence of any buildings that once stood on this lot, and no artifacts were observed. Modern refuse was observed scattered throughout the lot.

There are no archaeological materials remaining on Lot 4 to reflect the past use of the site as an auto tourist camp and subsequent motel. Based on historical research, as described above, the site is not associated with significant persons in history. Therefore, the site is not eligible for the NRHP under Criterion A or the CRHR under Criterion 1. Although auto tourism may have played a significant role in the development of the region in the first half of the 20<sup>th</sup> century, there are no archaeological or structural remains on the site to reflect that association. Therefore, the site is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2. With no extant historic-age structures or features, the resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values.

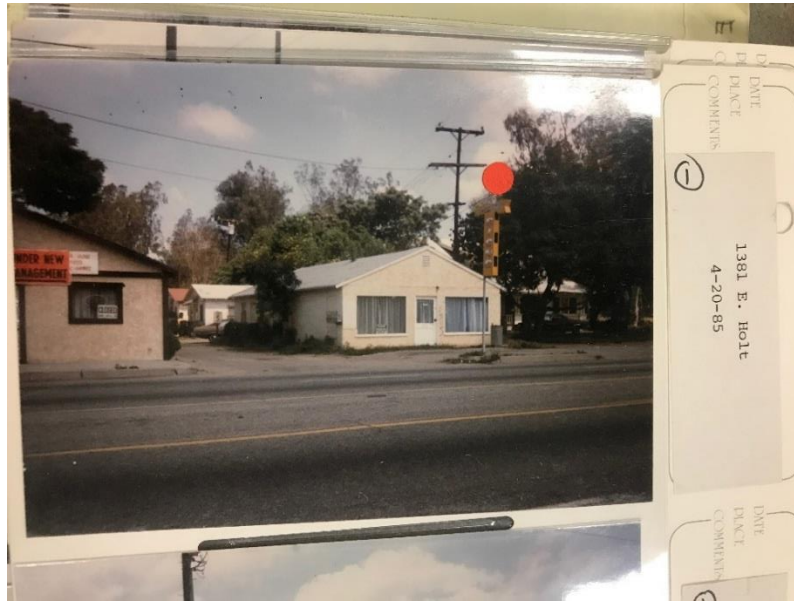
Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 4 is recommended as not eligible for either register.

The lot was redeveloped in the 2000s and then cleared again of any structural remains. All materials from the original historic-age buildings have been removed. Excavations for the proposed WVC Project within Lot 4 would be limited to a depth of 2 feet for roadway widening along the northern edge of the parcel. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present, are unlikely to contribute important information to our understanding of local or regional history.

### Lot 5

This large, vacant lot is comprised of four parcels that together make up a total of 4.9 acres located on the north side of Holt Boulevard between South Grove and Imperial avenues. The lots are vacant and comprised of debris and broken concrete from previous structures.

There were multiple buildings on the lots in 1938 as evidenced in an aerial photo, which depicts a poultry ranch, restaurant, and one or more single-family residences. The western-most parcel (1373 E. Holt Blvd.) had a restaurant by 1938, with an associated parking lot. East of that was a cluster of buildings that research shows was a poultry ranch. In the next available aerial, 1946, a motel with up to 30 cabins, was aligned in two rows from south to north in the center of the lots, which were removed by 1994 (Figure 6-4).



**Figure 6-4: Buildings at Lot 5 in 1985**

(Source: History Room of City of Ontario Ovitt Family Library)

The historical evidence indicates this property's history began when W. T. Hadley established a poultry ranch at this location (now 1335 E. Holt Blvd.) circa 1912; his nickname was "Old Iron Spoon" and it became known as the "Old Iron Spoon Ranch." Hadley had moved with his wife Sarah from New York City. Hadley became well-known in California as a promoter of poultry raising and egg production, including giving lectures on their associated health benefits. Eventually the Hadleys moved to Archibald Avenue and the poultry ranch was converted to other land uses. By 1938, a parcel immediately to the west included a restaurant (in time called the Red Arrow Café); the Red Arrow Motel and Trailer Court and an additional single-family house were present sometime after 1940. The various properties frequently changed hands. The motel and trailer court, consisting of cabins, were owned and operated by Leo and Lela Schmidt; they lived in the residence, which for many years had been the home of C.W. and Laura Moyle in the 1940s. The Schmidt's sold the Red Arrow Motel to Lillian Pitthan in 1957. By 1994, about half of the buildings had been removed, and by 2002, none remained (Historicaerials.com; Ontario City Directories, 1940, 1945, 1949, 1951; County of San Bernardino Property Information Management System website; U.S. Federal Census, 1910, 1920, 1930, and 1940; California Voter Registration, 1912-1916; *San Bernardino County Sun*, November 9, 1922, November 13, 1925, April 12, 1938, January 4, 1954, October 24, 1956, February 7, 1957).

Lot 5 was surveyed in July 2016 and July 2018. Archaeological remains in Lot 5 are limited to a few broken chunks of concrete scattered throughout and a patch of asphalt in the southeastern corner of the lot. Two gravel foot paths bisect the eastern half of the lot in a northeast to southwest direction. No features or artifacts are extant to reflect the past use of the parcels as a poultry ranch, café, motel, and residences.

Although W. T. Hadley, “Old Iron Spoon,” who operated a poultry ranch on the eastern parcel from 1912 to 1938, had some prominence in the region, there are no archaeological or structural remains on the site to reflect an association with him or his poultry ranch. Therefore, the site is not eligible for the NRHP under Criterion A or the CRHR under Criterion 1. The 1940s motel in the western parcels were part of the auto tourism that played a significant role in the development of the region in the first half of the 20<sup>th</sup> century; however, there are no archaeological or structural remains on the site to reflect an association with that pattern of events in local history. Therefore, the site is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2. With no extant historic-age structures or features, the resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 5 is recommended as not eligible for either register.

All materials from the original historic-age buildings have been removed from the lot. Excavations for the proposed WVC Project within Lot 5 would be limited to a depth of 2 feet for roadway widening along the southern edge of the parcel. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present, are unlikely to contribute important information to our understanding of local or regional history.

## Lot 6

This lot contains two parcels. Field survey identified one concrete foundation near the center of the lot. The foundation measures 20 feet long by 8 feet wide. Other smaller broken pieces of concrete are scattered throughout the lot.

This resource consists of two lots that together measure 301.55 feet by 186.08 feet. An aerial photograph from 1938 shows multiple buildings were once located on this parcel. Between 1936 and 1948, buildings/structures were added to the lot. These buildings may have been initially associated with a citrus ranch. The 1938 aerial shows a citrus orchard immediately east of the buildings and it is possible that some of the structures were barns and sheds. The orange groves were gone by 1946. One rectangular building, present in 1938, which was approximately 15 feet from Holt Boulevard, was removed between 1948 and 1959. However, several buildings setback further remain visible in a 1980 aerial photo. The parcel was devoid of buildings by 1994, however, and the lot has remained vacant since then.

Research indicates that in 1935 this was the home of Thad S. Yingst (1869-1959) and Sarah M. Yingst (1874-1948), who lived here through the early 1950s. It is possible that the property had buildings that pre-date 1935. Both natives of Arkansas, the Yingsts had moved to Ontario in 1927, residing their first few years on Archibald Avenue. In 1930, Thad was identified as a salesman at a local gas station. The Yingsts had purchased the subject property at 1486 E. Holt Blvd by 1935. Thad identified himself as a farmer for the federal census taken in 1940. They had nine adult children by this time; a son-in-law and daughter L.E. and Lucy Stansell, lived on an adjoining parcel at 120 S. Walker Avenue, just south of the Yingst property (Historicaerials.com; Parcelquest.com; County of San Bernardino Property Information Management System Internet Site; Ontario City Directory, 1940, 1946, 1949, 1951; U.S. Federal Census, 1910, 1920, 1930 and 1940; San Bernardino County Sun, October 19, 1948).

The lot was surveyed in August 2016 and July 2018. No artifacts were observed. There is a concrete foundation pad in the center of the northern portion of the lot. It measures approximately 60 feet long (north/south) by 30 feet wide (east/west). There are several broken chunks of concrete scattered throughout the lot and patches of broken asphalt in the southeastern corner of the lot. These remains have almost no ability to reflect the past use of the parcels as citrus ranch.

Based on historical research, as described above, the site is not associated with significant persons in history. Therefore, the site is not eligible for the NRHP under Criterion A or the CRHR under Criterion 1. Although the citrus industry played a significant role in the development of the region in the late 1800s and early 1900s, there are no archaeological or structural remains on the site to reflect an association with that industry. Therefore, the site is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2. With no extant historic-age structures or features, the resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing almost no remains of the buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 6 is recommended as not eligible for either register.

Nearly all materials from the original historic-age buildings have been removed from the lot. Excavations for the proposed WVC Project within Lot 6 would be limited to a depth of 2 feet for roadway widening along the northern edge. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present,

are unlikely to contribute important information to our understanding of local or regional history.

### Lot 7

This historic-age site is located on two lots that together measure 283.28 feet by 263.5 feet at 1660 E Holt Boulevard and here are considered as one lot as the original boundaries are difficult to discern. Historic aerials from 1938 show multiple buildings on the parcel, with some additions and subtractions through 1959. Most of the buildings from 1938 were still visible in a 1966 aerial photo. Lastly, a few buildings/structures, and trucks are visible in a 1980 aerial photo, and also in a 1995 shot from street-level, but the lot appears to be vacant in an aerial photo taken in 2002; the lot has remained vacant since.

The lot at 1660 E. Holt Blvd. was historically part of the property at 1670 E. Holt Blvd. The earliest aerial photograph, 1938, shows several buildings/structures that were likely associated with a poultry ranch and residence that appears to have been present on the parcel by 1932. The ranch was operated by Forest Armstrong and his family. In 1945 or 1946, Peter J. Tarascou purchased the property and poultry operations. From 1946 to 1957, the Ontario Poultry Company, as it was called, advertised in local newspapers Tarascou's desire to purchase "all kinds of poultry" from nearby ranchers, which may have subsequently processed the birds for area restaurants. For several years Tarascou had a business partner, Pete Russo, before the two men became competitors for poultry (including turkeys) on neighboring properties in 1955. Aerial photos show the addition and removal of buildings and barns over time as the ranching enterprises changed. In about 1968, Tarascou let it be known that his former ranch property was available as a contractor's quarters and supply yard, including extensive areas to allow parking of large trucks, with convenient access to the Ontario Airport. A few buildings/structures, as well as several trucks are visible in a street view photo taken from Holt Boulevard in 1985 (Figure 6-5); an aerial photo dated 2002 shows the lot as vacant (Historicaerials.com; Parcelquest.com; Pomona City Directories, 1932, 1934; Ontario City Directories, 1940, 1946, 1949, and 1951; County of San Bernardino Property Information Management System Internet Site; U.S. Federal Census, 1930 and 1940; *San Bernardino County Sun*, August 29, 1939, October 29, 1947, July 31, 1955, June 30, 1956, October 15, 1957).



**Figure 6-5: Building and Vehicles in Lot 7 in 1985**

(Source: History Room of City of Ontario Ovitt Family Library)

Field visits of Lot 7 were conducted in August 2016 and July 2018; however, during both visits the lot was fenced with a locked gate. The lot was inspected from the public right-of-way. There are patches of broken concrete in the northwestern portion of the lot. Along the western side of the lot, there is a paved (asphalt) access road that measures 15 feet wide by at least 50 feet long, with a branch curving to the east that is at least 60 feet long. There is a second paved, asphalt access road in the northeastern corner of the lot that is 20 feet wide by at least 65 feet long. At its southern terminus, it transitions to a dirt access road that runs the length of the lot along the eastern edge. Some patches of asphalt are just west of this dirt road. There are a few broken pieces of concrete and asphalt rubble scattered across the lot. The concrete may be remnants of the original building pads. No artifacts were observed. Modern refuse is scattered across the lot.

Archaeological remains in Lot 7 are limited to asphalt access road or driveway and scattered broken chunks of concrete. These remains have no ability to reflect the past use of the parcels as poultry ranch. Although the poultry operation advertised in local newspapers, there is no historic evidence that Tarascou or the poultry farm played a significant role in the history of the region. Therefore, the site is not eligible for the NRHP under Criteria A or B, or the CRHR under Criterion 1 or 2. The scant remains on the site do not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing almost no remains of the buildings that once stood on the lot and no evidence of the activities that



occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 7 is recommended as not eligible for either register.

Nearly all materials from the original historic-age buildings have been removed from the lot. Excavations for the proposed WVC Project within Lot 7 would be limited to a depth of 2 feet for roadway widening along the northern edge. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present, are unlikely to contribute important information to our understanding of local or regional history.

### Lot 8

Lot 8 includes two parcels. The parcel address was historically 1202 and 1212 East “A” Street, now East Holt Blvd. In a 1938 aerial photograph, several buildings fronting Holt Blvd. are evident on the property. These buildings largely remained unchanged when the 1948 aerial photo was taken; several had been removed by the time of the 1959 aerial, and by the next available aerial, 1966, it appears just a couple of buildings remained. These may have been removed to support the construction of Grove Avenue between 1966 and 1980. The property at 1202 E. Holt Blvd. had been purchased by George W. Weaver in 1924 for the establishment of a commercial nursery. The Weaver family, including wife Anna, and several children, had moved to Ontario from Texas; the Weaver family resided in a house with the same street address as the landscape nursery. The Weaver Nursery operated into the early 1950s. The adjacent 1212 E. Holt Blvd. address saw the establishment of Rio Grande Motel, an auto court with cabins. In front of the auto court on the state highway were two auto-related businesses, the Kraus gasoline service station and Ray’s Garage, for auto repair. Identified owners of the auto court included Willis Jewell in the early 1940s and Edward A. Schwandt by the mid-1950s (Historicaerials.com; Parcelquest.com; Ontario City Directories, 1940, 1946, 1949, and 1951; County of San Bernardino Property Information Management System Internet Site; U.S. Federal Census, 1930 and 1940; *San Bernardino County Sun*, July 31, 1924, December 30, 1930, June 6, 1940, June 28, 1942, August 22, 1948, and March 10, 1954).

Field survey of the lot was conducted in November 2016 and July 2018. During the surveys, a large patch of asphalt was observed in the northeastern corner of the parcel, running along the eastern edge of the lot. It measures over 100 feet long and varies in width from 10 to 20 feet. It is highly fragmented with many pieces missing. It likely is the remnants of a paved driveway or access road. Broken remnants of a concrete foundation were observed just west of the asphalt, measuring 10 feet wide by 24 feet long. A utility pipe, possibly for a

gas or water line, was observed within the concrete pad. No artifacts were observed in the lot.

There are no archaeological materials remaining on Lot 8 to reflect the past use of the parcels as a nursery and auto court. Based on historical research, as described above, the site is not associated with significant persons in history. Therefore, the site is not eligible for the NRHP under Criterion A or CRHR under Criterion 1. Although auto tourism may have played a significant role in the development of the region in the first half of the 20<sup>th</sup> century, there are no archaeological or structural remains on the site to reflect an association with that pattern of events. Therefore, the site is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2. With no extant historic-age structures or features, the resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 8 is recommended as not eligible for either register.

Nearly all materials from the original historic-age buildings have been removed from the lot. Excavations for the proposed WVC Project within Lot 8 would be limited to a depth of 2 feet for roadway widening along the northern edge. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present, are unlikely to contribute important information to our understanding of local or regional history.

### **Lot 9**

This lot contains two parcels. Historic aerials indicate that the lot was primarily used as citrus orchards from at least 1938 to 1966, with some still extant in 1980 and all removed by 1994. In 1938, there appear to be two main clusters of buildings/structures on the lot, with some adjacent buildings as well, all with access to Holt Blvd. Likely the earliest buildings were residences and barns that were associated with the citrus orchard. Over the years a few other buildings were added; however, in 1966 the buildings on the western side of the lot appear to be in deterioration and they were completely removed by 1980. The small cluster of the buildings further to the east grew in number over time and there is a paved parking lot visible by 1980. City directories indicate by 1948 the western-most buildings (1625 E. Holt Blvd.) were associated with the Ontario Swap Shop owned by L.A. Johnson. The store was converted into a Veterans of Foreign Wars thrift store from approximately 1954 to 1957, still under Johnson's ownership. In 1962 it was still functioning as a retail store; however, it is

listed as vacant in a 1964 directory. The City of Ontario has building records indicating that two commercial properties were demolished by the Fire Department for training purposes in October 15, 1964. According to one contemporary newspaper source, the building at 1667 E. Holt was a gasoline station, and the city directory showed its ownership as Luigi Angelotti (Historicaerials.com; Parcelquest.com; Ontario City Directories, 1940, 1946, 1949, and 1951; County of San Bernardino Property Information Management System Internet Site; U.S. Federal Census, 1930 and 1940; *San Bernardino County Sun*, January 12, 1945, March 8, and August 17, 1951; City of Ontario Building Permits).

Field survey of the lot was conducted in November 2016 and July 2018. During the November 2016 survey, the entire lot was fenced with no access. By July 2018, however, the eastern half of the lot was only partially fenced allowing access for survey. The western half remained fenced and inaccessible. Visual observations of the western half of the lot were made from the public right-of-way and from the accessible eastern half. The eastern half of the lot includes a large patch of crumbling asphalt along Holt Boulevard, which corresponds with a parking lot built between 1966 and 1980. Another smaller patch of fragmented asphalt lies in the northwestern quarter of the eastern half of the lot. The western half of the lot contains only a few broken chunks of concrete and asphalt. Modern refuse was observed scattered throughout the lot. No artifacts were observed. The entire lot had been recently disked for weed abatement.

There are no archaeological materials remaining on Lot 9 to reflect the past use of the parcels as a citrus orchard, retail store, and gas station. Based on historical research, as described above, the site is not associated with significant persons in history. Therefore, the site is not eligible for the NRHP under Criterion A or the CRHR under Criterion 1. Although the citrus industry played a significant role in the development of the region in the late 1800s and early 1900s, there are no archaeological or structural remains on the site to reflect an association with that industry. Therefore, the site is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2. With no extant historic-age structures or features, the resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 9 is recommended as not eligible for either register.

All materials from the original historic-age buildings have been removed from the lot. Excavations for the proposed WVC Project within Lot 1 would be limited to a depth of 2 feet

for roadway widening along the southern edge. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present, are unlikely to contribute important information to our understanding of local or regional history.

## Lot 10

This resource consists of a rectangular parcel that measures approximately 100 feet (east/west) by 600 feet (north/south). Historic aerial photos from 1938 indicate that before the construction and expansion of Grove Avenue, which cut through the subject parcel, buildings on this parcel were set back a distance from Holt Blvd., which then served as the state highway. The building types were likely a combination of residential structures and agricultural outbuildings, given orchards that are also visible in early photos. One of the nearby houses was associated with William Craigmiles, who had come to Ontario from Illinois in 1911. Directories indicated that Carl Goldstein owned the property at 1201 East A St., (now Holt Blvd.) in 1940; Louis W. and Lucy Harrington had come into possession of the property by 1946. While a 1948 aerial photo shows the property as still in a semi-rural setting, by 1951, a city directory indicates that the parcel at the 1201 Holt address had become the Walnut Trailer Park. The 2-acre trailer park also had a 2-bedroom home, and was owned by John H. and Hermine Kirk. Earlier, by 1948, a property to the immediate east, 1211 E. Holt Blvd., had become the K.C. Trailer Court and in the rear these two trailer park properties may have connected. The Shetler family owned the 1201 E. Holt Blvd. address lot by the mid-1960s. An aerial photo from 1959 confirms the presence of trailer units on the 1201 Holt Blvd. address parcel to be in a diagonal herringbone-type of spatial layout. These units are present in photos through 1980, with trees maturing in the time span. An aerial photo dated 1994, however, showed that about half of the trailer houses had been removed from the parcel, and still more had been removed by 2002; by 2005 the entire lot was empty (Historicaerials.com; Ontario City Directories, 1940, 1945, 1949, 1951; County of San Bernardino Property Information Management System website; U.S. Federal Census, 1910, 1920, 1930, and 1940; *San Bernardino County Sun*, March 1, 1931, January 8, 1935, April 27, 1948, February 2, 1950, and September 29, 1954).

Field survey of this lot was conducted in November 2016 and July 2018 and identified two rows of fragmented concrete pads in the northern portion of the lot. Each row contains 3 linear concrete pads that each measure about 5 feet wide and vary between 20 and 35 feet long. The concrete pads are between 22 and 28 feet apart. A smaller concrete pad is located near the center of the lot and measures 1 foot by 3 feet. It contains a vertical metal conduit that has modern electrical wires in it. In the central portion of the lot, there are patches of asphalt that correspond with two driveways that extend east from Grove Street. The northernmost driveway crosses the parcel and turns south to run along the eastern edge of the lot for approximately 420 feet. The asphalt is crumbling and very fragmented. A

few chunks of concrete are scattered around the southern portion of the lot. No artifacts were observed. Modern trash is scattered throughout the lot.

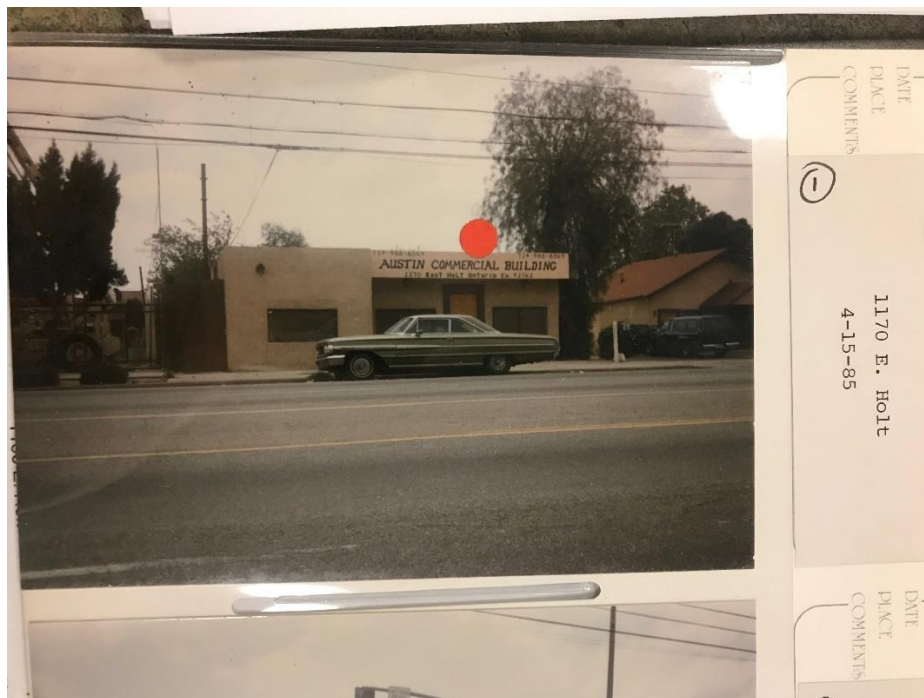
There are no archaeological materials remaining on Lot 10 to reflect the past use of the parcel as a residence and orchard. The only remaining evidence of the trailer park is a few deteriorated patches of asphalt and concrete that were likely driveways and parking areas for trailers. Based on historical research, as described above, the site is not associated with significant persons or events in history. Therefore, the site is not eligible for the NRHP under Criterion A or B, or the CRHR under Criteria 1 or 2. With no extant historic-age structures or features, the resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing almost no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 10 is recommended as not eligible for either register.

Nearly all materials from the original historic-age buildings have been removed from the lot. Excavations for the proposed WVC Project within Lot 10 would be limited to a depth of 2 feet for roadway widening along the southern edge. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present, are unlikely to contribute important information to our understanding of local or regional history.

### **Lot 11**

Lot 11 is composed of three connected parcels. A 1938 aerial photo shows residences and other buildings, with these increasing in number in subsequent years. By 1980, there are at least thirty buildings of various types on Lot 11. Some buildings are still visible in the 1994 aerial but by 2002, the lot appears to be vacant. Some addresses changed over time complicating research. From west to east, these were some of the known land uses for Lot 11: a group of houses, aligned in a linear fashion, were built between 1946 and 1948 but some residential properties were occupied as early as 1922; over the years, especially after the mid-1940s, the land uses became more industrialized. The parcel at 1170 E. Holt Blvd. had a business called Valley Industrial Supply Company in 1962. In 1967 an apartment complex owned by Lucille Fangma was identified at the same location. Pomona Metro Bus had taken over the property in 1983. In 1984 and 1986, directories show it had become an airport motel; however, a street-view photograph shows a commercial building at the address in 1985 (Figure 6-6). The next property towards the east (1176 E. Holt Boulevard) identified the owner as Angelo Malnati from the mid-1940s through early 1950s. The Arrow

Equipment Rental Company was identified at this address from approximately 1957 to 1986 and is visible in a street-view photograph from 1985 (Figure 6-7). C.R. Craig was identified as having a gas station in this stretch of Holt Boulevard in 1945 to 1946; John Dahlquist took ownership by 1949. By 1951, the Pine Tree Café had opened at 1190 E. Holt Boulevard. Located to its east was a Signal Oil gas station, established by 1940. It was owned by Stanley Van Fleet (later became Van Fleet Bros.) near what is now the southwest corner of Grove Avenue and Holt Boulevard, at 1194 E. Holt Boulevard. The gas station is visible in a street-view photograph of 1194 E. Holt Boulevard from 1985 (Figure 6-8). Other firms used the same address, including Pixley & Fredlund Signal Truck and Tire Service, and P. Aleman Auto Garage. The Van Fleet Bros. establishment continued until at least 1967. By the 1980s, the Black Gold Oil Company had taken over the premises. A commercial building with a 'Black Gold' sign is visible in a street-view photograph of 1194 E. Holt Boulevard from 1985 (Figure 6-9) (Historicaerials.com; Pomoma City Directories 1920, 1922, 1926, 1928; Ontario City Directories, 1940, 1945, 1949, 1951, 1957, 1962, 1967, 1984, 1986; County of San Bernardino Property Information Management System website; *San Bernardino County Sun*, March 28, 1928, November 29, 1928, November 16, 1932, January 29, 1935, May 6, 1941, and May 10, 1945).



**Figure 6-6: Commercial Building at Lot 11 (1170 E. Holt Blvd.) in 1985**  
 (Source: History Room of City of Ontario Ovitt Family Library)



**Figure 6-7: Equipment Rental Business at Lot 11 (1176 E. Holt Blvd.) in 1985**  
(Source: History Room of City of Ontario Ovitt Family Library)



**Figure 6-8: Gas Station at Lot 11 (1194 E. Holt Blvd.) in 1985**  
(Source: History Room of City of Ontario Ovitt Family Library)



**Figure 6-9: ‘Black Gold’ Commercial Building at Lot 11 (1194 E. Holt Blvd.) in 1985**

(Source: History Room of City of Ontario Ovitt Family Library)

Field visits were conducted to Lot 11 in November 2016 and July 2018. Access to this lot was restricted during the 2016 survey, so it was surveyed visually from the public ROW. By July 2018, however, large portions of the fence had been removed allowing survey of the lot. Three features were recorded during the 2018 survey. The first is a small concrete foundation along the southern edge of the lot that measures 28 feet (north/south) by 40 feet (east/west). Just north of it is a large concrete pad that is heavily deteriorated and fragmented. It measures at least 100 feet (east/west) by 160 feet (north/south). The third feature is a large area of asphalt in the western portion of the lot. The overall dimensions are 120 feet (east/west) by 300 feet (north/south), but there are several large openings with no asphalt within the feature. The asphalt is heavily deteriorated. No artifacts were observed in the lot, but modern trash is scattered throughout.

There is no evidence in Lot 11 of any of the numerous businesses that once existed in the parcels other than three fragmented and heavily deteriorated concrete and asphalt pads. Based on historical research, as described above, none of the individuals or businesses played a significant role in the history of the region. Therefore, the site is not eligible for the NRHP under Criteria A or B or the CRHR under Criteria 1 or 2. With no extant historic-age structures, the resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Therefore, the site is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3. Containing almost no remains of the historic-age buildings



that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Therefore, the site is not eligible for the NRHP under Criterion D or the CRHR under Criterion 4. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 11 is recommended as not eligible for either register.

Nearly all materials from the original historic-age buildings have been removed from the lot. Excavations for the proposed WVC Project within Lot 11 would be limited to a depth of 2 feet for roadway widening along the northern edge. Given previous disturbances within the lot, significant subsurface materials are unlikely to exist at these shallow depths, and if present, are unlikely to contribute important information to our understanding of local or regional history.

### 6.3 Project Area Sensitivity for Buried Resources

Project construction is anticipated to be largely on the surface (i.e., adding or altering aboveground stations) throughout the cities of Pomona, Montclair, Rancho Cucamonga, and Fontana. In the City of Ontario, the addition of a lane on either side of Holt Boulevard along 3.5 miles of the roadway is expected to cause ground disturbance up to a maximum depth of 2.5 feet to account for widening. Installation of side-running stations throughout the project footprint would extend to a maximum depth of 2.5 feet, utility relocations would be 6 feet maximum depth, and storm drain construction would have a 15-foot maximum excavation depth. As with many projects in built urban environments, this project's ground-disturbing activities have the possibility of unearthing unrecorded cultural resources; however, the overall sensitivity for prehistoric resources is low.

The Preliminary Geotechnical Report completed for this project (2016) has identified three main types of landforms in the project area. These are Qaf, which are characterized as artificial fill material; Qyf and Qf, consisting of Quaternary Alluvial Fan Deposits; and Qye, Quaternary Aeolian Deposits. The artificial fill material has an extremely low probability of containing any cultural remains. The City of Ontario, where the 3.5-mile-long dedicated lane construction and proposed storm drain construction (the project activities with the deepest possible excavation depths) would occur, is underlain by artificial fill and quaternary young alluvial fan deposits. The young alluvial fan deposits have a low to moderate possibility of containing intact buried cultural materials. The depth of artificial fill material and quaternary young alluvial fan deposits varies throughout the APE. Because most of the APE is developed and paved, geotechnical borings were not possible throughout the APE. Therefore, the exact depth where artificial fill material ends and quaternary young alluvial fan deposits begin within any specific location along the APE is unknown, and cannot be determined until subsurface excavations reveal the stratigraphy.

The deepest existing pavement sections along Holt Boulevard currently are in the range of 1.5 to 2 feet deep. A review of the Holt Boulevard roadway as-built drawings, dating back to 1934, indicates that Holt Boulevard, then known as 'A' Street was 30 feet wide and was originally constructed of concrete pavement, and was to be surfaced with asphalt concrete. No depths of the roadway were provided in the 1934 As-builts. In 1937, Holt Boulevard was widened to an overall width 40 feet. The 1937 plans confirm that Holt Boulevard was lined with developed properties, at the time of the 1937 widening. This confirms that it would have been necessary to grade the adjacent property pads to provide adequate and proper drainage. The grading depths necessary to conduct those construction operations would have varied and reasonably reached grade differences of 5 feet, which is deeper than the road cut depths anticipated by the WVC project.

In addition, previous construction activities/disturbance along Holt Boulevard range from a few inches to approximately 1 foot (see the Preliminary Geotechnical Report [2016]). Previous construction activities may have extended below this depth for utilities and storm drain installation, although the exact depths of previous disturbance are unknown at this time. Research of As-built information along Holt Boulevard indicates that subsurface improvements such as water, drainage, sewer and other utilities reside within the roadway between the depths of 3 feet and 20 feet. Dry utilities such as electrical and communication are located within 3 to 4 feet from the existing roadway surface. The sewer main is the deepest utility and located approximately 20 feet below the existing surface as indicated by As-built data. The WVC project is not anticipated to exceed the depths of previous disturbance along Holt Boulevard.

The paleontological report completed for this project states that “Impacts to sediments with the potential to contain paleontological resources are anticipated to be limited to excavations that exceed 5 feet in depth, including excavations for a storm drain (15-foot depth) and utility relocations (6-foot depth). The remaining excavations for roadway widening, bus shelters, bus pads, and pylon installation are expected to be shallow (2.5 to 4 feet) and are anticipated to be entirely within low sensitivity younger Quaternary deposits”. Thus, there would be a low sensitivity for archaeological resources below 5 feet (except for aeolian deposit areas) because sediments below that depth are beyond the landform age in which human occupation is expected to have occurred.

The highest potential for encountering subsurface cultural deposits is in the aeolian deposits, which are generally located under the Haven Avenue and Milliken Boulevard portion of the project alignment (the routes that extend from Holt Boulevard to Foothill Boulevard). However, project construction depths within these deposits are limited to the installation of pylon poles as bus stops. The possibility of encountering buried cultural resources is, therefore, low in these areas as well, given the minimal anticipated project construction impacts.

In summary, the project footprint is situated in an urban environment that has experienced significant ground modification over the past 100 years. The searches of the SLF by the NAHC in 2016, 2017, and 2018 failed to reveal any known resources sensitive to Native Americans in the project area, and no sensitive or sacred resources have been identified to date by the consulting Native American groups. The literature and records search did not identify any known prehistoric archaeological sites within the project footprint or within 0.25 mile even though 58 previous investigations have been conducted within 0.25 mile of the APE. Intensive pedestrian surveys did not identify any prehistoric archaeological resources. The results of the literature search, pedestrian surveys, geological landform considerations, and expected depths of disturbance, combined with the disturbed nature of the project footprint, suggest that most of the project footprint has low sensitivity for prehistoric archaeological resources.

Of 91 known resources within 0.25 mile, 85 are historic-age architectural resources and 6 are historic-age archaeological resources. The six historic-age archaeological resources consist of the remains of residences, agricultural sites, utility features, and a road (Route 66). The 2 previously recorded resources and 11 newly identified archaeological resources within the project APE are all historic-age sites. Subsurface archaeological materials associated with P-36-007144 (CA-SBR-7144) may exist underneath the medical facility that was constructed in the 1990s; however, it is likely that construction activities associated with development of that facility destroyed or significantly disturbed any intact deposits. Grading with associated fill and compaction for the medical building likely extended to a depth of at least 4 to 5 feet. Excavations for a side station and pylon in this parcel for the proposed project will not exceed a depth of 4 feet and, therefore, are unlikely to encounter intact buried archaeological materials. The 11 newly identified archaeological sites (Lots 1 to 11) all contain limited surface manifestations of building foundations and remnants of parking lots that are not eligible for the NRHP or CRHR. Following demolition and removal of the historic-age buildings and features that once existed at these locations, many of these lots have had subsequent modern development in the 1980s and 1990s that also has been demolished and removed. While the exact depth of previous disturbances in these 11 lots is unknown, it is likely that the lots have all been disturbed to at least 2 to 3 feet in depth. The deepest existing pavement sections along Holt Boulevard currently are in the range of 1.5 to 2 feet. Excavations for the proposed project in all 11 lots will be limited to a depth of 2 feet for the construction of pavement, curbs, gutters, sidewalk, and driveways adjacent to Holt Boulevard. Given previous disturbances, these limited excavations are unlikely to encounter significant, intact buried materials associated with the 11 archaeological sites.

Given the level of disturbance throughout the APE and the relatively shallow excavations that will occur in most locations compared to the depth of previous excavations, the potential for significant, intact subsurface historic deposits is considered low.

## 6.4 Procedures for Unanticipated Archaeological Sites

Two Native American Tribes, the Gabrieleno Band of Mission Indians – Kizh Nation and the Soboba Band of Luiseño Indians, have requested Native American monitoring during ground-disturbing construction activities. However, most ground-disturbing construction activities are expected to occur within highly disturbed sediments and/or fill where intact archaeological materials are unlikely to exist. Archaeological and Native American monitoring shall be limited to any project-related, ground-disturbing construction activities (e.g., grading, excavation, drilling) that occur within previously undisturbed sediments, if any are encountered. Archaeological monitoring, when applicable, shall be conducted by a qualified archaeologist who meets the standards of the Secretary of the Interior for Archaeology. Native American monitoring, when applicable, shall be provided on a rotational basis by the consulting Tribes. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed prior to the start of ground-disturbing activities outlining the roles and responsibilities of the monitors and describing the protocols and procedures for monitoring and the recordation/treatment of new finds.

If previously unidentified cultural materials are unearthed during construction, work shall be halted within 100 feet (30 meters) of the find until the resource can be fully documented and evaluated by a qualified archaeologist. All discoveries should be treated as significant until a formal evaluation can be made. Additional archaeological survey will be needed if the project limits are extended beyond the present survey limits.

If human remains are encountered during ground-disturbing activities, work shall be halted within 100 feet of the find, and the San Bernardino or Los Angeles County Coroner shall be notified within 24 hours of discovery in compliance with CEQA Guidelines Section 15064.5(e), California Health and Safety Code Section 7050.5(b), and PRC 5097.98. If the remains are determined to be Native American, the County Coroner will contact the NAHC, which will designate a Most Likely Descendant (MLD) to offer guidance on the appropriate and respectful treatment and disposition of the remains per California PRC 5097.98. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after being granted access to the project area to examine the remains, SBCTA, in coordination with FTA shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

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Arnold, Jeanne

1992 Complex Hunter-Gatherer-Fishers of Prehistoric California: Chiefs, Specialists, and Maritime Adaptations of the Channel Islands. *American Antiquity* 57:60-84.

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## APPENDIX A: DPR FORMS

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**State of California The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
**NRHP Status Code 6Z**

Other Listings  
Review Code

Reviewer

Date

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) Lot 1

**P1. Other Identifier:** \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Ontario Date 2015 T 1S; R 7W;  of  of Sec 29; B.M.

c. Address 570, 590 and 610 E. Holt Boulevard City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 440543, 440574 mE/ 3769370, 3769369 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 1049-092-01-0000, 1049-092-02-0000, 1049-092-13-0000, these lots are located on the south side of Holt Boulevard bordering Pleasant Place on the west and Melrose Avenue on the east, Sources: Google Earth, historicaerials.com

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Resource consists of a 33.03 foot by 166.77 foot lot, a 275.61 foot by 162.12 foot lot, and a 139.24 foot by 108.83 foot lot. This large lot is comprised of three parcels. Historic aerials show buildings as of 1938; historic sources indicate origins back to at least 1921-22. The buildings are still present by 1980, and cars are still stored in the rear portion. The lot appears to not to have been used as of 1994 and by 2005 dirt covers the entire lot. The three parcels were redeveloped between July 2016 and June 2018 with two commercial buildings on either side of a large parking lot. No evidence of the original historic buildings remain.

\*P3b. Resource Attributes: (List attributes and codes) AH2. Foundations/ Structure Pads

\*P4. Resources Present:  Building  Structure  Object X Site  District  Element of District  Other (Isolates, etc.)

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



P5b. Description of Photo: (view, date, accession #) 6/28/18; View to west-southwest

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both

\*P7. Owner and Address: AutoZone Inc., P.O. Box 2198, Memphis, TN 38101; Ontario Redevelopment Agency, 303 E. B Street, Ontario, CA 91764

\*P8. Recorded by: (Name, affiliation, and address) Monica Corpuz, Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761 (2016) and Evelyn Chandler, Paleo Solutions, Inc. (2018)

\*P9. Date Recorded: August 19, 2016; June 28, 2018

\*P10. Survey Type: (Describe) Intensive Survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Archaeological Survey Report for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California 2018

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record  Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

\*A1. **Dimensions:** a. **Length:** (166.77 ft, 162.12ft, 108.83ft) × b. **Width:** (33.03ft, 275.61 ft, 139.24 ft)

**Method of Measurement:**  Paced  Taped  Visual estimate  Other:

**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):

**Reliability of Determination:**  High  Medium  Low Explain:

**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain):

A2. **Depth:**  None  Unknown **Method of Determination:**

\*A3. **Human Remains:**  Present  Absent  Possible  Unknown (Explain):

\*A4. **Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):  
As of 2016, this parcel had been completely graded. Towards the center of the lot was a pile of what appeared to be the remains of concrete and some modern refuse, such as wood pieces and plastic food wrappers. By 2018, the lot had been completely redeveloped with no historic features remaining.

\*A5. **Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):

In July 2016, this lot was covered with gravel and modern refuse. The only evidence of the site's previous use as a residence and commercial facilities were the broken concrete pieces that were primarily located towards the center of the lot. These pieces were not large in size, with the majority being under a foot in length. No diagnostic artifacts were present. The lot was redeveloped between July 2016 and June 2018 with two modern commercial buildings on either side of a large parking lot. No archaeological materials or evidence of the original historic buildings remain.

\*A6. **Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

\*A7. **Site Condition:**  Good  Fair  Poor (Describe disturbances.):

\*A8. **Nearest Water** (Type, distance, and direction.): The channelized Cucamonga channel.

\*A9. **Elevation:**

**A10.** Environmental Setting (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): The lot has been completely graded and sand and gravel covering the lot appears to have been transported to the site.

#### A11. Historical Information:

The northeast portion of the site originally consisted of 4 buildings that date from c. 1922: a house, a garage, small business office fronting A Street (now Holt Blvd), and a building to the south and rear of the residence that functioned to manufacture concrete pipes. Some warehouse sheds were added over time. Frank J. Moran (1875-1957), a native of Massachusetts, had come to Ontario with his wife Alice by 1910; he identified himself as a contractor for cement/concrete pipes, such as those used in sewers. He subsequently lived in Riverside in the World War I era and was established at this address (610 "A" St.) by 1922 as his residence and the "Moran Concrete Pipe Company." Frank and Alice had one son, Donald K., and the firm changed its name to "F.J. Moran & Son Concrete Pipes". The last reference to the company appears to be 1958, shortly after the death of Frank Moran. His wife preceded him in death in 1944. Donald Moran apparently left the concrete pipe business. Further west was A. Lynn Griffith's Garage (by 1920), a residence (C.E. Relph) by 1921, and the R-W Mfg Co. by 1922. In the southwest quadrant of the parcel, with access from S. Pleasant Ave., was a large area used as the Ontario Auto Wrecking yard and warehouse, an establishment that began operation in 1921 and sold new and used car parts, as well as cars. A fire destroyed much of the dismantling warehouse in 1979 though cars were left on the lot. By 1994 the entire parcel is clear of all buildings.

\*A12. **Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945  
 Post 1945  Undetermined **Describe position in regional prehistoric chronology or factual historic dates if known:**

**A13.** Interpretations (Discuss data potential, function[s], ethnic affiliation, and other interpretations):

Lot 1 contained the sparse remains of a residence and two commercial operations that were common in the region in the first half of the 20th century. The lot has been redeveloped with no evidence of the archaeological site remaining. The site is not associated with significant events or persons in history. The resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Containing only scant remains of the buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the National Register of Historic Places or the California Register of Historical Resources, Lot 1 is recommended as not eligible for either register.

**A14. Remarks:** The site record was supplemented by historical research conducted by Greg King, Parsons.

**A15. References** (Documents, informants, maps, and other references):

Historicaerials.com; Sanborn Map of 1928; Riverside City Directory, 1917, 1918; Pomona City Directory, 1921, 1928; Ontario City Directory, 1940, 1946, 1949, 1951; U.S. Federal Census, 1910, 1920, and 1930; *San Bernardino County Sun*, February 4, 1930, November 4, 1931, January 11, 1932, August 28, 1934, January 26, 1944, June 7, 1951, August 15, 1941, April 9, 1953, November 19, 1958, December 1, 1979.

**A16. Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives Kept at: Parsons office

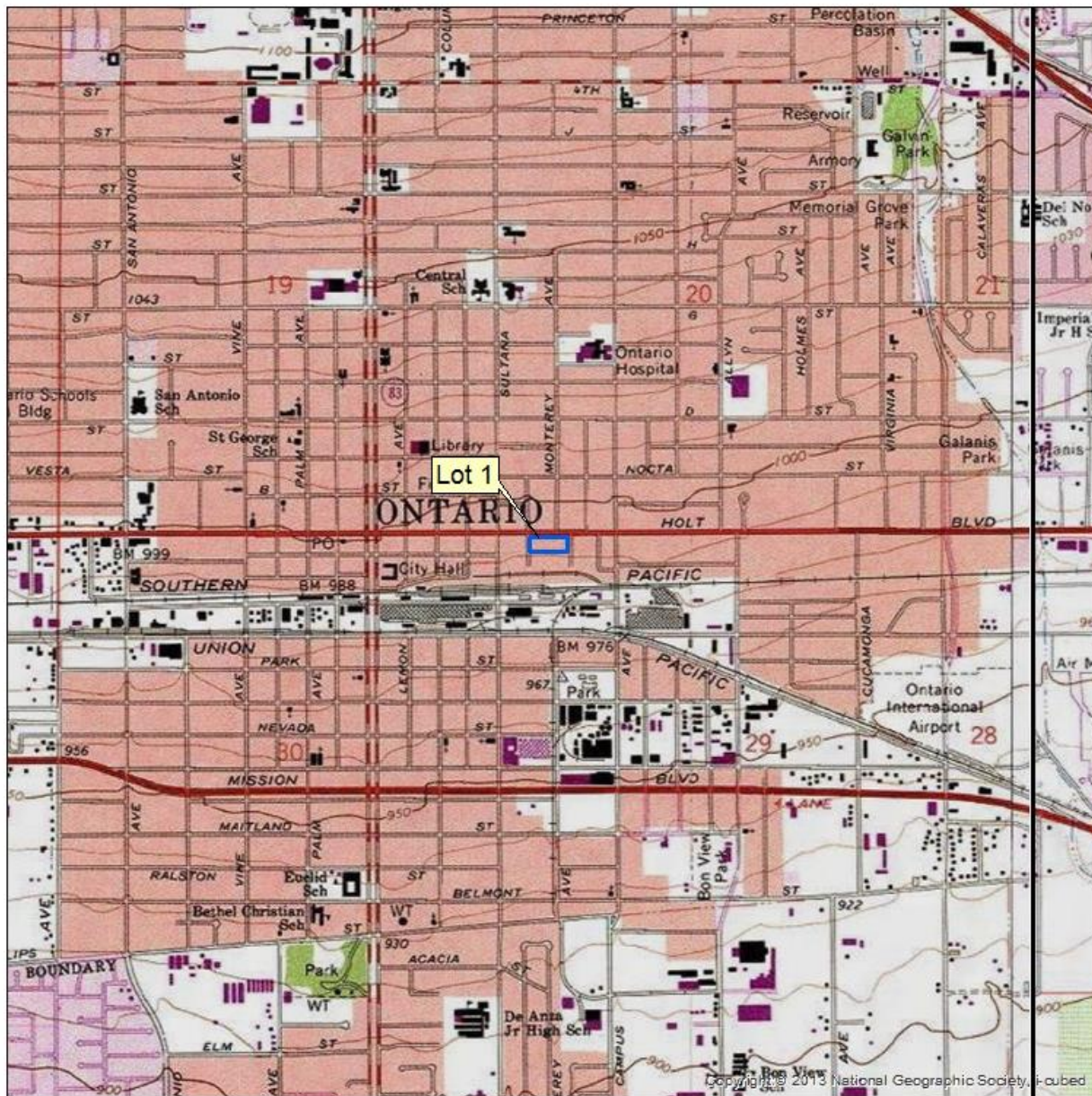
\*A17. **Form Prepared by:** Monica Corpuz

**Date:** 8/22/2016

**Affiliation and Address:** Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761

(Minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)

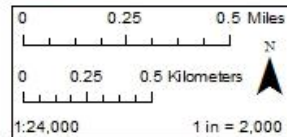
\*Required information



Historic Site  
 Lot 1  
 City of Ontario  
 San Bernardino County, CA

 Lot 1  
 USGS Quads

USGS 7.5' Quads:  
 Ontario



## CONTINUATION SHEET

Property Name: Lot 1

Page 4 of 4



Lot 1 Before Redevelopment, Facing East, 08/19/2016



Eastern Portion of Lot 1 after Redevelopment, Facing Southeast, 06/28/2018

State of California The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other  
Review Code

Reviewer

Date

Listings

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) Lot 2

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Ontario Date 2015 T 1S; R 7W;  of  of Sec 29; B.M.

c. Address 914 and 918 E. Holt Boulevard City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 441299, 441321 mE/  
3769333, 3769283 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 1049-131-03-0000, 1049-131-04-0000: these parcels are located on the south side of Holt Blvd., east of Bon View Avenue and west of Cucamonga Avenue

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Resource consists of 2 parcels: a 49.87 ft x 147.88 ft lot and a 98.49 ft x 474.6 ft lot. The western parcel contained 4 buildings, presumably businesses with residences to the rear, visible in aerials from 1938 through 1959; by 1980 they had been removed and one new building had appeared, but which itself had been removed by 1994. The eastern parcel contained multiple rectangular structures by 1938; they had been removed by 1994. The eastern parcel was vacant at time of visit. The ground surface in the eastern lot appears to be hard, flattened earth. However, the western lot has evidence of what may have been part of a driveway or former parking lot in the form of patches of asphalt. No other archaeological materials are present.

\*P3b. Resource Attributes: (List attributes and codes) AH2. Foundations/ Structure Pads

\*P4. Resources Present:  Building  Structure  Object X Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) 8/22/16, view east

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



\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  
 Both

\*P7. Owner and Address: Golden State Alliance LLC, 13541 Prairie Avenue, Hawthorne, CA 90250; Malagon Sylverio, 7640 Catawba Court, Fontana, CA 92336

\*P8. Recorded by: (Name, affiliation, and address) Monica Corpuz, Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761 (2016) and Evelyn Chandler, Paleo Solutions (2018)

\*P9. Date Recorded: August 22, 2016 and June 28, 2018

\*P10. Survey Type: (Describe) Intensive Survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Archaeological Survey Report for the West Valley Connector, Los Angeles and San Bernardino Counties,

California, 2018

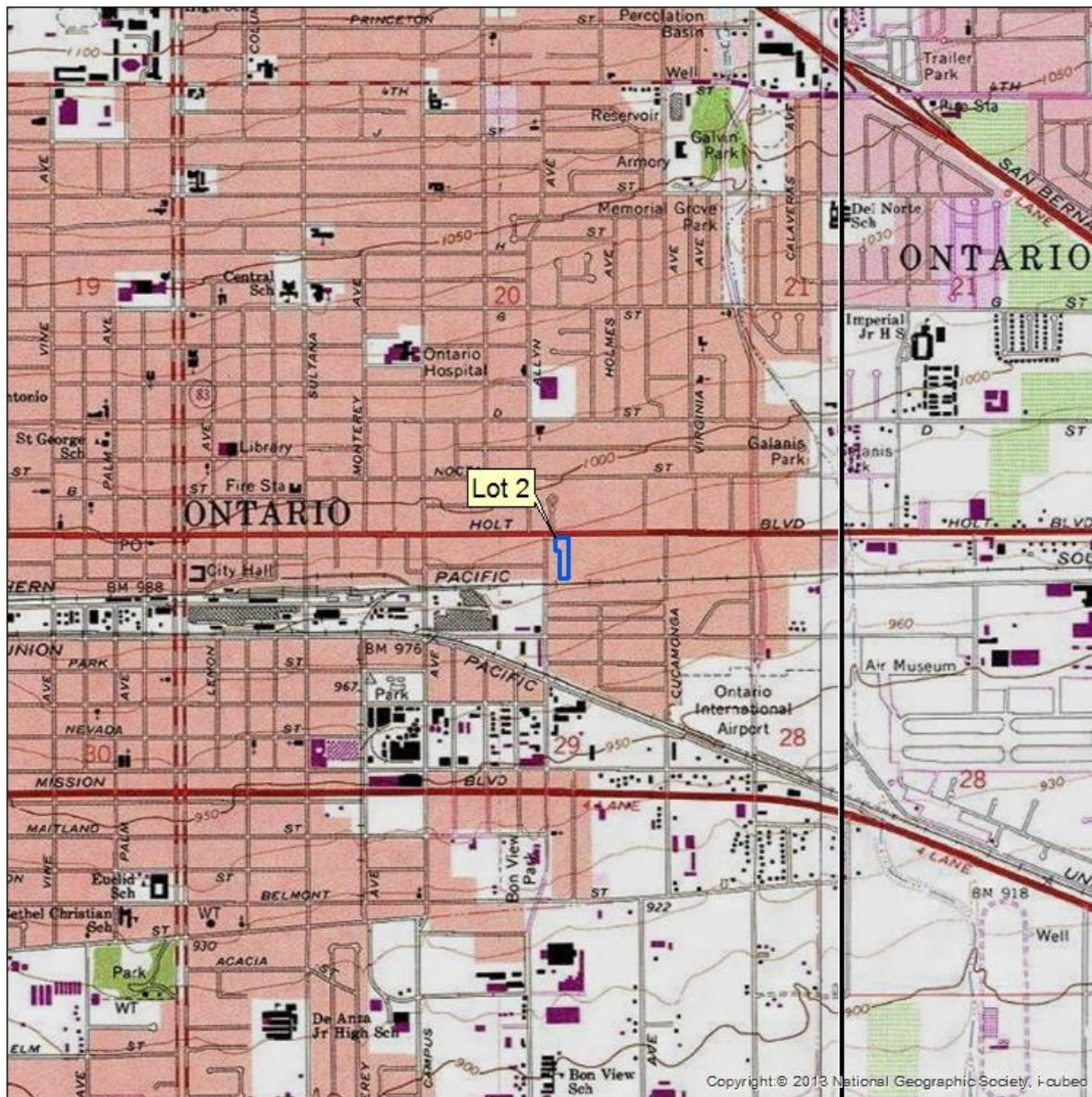
\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

- \*A1. Dimensions:** a. Length: m. (49.87 ft, 98.49 ft) × b. Width: m. (147.88 ft, 474.6 ft)  
**Method of Measurement:**  Paced  Taped  Visual estimate  Other:  
**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):  
**Reliability of Determination:**  High  Medium  Low Explain: Gated property. Surveyed from right-of-way.  
**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain): Gated property. Surveyed from right-of-way.
- A2. Depth:**  None  Unknown Method of Determination:
- \*A3. Human Remains:**  Present  Absent  Possible  Unknown (Explain):
- \*A4. Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):  
The site consists of patches of asphalt within hard-packed dirt on an L-shaped lot.
- \*A5. Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):  
This lot is comprised of two parcels with hard packed dirt on the ground with weeds and grass growing through it. No artifacts were observed.
- \*A6. Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)
- \*A7. Site Condition:**  Good  Fair  Poor (Describe disturbances.): The lot appears to be covered in dirt that may have been transported to the site. The asphalt is difficult to recognize from the weeds and dirt covering the lot.
- \*A8. Nearest Water** (Type, distance, and direction.): The channelized Cucamonga channel located 2 miles northeast of the parcel.
- \*A9. Elevation:**
- A10. Environmental Setting** (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): The lot is graded and vacant with minimal non-native vegetation.
- A11. Historical Information:**  
The western parcel (914 A St) contained 4 buildings visible in a 1938 aerial photo; all had been removed by the mid 1980s. A new building is visible in 1980, but gone by 1994. According to city records, the building at the 914 address was a Craftsman bungalow that was constructed in 1912; it was demolished between 1984-1992. A second building, a store opening in 1932 (and expanded in 1935) was identified as "Bishop's Grocery," operated by Clarence H. and Fannie Bishop and lasting through 1945. C.H. Bishop was a carpenter by trade, and had lived with his wife in San Pedro and Ontario in the 1920s and 1930s before establishing the grocery market. By 1946 and continuing at least through 1951, the building served as the Ontario War Surplus Store, which sold former military items, including clothing, raincoats, work shoes, cots, and typewriters. There was also a residence behind the store in which the Bishops lived when they operated the grocery; the surplus store owners also may have made it their residence. The eastern parcel (918 A St) was first identified in city directories as the Ontario Auto Court in 1945 through 1951, but the earliest aerial photo (1938) shows the presence of 2 parallel rows with 14 lodging units. Directories indicate the auto court was operated by Frank and Ida Smallwood; it was later converted to apartments; a fire in 1985 killed three people. There is no evidence of the buildings in a 1994 aerial photo.
- \*A12. Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945  
 Post 1945  Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:  
The buildings that once stood on this lot were likely related to the time when Holt Blvd. was a state highway in which pass-by traffic would use the small grocery and/or adjacent auto court. Later the apartment house provided affordable rental housing.
- A13. Interpretations** (Discuss data potential, function[s], ethnic affiliation, and other interpretations):  
Based on historical research, the site is not associated with significant events or persons in history. The resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Containing no remains of the buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the National Register of Historic Places or the California Register of Historical Resources, Lot 2 is recommended as not eligible for either register.
- A14. Remarks:** The site record was supplemented by historical research conducted by Greg King, Parsons.
- A15. References** (Documents, informants, maps, and other references):  
Historicaerials.com; Parcelquest.com; San Pedro City Directory, 1924; Pomona City Directory, 1926, 1928, 1931, 1937, Ontario City Directory, 1940, 1946, 1949, 1951; U.S. Federal Census, 1910, 1920, and 1930; *San Bernardino County Sun*, August 7, 1957, February 6, 1983. December 15, 1985; *Chino Champion*, January 29, 1938, November 22, December 20, 1946, November 4, 1954; *Ontario Daily Report*, March 22, 1932, April 30, 1935; Ontario Historic Resources Survey Architectural Survey Form, 1984. Ontario City Planning Department Memo, January 23, 1992.
- A16. Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record.):  
Original Media/Negatives Kept at: Parsons office
- \*A17. Form Prepared by:** Monica Corpuz **Date:** 8/22/2016  
**Affiliation and Address:** Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761  
(Minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)  
**\*Required information**





<p>Historic Site                  Lot 2                  City of Ontario                  San Bernardino County, CA</p>	<p><span style="border: 1px solid blue; display: inline-block; width: 20px; height: 10px; vertical-align: middle;"></span> Lot 2</p> <p><span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px; vertical-align: middle;"></span> USGS Quads</p>	<p>USGS 7.5' Quads:                  Ontario</p>	<p>0 0.25 0.5 Miles</p> <p>0 0.25 0.5 Kilometers</p> <p>1:24,000</p> <p>1 in = 2,000 ft</p>
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## CONTINUATION SHEET

Property Name: Lot 2

Page 4 of 4



Residence at Lot 2 in 1984  
(Source: History Room of City of Ontario Ovitt Family Library)

State of California & The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other  
Review Code

Reviewer

Date

Listings

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) Lot 3

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Ontario Date 2015 T 1S ; R 7W ;  of  of Sec 29; B.M.

c. Address 957 E. Holt Boulevard City Ontario Zip 91764

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 441418 mE/ 3769436 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 1048-481-06-0000, 1048-481-29-0000, 1048-481-28-0000; this lot is located on the north side of Holt Blvd., east of Allyn Avenue, west of Virginia Avenue, and south of Nocta Street.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Resource contains 3 parcels to form one lot measuring 366.42 feet by 361.64 feet. This vacant lot has had multiple buildings and trees planted on them from 1946-2002. The buildings were demolished circa 2005; however, multiple landscaping trees remained. In 2009 some the trees were removed and in 2010 the parcel was cleared of all trees. There appears to be a small circular concrete feature, possibly a cistern, towards the eastern portion of the lot. The lot was fenced with a locked gate and was surveyed from the public right of way.

\*P3b. Resource Attributes: (List attributes and codes) AH2. Foundations/ Structure Pads

\*P4. Resources Present:  Building

Structure  Object  Site  District  
 Element of District  Other  
(Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) Facing North;  
July 28, 2016

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  
 Both

\*P7. Owner and Address:  
Miller Living Trust, 1072  
Bristol Street, Suite #100.  
Costa Mesa, CA 92646 and  
Harb Maan F,  
7805 5<sup>th</sup> Street  
Downey, CA 90241

\*P8. Recorded by: (Name, affiliation, and address) Monica Corpuz,  
Parsons, 3200 E. Guasti  
Road, Suite 200. Ontario, CA  
91761 (2016) and Evelyn  
Chandler, Paleo Solutions  
(2018)

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



\*P9. Date Recorded: August 22, 2016 and June 28, 2018

10. Survey Type: (Describe) Intensive Survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Archaeological Survey Report for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California, 2018

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

# ARCHAEOLOGICAL SITE RECORD

Page 2 of 4

\*Resource Name or #: Lot 3

\*A1. Dimensions: a. Length: m. (366.42 ft) x b. Width: m. (361.64 ft)

Method of Measurement:  Paced  Taped  Visual estimate  Other:

Method of Determination (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):

Reliability of Determination:  High  Medium  Low Explain: Gated property

Limitations (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain):

A2. Depth:  None  Unknown Method of Determination:

\*A3. Human Remains:  Present  Absent  Possible  Unknown (Explain):

\*A4. Features (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):  
A concrete feature, a possible cistern, is located in the eastern portion of the parcel, midway through the lot, adjacent to two trees. It is circular in nature with a diameter no larger than 5 feet and a height of 2 feet.

\*A5. Cultural Constituents (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):  
This lot is overgrown with weeds and modern refuse was noted on the surface. There is no evidence of any buildings or artifacts.

\*A6. Were Specimens Collected?  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

\*A7. Site Condition:  Good  Fair  Poor (Describe disturbances.):

\*A8. Nearest Water (Type, distance, and direction.): Cucamonga channel, located 2 miles northeast of the parcel.

\*A9. Elevation:

A10. Environmental Setting (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): The lot has been graded after the demolition of the structures and the removal of its trees. New trees and bushes are present towards the northern end of the lot.

## A11. Historical Information:

The parcel served as an auto tourist camp/auto court from 1927 through 1959, when Holt Blvd., then called A Street, was the "ocean-to-ocean" state highway through Ontario. A permit to construct a cabin on the site was obtained by John Ollila in 1927, and it was referenced as the "Poppy Auto Camp" in 1928. There may have been a single family residence on the parcel before the auto camp was constructed. Auto tourist camps were generally born in the 1920s when auto tourism in the country began to expand as a form of recreation -- and as a business. As the popularity of road trips increased, travelers would pitch tents in campgrounds, many of which would eventually include group restrooms, kitchens, and laundry facilities. Before the advent of motels, cabins and courts were prevalent along California roadsides. The 1928 Sanborn Map depicts 20 cabins, each with an adjacent carport, a business office fronting the roadway, a residence west of the office (undoubtedly where the 7-member Ollila family lived) and several other small buildings, such as for storage. A newspaper article in 1952 indicated that John Ollila, 71, and wife Amalia, 67, remained proprietors and residents. Both natives of Finland; John had emigrated to the U.S. at age 11 in 1892, Amalia was 5 when her family had arrived in 1900. Prior to moving to Ontario, John and Amalia Ollila lived in Fresno, where he was a grocer. City directories indicated John A. Maston in 1945 and James F. Wise in 1949 as owners of the Poppy Auto Court; possibly the Ollila's had left and returned. Aerial photographs indicate the buildings were demolished in circa 2005.

\*A12. Age:  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945  
 Post 1945  Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:

The buildings that once stood on this lot were most likely related to tourism and in that newspaper accounts reflect that small families soon became long-stay residents, the parcel would also reflect providing affordable housing during the Great Depression.

A13. Interpretations (Discuss data potential, function[s], ethnic affiliation, and other interpretations):

Based on historical research, the site is not associated with significant persons in history. Although auto tourism may have played a significant role in the development of the region in the first half of the 20th century, there are no archaeological or structural remains on the site to reflect that association. The resource does not embody distinctive characteristics of a type, period, region, or method of construction. Containing no remains of the buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the National Register of Historic Places or the California Register of Historical Resources, Lot 3 is recommended as not eligible for either register.

A14. Remarks: The site record was supplemented by historical research conducted by Greg King, Parsons.

A15. References (Documents, informants, maps, and other references):

Historicaerials.com; Sanborn Insurance Map; Fresno, Pomona and Ontario City Directories, 1926-1951; County of San Bernardino Property Information Management System Internet Site; Pike's Pike Ocean to Ocean Highway in Ontario: Holt Blvd. Historic Property Survey Report, 2015; U.S. Federal Census, 1910, 1920, and 1930; *San Bernardino County Sun*, September 8, 1927, April 8, 1928, February 4, 1930, November 29, 1938, December 28, 1943, October 31, 1952.

A16. Photographs (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives kept at: Parsons office

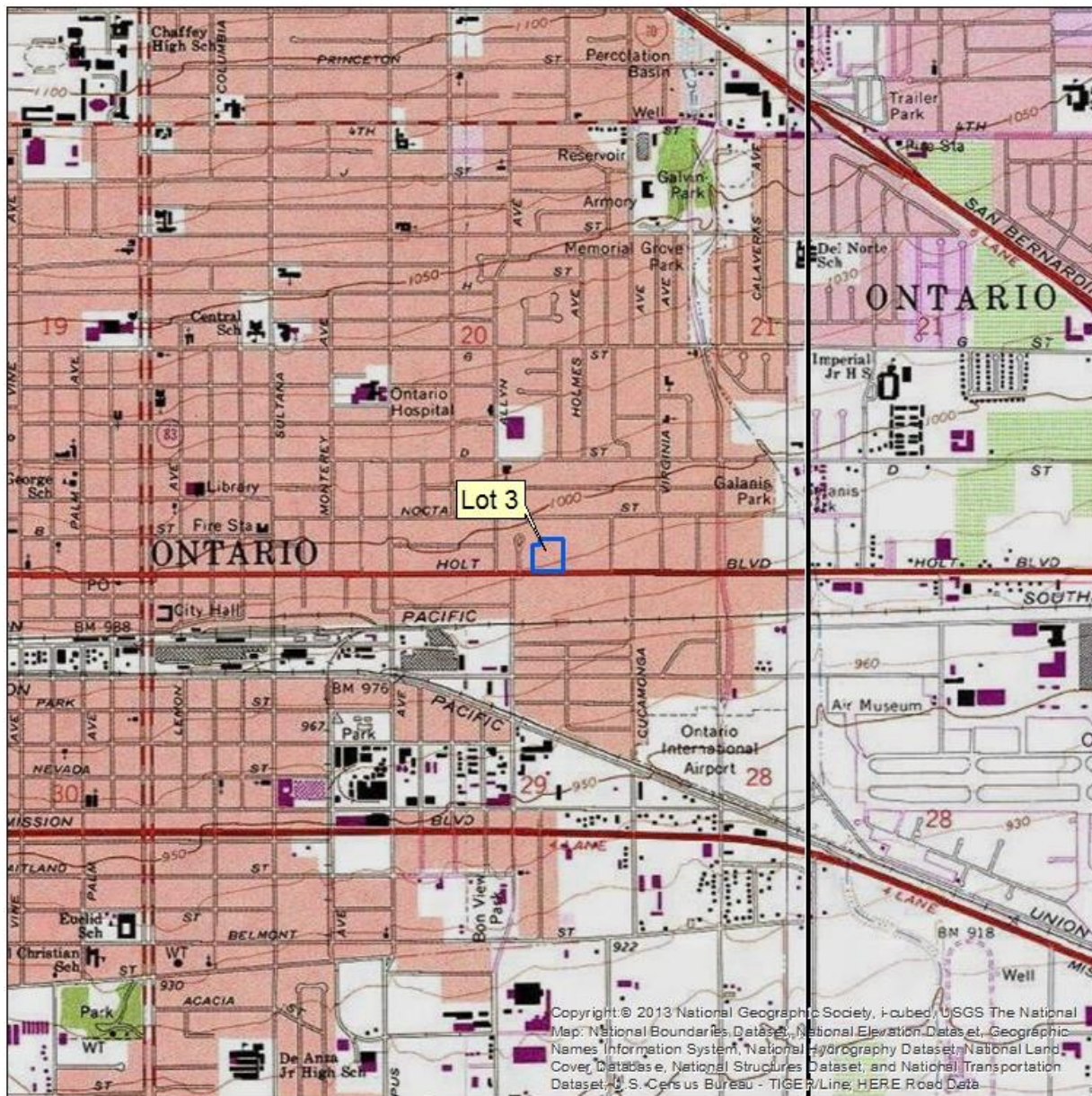
\*A17. Form Prepared by: Monica Corpuz

Date: 8/22/2016

Affiliation and Address: Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761

(Minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)

\*Required information



<p><b>Historic Site</b>                  Lot 3                  City of Ontario                  San Bernardino County, CA</p>	<p> Lot 3   USGS Quads</p>	<p>USGS 7.5' Quads:                  Ontario</p>	<p>0 0.25 0.5 Miles                    0 0.25 0.5 Kilometers                    1:24,000      1 in = 2,000 ft</p>
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## CONTINUATION SHEET

Property Name: Lot 3

Page 4 of 4



Residence at Lot 3 in 1985  
(Source: History Room of City of Ontario Ovitt Family Library)



Lot 3, View to Northeast, 06/28/18

State of California & The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other  
Review Code

Reviewer

Date

Listings

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) Lot 4

**P1. Other Identifier:** \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Ontario Date 2015 T 1S; R 7W;  of  of Sec 29; B.M.

c. Address 1044 and 1050 East Holt Boulevard City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 441627, 441658 mE/ 3769285, 3769286 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 1049-131-15-0000, 1049-131-16-0000; these parcels are located on the south side of Holt Blvd. east of Bon View Avenue, west of Cucamonga Avenue, and north of Main and State Streets.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Resource consists of two lots measuring 450.28 feet by 97.58 feet and 446.31 feet by 102.17 feet. Aerial photos dating from 1938-1980 show multiple buildings spread over the two lots, but all had been removed between 1980-1994. Between 2005 and 2009 two new linear buildings were erected at the lower end of the parcel but both were removed by 2010; the lots have been vacant since. It is possible these two buildings were portable buildings. There is no longer evidence of any of these structures except for one small, square concrete foundation. There are remnants of a parking lot and grading activities associated with the demolition of the buildings. Weeds grow throughout the lots and modern refuse was noted throughout.

\*P3b. Resource Attributes: (List attributes and codes) AH2. Foundations/ Structure Pads

\*P4. Resources Present:  Building  Structure  Object X Site  District  Element of District  Other (Isolates, etc.)

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



P5b. Description of Photo: (view, date, accession #) Facing Southwest;  
July 28, 2016

\*P6. Date Constructed/Age and Source: X Historic  Prehistoric  
 Both

\*P7. Owner and Address:  
Su Fangming, 835 E. Mountain  
View Avenue, Glendora, CA  
91741 and Golden State  
Alliance LLC, 13541 Prairie  
Avenue, Hawthorne, CA 90250

\*P8. Recorded by: (Name, affiliation, and address) Monica Corpuz,  
Parsons, 3200 E. Guasti  
Road, Suite 200. Ontario, CA  
91761 (2016) and Evelyn  
Chandler, Paleo Solutions  
(2018)

\*P9. Date Recorded: August 22,  
2016 and June 28, 2018

\*P10. Survey Type: (Describe)  
Intensive Survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Archaeological Survey Report for the West Valley Connector Project, Los Angeles and San  
Bernardino Counties, California, 2018

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

\*A1. **Dimensions:** a. **Length:** m. (450.28ft, 446.31 ft) x b. **Width:** m. (97.58 ft, 102.17 ft)

**Method of Measurement:**  Paced  Taped  Visual estimate  Other:

**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):

**Reliability of Determination:**  High  Medium  Low Explain: Gated property.

**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain):

**A2. Depth:**  None  Unknown Method of Determination:

\*A3. **Human Remains:**  Present  Absent  Possible  Unknown (Explain):

\*A4. **Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):  
The lot is overgrown with weeds and modern refuse. There are patches of asphalt at the northern end of the lot. In the center of the lot there is a concrete foundation that measures 18.5 feet square. There is no other evidence of any of the buildings that once stood on this lot.

\*A5. **Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.): No artifacts were observed on the lot during the 2016 or 2018 surveys.

\*A6. **Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

\*A7. **Site Condition:**  Good  Fair  Poor (Describe disturbances.): Modern refuse is scattered throughout the lot.

\*A8. **Nearest Water** (Type, distance, and direction.): The channelized Cucamonga channel, located less than 2 miles northeast of the parcel.

\*A9. **Elevation:**

**A10. Environmental Setting** (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): Graded over with local weeds growing on the lots.

#### **A11. Historical Information:**

Records indicate a house at each of the two parcel addresses: by 1922, 1050 East A St. (Holt Blvd) occupied by Mrs. Nancy E. Bandy, a widow; and by 1920, at 1044 East A occupied by Peter L. and Bessie Garner. It is likely that the adjacent auto tourist camp in the rear of 1044 East Holt Blvd. came a few years later. Auto tourist camps generally traced their origins back to the 1920s when auto-tourism in the country began to expand as a form of recreation and as a business. Before the advent of motels, cabins and courts were prevalent along California roadsides, often evolving into motels by the late 1930s and 1940s. The property was originally called a tourist camp and was present by 1935 and individual "cabins" constructed. It was identified as a "tourist camp" owned by W.L. Thompson in 1940, and called an "auto camp," owned by R.D. Gerard, in 1945. It had taken on the name of the Traveler's Rest Motel, owned by H.C. Dunkgrove, by 1948, and the motel premises remained under that name through at least 1995. The house at 1050 E. Holt was occupied by J.G. Dodge in the 1930s and 1940s. Aerial photos indicate some of the buildings were demolished between 1980-1994. Between 2005 and 2009 two new similar rectangular buildings had been erected on the lower portion of the parcel, oriented in an east-west direction; but both had been removed by 2010.

\*A12. **Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945  
 Post 1945  Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:

The buildings that once stood on this lot were most likely all related to providing permanent housing or temporary lodging.

**A13. Interpretations** (Discuss data potential, function[s], ethnic affiliation, and other interpretations):

Based on historical research, the site is not associated with significant persons in history. Although auto tourism may have played a significant role in the development of the region in the first half of the 20th century, there are no archaeological or structural remains on the site to reflect that association. The resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Containing no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the National Register of Historic Places or the California Register of Historical Resources, Lot 4 is recommended as not eligible for either register.

**A14. Remarks:** The site record was supplemented by historical research conducted by Greg King, Parsons.

**A15. References** (Documents, informants, maps, and other references):

Historicaerials.com; Parcelquest.com; Pomona and Ontario City Directories; County of San Bernardino Property Information Management System Internet Site; Pike's Pike Ocean to Ocean Highway in Ontario: Holt Blvd Historic Property Survey Report, 2015; *San Bernardino County Sun*, January 12, 1923, January 4, 1936, December 27, 1953, December 21, 1993.

**A16. Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives Kept at: Parsons office

\*A17. **Form Prepared by:** Monica Corpuz

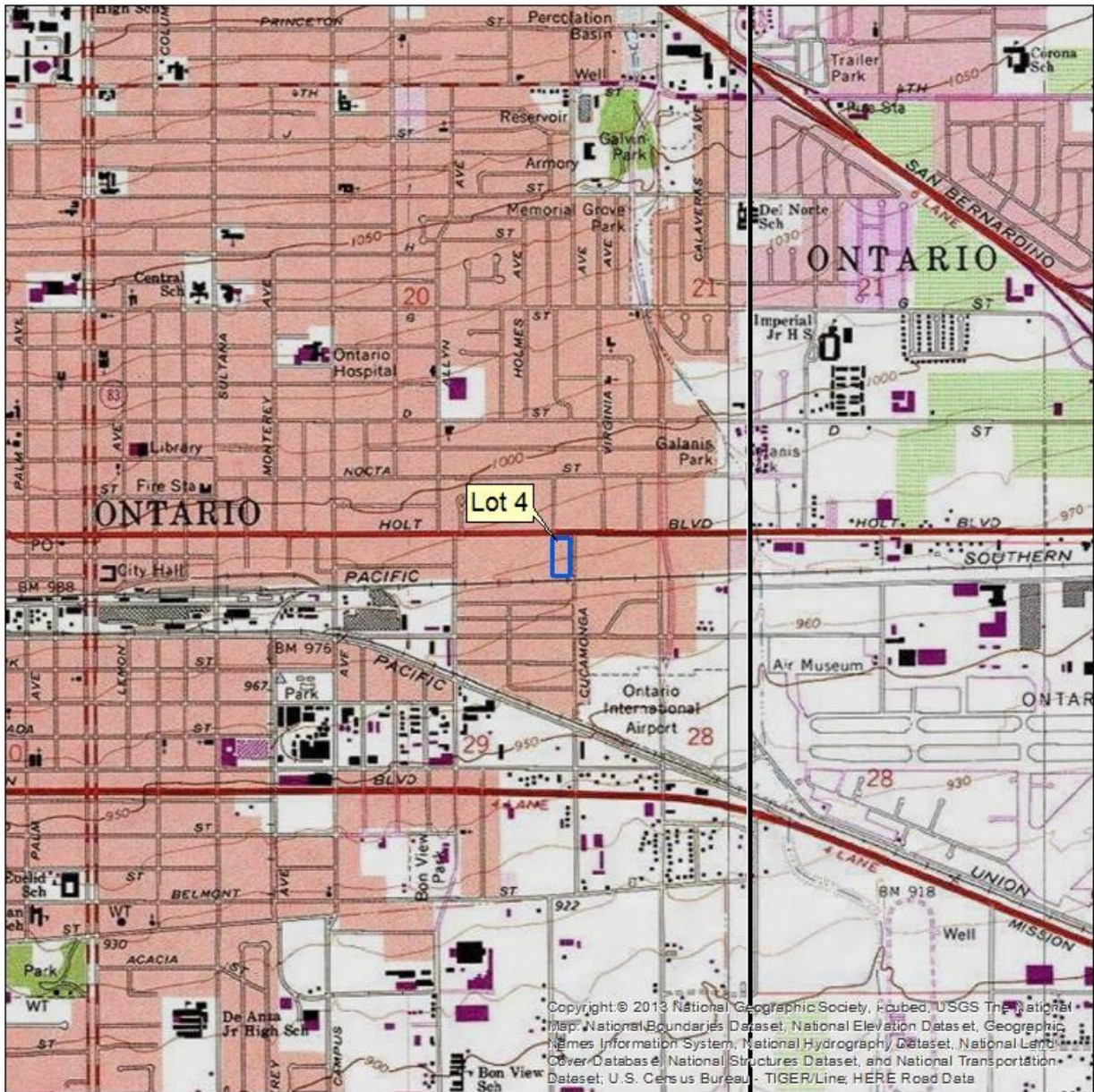
**Date:** 8/22/2016



**Affiliation and Address:** Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761

(Minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)

\*Required information





<p><b>Historic Site</b>                  Lot 4                  City of Ontario                  San Bernardino County, CA</p>	<p> Lot 4   USGS Quads</p>	<p>USGS 7.5' Quads:                  Ontario</p>	<p>0 0.25 0.5 Miles                  0 0.25 0.5 Kilometers                  1:24,000 1 in = 2,000 ft</p>
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## CONTINUATION SHEET

Property Name: Lot 4

Page 4 of 4



Traveler's Rest Motel at Lot 4 in 1985

(Source: History Room of City of Ontario Ovitt Family Library)



View of Concrete Foundation in Lot 4, View to Northwest, 06/28/18

State of California The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
**NRHP Status Code 6Z**

Other  
Review Code

Reviewer

Date

Listings

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) Lot 5

**P1. Other Identifier:** \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Guasti Date 2015 T 1S ; R 7W ;  of  of Sec 21; B.M.

Address 1373, 1381, and 1387 E. Holt Boulevard City Ontario Zip 91733

UTM: (Give more than one for large and/or linear resources) Zone 11S, 442393, 442434, 442450 mE/3769400,  
3769482, 3769417 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 0110-061-01-0000, 0110-071-06-0000, 0110-071-07-0000, 0110-071-02-0000, these lots are located on the north side of Holt Boulevard in between Imperial and Grove Avenues

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

These vacant lots are comprised of 4 parcels that together make up a total of 4.9 acres located on the north side of Holt Boulevard between South Grove and Imperial Avenue. The lots are vacant and comprised of debris and broken concrete of previous structures. There were multiple buildings on the lots visible in aerial photos dating from 1938 through 2002. One building was located on the western most parcel, with an associated parking lot and east of that was a second building. The two buildings covered about 25% of the lot area. By 1946 multiple square buildings (cabins) in two rows from south to north in the center of the lots had been built. An aerial photograph from 2002 shows the area had been leveled and all buildings demolished.

\*P3b. Resource Attributes: (List attributes and codes) AH2. Foundation/ Structure Pads

\*P4. Resources Present:  Building  Structure  Object X Site  District  Element of District  Other (Isolates, etc.)

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



P5b. Description of Photo: (view, date, accession #) Facing Northwest;  
July 28, 2016

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  
 Both

\*P7. Owner and Address:  
De Vazquez Elodis Munoz, 1664  
½ Fruitvale South, El Monte  
CA 91733; Quu Holdings LLC,  
944 Appalachian, Claremont  
CA 91711; Shih Sen M, 2078  
Morgan Way, La Verne CA 91750

\*P8. Recorded by: (Name, affiliation, and address) Monica Corpuz,  
Parsons, 3200 E. Guasti  
Road, Suite 200. Ontario, CA  
91761 (2016) and Evelyn  
Chandler, Paleo Solutions  
(2018)

\*P9. Date Recorded: July 28,  
2016 and July 3, 2018

\*P10. Survey Type: (Describe)  
Intensive Survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Archaeological Survey Report for the West Valley Connector Project, Los Angeles and San  
Bernardino Counties, California, 2018

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

# ARCHAEOLOGICAL SITE RECORD

Page 2 of 4

\*Resource Name or #: Lot 5

\*A1. **Dimensions:** a. **Length:** m. (469.1 ft) × b. **Width:** m. (519.9 ft)

**Method of Measurement:**  Paced  Taped  Visual estimate  Other:

**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):

**Reliability of Determination:**  High  Medium  Low Explain: Parcel was gated off.

**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain):

**A2. Depth:**  None  Unknown **Method of Determination:**

\*A3. **Human Remains:**  Present  Absent  Possible  Unknown (Explain):

\*A4. **Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):  
The lot has been completely graded. There are a few scattered concrete pieces (approximately less than 1 foot in width) spread across the lot and a large patch of asphalt measuring about 15 feet X 20 feet at the southeastern corner of the lot. Two gravel foot paths bisect the eastern half of the lot in a northeast to southwest direction.

\*A5. **Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):

This site is a vacant lot covered with broken concrete, asphalt, cardboard and modern refuse. No artifacts were observed.

\*A6. **Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

\*A7. **Site Condition:**  Good  Fair  Poor (Describe disturbances.): Modern refuse is scattered throughout. There are signs of homeless encampments near the trees.

\*A8. **Nearest Water** (Type, distance, and direction.): The concrete Cucamonga channel is located one mile northeast of the parcel.

\*A9. **Elevation:**

**A10. Environmental Setting** (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): There are trees and weeds located on the lot currently.

## A11. Historical Information:

There were multiple buildings on the lots in 1938 as evidenced in an aerial photo, which depicts a poultry ranch and one or more single-family residences; on the western-most parcel (1373 E. Holt Blvd.), likely stood a restaurant by 1938, with an associated parking lot and east of that was a cluster of buildings that research shows was a poultry ranch. While not present in 1938, in the next available aerial, 1946, the auto court with up to 30 cabins, was aligned in two rows from south to north in the center of the lots. The historical evidence indicates this property's history began when W. T. Hadley established a poultry ranch at this location (now 1335 E. Holt Blvd.) in c. 1912; his nickname was "Old Iron Spoon" and it became known as the "Old Iron Spoon Ranch." Hadley had moved with his wife Sarah from New York City. Hadley became well-known in California as a promoter of poultry raising and egg production, including giving lectures on their associated health benefits. Eventually the Hadleys moved to Archibald Avenue and the poultry ranch was converted to other land uses. By 1938, a parcel immediately to the west included a restaurant (in time called the Red Arrow Café); the Red Arrow Motel and Trailer Court and an additional single-family house were present sometime after 1940. The various properties frequently changed hands. The motel and trailer court, consisting of cabins, were owned and operated by Leo and Lela Schmidt; they lived in the residence which for many years had been the home of C.W. and Laura Moyle in the 1940s. The Schmidt's sold the Red Arrow Motel to Lillian Pitthan in 1957. By 1994, about half of the buildings had been removed, and by 2002, none remained.

\*A12. **Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945

Post 1945  Undetermined **Describe position in regional prehistoric chronology or factual historic dates if known:**

The buildings from the earliest years (c. 1912) related to poultry-raising, along with a residence; the ranch was largely replaced by a motel/auto court between 1940-1946.

**A13. Interpretations** (Discuss data potential, function[s], ethnic affiliation, and other interpretations):

No features or artifacts are extant to reflect the past use of the parcels as a poultry ranch, café, motel, and residences. Although W. T. Hadley, "Old Iron Spoon," operated a poultry ranch on the eastern parcel from 1912 to 1938, had some prominence in the region, there are no archaeological or structural remains on the site to reflect an association with him or his poultry ranch. The 1940s motel in the western parcels were part of the auto tourism that played a significant role in the development of the region in the first half of the 20th century; however, there are no archaeological or structural remains on the site to reflect an association with that pattern of events in local history. The resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Containing no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 5 is recommended as not eligible for either register.

**A14. Remarks:** The site record was supplemented by historical research conducted by Greg King, Parsons.

**A15. References** (Documents, informants, maps, and other references):

Historicaerials.com; Ontario City Directories, 1940, 1945, 1949, 1951; County of San Bernardino Property Information Management System website; U.S. Federal Census, 1910, 1920, 1930, and 1940; California Voter Registration, 1912-1916; *San Bernardino County Sun*, November 9, 1922, November 13, 1925, April 12, 1938, January 4, 1954, October 24, 1956, February 7, 1957.

\*A16. **Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record.): On file at Parsons office

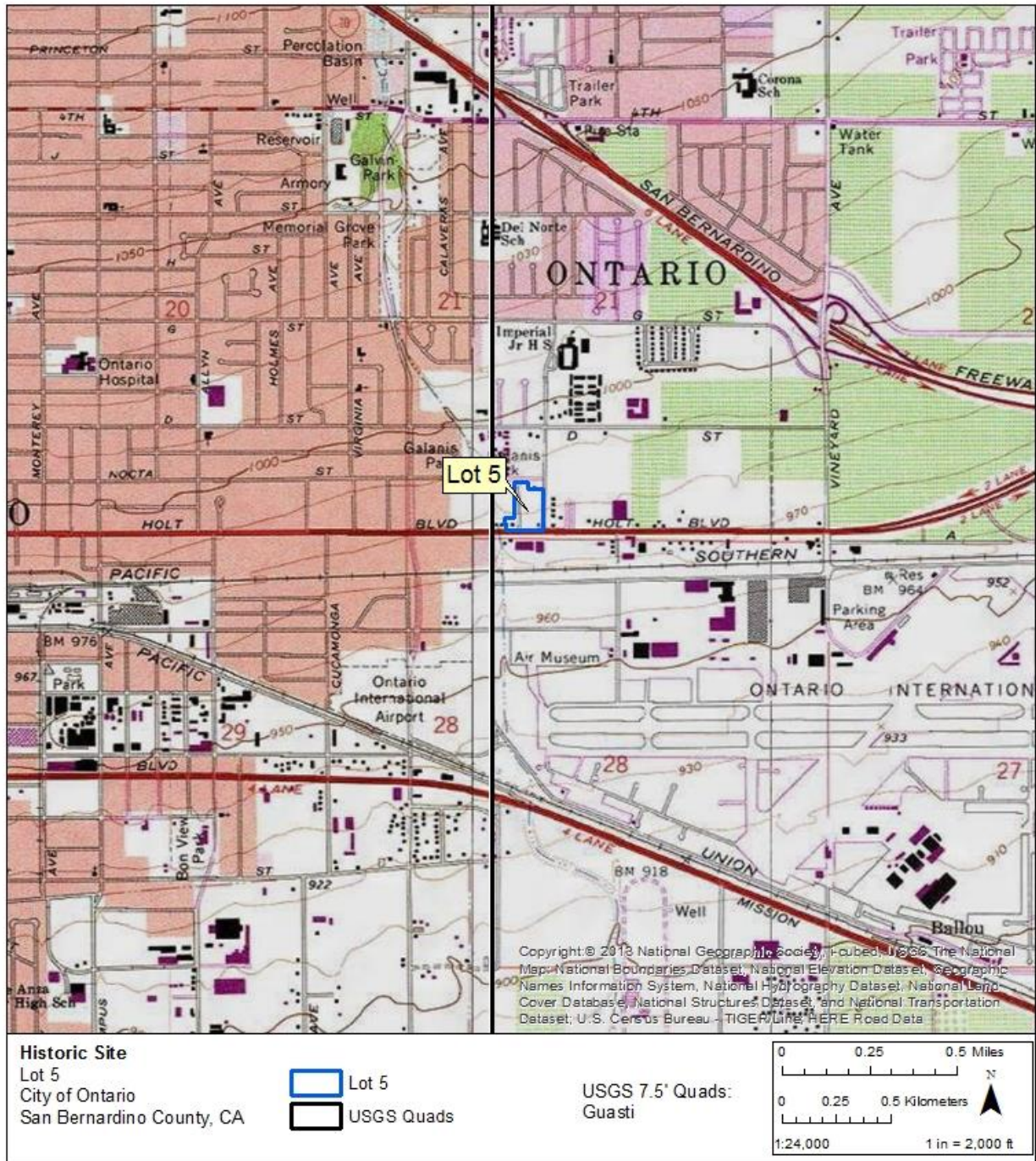
\*A17. **Form Prepared by:** Monica Corpuz

**Date:** 8/23/2016

**Affiliation and Address:** Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761

(Minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)

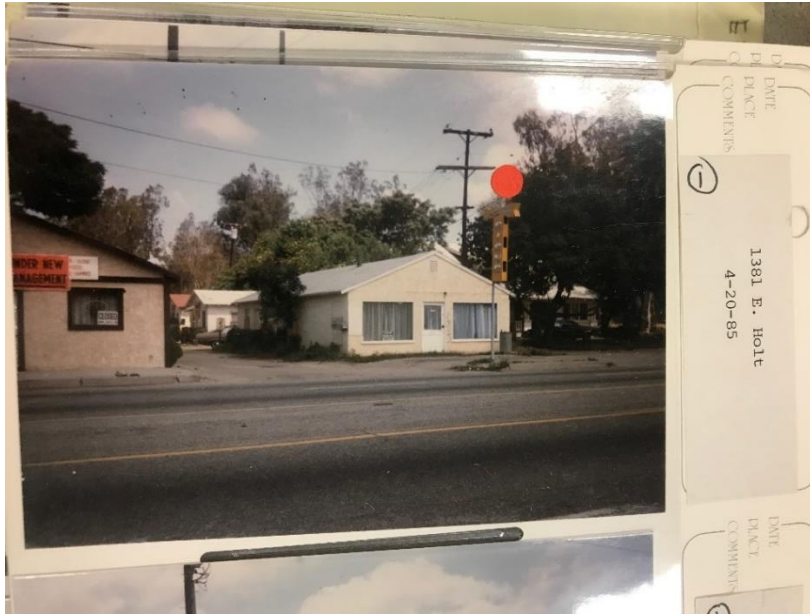
**\*Required information**



## CONTINUATION SHEET

Property Name: Lot 5

Page 4 of 4



Buildings at Lot 5 in 1985

(Source: History Room of City of Ontario Ovitt Family Library)



Lot 5 with Asphalt Remains in Foreground, View to Northwest, 07/03/2018

State of California The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
**NRHP Status Code 6Z**

Other  
Review Code

Reviewer

Date

Listings

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) Lot 6

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Guasti Date 20 T 1S; R 7W;  of  of Sec 28; B.M.

c. Address 120 S. Walker (VACATED) Avenue, 1486 E. Holt Boulevard City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 442777, 442797 mE/ 3769299, 3769328 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 0110-121-04-0000, 0110-121-05-0000, these parcels are located on the south side of Holt Boulevard in between Imperial and Corona Avenues.

\*P3a. Description: (Describe resource and major elements)

This resource consists of two lots that together measure 301.55 feet by 186.08 feet. An aerial photograph from 1938 shows multiple buildings were once located on this parcel. Between 1936-1948, buildings/structures were added to the lot. While the buildings are still visible in an aerial dated 1980, by the 1994 aerial photo, many of the buildings on the parcel had been demolished and all appear to be gone by 2002; the lot has remained vacant. However, there is a concrete foundation pad in the center of the northern portion of the lot. It measures approximately 60 feet long (N/S) by 30 feet wide (E/W).

\*P3b. Resource Attributes: (List attributes and codes) AH2. Foundation/ Structure Pads

\*P4. Resources Present:  Building  Structure  Object X Site  District  Element of District  Other (Isolates, etc.)

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



P5b. Description of Photo: (view, date, accession #) 8/30/16, View to E

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both

\*P7. Owner and Address:

Matlock Living Trust 1997  
4-2-97, 1614 E. Holt  
Boulevard, Suite 106.  
Ontario, CA 91761

\*P8. Recorded by: (Name, affiliation, and address) Monica Corpuz,  
Parsons, 3200 E. Guasti  
Road, Suite 200, Ontario, CA  
(2016) and Evelyn Chandler,  
Paleo Solutions (2018)

\*P9. Date Recorded: August 30,  
2016 and July 3, 2018

\*P10. Survey Type: (Describe)  
Intensive Survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")  
Archaeological Survey  
Report for the West Valley  
Connector Project, Los  
Angeles and San Bernardino  
Counties, California, 2018

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

- \*A1. Dimensions:** a. Length: m. (301.55 ft) × b. Width: m. (186.08 ft)  
**Method of Measurement:**  Paced  Taped  Visual estimate  Other:  
**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):  
**Reliability of Determination:**  High  Medium  Low Explain:  
**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain):

**A2. Depth:**  None  Unknown Method of Determination:

**\*A3. Human Remains:**  Present  Absent  Possible  Unknown (Explain):

**\*A4. Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):  
There is a concrete foundation pad in the center of the northern portion of the lot. It measures approximately 60 feet long (north/south) by 30 feet wide (east/west). There are several broken chunks of concrete scattered throughout the lot and patches of broken asphalt in the southeastern corner of the lot.

**\*A5. Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):  
No artifacts were observed.

**\*A6. Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

**\*A7. Site Condition:**  Good  Fair  Poor (Describe disturbances.):

**\*A8. Nearest Water** (Type, distance, and direction.): The channelized Cucamonga channel, located less than 2 miles northeast from the parcel.

**\*A9. Elevation:**

**A10. Environmental Setting** (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): Weeds and grasses grow on this lot.

**A11. Historical Information:**

An aerial photograph from 1938 shows multiple buildings already present on this parcel, with a few buildings/structures added between 1938 and 1948. These buildings may have been initially associated with a citrus ranch. The 1938 aerial shows a citrus orchard immediately east of the buildings and it is possible that some of the structures were barns and sheds. The orange groves were gone by 1946. One rectangular building, present in 1938, which was approximately 15 feet from Holt Blvd., was removed between 1948 and 1959. However, several buildings setback further remain visible in a 1980 aerial photo. The parcel was devoid of buildings by 1994, however, and the lot has remained vacant since then. Research indicates that in 1935 this was the home of Thad S. Yingst (1869-1959) and Sarah M. Yingst (1874-1948), who lived here through the early 1950s. It is possible that the property had buildings that pre-date 1935. Both natives of Arkansas, the Yingsts had moved to Ontario in 1927, residing their first few years on Archibald Avenue. In 1930, Thad was identified as a salesman at a local gas station. The Yingsts had purchased the subject property at 1486 E. Holt Blvd by 1935. Thad identified himself as a farmer for the federal census taken in 1940. They had nine adult children by this time; a son-in-law and daughter L.E. and Lucy Stansell, lived on an adjoining parcel at 120 S. Walker Avenue, just south of the Yingst property.

**\*A12. Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945  
 Post 1945  Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:

The buildings that once stood on this lot were most likely related to a rural residential ranch and citrus orchard.

**A13. Interpretations** (Discuss data potential, function[s], ethnic affiliation, and other interpretations):

Based on historical research, the site is not associated with significant persons in history. Although the citrus industry played a significant role in the development of the region in the late 1800s and early 1900s, there are no archaeological or structural remains on the site to reflect an association with that industry. The resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Containing almost no remains of the buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the National Register of Historic Places or the California Register of Historical Resources, Lot 6 is recommended as not eligible for either register.

**A14. Remarks:** The site record was supplemented by historical research conducted by Greg King, Parsons.

**A15. References** (Documents, informants, maps, and other references):

Historicaerials.com; Parcelquest.com; County of San Bernardino Property Information Management System Internet Site; Ontario City Directory, 1940, 1946, 1949, 1951; U.S. Federal Census, 1910, 1920, 1930 and 1940; *San Bernardino County Sun*, October 19, 1948.

**A16. Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives kept at: Parsons office

**\*A17. Form Prepared by:** Monica Corpuz

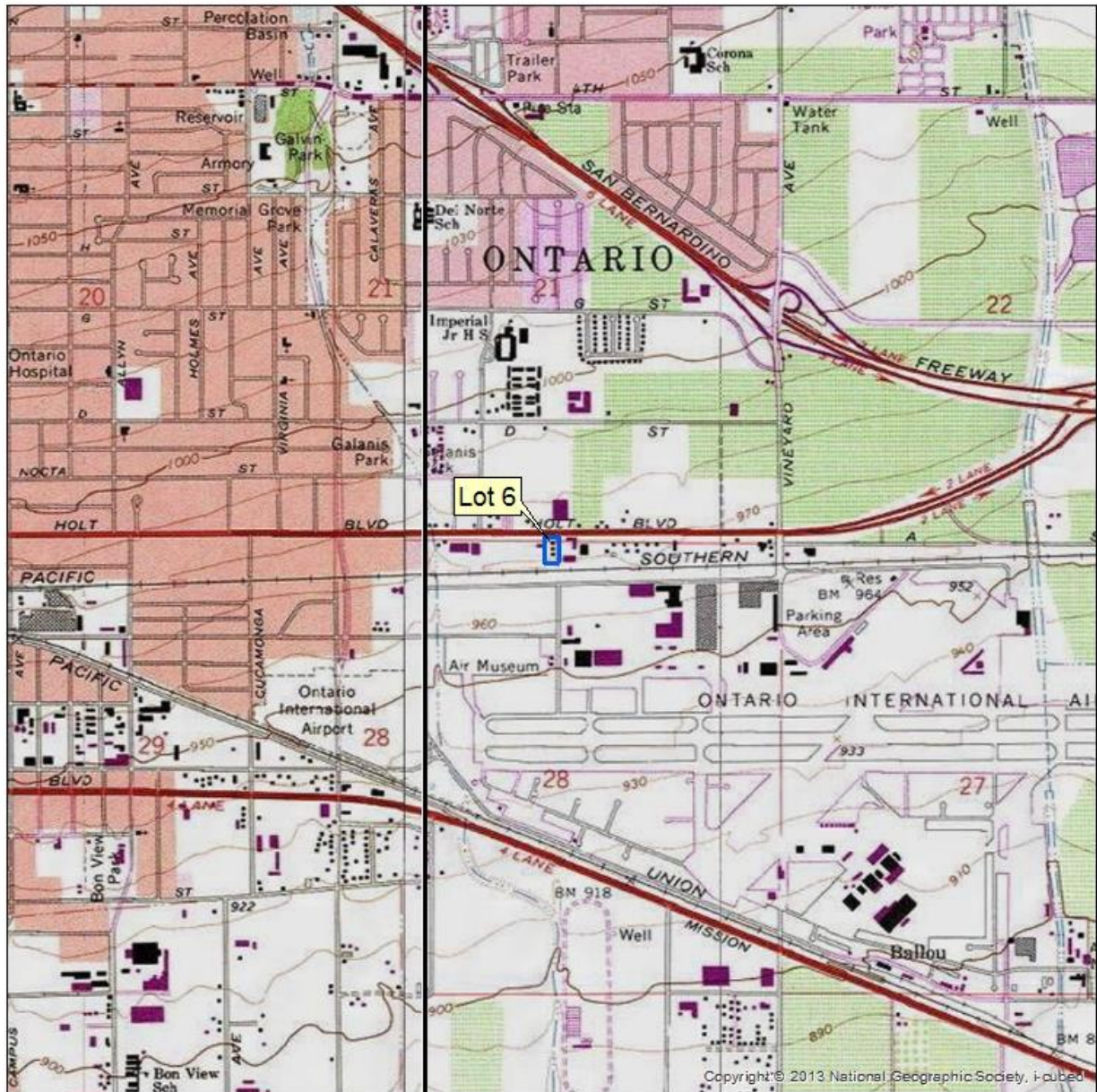
**Date:** 9/14/16

**Affiliation and Address:** Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761

(Minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)

**\*Required information**

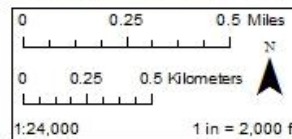




Historic Site  
 Lot 6  
 City of Ontario  
 San Bernardino County, CA

Lot 6  
 USGS Quads

USGS 7.5' Quads:  
 Guasti



## CONTINUATION SHEET

Property Name: Lot 6

Page 4 of 4



Lot 6, Facing East, 08/30/2016



Lot 6, Facing North, 07/03/2018

**State of California The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
**NRHP Status Code 6Z**

Other  
Review Code

Reviewer

Date

Listings

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) Lot 7

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Guasti Date 2015 T 1S ; R 7W ;  of  of Sec 28; B.M.

\*c. Address 1660 E. Holt Boulevard City Ontario Zip \_\_\_\_\_

\*d UTM: (Give more than one for large and/or linear resources) Zone 11S , 443010 mE/ 3769308 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 0110-111-11-0000, 0110-111-12-0000: this lot is located on the south side of Holt Avenue west of Vineyard Avenue and east of Grove Avenue.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This historic-age site is located on two lots that together measure 283.28 feet by 263.5 feet at 1660 E Holt Boulevard and here are considered as one lot as the original boundaries are difficult to discern. Historic aerials from 1938 show multiple buildings on the parcel, with some additions and subtractions through 1959. Most of the buildings from 1938 were still visible in a 1966 aerial photo. Lastly, a few buildings/structures, and trucks are visible in a 1980 aerial photo, and also in a 1995 shot from street-level, but the lot appears to be vacant in an aerial photo taken in 2002; the lot has remained vacant since. There appears to be broken concrete scattered across the lot, which may be remnants of the original concrete building pads or driveways.

\*P3b. Resource Attributes: (List attributes and codes) AH2. Foundation/ Structure Pads

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



\*P4. Resources Present:  Building  
 Structure  Object  Site  District  
 Element of District  Other  
(Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) 8/22/2018, to S.

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  
 Both \_\_\_\_\_

\*P7. Owner and Address:  
Om Lazmi LLC, 2460 Milano Terrace, Chino Hills, CA 91709

\*P8. Recorded by: (Name, affiliation, and address) Monica Corpuz, Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA (2016) and Evelyn Chandler, Paleo Solutions (2018)

\*P9. Date Recorded: August 22, 2016 and July 3, 2018

\*P10. Survey Type: (Describe)  
Intensive Survey

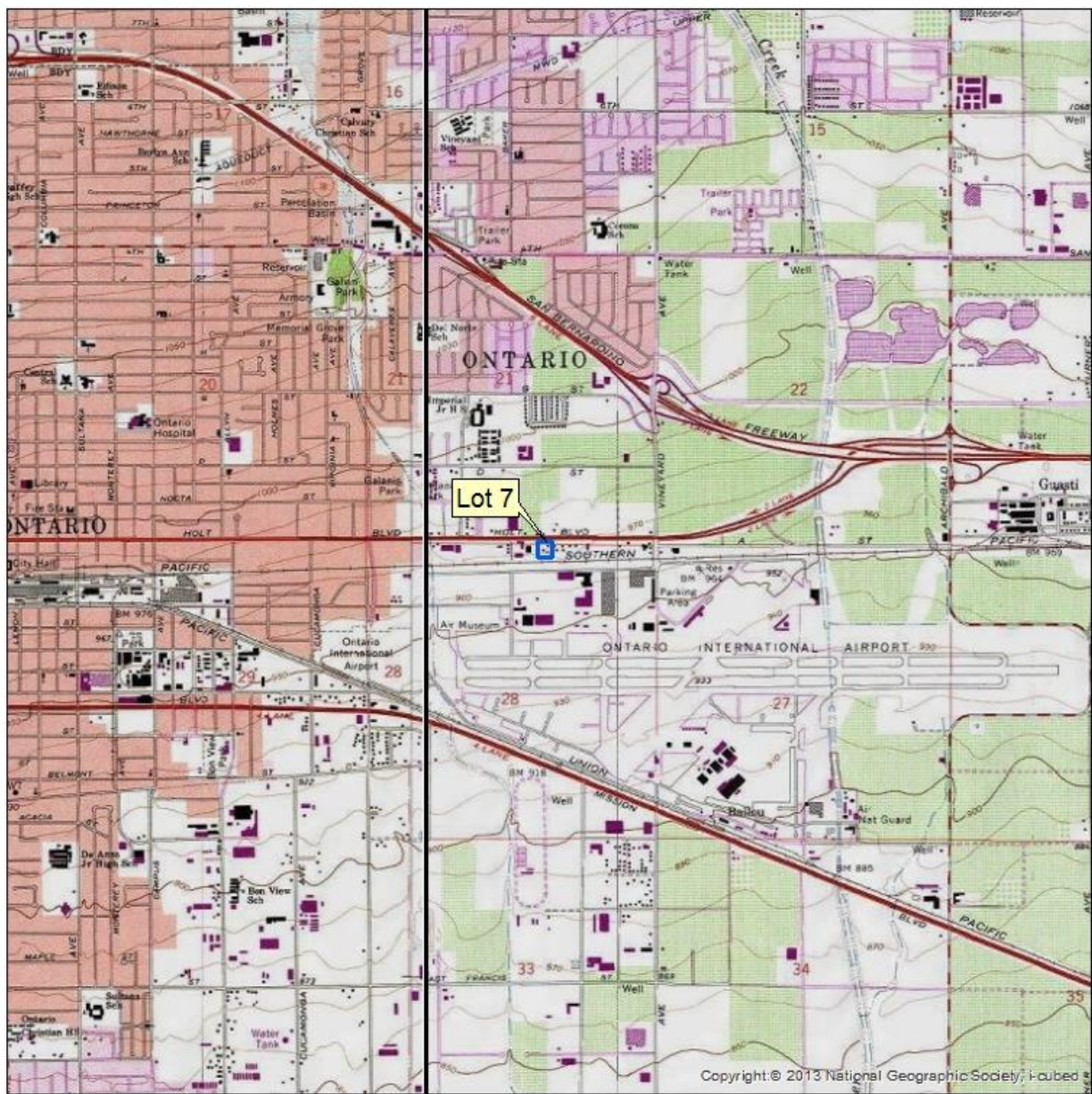
\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Archaeological Survey Report for the West Valley Connector, Los Angeles and San Bernardino Counties, California, 2018

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

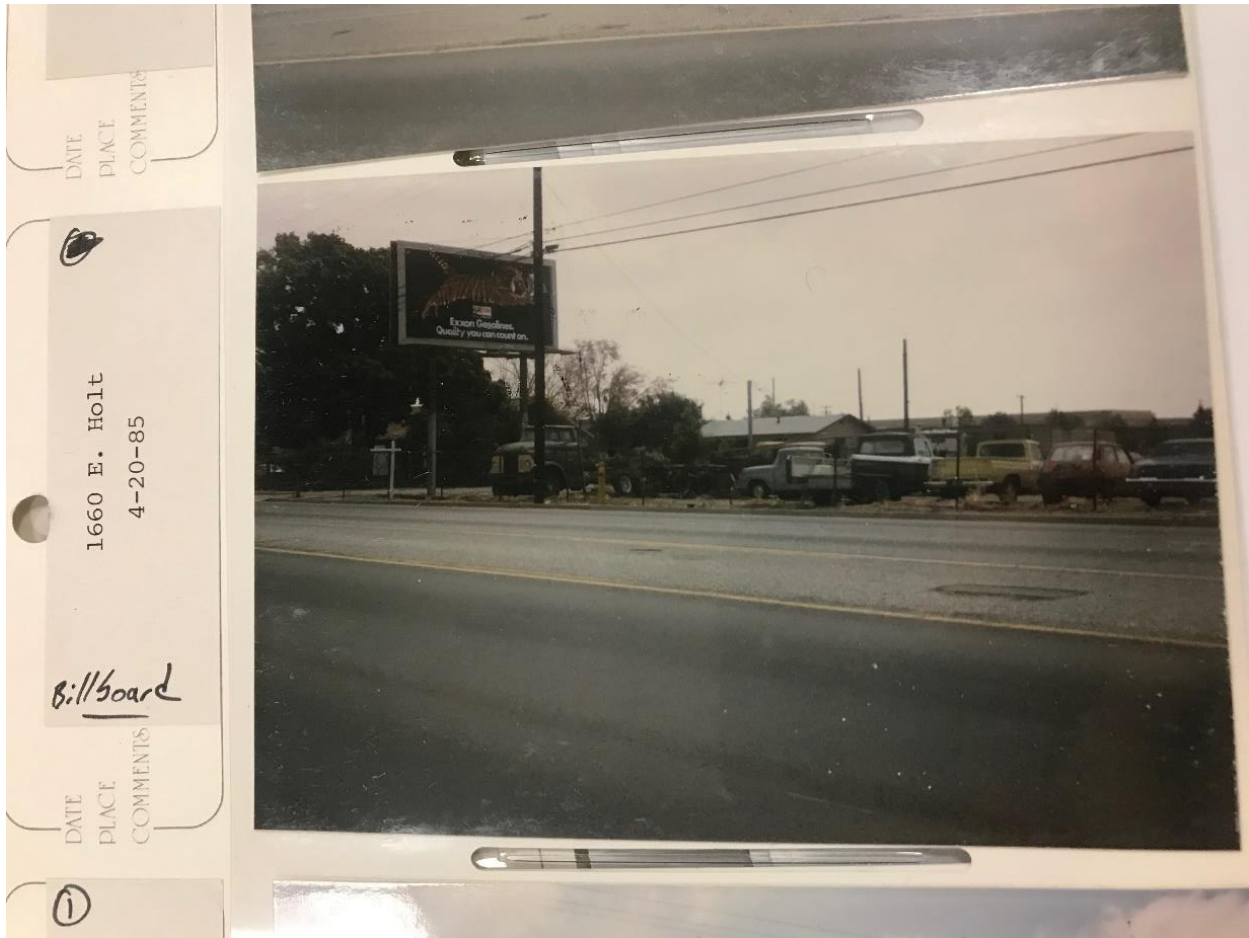
- \*A1. Dimensions:** a. Length: m. (283.28 ft) x b. Width: m. (263.5 ft)  
**Method of Measurement:**  Paced  Taped  Visual estimate  Other:  
**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):  
**Reliability of Determination:**  High  Medium  Low Explain: Gated property  
**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain): This site is private property and is bounded by a metal fence.
- A2. Depth:**  None  Unknown Method of Determination:  
**\*A3. Human Remains:**  Present  Absent  Possible  Unknown (Explain):
- \*A4. Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):  
Field visits of Lot 7 were conducted in August 2016 and July 2018; however, during both visits the lot was fenced with a locked gate. The lot was inspected from the public right-of-way. There are patches of broken concrete in the northwestern portion of the lot. Along the western side of the lot, there is a paved (asphalt) access road that measures 15 feet wide by at least 50 feet long, with a branch curving to the east that is at least 60 feet long. There is a second paved, asphalt access road in the northeastern corner of the lot that is 20 feet wide by at least 65 feet long. At its southern terminus, it transitions to a dirt access road that runs the length of the lot along the eastern edge. Some patches of asphalt are just west of this dirt road. There are a few broken pieces of concrete and asphalt rubble scattered across the lot. The concrete may be remnants of the original building pads.
- \*A5. Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):  
No artifacts were observed.
- \*A6. Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)
- \*A7. Site Condition:**  Good  Fair  Poor (Describe disturbances.): Modern refuse and weeds cover the lot, access road and concrete pieces appear to be in poor shape.
- \*A8. Nearest Water** (Type, distance, and direction.): The channelized Cucamonga channel, located one mile northeast of the parcel.
- \*A9. Elevation:**  
**A10. Environmental Setting** (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): Weeds, hay, and small bushes appear to be growing on the lot. Modern refuse, such as food wrappers, are evident on the surface of the lot.
- A11. Historical Information:**  
The lot at 1660 E. Holt Blvd. was historically part of the property at 1670 E. Holt Blvd. The earliest aerial photograph available for this area, 1938, shows several buildings/structure that were likely associated with a poultry ranch (and residence) that appears to have been present on the parcel by 1932, operated by Forest Armstrong and his family. In 1945 or 1946, Peter J. Tarascou purchased the property and poultry operations. From 1946 to 1957, the Ontario Poultry Company, as it was called, advertised in local newspapers Tarascou's desire to purchase "all kinds of poultry" from nearby ranchers, which may have subsequently processed the birds for area restaurants. For several years Tarascou had a business partner, Pete Russo, before the two men became competitors for poultry (including turkeys) on neighboring properties in 1955. Aerial photos show the addition and removal of buildings and barns over time as the ranching enterprises changed. In about 1968, Tarascou let it be known that his former ranch property was available as a contractor's quarters and supply yard, including extensive areas to allow parking of large trucks, with convenient access to the Ontario Airport. A few buildings/structures, as well as several trucks are visible in a street view photo taken from Holt Blvd., in 1995; an aerial photo dated 2002 shows the lot as vacant.
- \*A12. Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945  
 Post 1945  Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:  
The buildings that once stood on this lot were primarily related to agricultural and poultry operations.
- A13. Interpretations** (Discuss data potential, function[s], ethnic affiliation, and other interpretations):  
Although the poultry operation was advertised in local newspapers, there is no historic evidence that Tarascou or the poultry farm played a significant role in the history of the region. The scant remains on the site do not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Containing almost no remains of the buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the National Register of Historic Places or the California Register of Historical Resources, Lot 7 is recommended as not eligible for either register.
- A14. Remarks:** The site record was supplemented by historical research conducted by Greg King, Parsons.
- A15. References** (Documents, informants, maps, and other references):  
Historicaerials.com; Parcelquest.com; Pomona City Directories, 1932, 1934; Ontario City Directories, 1940, 1946, 1949, and 1951; County of San Bernardino Property Information Management System Internet Site; U.S. Federal Census, 1930 and 1940; *San Bernardino County Sun*, August 29, 1939, October 29, 1947, July 31, 1955, June 30, 1956, and October 15, 1957.
- A16. Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record.):  
Original Media/Negatives Kept at: Parsons office
- \*A17. Form Prepared by:** Monica Corpuz **Date:** 9/14/16  
**Affiliation and Address:** Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761  
(Minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)  
**\*Required information**



<p><b>Historic Site</b>                  Lot 7                  City of Ontario                  San Bernardino County, CA</p>	<p> Lot 7   USGS Quads</p>	<p>USGS 7.5' Quads:                  Guasti</p>	<p>0 0.4 0.8 Miles                  0 0.45 0.9 Kilometers                  1:24,000 1 in = 2,000 ft</p>
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# CONTINUATION SHEET

Property Name: Lot 7  
Page 4 of 4



Building and Vehicles in Lot 7 in 1985  
(Source: History Room of City of Ontario Ovitt Family Library)

State of California & The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
 HRI #  
 Trinomial  
**NRHP Status Code 6Z**

Other  
 Review Code

Reviewer

Date

Listings

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) Lot 8

**P1. Other Identifier:** \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Ontario Date 2015 T 1S; R 7W;  of  of Sec 28; B.M.

c. Address 1202-1212 E. Holt Boulevard City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 442135 mE/ 3769295 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 0110-131-19-0000, 0110-131-01-0000. These parcels are located on the south side of Holt Boulevard and border Grove Avenue to the west.

**\*P3a. Description:** (Describe resource and its major elements)

This historic-era site consists of two lots that form a rectangle measuring approximately 422.18 feet, along the east and west ends, and by 119 feet along the north and south ends. Historic aerials from 1938 show several buildings on the property; most of these stood through 1959, though only a few remained by 1966. The extension/realignment of Grove Avenue between 1966 and 1980 may have removed the last buildings on the lot and it appears vacant ever since. A large patch of asphalt is in the northeastern corner of the parcel. It measures over 100 feet long and varies in width from 10 to 20 feet. It likely is the remnants of a paved driveway or access road. Broken remnants of a concrete foundation were observed just west of the asphalt, measuring 10 feet wide by 24 feet long. A utility pipe, possibly for a gas or water line, was observed within the concrete pad. No artifacts were observed.

**\*P3b. Resource Attributes:** (List attributes and codes) AH2. Foundations/ Structure Pads



**\*P4. Resources Present:**  Building

Structure  Object  Site  District  
 Element of District  Other  
 (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) 11/7/16, to South

**\*P6. Date Constructed/Age and**

**Source:**  Historic  Prehistoric  
 Both

**\*P7. Owner and Address:**

Beacon Group, Inc  
1072 Bristol Street STE 100  
Costa Mesa CA 92626

**\*P8. Recorded by:** (Name, affiliation, and address) Monica Corpuz,  
Parsons, 3200 E. Guasti  
Road, Suite 200. Ontario, CA  
(2016) and Evelyn Chandler,  
Paleo Solutions (2018)

**\*P9. Date Recorded:** November 7,  
2016 and July 3, 2018

**\*P10. Survey Type:** (Describe)  
Intensive Survey

**\*P11. Report Citation:** (Cite survey

report and other sources, or enter "none.")

Archaeological Survey Report for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California, 2018

**\*Attachments:**  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

**\*A1. Dimensions: a. Length:** 422 feet × **b. Width:** 119 feet

**Method of Measurement:**  Paced  Taped  Visual estimate  Other:

**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):

**Reliability of Determination:**  High  Medium  Low Explain:

Access was restricted by a metal gate.

**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain):

**A2. Depth:**  None  Unknown Method of Determination:

**\*A3. Human Remains:**  Present  Absent  Possible  Unknown (Explain):

**\*A4. Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):  
A large patch of asphalt is in the northeastern corner of the parcel, running along the eastern edge of the lot. It measures over 100 feet long and varies in width from 10 to 20 feet. It is highly fragmented with many pieces missing. It likely is the remnants of a paved driveway or access road. Broken remnants of a concrete foundation were observed just west of the asphalt, measuring 10 feet wide by 24 feet long. A utility pipe, possibly for a gas or water line, was observed within the concrete pad.

**\*A5. Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):  
No artifacts were observed in the lot.

**\*A6. Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

**\*A7. Site Condition:**  Good  Fair  Poor (Describe disturbances.):

Modern refuse covers the lot and the concrete appears to be in poor condition.

**\*A8. Nearest Water** (Type, distance, and direction.): The channelized Cucamonga channel, located one mile northeast of the parcel.

**\*A9. Elevation:**

**A10. Environmental Setting** (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): Dirt and grasses cover this lot. Trees and bushes, most likely associated with landscaping once Grove Avenue was constructed, are located along the western perimeter of the lot.

**A11. Historical Information:**

The parcel address was historically 1202 and 1212 East "A" Street, now East Holt Blvd. In a 1938 aerial photograph, several buildings fronting Holt Blvd are evident on the property, consistent with what is known of the history of the land use. These buildings largely remained unchanged when the 1948 aerial photo was taken; several had been removed by the time of the 1959 aerial, and by the next available aerial, 1966, it appears just a couple of buildings remained. These may have been removed to support the construction of Grove Avenue between 1966 and 1980. The property at 1202 E. Holt had been purchased by George W. Weaver in 1924 for the establishment of a commercial nursery. The Weaver family, including wife Anna, and several children, had recently moved to Ontario from Texas; the Weaver family also resided in a house with the same street address as the landscape nursery. The Weaver Nursery operated into the early 1950s. The adjacent 1212 E. Holt address saw the establishment of Rio Grande Motel, an auto court with cabins. In front of the auto court on the state highway were two auto-related businesses, the Kraus gasoline service station and Ray's Garage, for auto repair. Identified owners of the auto court included Willis Jewell in the early 1940s and Edward A. Schwandt by the mid-1950s.

**\*A12. Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945

Post 1945  Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:

The buildings that once stood on this lot related to residential, a plant nursery, automotive functions and auto court uses.

**A13. Interpretations** (Discuss data potential, function[s], ethnic affiliation, and other interpretations):

Based on historical research, the site is not associated with significant persons in history. Although auto tourism may have played a significant role in the development of the region in the first half of the 20th century, there are no archaeological or structural remains on the site to reflect an association with that pattern of events. The resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Containing no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the National Register of Historic Places or the California Register of Historical Resources, Lot 8 is recommended as not eligible for either register.

**A14. Remarks:** The site record was supplemented by historical research conducted by Greg King, Parsons.

**A15. References** (Documents, informants, maps, and other references):

Historicaerials.com; Parcelquest.com; Ontario City Directories, 1940, 1946, 1949, and 1951; County of San Bernardino Property Information Management System Internet Site; U.S. Federal Census, 1930 and 1940; *San Bernardino County Sun*, July 31, 1924, December 30, 1930, June 6, 1940, June 28, 1942, August 22, 1948, and March 10, 1954.

**A16. Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives Kept at: Parsons office

**\*A17. Form Prepared by:** Monica Corpuz

**Date:** 11/9/2016

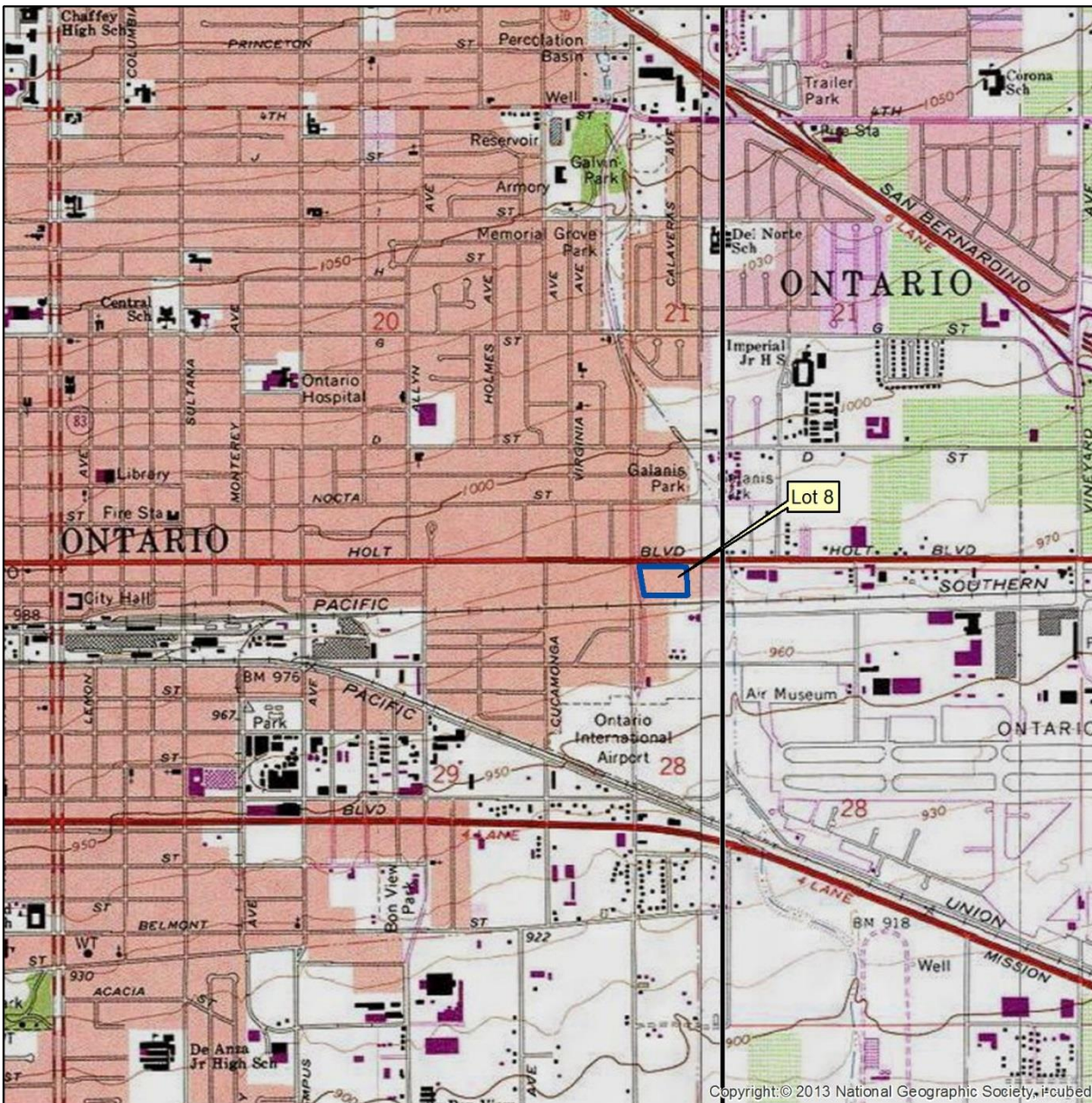
**Affiliation and Address:** Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761

(Minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)

**\*Required information**



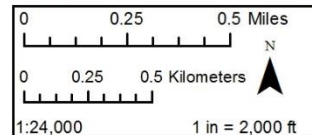
Page 3 of 4 \*Resource Name or # (Assigned by recorder) Lot 8  
 \*Map Name: \_\_\_\_\_ \*Scale: \_\_\_\_\_ \*Date of map: \_\_\_\_\_



**Historic Site**  
 Lot 8  
 City of Ontario  
 San Bernardino County, CA

 Lot 8  
 USGS Quads

USGS 7.5' Quads:  
 Ontario



## CONTINUATION SHEET

Property Name: Lot 8

Page 4 of 4



View of Lot 8 and Asphalt Driveway along Eastern Edge of Lot, View to South, 07/03/18



View of Utility Pipe within Concrete Foundation, 07/03/18

State of California & The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
 HRI #  
 Trinomial  
**NRHP Status Code 6Z**

Other  
 Review Code

Reviewer

Date

Listings

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) Lot 9

**\*P1. Other Identifier:**

**\*P2. Location:**  Not for Publication  Unrestricted

**\*a. County** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

**\*b. USGS 7.5' Quad** Ontario **Date** 2015 **T** 1S; **R** 7W;  of  of Sec ;      **B.M.**

**c. Address** 1625 E. and 1667 E. Holt Boulevard **City** Ontario **Zip** 91764

**d. UTM:** (Give more than one for large and/or linear resources) **Zone** 11S, 441976 **mE**/3769284 **mN**

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 0110-081-10-0000, 0110-081-03-0000. These parcels are located on the north side of Holt Boulevard west of Corona Avenue and east of Imperial Avenue.

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Resource contains two parcels (621.34 ft x 173.47 ft; 175.32 ft x 357.13 ft) recorded together here because the site boundaries were difficult to discern. Historic aeriels indicate that the lot was agricultural land from approximately 1938 to 1966, and in some areas (the south eastern end towards Holt Blvd), to 1980. The 1938 aerial imagery shows two main structures on the lot; over the years a few other buildings were added. However, the buildings on the western side of the lot disappear by 1980 and a parking lot appears on the eastern portion. Degraded asphalt was noted in the eastern portion closest to Holt Blvd at the time of the field visit and is likely related to the paved lot observed in the aerial. The asphalt appears to be in disrepair and the lot itself is covered with modern refuse and grasses. No evidence of the buildings was observed. The lot appears to have been vacant from circa 1994 onwards.

**\*P3b. Resource Attributes:** (List attributes and codes) AH7.

Roads/Trails/Railway Grades

**\*P4. Resources Present:**  Building  
 Structure  Object  Site  District  
 Element of District  Other  
 (Isolates, etc.)

**P5b. Description of Photo:** (view, date, accession #) 11/7/16, View NNE

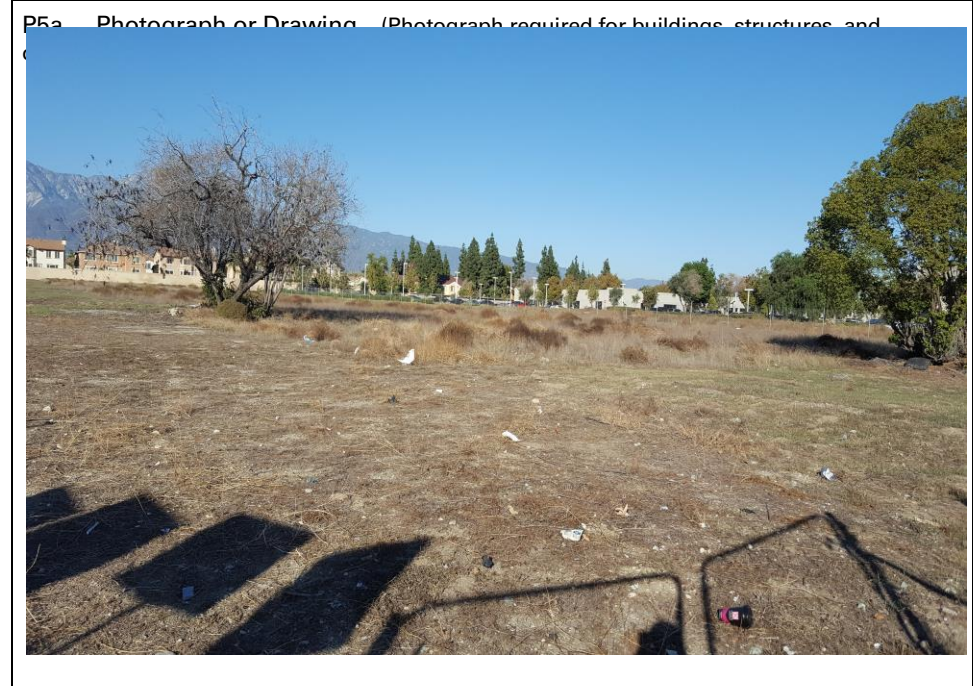
**\*P6. Date Constructed/Age and Source:**  Historic  Prehistoric  
 Both

**\*P7. Owner and Address:**  
Holt Blvd LLC  
PO BOX 7538 Redlands CA 92375

**\*P8. Recorded by:** (Name, affiliation, and address) Monica Corpuz,  
Parsons, 3200 E. Guasti  
Road, Suite 200. Ontario, CA  
(2016) and Evelyn Chandler,  
Paleo Solutions (2018)

**\*P9. Date Recorded:** November 7,  
2016 and July 3, 2018

**\*P10. Survey Type:** (Describe)



Intensive

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Archaeological Survey Report for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California, 2018

**\*Attachments:**  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

**\*A1. Dimensions: a. Length:** (621, 175 feet) × **b. Width:** ( 173, 175 feet )

**Method of Measurement:**  Paced  Taped  Visual estimate  Other:

**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):

**Reliability of Determination:**  High  Medium  Low Explain: Access was restricted by a metal gate.

**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain):

**A2. Depth:**  None  Unknown Method of Determination:

**\*A3. Human Remains:**  Present  Absent  Possible  Unknown (Explain):

**\*A4. Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):

During the November 2016 survey, the entire lot was fenced with no access. By July 2018, however, the eastern half of the lot was only partially fenced allowing access for survey. The western half remained fenced and inaccessible. Visual observations of the western half of the lot were made from the public right-of-way and from the accessible eastern half. The eastern half of the lot includes a large patch of crumbling asphalt along Holt Boulevard, which corresponds with a parking lot built between 1966 and 1980. Another smaller patch of fragmented asphalt lies in the northwestern quarter of the eastern half of the lot. The western half of the lot contains only a few broken chunks of concrete and asphalt.

**\*A5. Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc): No artifacts were observed.

**\*A6. Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

**\*A7. Site Condition:**  Good  Fair  Poor (Describe disturbances.):

Modern refuse covers the lot and the asphalt appears to be in poor condition. As of July 2018, the entire lot had been recently disked for weed abatement.

**\*A8. Nearest Water** (Type, distance, and direction.): The channelized Cucamonga channel, located one mile northeast of the parcel.

**\*A9. Elevation:**

**A10. Environmental Setting** (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): Dirt and grasses cover this lot. Modern refuse includes plastic bags and food wrappers and pieces of furniture.

**A11. Historical Information:**

Historic aerials indicate that the acreage was primarily devoted to citrus orchards from aerials taken in 1938 to 1966, with still some visible in 1980 aerials, with all removed by 1994. In 1938, there appear to be two main clusters of buildings/structures on the lot, with some adjacent buildings as well, all with access to Holt Blvd. Likely the earliest buildings were residences and barns that were associated with the citrus orchard. Over the years a few other buildings were added; however, in 1966 the buildings on the western side of the lot appear to be in a deteriorated state and they were completely removed by 1980. The small cluster of the buildings further to the east grew in number over time and there is a paved parking lot visible by 1980. It is most likely the asphalt that is evident on the eastern portion of the lot close to Holt Boulevard. City directories indicate by 1948 the western-most buildings (1625 E. Holt) were associated with the Ontario Swap Shop owned by L.A. Johnson. The store was converted into a Veterans of Foreign Wars thrift store in approximately 1954, and through at least 1957, under L.A. Johnson's ownership. In 1962 it was still functioning as a retail store; however, it is listed as vacant in a 1964 directory. The City of Ontario has building records indicating that two commercial properties were demolished by the Fire Department for training purposes in October 15, 1964. According to one contemporary newspaper source, the building 1667 E. Holt was a gasoline station, and the city directory showed its ownership as Luigi Angelotti.

**\*A12. Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945

Post 1945  Undetermined **Describe position in regional prehistoric chronology or factual historic dates if known:**

The previous buildings appear to be related to residential, agricultural and commercial activities before and after World War II.

**A13. Interpretations** (Discuss data potential, function[s], ethnic affiliation, and other interpretations):

There are no archaeological materials remaining on Lot 9 to reflect the past use of the parcels as a citrus orchard, retail store, and gas station. Based on historical research, the site is not associated with significant persons in history. Although the citrus industry played a significant role in the development of the region in the late 1800s and early 1900s, there are no archaeological or structural remains on the site to reflect an association with that industry. With no extant historic-age structures or features, the resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Containing no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 9 is recommended as not eligible for either register.

**A14. Remarks:** The site record was supplemented by historical research conducted by Greg King, Parsons.

**A15. References** (Documents, informants, maps, and other references):

Historicaerials.com; Parcelquest.com; Ontario City Directories, 1940, 1946, 1949, and 1951; County of San Bernardino Property Information Management System Internet Site; U.S. Federal Census, 1930 and 1940; *San Bernardino County Sun*, January 12, 1945, March 8, and August 17, 1951; City of Ontario Building Permits.

**A16. Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives Kept at:

**\*A17. Form Prepared by:** Monica Corpuz

**Date:** 11/9/2016

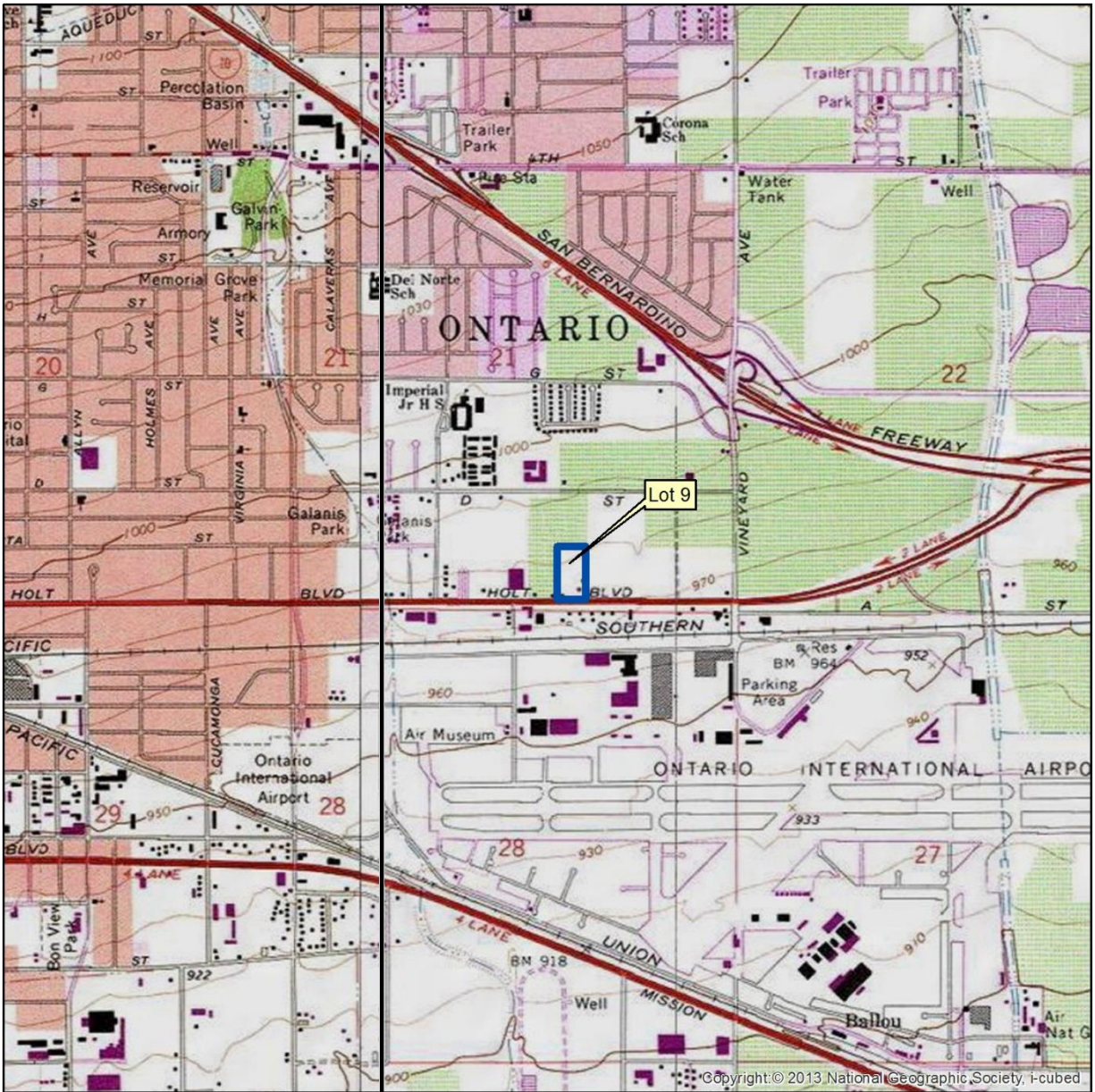
**Affiliation and Address:** Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761

(minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)

**\*Required information**

Page 3 of 4 \*Resource Name or # (Assigned by recorder) Lot 9

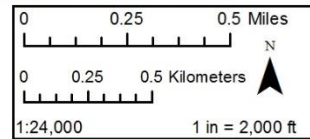
\*Map Name: \_\_\_\_\_ \*Scale: \_\_\_\_\_ \*Date of map: \_\_\_\_\_



**Historic Site**  
 Lot 9  
 City of Ontario  
 San Bernardino County, CA

 Lot 9  
 USGS Quads

USGS 7.5' Quads:  
 Ontario



## CONTINUATION SHEET

Property Name: Lot 9

Page 4 of 4



View of Western Half of Lot 9, View to North, 07/03/18



View of Eastern Half of Lot 9 with Asphalt in Foreground, View to North-Northwest, 07/03/18

State of California & The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
 HRI #  
 Trinomial  
**NRHP Status Code 6Z**

Other  
 Review Code

Reviewer

Date

Listings

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) Lot 10

**\* P1. Other Identifier:**

**\*P2. Location:**  Not for Publication  Unrestricted

**\*a. County** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

**\*b. USGS 7.5' Quad** Ontario **Date** 2015 **T** 1S; **R** 7W;  of  of Sec 28; **B.M.**

**c. Address** 1207 E. Holt Boulevard **City** Ontario **Zip** 91764

**d. UTM:** (Give more than one for large and/or linear resources) **Zone** 11S, **mE/** **mN**

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 0110-061-10-0000, this parcel is located on the north side of Holt Boulevard east of Grove Avenue and west of Imperial Avenue

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Resource contains one rectangular parcel that measures approximately 100 feet (east/west) by 600 feet (north/south). A 1938 aerial photo indicates that various buildings had already been constructed on this lot, when it also served as agricultural land. An aerial photo taken in 1959 shows the trailer structures that had been built since the previous photo was taken in 1948. These units remained through the 1966 and 1980 photos; but by 1994, about half of the trailer units had been removed. As of a 2002 aerial photo, the lot appears empty and has remained so. What is left on the lot now is broken concrete, which is evident throughout the lot, which may have been used as building or foundation pads.

**\*P3b. Resource Attributes:** (List attributes and codes) AH2. Foundations/ Structure Pads

**\*P4. Resources Present:**  Building  Structure  Object X Site  District  Element of District  Other (Isolates, etc.)

**P5a. Photograph or Drawing** (Photograph required for buildings, structures, and



**P5b. Description of Photo:** (view, date, accession #) 11/7/16, View to North

**\*P6. Date Constructed/Age and Source:**  Historic  Prehistoric  Both

**\*P7. Owner and Address:**  
Crossroad Ontario LLC  
23550 Alessandro Blvd. #106  
Moreno Valley CA 92553

**\*P8. Recorded by:** (Name, affiliation, and address) Monica Corpuz,  
Parsons, 3200 E. Guasti  
Road, Suite 200, Ontario, CA  
(2016) and Evelyn Chandler,  
Paleo Solutions (2018)

**\*P9. Date Recorded:** November 7,  
2016 and July 3, 2018

**\*P10. Survey Type:** (Describe)  
Intensive Survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.")  
Archaeological Survey  
Report for the West Valley  
Connector Project, Los

Angeles and San Bernardino Counties, California, 2018

**\*Attachments:**  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

**\*A1. Dimensions: a. Length:** (566 feet) × **b. Width:** (83 feet)

**Method of Measurement:**  Paced  Taped  Visual estimate  Other:

**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):

**Reliability of Determination:**  High  Medium  Low Explain: Access was restricted by a metal gate.

**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain):

**A2. Depth:**  None  Unknown Method of Determination:

**\*A3. Human Remains:**  Present  Absent  Possible  Unknown (Explain):

**\*A4. Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):

There are two rows of fragmented concrete pads in the northern portion of the lot. Each row contains 3 linear concrete pads that each measure about 5 feet wide and vary between 20 and 35 feet long. The concrete pads are between 22 and 28 feet apart. A smaller concrete pad is located near the center of the lot and measures 1 foot by 3 feet. It contains a vertical metal conduit that has modern electrical wires in it. In the central portion of the lot, there are patches of asphalt that correspond with two driveways that extend east from Grove Street. The northernmost driveway crosses the parcel and turns south to run along the eastern edge of the lot for approximately 420 feet. A few chunks of concrete are scattered around the southern portion of the lot.

**\*A5. Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc): No artifacts were observed.

**\*A6. Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

**\*A7. Site Condition:**  Good  Fair  Poor (Describe disturbances.):

The asphalt is crumbling, very fragmented and is in poor condition. Modern trash is scattered throughout the lot.

**\*A8. Nearest Water** (Type, distance, and direction.): The channelized Cucamonga channel, located one mile northeast of the parcel.

**\*A9. Elevation:**

**A10. Environmental Setting** (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): Dirt and grasses cover this lot. Modern refuse appears on the lot which includes plastic bags and food wrappers.

**A11. Historical Information:**

Historic aerial photos from 1938 indicate that before the construction and expansion of Grove Avenue, which cut through the subject parcel, buildings on this parcel were set back a distance from Holt Blvd., which then served as the state highway. The building types were likely a combination of residential and agricultural-serving in nature, given orchards that are also visible in early photos. One of the nearby houses was associated with William Craigmiles, who had come to Ontario from Illinois in 1911. Directories indicated that Carl Goldstein owned the property at 1201 East A St., (now Holt Blvd.) in 1940; Louis W. and Lucy Harrington had come into possession of the property by 1946. While a 1948 aerial photo showed the property as still in a semi-rural setting, by 1951, a city directory indicates that the parcel at the 1201 Holt address had become the Walnut Trailer Park. The 2-acre trailer park also had a 2-bedroom home, and was owned by John H. and Hermine Kirk. Earlier, by 1948, a property to the immediate east, 1211 E. Holt Blvd., had become the K.C. Trailer Court and in the rear these two trailer park properties may have connected. The Shetler family owned the 1201 address lot by the mid-1960s. An aerial photo from 1959 confirms the presence of trailer units on the subject 1201 Holt Blvd. address parcel to be in a diagonal herringbone type of spatial layout. These units are present in photos through 1980, with trees maturing in the time span. An aerial photo dated 1994, however, showed that about half of the trailer houses had been removed from the parcel, and still more had been removed by 2002; by 2005 the entire lot was empty.

**\*A12. Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945

Post 1945  Undetermined **Describe position in regional prehistoric chronology or factual historic dates if known:**

The buildings that once stood on this lot may have been related to the development and expansion of the City of Ontario.

**A13. Interpretations** (Discuss data potential, function[s], ethnic affiliation, and other interpretations):

Based on historical research, the site does not appear to be associated with significant persons or events in history. The resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Containing almost no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the National Register of Historic Places or the California Register of Historical Resources, Lot 10 is recommended as not eligible for either register.

**A14. Remarks:** The site record was supplemented by historical research conducted by Greg King, Parsons.

**A15. References** (Documents, informants, maps, and other references):

Historicaerials.com; Ontario City Directories, 1940, 1945, 1949, 1951; County of San Bernardino Property Information Management System website; U.S. Federal Census, 1910, 1920, 1930, and 1940; *San Bernardino County Sun*, March 1, 1931, January 8, 1935, April 27, 1948, February 2, 1950, and September 29, 1954.

**A16. Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives Kept at: Parsons Office

**\*A17. Form Prepared by:** Monica Corpuz

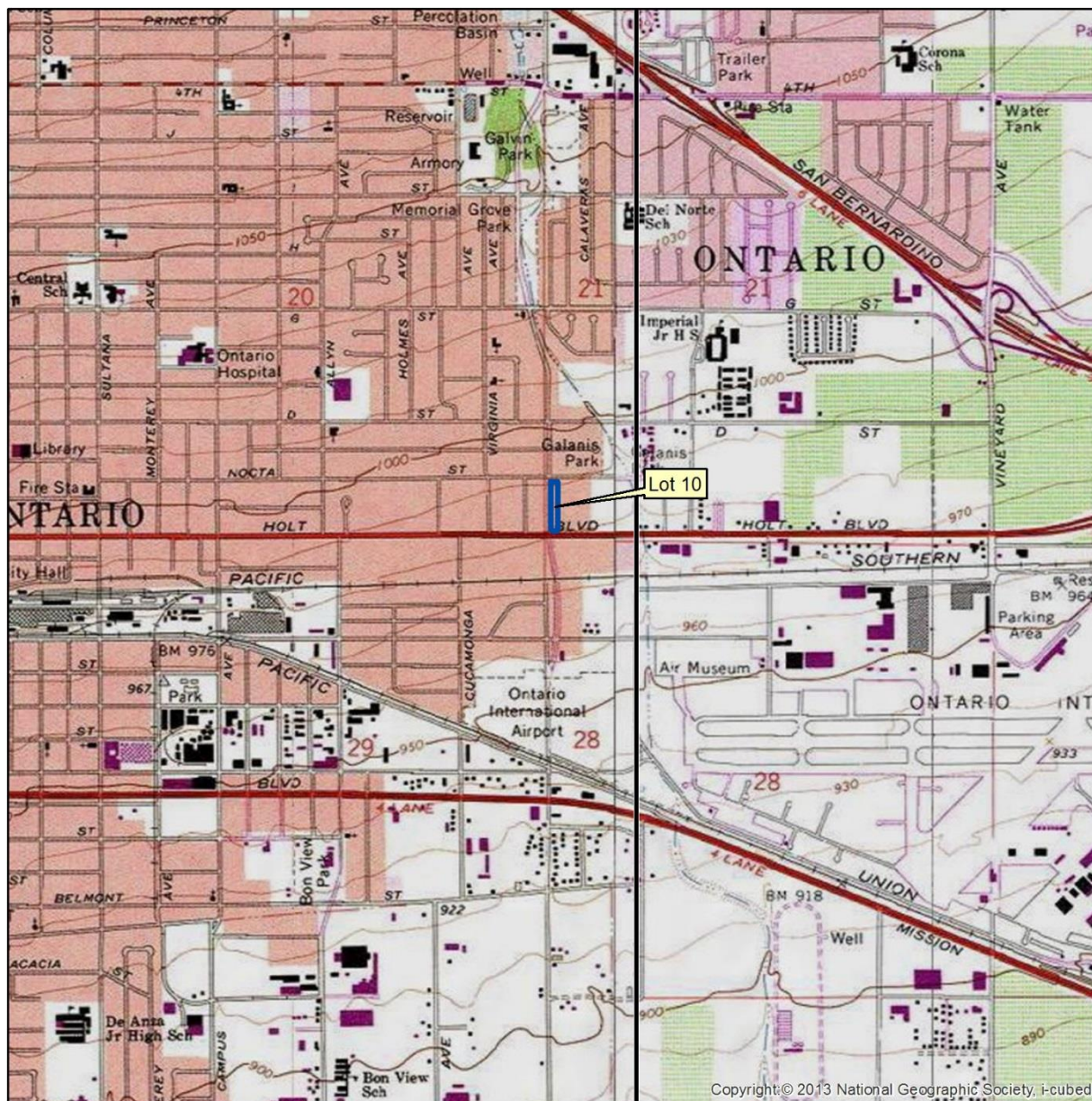
**Date:** 11/9/2016

**Affiliation and Address:** Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761

(Minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)

**\*Required information**

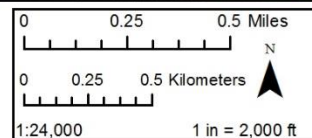




**Historic Site**  
 Lot 10  
 City of Ontario  
 San Bernardino County, CA

 Lot 10  
 USGS Quads

USGS 7.5' Quads:  
 Ontario



## CONTINUATION SHEET

Property Name: Lot 10

Page 4 of 4



View of Northern Portion of Lot 10 and Linear Concrete Pads, View to South, 07/03/18



View of Lot 10 from Southern Boundary, View to North-, 07/03/18

State of California & The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
 HRI #  
 Trinomial  
**NRHP Status Code 6Z**

Other  
 Review Code

Reviewer

Date

Listings

Page 1 of 5 \*Resource Name or #: (Assigned by recorder) Lot 11

**\*P1. Other Identifier:**

**\*P2. Location:**  Not for Publication  Unrestricted

**\*a. County:** San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

**\*b. USGS 7.5' Quad** Ontario **Date** 2015 **T** 1S ; **R** 7W ;  of  of **Sec** 29 ; **B.M.**

**\*c. Address:** 1170, 1176, 1194 E. Holt Boulevard **City** Ontario **Zip** 91761

**\*d. UTM:** (Give more than one for large and/or linear resources) **Zone** 11S , 441891, 441925, 441967 **mE/** 3769308, 3769286, 3769284 **mN**

**\*e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 1049-141-20-0000, 1049-141-23-0000, 1049-141-24-0000. These parcels are located on the south side of Holt Boulevard west of Grove Avenue and east of Cucamonga Avenue

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Lot 11 is composed of three connected parcels that when combined, measure approximately 420 feet north/south by 570 feet east/west. A 1938 aerial photo shows about 4 residential properties and trees on the parcels. The number of buildings increase in subsequent aerial photos reviewed and by 1980, the buildings on Lot 11 number more than 30, though some had come and gone in the interim. Some of these buildings remain visible in the 1994 aerial shot, but by 2002, Lot 11 appears to be vacant. There are three foundation pads of broken concrete or asphalt, with the largest two in the western and central portions of the lot. There are a few remaining trees that grow on the lot.

**\*P3b. Resource Attributes:** (List attributes and codes) AH2. Foundations/ Structure Pads

**P5a. Photograph or Drawing** (Photograph required for buildings, structures, and objects.)



**\*P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

**P5b. Description of Photo:** (view, date, accession #) 11/7/16, View to South

**\*P6. Date Constructed/Age and Source:**  Historic  Prehistoric  Both

**\*P7. Owner and Address:**

MLRCE Group LLC  
3625 E Philadelphia St.  
Ontario CA 91761

**\*P8. Recorded by:** (Name, affiliation, and address) Monica Corpuz, Parsons,  
3200 E. Guasti Road, Suite  
200. Ontario, CA (2016) and  
Evelyn Chandler, Paleo  
Solutions (2018)

**\*P9. Date Recorded:** November 7,  
2016 and July 3, 2018

**\*P10. Survey Type:** (Describe)  
Intensive Survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Archaeological Survey Report for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California, 2018

**\*Attachments:**  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

\*A1. **Dimensions:** a. **Length:** (570 feet east/west) × b. **Width:** (420 feet north/south)

**Method of Measurement:**  Paced  Taped  Visual estimate  Other:

**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain): Verified with aerial imagery.

**Reliability of Determination:**  High  Medium  Low Explain:

**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain):

**A2. Depth:**  None  Unknown Method of Determination:

\*A3. **Human Remains:**  Present  Absent  Possible  Unknown (Explain):

\*A4. **Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):

Three features were observed. The first is a small concrete foundation along the southern edge of the lot that measures 28 feet (N/S) by 40 feet (E/W). Just north of it is a large concrete pad that is heavily deteriorated and fragmented. It measures at least 100 feet (E/W) by 160 feet (N/S). The third feature is a large area of asphalt in the western portion of the lot. The overall dimensions are 120 feet (E/W) by 300 feet (N/S), but there are several large openings within it with no asphalt.

\*A5. **Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):

No artifacts were observed in the lot.

\*A6. **Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

\*A7. **Site Condition:**  Good  Fair  Poor (Describe disturbances.):

Modern refuse covers the lot and the concrete and asphalt features are heavily deteriorate and in poor condition.

\*A8. **Nearest Water** (Type, distance, and direction.): The channelized Cucamonga channel, located one mile northeast of the parcel.

\*A9. **Elevation:**

**A10. Environmental Setting** (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): Dirt and grasses cover this lot. Modern refuse appears on the lot which includes plastic bags and food wrappers and furniture. There are trees on the lot, as well.

**A11. Historical Information:**

A 1938 aerial photo shows residences and other buildings, with these increasing in number in subsequent years. By 1980, there are at least thirty buildings of various types on Lot 11. Some buildings are still visible in the 1994 aerial but by 2002, the lot appears to be vacant. Some addresses changed over time complicating research. From east to west, these were some of the known land uses for Lot 11: a group of houses aligned in a linear fashion, were built between 1946 and 1948 but some residential properties were occupied as early as 1922; but over the years, especially after the mid-1940s, the land uses became more industrialized. The parcel at 1170 E. Holt Blvd., in fact, had a business called Valley Industrial Supply Company in 1962. In 1967 an apartment complex owned by Lucille Fangma was identified at the same location. Pomona Metro Bus had taken over the property in 1983. In 1984 and 1986, directories show it had become an airport motel. The next property towards the east (1176 E. Holt Blvd.) identified the owner as Angelo Malnati from the mid-1940s through early 1950s. The Arrow Equipment Rental Company was identified at this address from approximately 1957-1986. C.R. Craig was identified as having a gas station in this stretch of Holt Blvd. in 1945 to 1946; John Dahlquist took ownership by 1949. By 1951, the Pine Tree Café had opened at 1190 E. Holt Blvd. Located to its east was a Signal Oil gas station, established by 1940. It was owned by Stanley Van Fleet (later became Van Fleet Bros.) near what is now the southwest corner of Grove Ave. and Holt Blvd., at 1194 E. Holt Blvd.; other firms used the same address, including Pixley & Fredlund Signal Truck and Tire Service, and P. Aleman Auto Garage. The Van Fleet Bros. establishment continued until at least 1967. By the 1980s, the Black Gold Oil Company had taken over the premises. No evidence of any of these various businesses exist on the parcels today other than broken concrete patches underlying the dirt and grasses.

\*A12. **Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945

Post 1945  Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:

The buildings that once stood on this lot were related to the development and expansion of the City of Ontario.

**A13. Interpretations** (Discuss data potential, function[s], ethnic affiliation, and other interpretations):

Based on historical research, none of the individuals or businesses played a significant role in the history of the region. The resource does not embody distinctive characteristics of a type, period, region, or method of construction, and it does not represent the work of an important individual, or possess high artistic values. Containing almost no remains of the historic-age buildings that once stood on the lot and no evidence of the activities that occurred there, the site has no potential to contribute important information to our understanding of local or regional history. Because the site does not meet any of the criteria necessary for inclusion in the NRHP or the CRHR, Lot 11 is recommended as not eligible for either register.

**A14. Remarks:** The site record was supplemented by historical research conducted by Greg King, Parsons.

**A15. References** (Documents, informants, maps, and other references):

Historicaerials.com; Pomona City Directories 1920, 1922, 1926, 1928; Ontario City Directories, 1940, 1945, 1949, 1951, 1957, 1962, 1967, 1984, 1986; County of San Bernardino Property Information Management System website; *San Bernardino County Sun*, March 28, 1928, November 29, 1928, November 16, 1932, January 29, 1935, May 6, 1941, and May 10, 1945.

**A16. Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives Kept at: Parsons Office, Ontario, CA

\*A17. **Form Prepared by:** Monica Corpuz

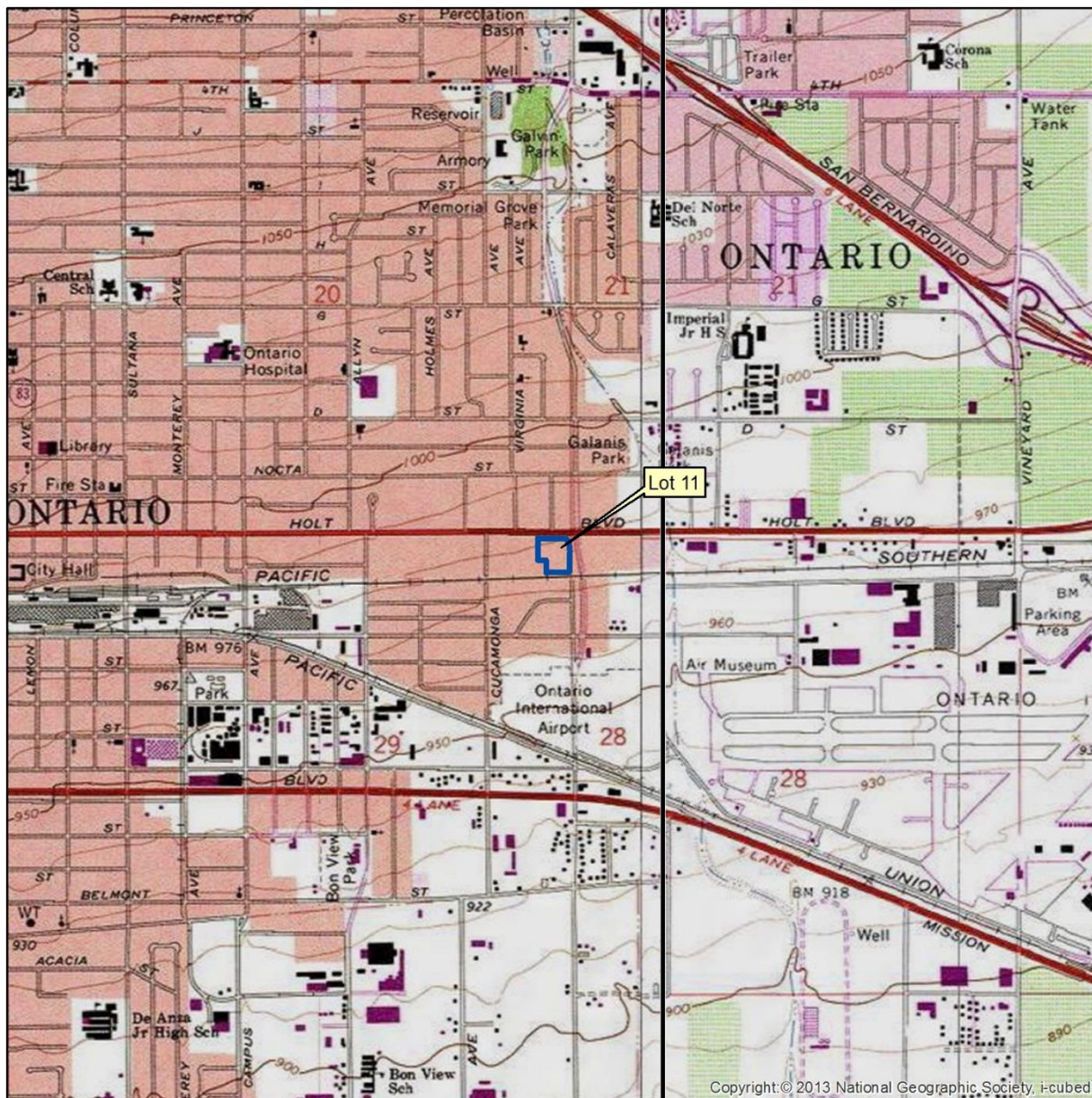
**Date:** 11/9/2016

**Affiliation and Address:** Parsons, 3200 E. Guasti Road, Suite 200. Ontario, CA 91761

(Minor revisions by Evelyn Chandler, Paleo Solutions, 911 S. Primrose Avenue, Suite N, Monrovia, CA 91016; July 5, 2018)

\*Required information

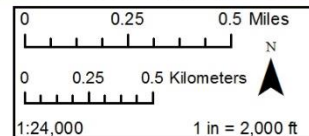
Page 3 of 5 \*Resource Name or # (Assigned by recorder) Lot 11  
 \*Map Name: \_\_\_\_\_ \*Scale: \_\_\_\_\_ \*Date of map: \_\_\_\_\_



**Historic Site**  
 Lot 11  
 City of Ontario  
 San Bernardino County, CA

 Lot 11  
 USGS Quads

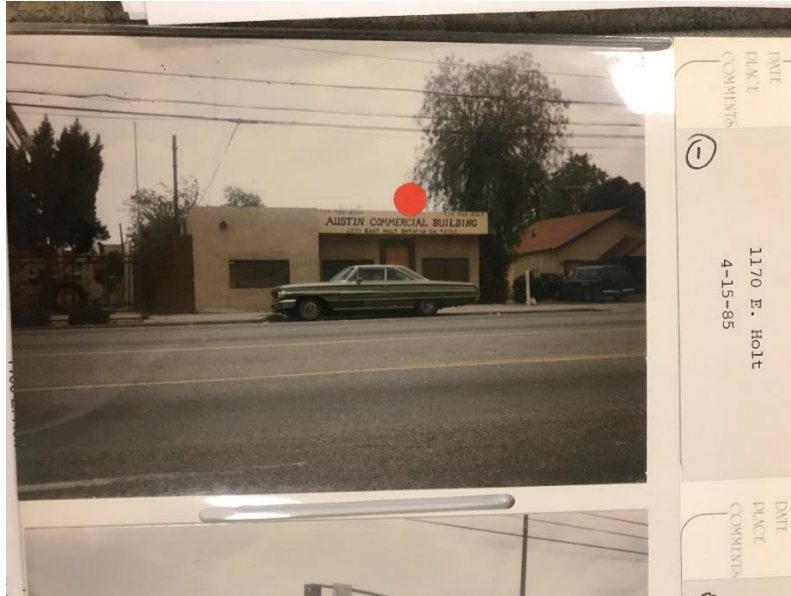
USGS 7.5' Quads:  
 Ontario



## CONTINUATION SHEET

Property Name: Lot 11

Page 4 of 5



Commercial Building at Lot 11 (1170 E. Holt Blvd.) in 1985  
(Source: History Room of City of Ontario Ovitt Family Library)



Equipment Rental Business at Lot 11 (1176 E. Holt Blvd.) in 1985  
(Source: History Room of City of Ontario Ovitt Family Library)

# CONTINUATION SHEET

Property Name: Lot 11

Page 5 of 5



Gas Station at Lot 11 (1194 E. Holt Blvd.) in 1985  
(Source: History Room of City of Ontario Ovitt Family Library)



Figure 6-9: 'Black Gold' Commercial Building at Lot 11 (1194 E. Holt Blvd.) in 1985  
(Source: History Room of City of Ontario Ovitt Family Library)



## APPENDIX B: SITE RECORDS

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P36 007095

ARCHAEOLOGICAL SITE RECORD

PAGE: 1 OF 5 PERMANENT TRINOMIAL: CA-SBR-7095H  
DATE OF ORIGINAL RECORD: N/A TEMPORARY NUMBER: CP-28-HS  
DATE OF THIS FORM: 10/17/91 AGENCY DESIGNATION:

- 1. COUNTY: San Bernardino
- 2. USGS QUAD: Guasti 7.5' 1966 REVISED: 1981
- 3. UTM COORDINATES: ZONE 11 451100 m Easting; 3774320 m Northing  
451350 m Easting; 3774320 m Northing
- 4. TOWNSHIP 1S RANGE 6W, N 1/2, SW 1/4, SE 1/4 of Sec. 5  
BASE MER. SBM
- 5. MAP COORDINATES: 67 mm S 365 mm E
- 6. ELEVATION: 1230 ft.

7. LOCATION: From southbound Etiwanda turn right on Miller Avenue and proceed generally south, on a dirt road adjacent to the west of Highway 15, for approximately 0.35 mile. Site extends to the west of this point.

8. PREHISTORIC      HISTORIC      X      PROTOHISTORIC

9. SITE DESCRIPTION: Abandoned irrigation system consisting of precast concrete standpipe. An associated scatter of discarded fruit boxes and historical trash was also noted.

10. AREA: 300 m (length) x 20 m (width); 6000 m<sup>2</sup>  
Method: Metric tape

11. DEPTH: NA      METHOD: N/A

12. FEATURES: Linear arrangement of formed concrete standpipes with associated trash deposits (2).

13. ARTIFACTS: One fragment of sun colored amethyst glass with an off-set suction mark, one sun colored amethyst glass hand tooled finish medicine type bottle neck, one fragment each sun colored amethyst and aqua glass, two fragments white ware.

14. NON-ARTIFACTUAL CONSTITUENTS: Eucalyptus tree wind row, grape vines.

DATE OF ORIGINAL RECORD: N/A DATE OF THIS FORM: 10/17/91

16. RECORDED BY: R. Paul Hampson, James J. Schmidt, June Schmidt, and Robert Mills.

17. AFFILIATION: Greenwood and Associates, 725 Jacon Way,  
725 Jacon Way, Pacific Palisades, CA 90272  
(213) 454-3091

P36607095

ARCHAEOLOGICAL SITE RECORD

PAGE:2 OF 5  
DATE OF ORIGINAL RECORD:N/A  
DATE OF THIS FORM: 10/17/91

PERMANENT TRINOMIAL: CA-SBR-7095H  
TEMPORARY NUMBER: CP-28-HS  
AGENCY DESIGNATION:

18. HUMAN REMAINS: None observed
19. SITE INTEGRITY: Good. Standpipes are largely intact.
20. NEAREST WATER: Ephemeral drainage crosses west end of site.
21. VEGETATION COMMUNITY (SITE VICINITY): Agrestral
22. VEGETATION COMMUNITY (ON SITE): Same as 21.
- REFERENCES FOR ABOVE: California Vegetation Holland and Keil 1989.
23. SITE SOIL: Coarse brown loamy sands.
24. SURROUNDING SOIL: Same as 23
25. GEOLOGY: Older fan deposits.
26. LANDFORM: Alluvial plain.
27. SLOPE: 0
28. EXPOSURE: Open
29. LANDOWNERS(S), (TENANTS), ADDRESS: Unknown
30. REMARKS:
32. REFERENCES:
33. NAME OF PROJECT: Cajon Pipeline Cultural Resource Reconnaissance
34. TYPE OF INVESTIGATION: Preliminary surface reconnaissance
35. SITE ACCESSION NO.: N/A
36. PHOTOS: N/A
37. PHOTO ACCESSION NO. N/A ON FILE AT: N/A
- CURATED AT: N/A  
TAKEN BY: N/A

P36607095

### ARCHAEOLOGICAL SITE LOCATION MAP

PAGE:3 OF 5

DATE OF ORIGINAL RECORD:

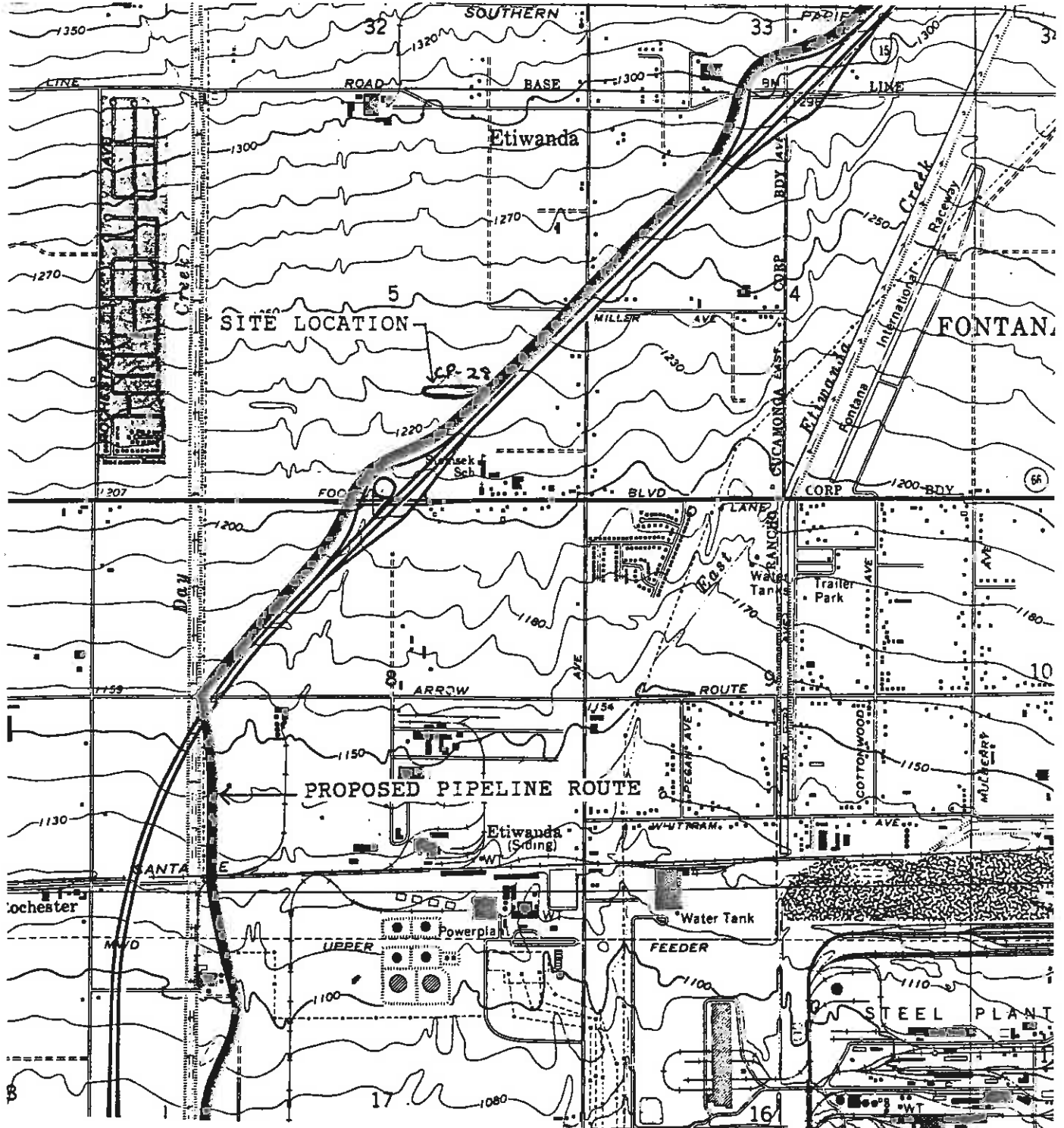
DATE OF THIS FORM: 10/17/91

U.S.G.S. 7.5' QUADRANGLE: Guasti

PERMANENT TRINOMIAL: CA-SBR-7095H

TEMPORARY NUMBER: CP-28-HS

AGENCY DESIGNATION:



ARCHAEOLOGICAL SITE MAP

PAGE: 4 OF 5

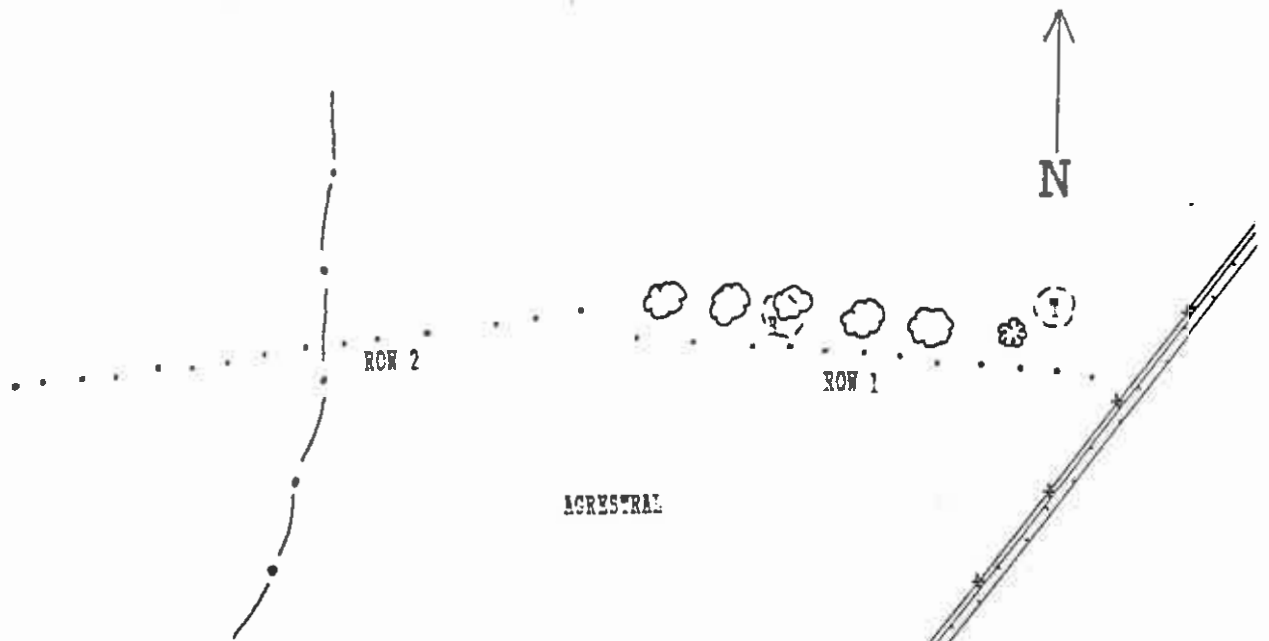
PERMANENT TRINOMIAL: CA-SBR-7095H

DATE OF ORIGINAL RECORD:

TEMPORARY NUMBER: CP-28-H

DATE OF THIS FORM: 10/17/91

AGENCY DESIGNATION:



KEY

- STANDPIPE .
- EUCALYPTUS TREE ☁
- ELDERBERRY BUSH \*
- TRASH SCATTER T
- BOX SCATTER B
- CYCLONE FENCE -x-x-x-
- DRAINAGE DITCH =
- MALL SIGN □
- EROSION CUT ~



P36 007095

ARCHAEOLOGICAL SITE ILLUSTRATION

PAGE: 5 OF 5

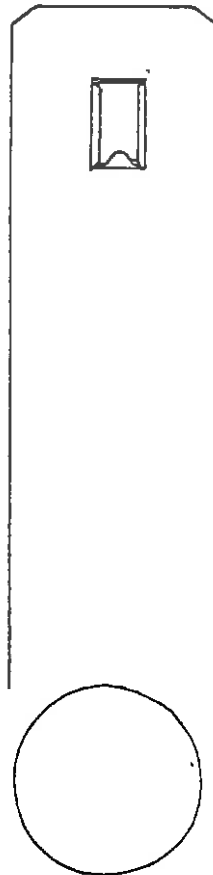
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DATE OF ORIGINAL RECORD:

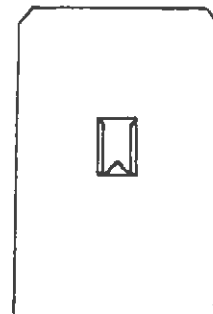
TEMPORARY NUMBER: CP-28-HS

DATE OF THIS FORM: 10/17/91

AGENCY DESIGNATION:



TYPICAL ROW 2 CONCRETE STANDPIPE  
WITH METAL FLOW REGULATOR CLOSED AND  
CROSS SECTION OF CONNECTING PIPE



TYPICAL ROW 1  
CONCRETE STANDPIPE  
WITH METAL FLOW  
REGULATOR CLOSED



DETAIL OF FLOW REGULATOR  
WITH COVER REMOVED (OPEN)



P36-007095

ARCHAEOLOGICAL SITE SURVEY RECORD  
(McKenna et al., Whittier, CA)

PERMANENT TRINOMIAL: CA-SBR-7095-H

TEMPORARY SITE NO.: \_\_\_\_\_

AGENCY DESIGNATION: \_\_\_\_\_

Page 1 of 1

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(Current Conditions Addendum)

CA-SBR-7095H: CA-SBR-7095H was recorded as a water transportation site (CP-28; Hampson 1991; T1S, R6W, Section 5). Here, Hampson et al. recorded a single alignment of standpipe irrigation taps along a eucalyptus wind row; west of Interstate 15 in North Etiwanda. A few items of historic origin were found nearby.

McKenna et al. relocated this site during the recent survey for the Cajon pipeline. Upon re-examination of the site, McKenna et al. found that the site was considerably larger; actually including three alignments of stand pipes, two major valves, associated dirt access roads, and the suggestion of residential remains.

McKenna et al. recorded these other features and determined that the majority of the remains clustered in the western half of the southeast quarter of Section 5, peripheral to the proposed pipeline alignment. In researching this property at the San Bernardino County Archives, McKenna et al. found that the site was part of the overall Etiwanda Colony, a small consortium formed to organize development and settlement of the area in the late 1920s.

In ca. 1890-91, this area was owned by the Southern Pacific Railroad and shortly thereafter was listed under the Arrowhead Realty Company. Arrowhead Realty sold the property to J.B. Fourcade in ca. 1916-1917. By the 1920s it was held somewhat in common by the Etiwanda Colony. The county records indicated that the residential complex associated with these irrigated fields was located under the current location of Interstate 15, on Langam Road (now Miller). These structures no longer exist.

Although this site can be shown to date to the ca. 1920s, the remains within the A.P.E. lack integrity and the extent of the proposed impacts are minimal. No structural remains are present and the standpipe system is in ruin - predominantly to the west of the proposed pipeline alignment. McKenna et al. has determined that the remains constituting CA-SBR-7095H are ineligible for nomination to the National Register as they lack integrity and the written documentation for the area far exceeds the physical remains. The recordation completed to date serves to amply reflect the information needed for interpretation of these peripheral remains at some later date. In its current state, CA-SBR-7095H is an ineligible property and, therefore, no mitigation of impacts is recommended.





P36-0070c

1084

**ARCHAEOLOGICAL SITE RECORD**  
Archaeological Research Unit  
University of California  
Riverside, CA 92521

Permanent Trinomial: CA-SBr-7099H  
Temporary Designation: UCRARU #1170-1

Page 1 of 5

1. **County:** San Bernardino
2. **USGS Quad:** Guasti, Calif. 7.5' dated 1966 photorevised 1973
3. **UTM Coordinates:** Zone 11: 451770 mE, 3773870 mN to 3773635 mN
4. **Twp. 1S.; Rng. 5W.; SBBM, NW 1/4 of NW 1/4 of Section 9**
5. **Map Coordinates:** 85 to 95 mmS; 391 mmE 6. **Elevation:** 1190 ft a.s.l.
  
7. **Location:** Metropolitan Water District Etiwanda Pipeline - sewer pipe previously below street surface (still in place north and south of impacted area). Take Interstate 15 north from Interstate 10 to Foothill exit, take Foothill Boulevard east to Etiwanda Avenue.
  
8. **Prehistoric:**                      **Historic:** XXX                      **Protohistoric:**
  
9. **Site Description:** Sewer line running north/south 3 ft. under the northbound lane of Etiwanda Avenue. Pipe has an internal diameter of 6 in. and joints are 2 ft. long. Older, long-time employees of the Metropolitan Water District claim that the sewer line is at least 40 to 50 years old and that it probably dates to the 1920s. This is based on the size of the pipe and the fact that it is made of "fired clay." This sewer line is/was no longer in use, and its presence was known to the construction company engineers before it was encountered. It may have been connected to the historic houses that used to be in the area. The pipeline continues north and south out of the subject area.
  
10. **Area:** 231 m (N/S)  
**Method of Determination:** Surveyors' calculations
11. **Depth:** 3 ft. below the surface of Etiwanda Avenue (before the water pipeline was laid) to the top of this feature.
12. **Features:** old sewer pipeline
13. **Artifacts:** none
14. **Non-artifactual Constituents:** none
  
15. **Date Recorded:** January 1992
16. **Recorder:** Michael Hogan
17. **Affiliation and Address:** Archaeological Research Unit, U C Riverside
  
18. **Human Remains:** none
  
19. **Site Integrity:** destroyed within project area
20. **Nearest Water:** East Etiwanda Creek, 1/2 mi. to the east
21. **Vegetation Community (site vicinity):** intrusive wild grasses/weeds, eucalyptus trees
22. **Vegetation (on site):** N/A

P86-00769

ARCHAEOLOGICAL SITE RECORD continued

Permanent Trinomial: CA-SBr-7099H  
mo/yr: \_\_\_\_\_  
Temp. Designation: UCRARU # 1170-1

Page 2 of 5

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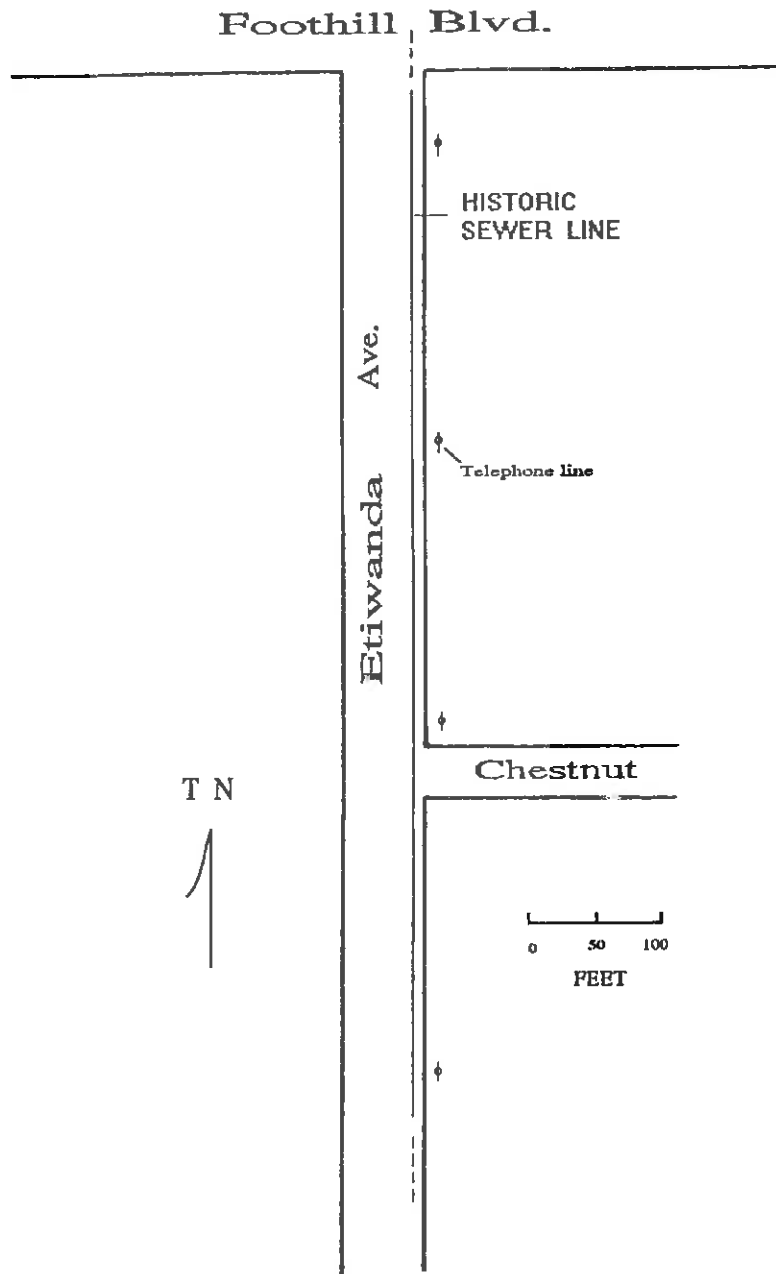
23. Soil: brown loam, no rocks, no strata.
24. Surrounding Soil: N/A
25. Geology: occasional gravel and decomposing granite observed
26. Landform: flood plain
27. Slope: almost level
28. Exposure: open
29. Landowner and Address: City of Rancho Cucamonga
  
30. Remarks: Sewer pipeline may have connected to known, previously recorded but no longer existing, historic houses. The pipeline has been completely destroyed by the construction of the Metropolitan Water District Etiwanda Pipeline within the project area, but still continues north and south under Etiwanda Avenue outside of the project area.
  
31. References: Michael Hogan, Archaeological Monitoring Report: Metropolitan Water District Etiwanda Pipeline, City of Rancho Cucamonga, San Bernardino County, California, 1992.
32. Name of Project: UCRARU #1170
33. Type of Investigation: Monitoring
  
34. Site Accession Number: pending  
Curated at: San Bernardino County Museum
  
35. Photos: 2  
Taken by: M. Hogan
  
36. Photo Accession #: pending  
On File at: San Bernardino County Museum

P36 60 709C

ARCHAEOLOGICAL SITE MAP

Permanent Trinomial: CA-SBr-7099H  
mo/yr: \_\_\_\_\_  
Temp. Designation: UCRARU # 1170-1  
USGS Map: Guasti 7.5  
Recorder: M. Hogan

Page 3 of 5



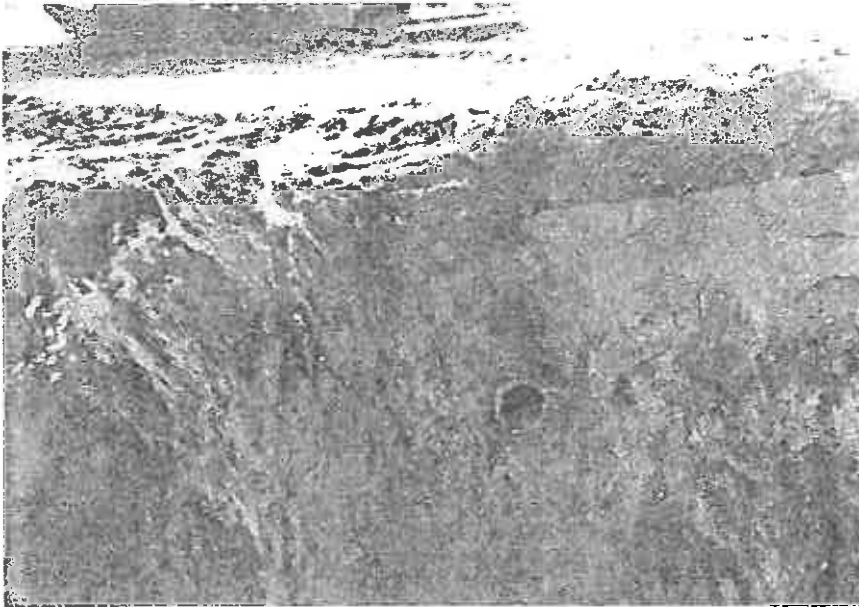
P36-007099

PHOTOGRAPHS OF PIPELINE

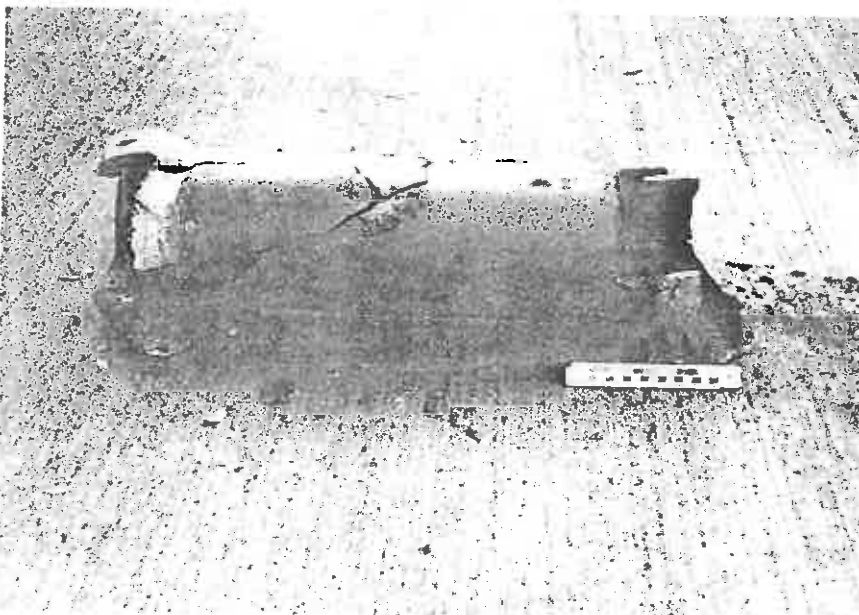
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mo/yr: \_\_\_\_\_  
Temp. Designation: UCRARU # 1170  
USGS Map: Guasti, Calif. 7.5'  
Recorder: M. Hogan

Page 4 of 5

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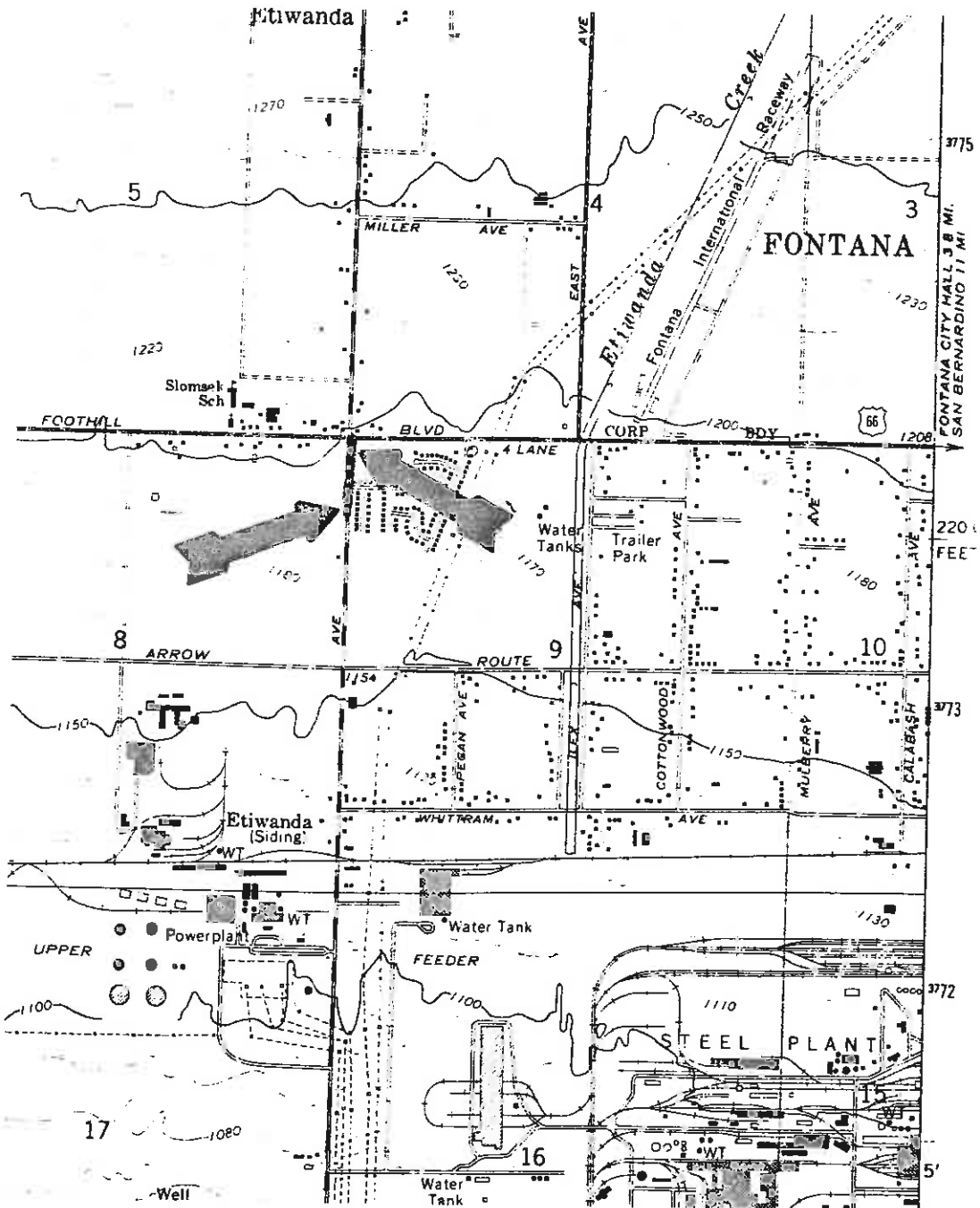
Photograph of historic pipeline as seen in sidewall of the pipeline trench.



Photograph of joint of historic pipeline, also showing how the joints were cemented together.

ARCHAEOLOGICAL SITE LOCATION MAP

Permanent Trinomial: CA-SBr-70994  
mo/yr: \_\_\_\_\_  
Temp. Designation: UCRARU # 1170  
USGS Map: Guasti, Calif. 7.5'  
Recorder: M. Hogan



464

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

Primary # P36-020173 H  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S3  
Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

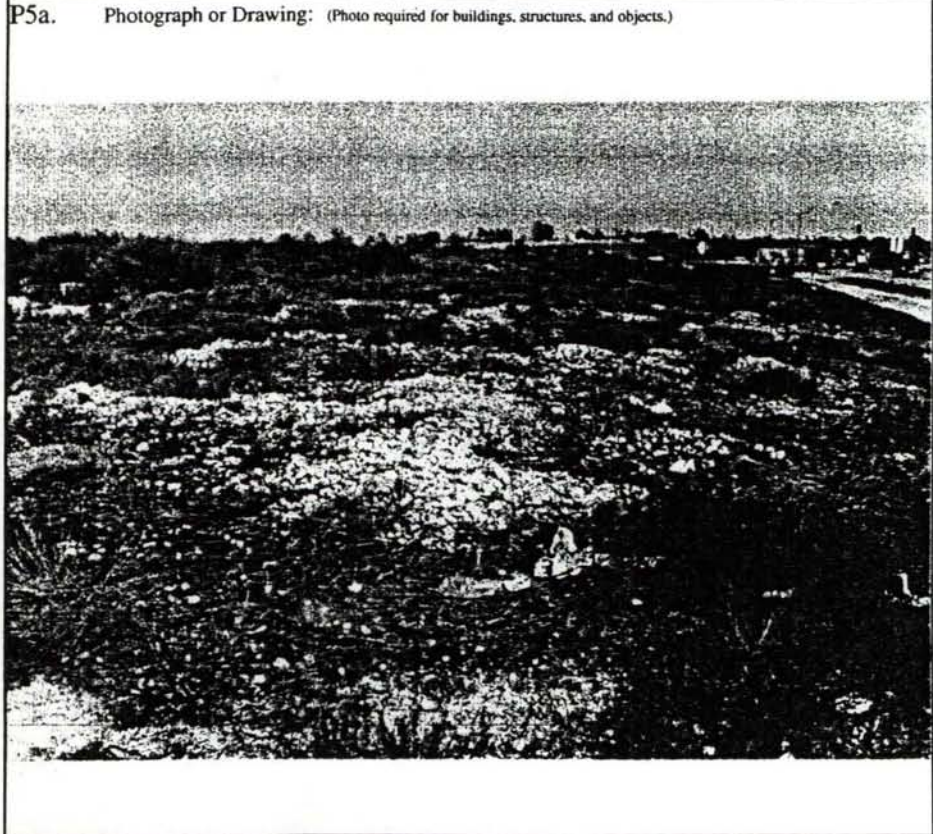
Page 1 of 3 \*Resource Name or #: (Assigned by recorder) LSA-RCG131-1 Foothill Fieldstone Stockpile - 1

P1. Other Identifier: \_\_\_\_\_  
\*P2. Location:  Not for Publication  Unrestricted \*a. County San Bernardino  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)  
\*b. USGS 7.5' Quad Guasti, CA Date 1966, PR 1981 T 1S; R 6W; SE 1/4 of SW 1/4 of Sec 5; S.B. B.M.  
c. Address Foothill Blvd. City Rancho Cucamonga Zip \_\_\_\_\_  
d. UTM: (Give more than one for large and/or linear resources) Zone 11; Centerpoint: 450770 mE/3774000  
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) The resource is located on the North Side of Foothill Boulevard, just west of Interstate 15. Elevation is 1,200 feet above mean sea level (amsl).

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
LSA-RCG131-1 is one of three fieldstone stockpiles of cobbles/boulders cleared from the vineyard within and around the project area. It is approximately 400 feet wide and 700 feet in length.

\*P3b. Resource Attributes: (List attributes and codes) (HP39) Other

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo: (View, data, accession #)  
Ph. 1 View east of stockpile, toward I 15

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
pre- 1937

\*P7. Owner and Address:  
Forest City Development California, Inc.  
949 South Hope Street, Suite 200  
Los Angeles, CA 90015

\*P8. Recorded by: (Name, affiliation, and address):  
Bob Reynolds  
LSA Associates, Inc.  
1650 Spruce Street, 5<sup>th</sup> Floor  
Riverside, CA 92501

\*P9. Date recorded:  
March 8, 2001

\*P10. Survey Type: (Describe)  
Intensive Survey

\*P11. Report citation: Cultural Resource Assessment, Rancho Cucamonga Mall, by LSA Assoc., for Forest City Dev., June 8, 2001

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

P36-020173 #

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

Primary #

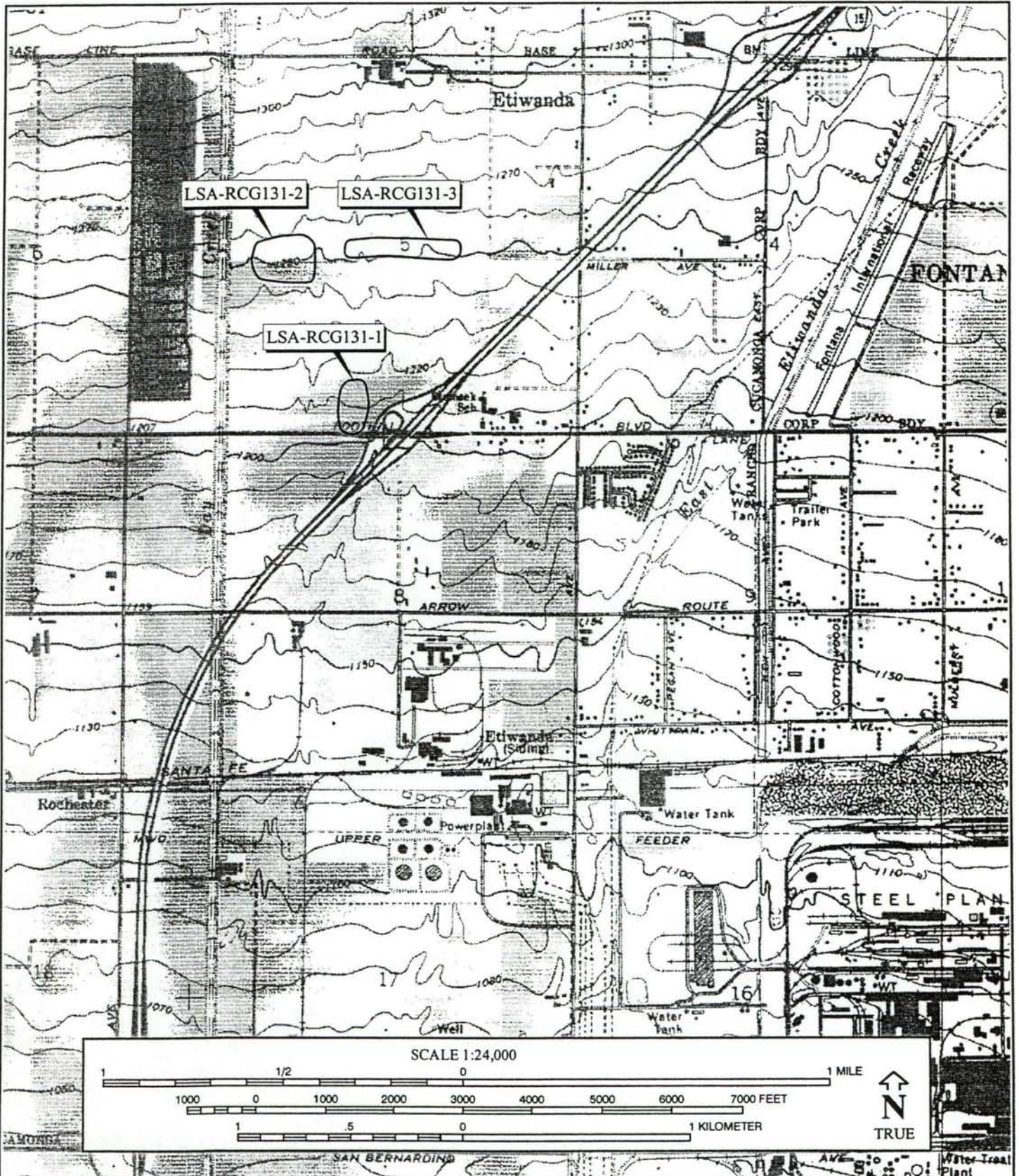
HRI #

Trinomial

Page 2 of 3

\*Resource Name or # (Assigned by recorder) Rock Stockpiles, LSA-RCG131-1, LSA-RCG131-2 and LSA-RCG131-3

\*Map Name: Guasti, California 7.5' USGS Topographic Quadrangle \*Scale: 1:24,000 \*Date of Map: 1966 Photo revised 1981.





#

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # P36-020173  
HRI# \_\_\_\_\_

Page 3 of 3

NRHP Status Code 5S3

\*Resource Name or #: (Assigned by recorder) LSA-RCG131-1 Foothill Fieldstone Stockpile - 1

- B1. Historic Name: None
- B2. Common Name: None
- B3. Original Use: Fieldstone stockpile B4. Present Use: Fieldstone stockpile
- \*B5. Architectural Style: \_\_\_\_\_
- \*B6. Construction History: (Construction date, alterations, and date of alterations)  
These stockpiles (LSA-RCG131-1, LSA-RCG131-2, LSA-RCG131-3, LSA-RCG131-4) were most likely the result of clearing the project and surrounding area for the vineyard. The date range of the clearance is unknown, but it probably occurred prior to 1937.
- \*B7. Moved?  No  Yes  Unknown Date: pre-1937 Original Location: \_\_\_\_\_
- \*B8. Related Features:  
LSA-RCG131-2, LSA-RCG131-3

- B9a. Architect: N/A b. Builder: N/A
- \*B10. Significance: Theme Viticultures Area San Bernardino  
Period of Significance 1920s-1937 Property Type Fieldstone Stockpile Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)  
These stockpiles are peripherally associated with the viticulture of Rancho Cucamonga as a by-product of agriculture land preparation. Aside from slight impacts from dumping activity, the integrity of these features is impossible to determine and perhaps not an applicable issue to this type of marginal resource.

- B11. Additional Resource Attributes: (List attributes and codes) \_\_\_\_\_
- \*B12. References: Cultural Resource Assessment, Rancho Cucamonga Mall, by LSA Assoc. , for Forest City Dev., June 8, 2001

B13. Remarks:

- \*B14. Evaluator: Riordan Goodwin
- \*Date of Evaluation: May 16, 2001

(Sketch Map with north arrow required.)

See Map, p. 2 of 3

(This space reserved for official comments.)





Archaeological Consulting Services  
 17852 Theodora Dr., Tustin, CA 92680  
 J. Stephen Alexandrowicz, SOPA

714/730-4855

1073

## ARCHAEOLOGICAL SITE RECORD

PAGE: 1 of 5.

PERMANENT TRINOMIAL: CA-SEC-7144#  
 OTHER DESIGNATIONS: KP-1

1. COUNTY: San Bernardino
2. USGS QUAD: Fontana, CA
3. UTM COORDINATES: ZONE 11  
                   459850    M EASTING  
                   3771430   M NORTHING
4. TOWNSHIP 1S RANGE 5W  
    NE1/4 of NE1/4 of  
    NE1/4 of SE1/4 of  
    SECTION 18
5. MAP COORDINATES: 187mm S   250.5mm E (from NW corner of map)
6. ELEVATION: 1190 FT. AMSL
7. LOCATION: The site is located at the southwest corner of  
                   Sierra Avenue and Randall Street.
8. PREHISTORIC    HISTORIC-XXX   PROTOHISTORIC
9. SITE DESCRIPTION: The site consists of a first-quarter 20th  
    century residential site and an associated commercial  
    rabbitory.
10. AREA: 49.68m (N/S) x 82.28m (E/W) 4087.67m<sup>2</sup>.
11. DEPTH: greater than 15 cm. METHOD: Visual Observation of  
    Surveyors Hole For Hub-Stake.
12. FEATURES: F-1- A Spanish Colonial Revival Style residence;  
    F-2- A wood-framed garage and rabbitory work area; F-3- A  
    wood-framed storage shed; F-4- a wood-framed chicken coop,  
    possibly converted rabbit pens; F-5- a poured concrete rabbit  
    pen courtyard; F-6- landscape architecture within and  
    surrounding the site; and F-7- a domestic refuse dump.
13. ARTIFACTS: Glass- ABM bottle, colorless; ABM bottle base,  
    colorless; Ceramics- yellow ware, whiteware.
14. NON-ARTIFACTUAL CONSTITUENTS AND FAUNAL REMAINS:  
    none observed.
15. DATE RECORDED: 3-26-92
16. RECORDED BY: J.S. Alexandrowicz, Arthur Kuhner
17. AFFILIATION AND ADDRESS: Archaeological Consulting Services  
    17852 Theodora Drive  
    Tustin, CA 92680  
    714-730-4855



Archaeological Consulting Services  
 17852 Theodora Dr., Tustin, CA 92680  
 J. Stephen Alexandrowicz, SOPA

714/730-4855

ARCHAEOLOGICAL SITE RECORD

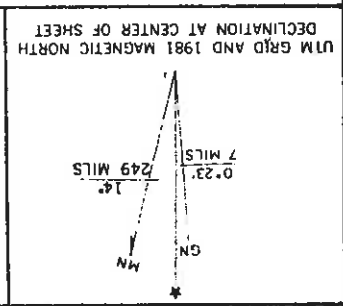
PAGE: 2 of 5.

PERMANENT TRINOMIAL: SBK-7144H  
 OTHER DESIGNATIONS: KP-1

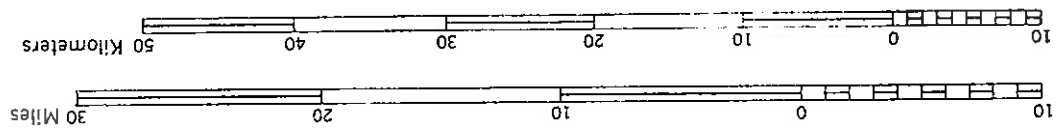
18. HUMAN REMAINS: None observed
19. SITE DISTURBANCES: Minimal.
20. NEAREST WATER: Intermittent stream 3 mi., southeast (Sec 31)
21. VEGETATION COMMUNITY (SITE VICINITY): Urban landscape.
22. VEGETATION (ON SITE): Cyprus trees, avacado tree, pines, oleander bushes, lemon trees, apricot tree, orange trees, former flower beds, and the grass covered yard.
23. SITE SOIL: brown, sandy loam with small gravel.
24. SURROUNDING SOIL: same
25. GEOLOGY: sand/gravel
26. LANDFORM: alluvial fan
27. SLOPE: level 28. EXPOSURE: open
29. LANDOWNER(S)(AND/OR TENANTS) AND ADDRESS: Kaiser Permanente Kaiser Foundation Health Plan, Inc. Property Acquisition, 5th Floor, Walnut Center, Pasadena, CA 91188.
30. REMARKS: This Rabbitry is a rare site type in this area.
31. REFERENCES: Pending report by Alexandrowicz et al. (n.d.). See attached Historic Resources Inventory form.
32. NAME OF PROJECT: Kaiser Permenente Survey
33. TYPE OF INVESTIGATION: Identification survey and initial documentation.
34. SITE ACCESSION NUMBER: n/a CURATED AT: n/a
35. PHOTOS: On file, ACS.

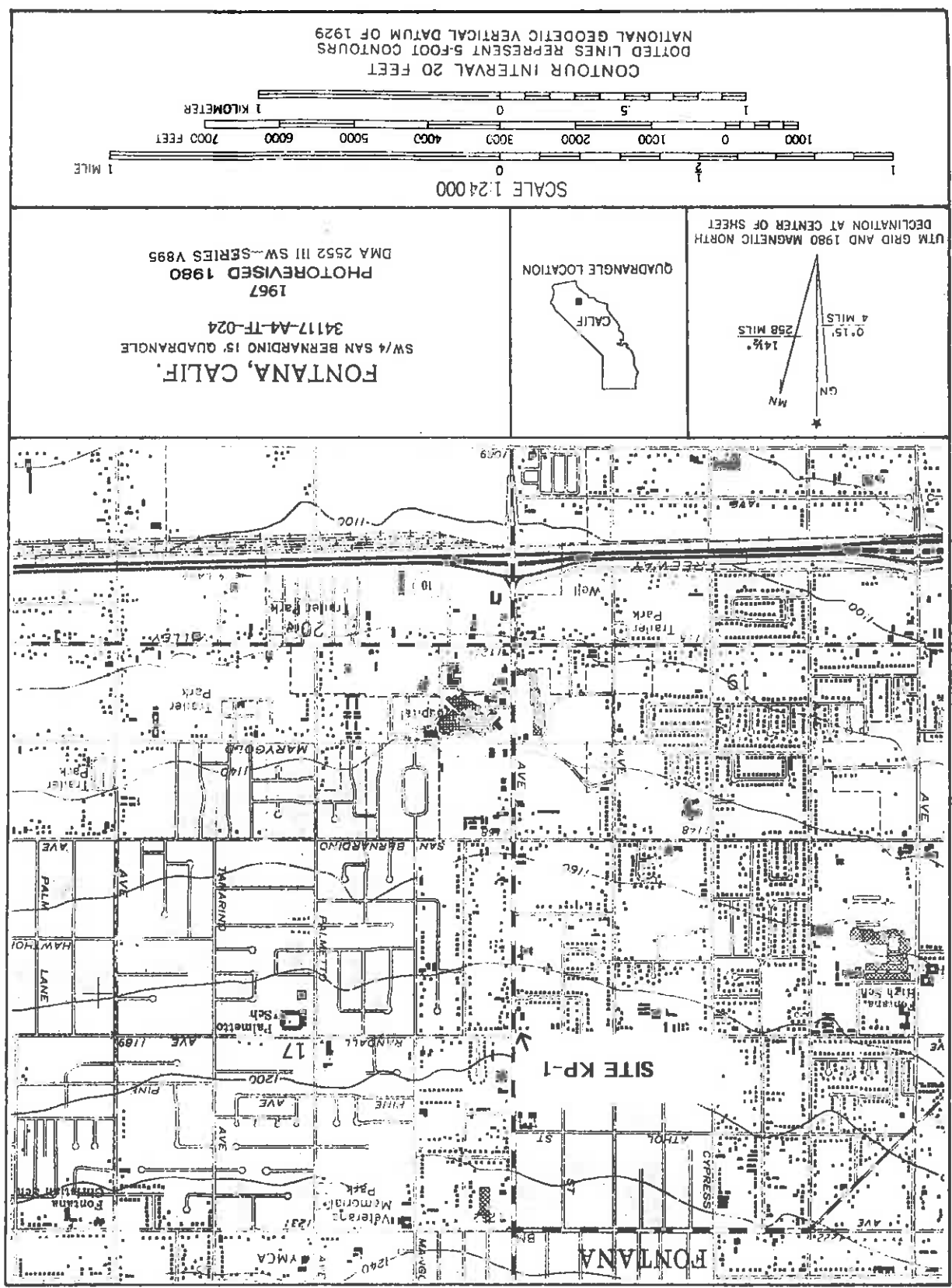


CALIFORNIA  
 (SOUTH HALF)

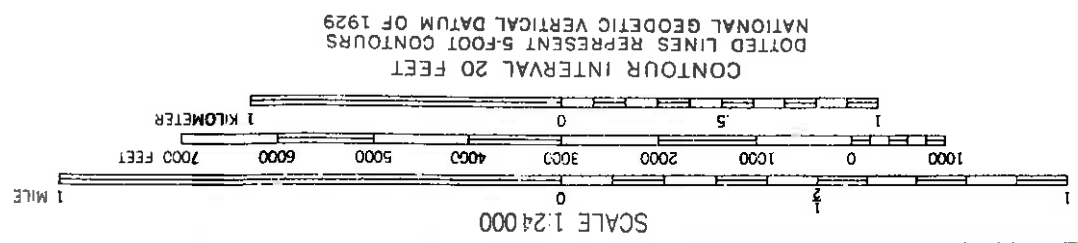
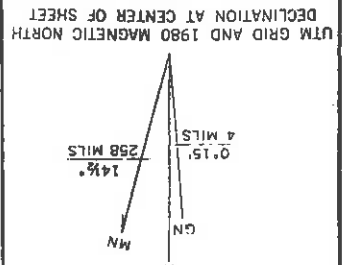


Scale 1:500,000  
 1 inch equals approximately 8 miles





**FONTANA, CALIF.**  
 SW 1/4 SAN BERNARDINO 19 QUADRANGLE  
 34117-A4-TF-024  
 1967  
 PHOTOREVISED 1980  
 DMA 2552 III SW--SERIES V895



6" WATER  
PAC BELL  
6" WATER  
14'

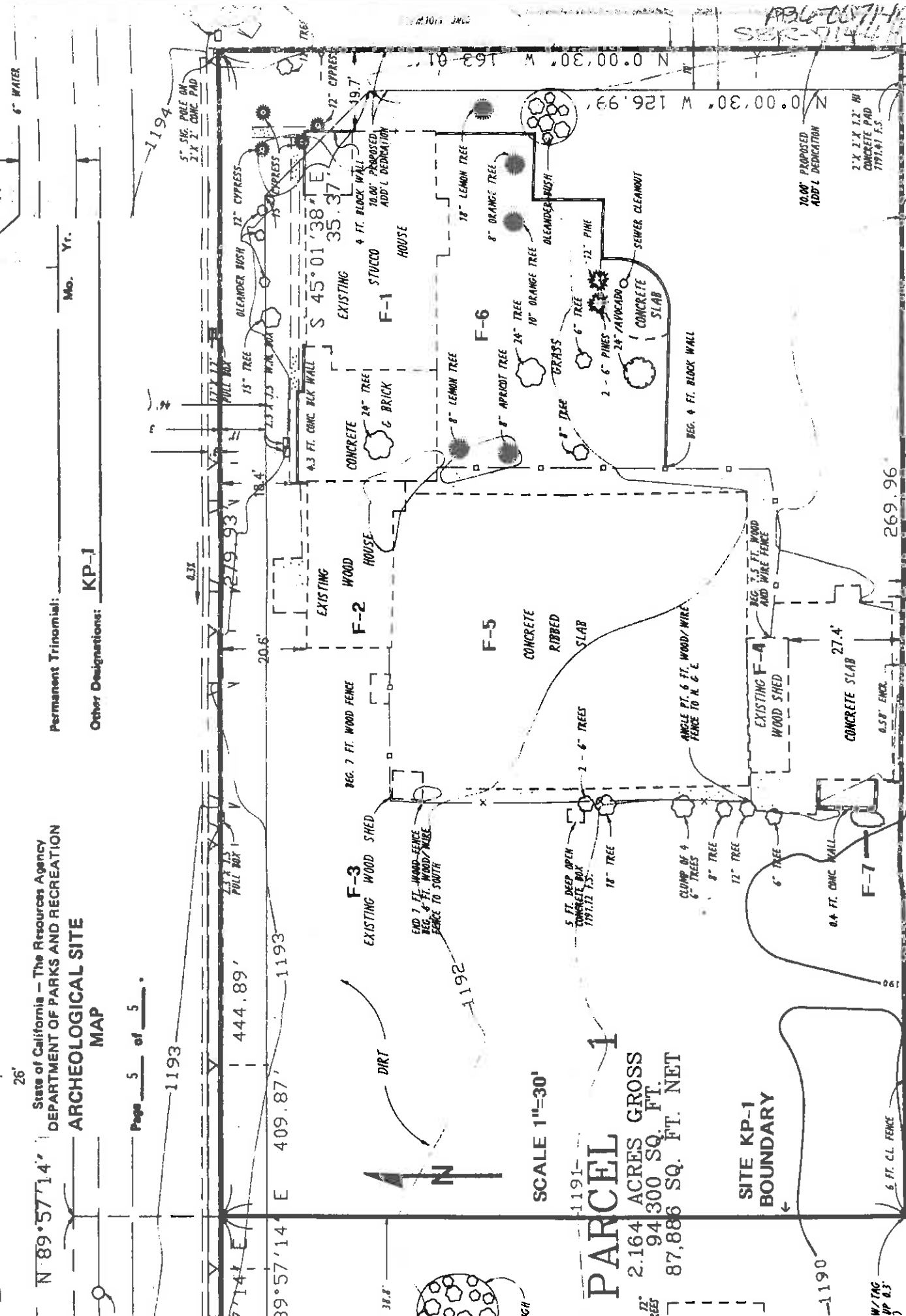
State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**ARCHEOLOGICAL SITE**  
MAP

Permanent Trinalonial: \_\_\_\_\_

Mo. Yr. \_\_\_\_\_

Other Designations: **KP-1**

Page 5 of 5



SCALE 1"=30'

**PARCEL 1**  
2.164 ACRES GROSS  
94,300 SQ. FT.  
87,886 SQ. FT. NET

**SITE KP-1**  
**BOUNDARY**

APR 11 2011  
SER-7144

100' PROPOSED  
ADD'L DEDICATION

2' X 2' X 1.2" HI  
CONCRETE PAD  
1791.41 F.S.

6 FT. CL. FENCE

269.96'

836-007144

588-7144H

HISTORIC RESOURCES INVENTORY

SERIAL NO.: \_\_\_\_\_  
NATIONAL REGISTER STATUS: 3S  
LOCAL DESIGNATION: \_\_\_\_\_

IDENTIFICATION AND LOCATION

- 1. HISTORIC NAME: Semi-Tropic Lot 697
- 2. COMMON OR CURRENT NAME: Kaiser Foundation Health Plan, Inc. Property
- 3. NUMBER AND STREET: 9310 Sierra Avenue  
CITY: Fontana VICINITY ONLY: n/a ZIP: 92335 COUNTY: San Bernardino
- 4. UTM ZONE: 11; 459850 Easting/ 3771430 Northing
- 5. QUAD MAP NO.: Fontana PARCEL NO.: 0193-223-03 OTHER:

DESCRIPTION

- 6. PROPERTY CATEGORY: District (small) IF DISTRICT, NO. OF DOCUMENTED RESOURCES: 7
- 7. BRIEFLY DESCRIBE THE PRESENT PHYSICAL APPEARANCE OF THE PROPERTY, INCLUDING CONDITION, BOUNDARIES, RELATED FEATURES, SURROUNDINGS, AND IF APPROPRIATE ARCHITECTURAL STYLE:

The property situated at 9310 Sierra Avenue is a residential and commercial district. Components of the district include:

- A Spanish Colonial Revival style residence, situated in the northeastern portion of the block. A landscaped tree line borders Randall Street to the north of the house and along the northeastern portion of the property bordering Sierra Avenue. The southern yard is contained within an "adobe" brick wall. The western side of the residence exhibits a brick and concrete courtyard situated behind an adobe brick wall that connects the house with the wood-framed garage.
- A wood-framed garage and work area structure is located west of the residence. The garage was accessed through large shed doors facing Randall Street. A wooden fence with a doorway and gate run west of the garage to a small wood-framed dependency.
- A small wood-framed dependency is located in the northwest corner of the property. This structure was apparently used for storage. A wood and wire fence runs southwest of this dependency to another wood-framed dependency at the southwest corner of the property.
- An elongated wood-framed dependency is located in the southwest corner of the property. This structure was apparently used as a chicken coop (former Rabbit Pens ?), albeit they are now apparently used for storage. A wire and wood fence runs from the eastern edge of this dependency eastward to the adobe brick wall located south of the residential building.
- A concrete courtyard is situated within the fenced enclosure. This courtyard exhibits sloping pavement that forms a series of three troughs. Indentations from posts, presumably associated with rabbit cages are present in the upper surface of poured concrete slabs. (continued)

ATTACH PHOTO ENVELOPE HERE

(see continuation sheet number 1)

8. PLANNING AGENCY:  
City of Fontana

9. OWNER AND ADDRESS:  
Kaiser Foundation  
Health Plan, Inc.  
Kaiser Permanente  
393 East Walnut  
Pasadena, CA 91188

10. TYPE OF OWNERSHIP:  
Private

11. PRESENT USE:  
Residential/Commercial

12. THREATS: Private  
Development

2/1/91  
ACX



P30-007144  
540-7199H

**HISTORICAL INFORMATION**

- 14. CONSTRUCTION DATE(S): 1929-1930-F ORIGINAL LOCATION: n/a DATE MOVED: n/a
- 15. ALTERATIONS AND DATE: Possible enclosed porch at the southwest corner of the building, date unknown. Possible enclosed entry and replacement window at the northeast corner of the building, date unknown.
- 16. ARCHITECT: Unknown BUILDER: Unknown
- 17. HISTORIC ATTRIBUTES (WITH NUMBER FROM LIST): 02--single family property; 04--ancillary buildings; 08-- Industrial Building; 29--landscape architecture; 33--farm/ranch

**SIGNIFICANCE AND EVALUATION**

- 18. CONTEXT FOR EVALUATION: Semi-Tropic Land/Water Co. AREA: Westward Expansion  
 Fontana Farms Co. Residential Development  
 Modern- 20th Century Fontana Commercial Development
- PERIOD: 1890s-1945 PROPERTY TYPE: Residential CONTEXT FULLY DEVELOPED?: no  
 Commercial

**19. BRIEFLY DESCRIBE THE PROPERTY'S IMPORTANCE WITHIN THE CONTEXT. USE HISTORICAL AND ARCHITECTURAL ANALYSIS AS APPROPRIATE. COMPARE WITH SIMILAR PROPERTIES:**

Archival research is in the intermediate stage. Documentary evidence indicates that the Project Area is located on property that was identified as Lot 697 on the 1891 map "Showing Subdivisions of Lands belonging to the Semi-Tropic Land and Water Company.

The Fontana Land Co. acquired the property in the early 20th century, albeit the property's legal description and association with the Semi-Tropic Land and Water Co. has never wained over the years.

Current deed research indicates that the property is recorded as the "North one and one-half acres of the north half of the east half, of the east half of Farm Lot 697..." in the recent deeds for the property (San Bernardino County Deed Book 2716:34 1951).

Ownership of the property is as follows:

- 1891- Subdivision of Lands belonging to Semi-Tropic Land and Water Co.
- 1917(?) - Fontana Land Co.
- 1926- E.C. and Nell Hoffmire
- 1926- Fontana Land Co. (Partial Reconveyence from Security Trust and Savings)
- 1928- Security Trust and Savings Bank (Mosher- Notice of Default)
- 1929 Security First National Bank of Los Angeles (Indenture Consolidated Association).
- 1929 Francis F. Davidson
- 1929 Arthur F. and Clara Scott Jackson
- 1929 Francis F. (Davidson) and Charles P. Mosher (Joint Tenancy with Jackson).
- 1942 William and Winnie Nightwine
- 1944 Howard and Lovina Robinson
- 1948 Alex and Maxine Abascal 1/4, Martin and Mary Sadja 1/4; Joseph (Jose) and Louise Garcia 1/2
- 1951 Martin and Mary Sadja 1/2
- 1956 Joseph and Louise Garcia (Joint Tenancy Deed)
- 1960 Affidavit of Death- Louise Garcia
- 1980 Certificate of Release of Inheritance Tax- Louise Garcia
- 1988 Superior Court of California transfer of Jose Garcia (deceased) property to Mary Louise Garcia Sadja and Maximina Garcia Abascal

According to San Bernardino County Assessors Records the house at this site was probably built between 1929-1930.

Building permit data suggests modest improvements to the property from the 1950s through the 1960s (Davenport 1991). Joseph Garcia was apparently running "The Rabbitory" by at least 1958.

The Spanish Colonial Revival style house has good integrity. The building is a fine example of this style. Apparently it is the only one of its kind extant along Sierra Street, as the surrounding early - mid 20th century buildings have been converted to commercial structures. Modern development has eradicated other historic homes in this area along Sierra Street.

The commercial enterprise, "The Rabbitory," at this location represents one of the rare examples of this particular Site Type within Fontana, and especially within the urban core area. Thus, for these reasons, this site is evaluated as eligible for the National Register of Historic Places under criterion D, architecture. This site has potential eligibility under Criterion A.

P36-007144  
S88-71448

20. SOURCES: - San Bernardino County Deed Books (1890-1948);  
- San Bernardino County Assessors Books (1900-1938);  
- City of Fontana Building Permit File, (1950s-1960s);  
- Hazel Putnam, Fontana Historical Society, personal communication (1992);  
- Davenport (1991) Historic Preservation Commission Report;  
- San Bernardino County Assessors Records (1989);
21. APPLICABLE NATIONAL REGISTER CRITERIA: n/a SKETCH MAP
22. OTHER RECOGNITION: n/a (see continuation sheet nos. 2 and 3)  
STATE LANDMARK NO. (IF APPLICABLE): n/a
23. EVALUATOR: J. Stephen Alexandrowicz  
DATE OF EVALUATION: 02/18/92 (Revised 3/26/92)
24. SURVEY TYPE: Project Related
25. SURVEY NAME: Kaiser Property Survey
26. YEAR FORM PREPARED: 02/18/92 (Revised 3/26/92)  
BY (NAME): J. Stephen Alexandrowicz  
ORGANIZATION: Archaeological Consulting Services  
ADDRESS: 17852 Theodora Drive  
CITY AND ZIP CODE: Tustin, CA 92680-2611  
TELEPHONE NO.: 714-730-4855

P36-001144  
855-7194H

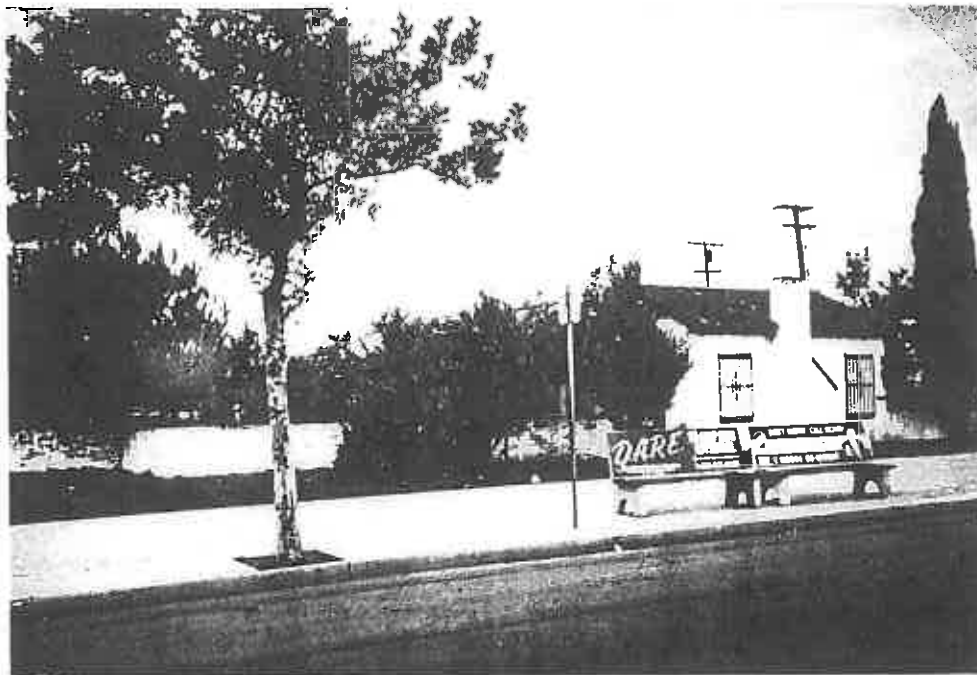
HISTORIC RESOURCES INVENTORY

CONTINUATION SHEET NO.: 1      ITEM: PHOTOGRAPHS



(Top) General View of Southern Landscaped Yard and East Elevation of the Residence Facing Towards Sierra Avenue.

(Bottom) General View of the Northern Landscape Features Abutting the North Elevation ] of the Residence, as well as the Wood Framed Dependency Located Along Randall Street.



HISTORIC RESOURCES INVENTORY

P36007144  
SBK - 01445

CONTINUATION SHEET NO.: 1

ITEM: Photographs



(Top) Detail of Roof lines and Fenestration at the Northeastern Corner of the Spanish Colonial Revival Style Residence.

(Bottom) Detail of Eastern Elevation of the Residence. Note Symmetrical Fenestration with Wrought-Iron Grates, Exterior Chimney, Southern Sculpted Buttress, and Ceramic Tile Roof.

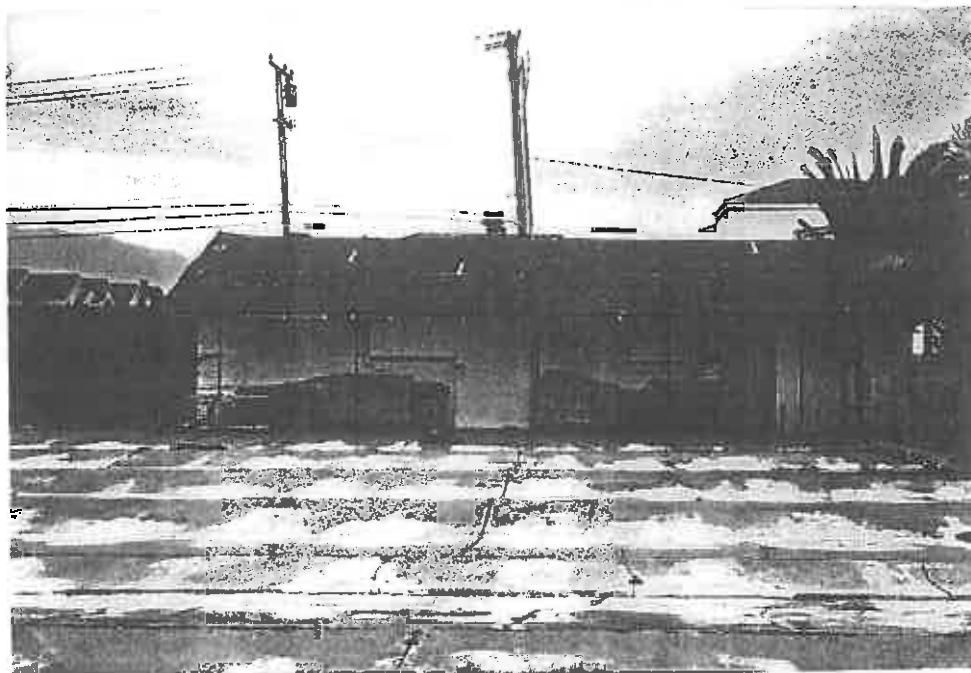


HISTORIC RESOURCES INVENTORY

FB6-00714KJ  
SGE-2/4/44

CONTINUATION SHEET NO.: 1

ITEM: Photographs



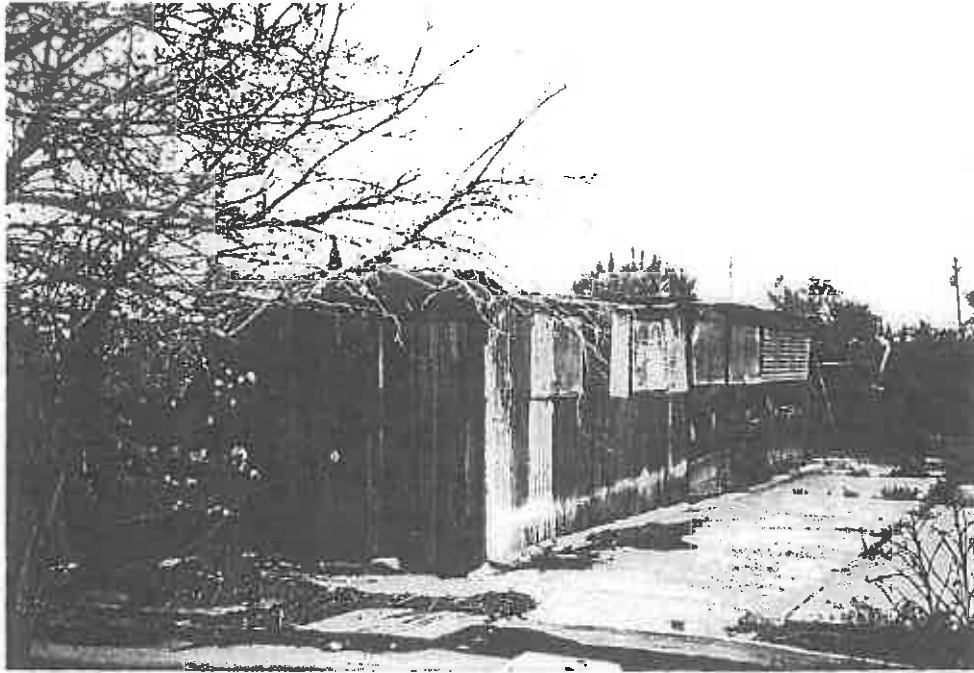
(Top) General View of the Southern Elevation of the Garage-Work Area Dependency. Note the Shed Roof Addition Covering an Open Work Area. Note the Exterior Additions at Right.

(Bottom) General View of the East and South Elevations of the Wood-framed Shed Located at the Northwestern Corner of the Fenced Property. Note Wood Fence (Right), and Wood-Wire Fence (Left).



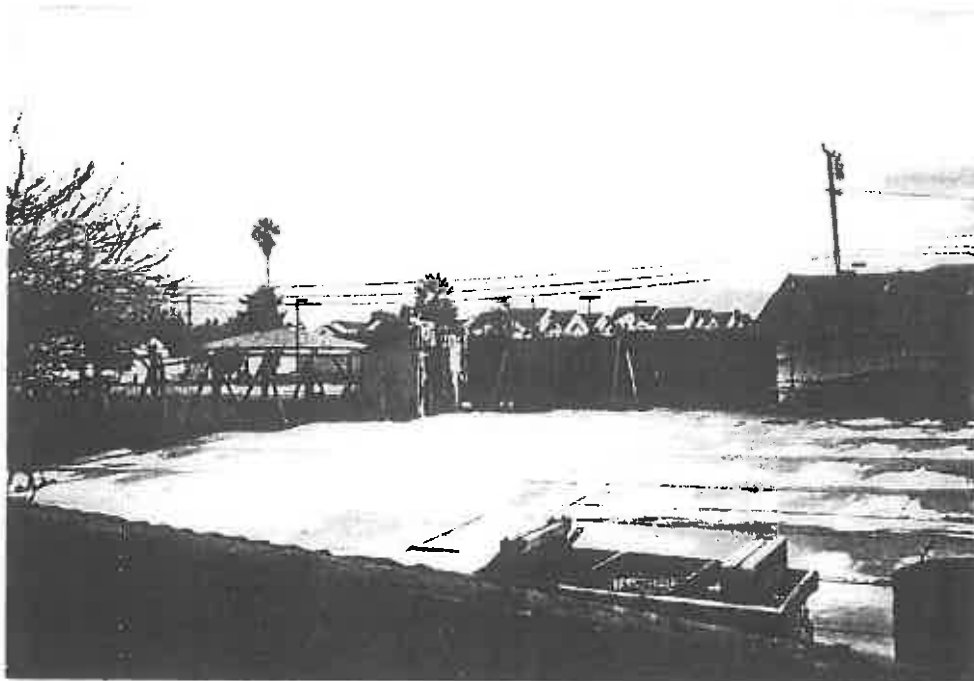
CONTINUATION SHEET NO.: 1

ITEM: Photographs



(Top) General View of the South and West Elevations of the Wood-framed Shed Alignment Located at the Southwestern Corner of the Property. These Appear to Represent Rabbit Cages.

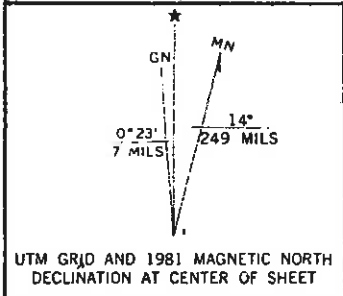
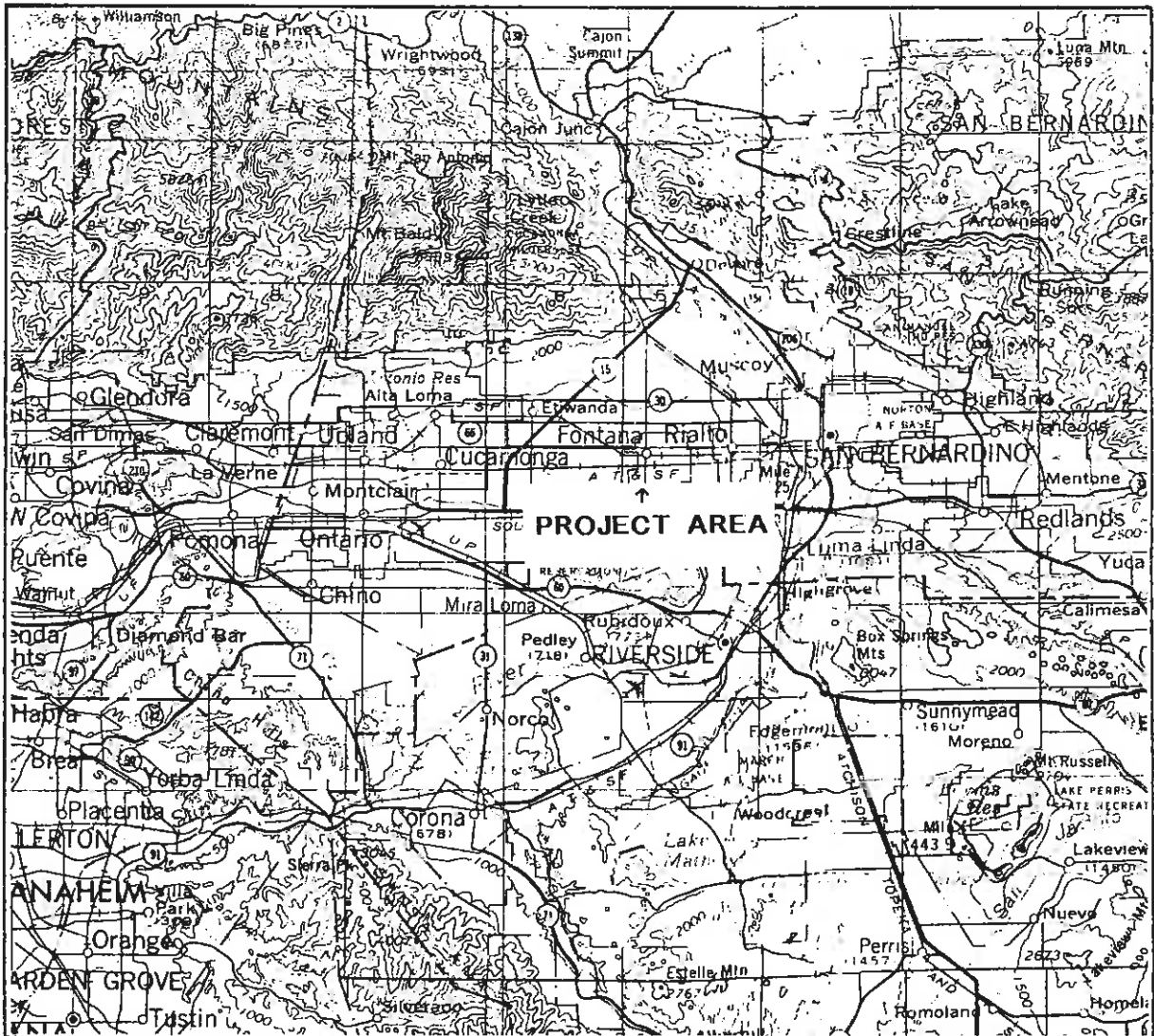
(Bottom) General View of the Poured Concrete, "V" Trough Courtyard. Note the Spatial Layout of the Associated Wood-framed Dependencies.



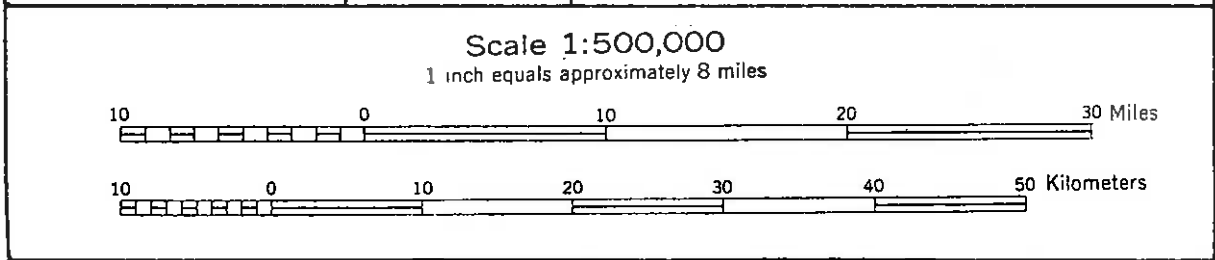
FILE 007144  
SEE 0144

CONTINUATION SHEET NO. 2

ITEM: PROJECT VICINITY MAP

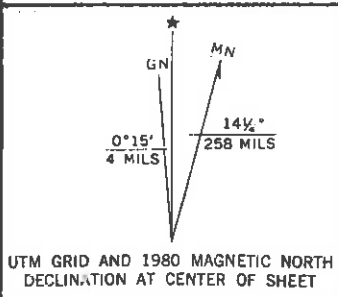
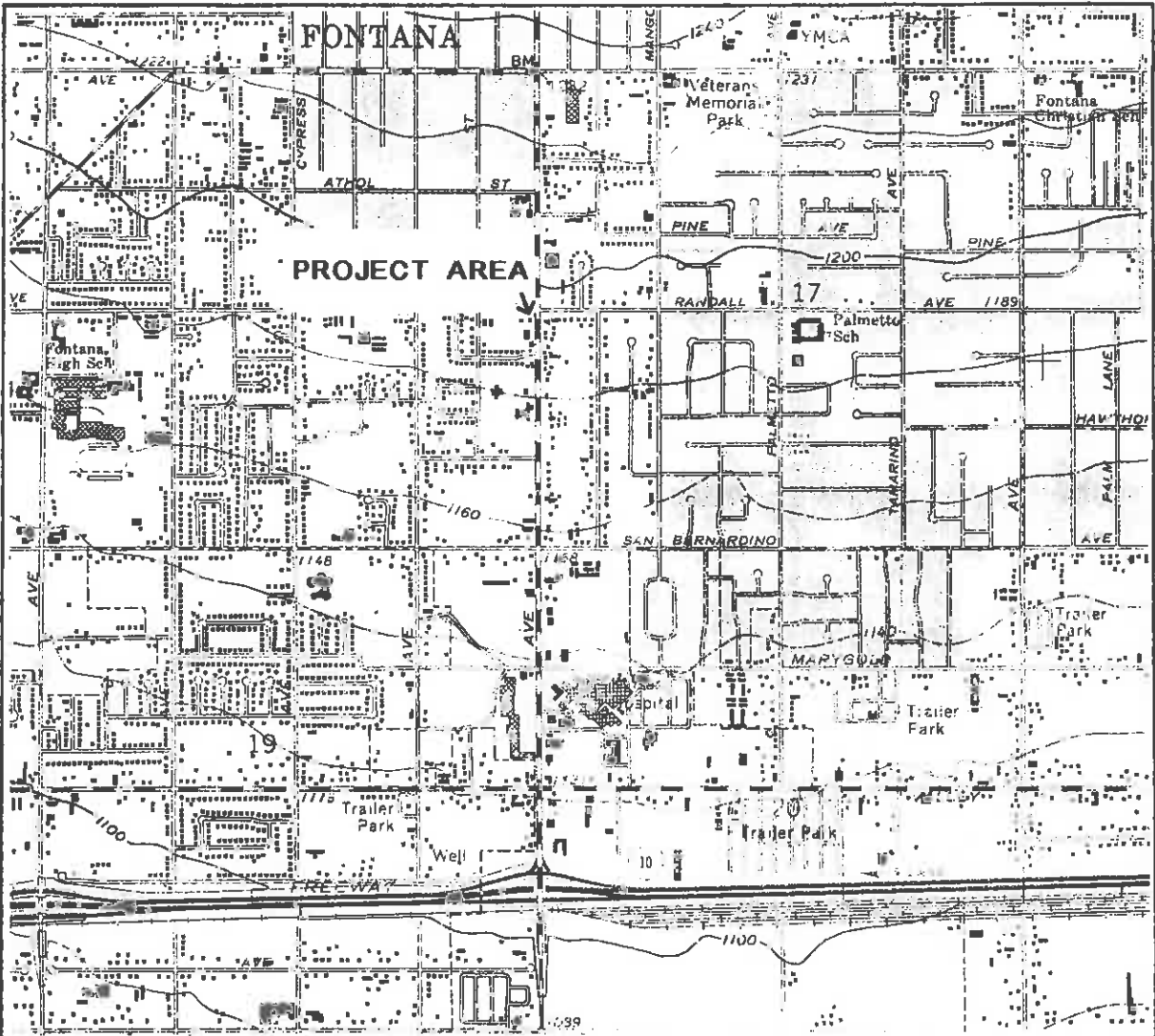


CALIFORNIA  
(SOUTH HALF)



P26007144  
 536-11441

CONTINUATION SHEET NO. 3. ITEM: PROJECT LOCATION MAP

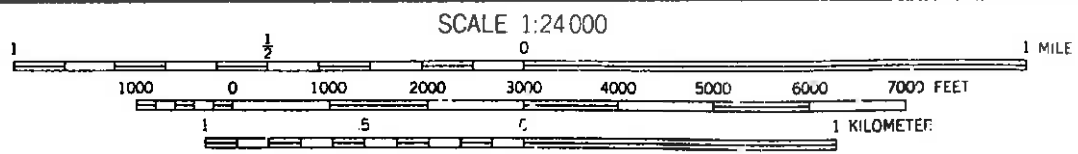


UTM GRID AND 1980 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



**FONTANA, CALIF.**  
 SW/4 SAN BERNARDINO 15' QUADRANGLE  
 34117-A4-TF-024

1967  
 PHOTOREVISED 1980  
 DMA 2552 III SW—SERIES V895



CONTOUR INTERVAL 20 FEET  
 DOTTED LINES REPRESENT 5-FOOT CONTOURS  
 NATIONAL GEODETIC VERTICAL DATUM OF 1929



936007144  
830-7144

CONTINUATION SHEET NO. 4. ITEM: 7 DESCRIPTIONS OF DISTRICT COMPONENTS

Description of the Residence:

This one-story house is characteristic of the Spanish Colonial Revival style. It is clad in stucco painted white. This irregular floor plan approximates a rectangle. The southern elevation exhibits a slightly protruding rectangular bay. Currently, the entrance to the house faces Randall Street, based on the sculpted, arched-lintel doorway on the north-northeast side, as well as the doorway under the inset porch on the northwest corner of the building. North wall fenestration consists of a large window under the central gable end, west of the north-northeast doorway, as well as two sets of small paired windows located west of the large window and the inset porch at the north-northwest corner. Although the openings are currently covered with paneling, the door and window openings exhibit a mixture of curved lintels, as well as squared lintel openings with simply dressed 8 x 3 inch wooden lintels that protrude slightly beyond the stuccoed exterior walls. A variety of trees and shrubs provide a landscaped barrier between the north side of the house facing Randall Street. The roof is clad in red clay tile. The eastern portion of the building has a N/S tending gable end roof. A small pyramid roof covers a small tower protruding upward from the western slope of the eastern gable roof and blends into the eastern slope of the N/S tending gable roof spanning the central portion of the building's north elevation. A shed roof is located east of the central gable roof draining onto the patio that is enclosed within a stuccoed wall at the northeast portion of the house. The northern, northeast wall of the house overlooking the patio has a square window opening with a slightly protruding, beveled-edge lintel. The eastern, northeast wall of the house overlooking the patio has a curved opening with a wood apron below the window. It is possible that this may have represented an original doorway under a shed portal. The large windows on the north and eastern elevations of the building look onto the fountain in the center of the small northeastern patio. A small red, wooden, corner gate is situated across the northeast corner of the wall and is the only entrance onto the patio. The area outside the walled patio and between Randall Street and Sierra Street is landscaped with well developed deciduous, conifers, and ornamental shrubs. The east side of the house has symmetrical fenestration. Window openings are square and enclosed within wrought-iron grates. A stuccoed, exterior chimney with a beveled northern facet and clay tile detail is located against the wall in the center of the eastern exterior wall. The eastern drip line exhibits protruding rafter ends covered with sheathing and finally sealed with the convex-shaped, ceramic roof tiles. The southeastern wall of the house has a sculptured buttress that extends from the roof line down to a stretcher bond, adobe (facsimile) brick wall that encloses the southern landscaped yard. A large tree stump is located at the southeastern area of the wall, while ornamental shrubs are located outside the central area of the southern adobe brick wall. Within the wall are orange trees, remnants of gardens, and a grass covered yard. The southeastern end of the house exhibits a N/S tending gable end. Wood-framed window openings are square on this side of the house. The window types could not be discerned because they were covered in paneling. Windows openings on the southeast corner exhibited lug sills, painted red to match the remainder of the wood window frame. Nine small to medium size, square window opening with apparent slip sills are located between the southeast corner and the larger, square window openings on the southwestern corner. Once again, all windows are covered with iron grates. Air vents on the southern side of the building indicate a crawl-space under the building. The southern elevation of the southwest corner exhibits a shed roof and four closely-spaced window openings suggesting an enclosed porch or portal. The roof exhibits black roofers felt, while the corrugated metal roofing has been recently removed from the roof. An apparent flat roof behind a small parapet extends from the western elevation to the gable roof at the eastern side of the building. A small copper flashed drain protrudes from the roof line at the south side of the southwestern corner, now channeling water onto the shed roof. The parapet, capped in red ceramic tile, wraps around the western elevation. A large window, covered with paneling is located on the western side of the southwest corner. A doorway is located a short distance north of the window. North of the door are two windows with red painted lug sills, and then the inset porch and doorway at the northwest corner of the building. Two large trees are situated adjacent to the exterior western wall in the vicinity of the lug sill windows. A brick and concrete courtyard is located west of the building, while an adobe brick wall bounds the sidewalk. A wooden gate leads into the courtyard and the northwest entrance from the sidewalk that parallels Randall Street. A large palm and an apparent walnut (?) tree are located inside the courtyard. A moderate size wood framed dependency is located west of the courtyard.

Description of the Wood-framed Dependency, located west of the residence:

The structure apparently functioned as a garage and work area. This white, wood-framed building is situated atop of a poured concrete foundation. The exterior eastern elevation is sheathed with vertical, 1 x 3 in. clapboard. A doorway is located at the eastern side of the southeastern corner. The eastern side of the structure exhibits a medium gable roof. The rafters are sheathed by 1 x 10 inch planks covered with rolled asphalt roofing material. Two small rooms were added to the south side of the southwest corner. The right-hand room contains a toilet, while the left-hand room contains storage space. The southern elevation exhibits a shed roof addition that forms an open veranda. The shed roof was attached to the exposed rafter ends on the structure's side, while the southern portion of the shed roof is supported by iron pipe posts. The southern elevation is sheathed with horizontal, slightly convex, shiplap clapboard. Two windows, one probably replaced, and a doorway punctuate the southern elevation. The western side of the building exhibits two windows, one probably replaced, as well as vertical vent pipes indicating interior plumbing. The northern side of the structure has two windows, one door, one double door - garage door entrance. The windows may have been replaced. Vertical clapboard sheathes the northern exterior.

Description of the Wood-Framed Dependency, located at the northwest corner of the building:

This small shed is a wood-framed structure. It is sheathed in vertical wood planks and corrugated metal. A doorway is located on the southeastern side. The structure has a shed roof that slopes to the west. This structure is attached to a wooden fence line that runs between this building and the large wood-framed dependency (i.e., garage), situated west of the residence.

Description of the Wood-Framed Dependency, located at the southwest corner of the building:

This dependency is a composite of three wood-framed structures laid out in a rectangular plan. The structure was apparently used as a chicken coop prior to abandonment. It could have been used as a rabbit pen prior to use as a chicken coop. The dependency exhibits vertical wood planks and corrugated metal sheathing. The northern side of the dependency exhibits chicken wire beneath the corrugated metal. A shed roof covers this dependency. Doors are located at the southeastern and southwestern sides of the dependency. This building is connected to a wood and wire fence that encompasses the western and southern portions of the property. This fence continues along the southern edge of the property to the adobe brick wall that was described for the residential building. A small grove of ornamental trees is located on the exterior of the fence on the southern portion of the property in the grass covered yard between the fence and the commercial building located south of the property.

Description of the Poured Concrete Rabbit-Pen Courtyard:

A large, poured concrete courtyard is located south of the large wood-framed dependency (i.e., garage) and north of the wood and wire fence. This courtyard is composed of a series of six concrete slabs that slope downward forming three east-west troughs. Located within the concrete slabs are indentations for posts, probably representing supports for rabbit cages.

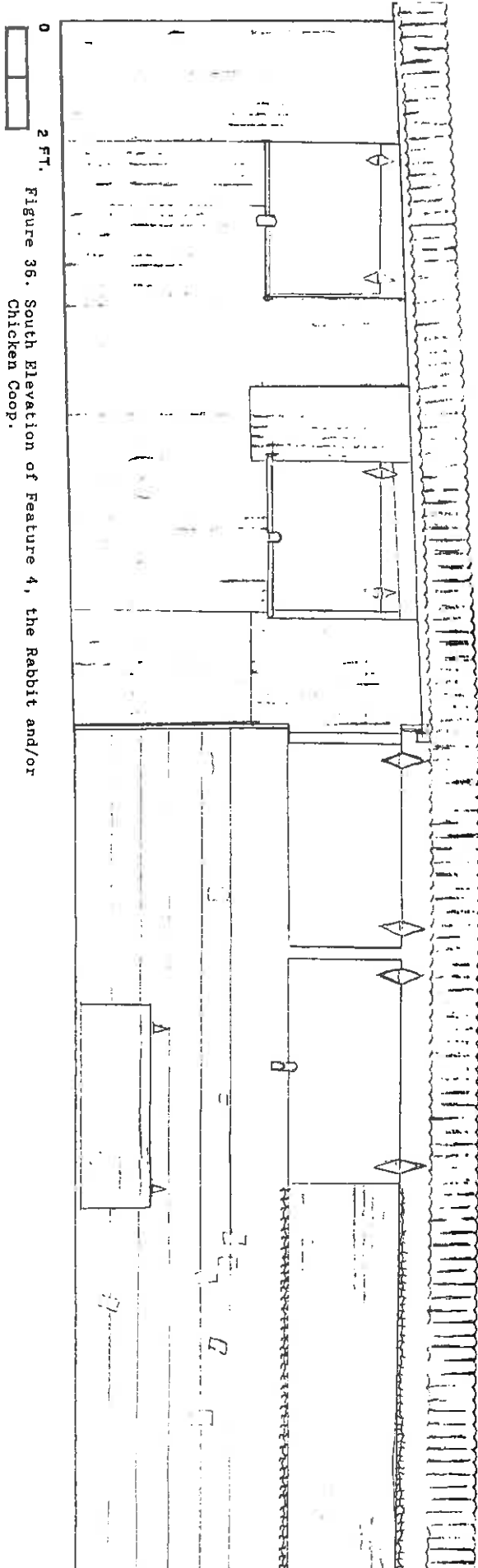
Description of the Landscape Architecture

The Project Area contains many landscaped areas. These range from a formal entrance and tree line on the northeastern side to a continuous ornamental shrub and tree line westward along Randall Street. A portion of the tree line continues from the northeast corner southward along the sidewalk and Sierra Avenue. Citrus trees are located within the fenced southeastern yard. Walnut and palm are situated within the western patio. Shrubs line the southwestern area. The northeastern patio contains an ornamental fountain. A former entrance walkway is evident at the corner of Randall Street and Sierra Avenue, respectively. Sidewalks parallel the property boundary as well as Sierra Avenue and Randall Street.

Description of the Trash Deposit

A surface scatter of artifacts, approximately 10 ft. N/S x 4 ft. E/W, was identified adjacent to the western edge of a rectangular, poured concrete sediment trap, situated in the southwestern portion of the site. Artifacts observed in a shallow hole dug for the placement of a surveyors hub included two, colorless, glass bottles (ABM), various colors of sherds of glass, and ceramics. These artifacts appear to have been produced after ca. 1903. Date of deposition, vertical and horizontal extent is unknown at this time.

P36007144



2 FT. Figure 36. South Elevation of Feature 4, the Rabbit and/or Chicken Coop.

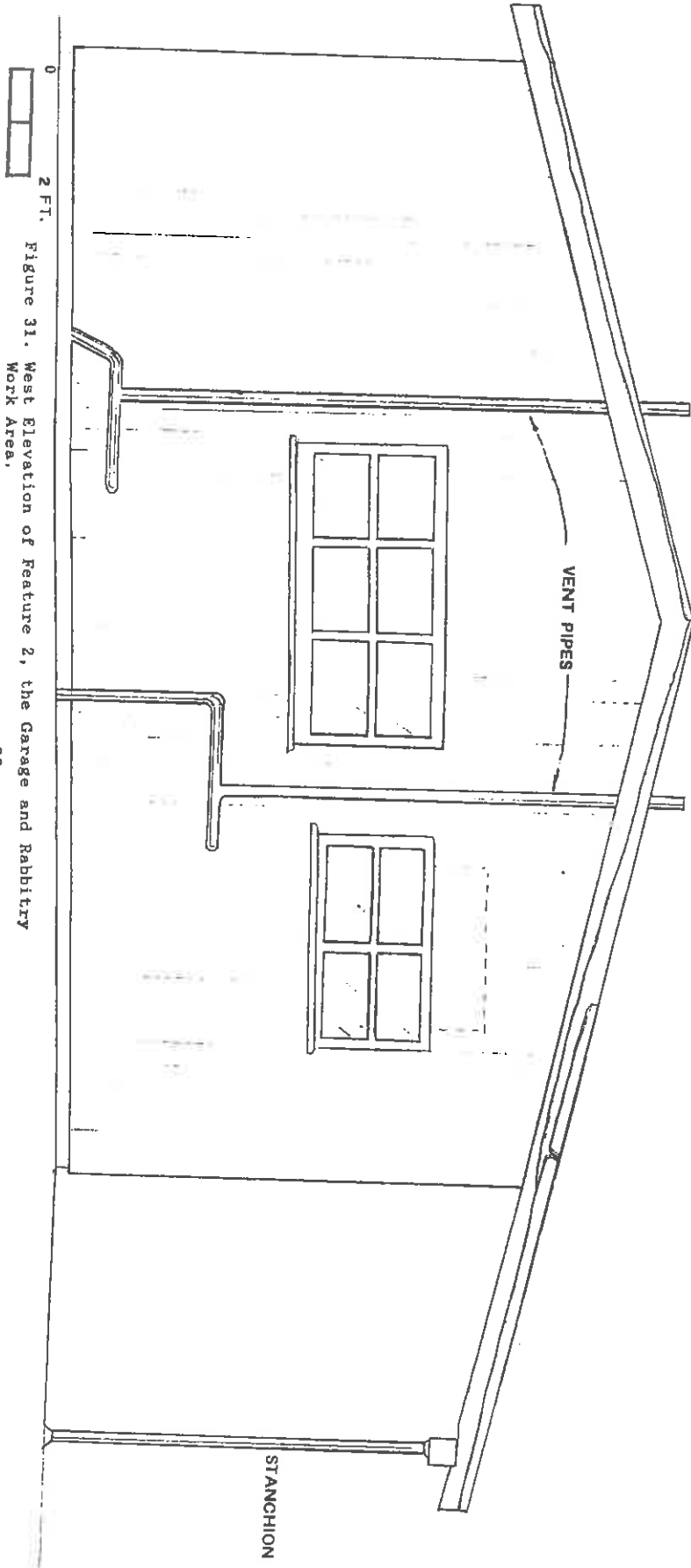


Figure 31. West Elevation of Feature 2, the Garage and Rabbitry Work Area.

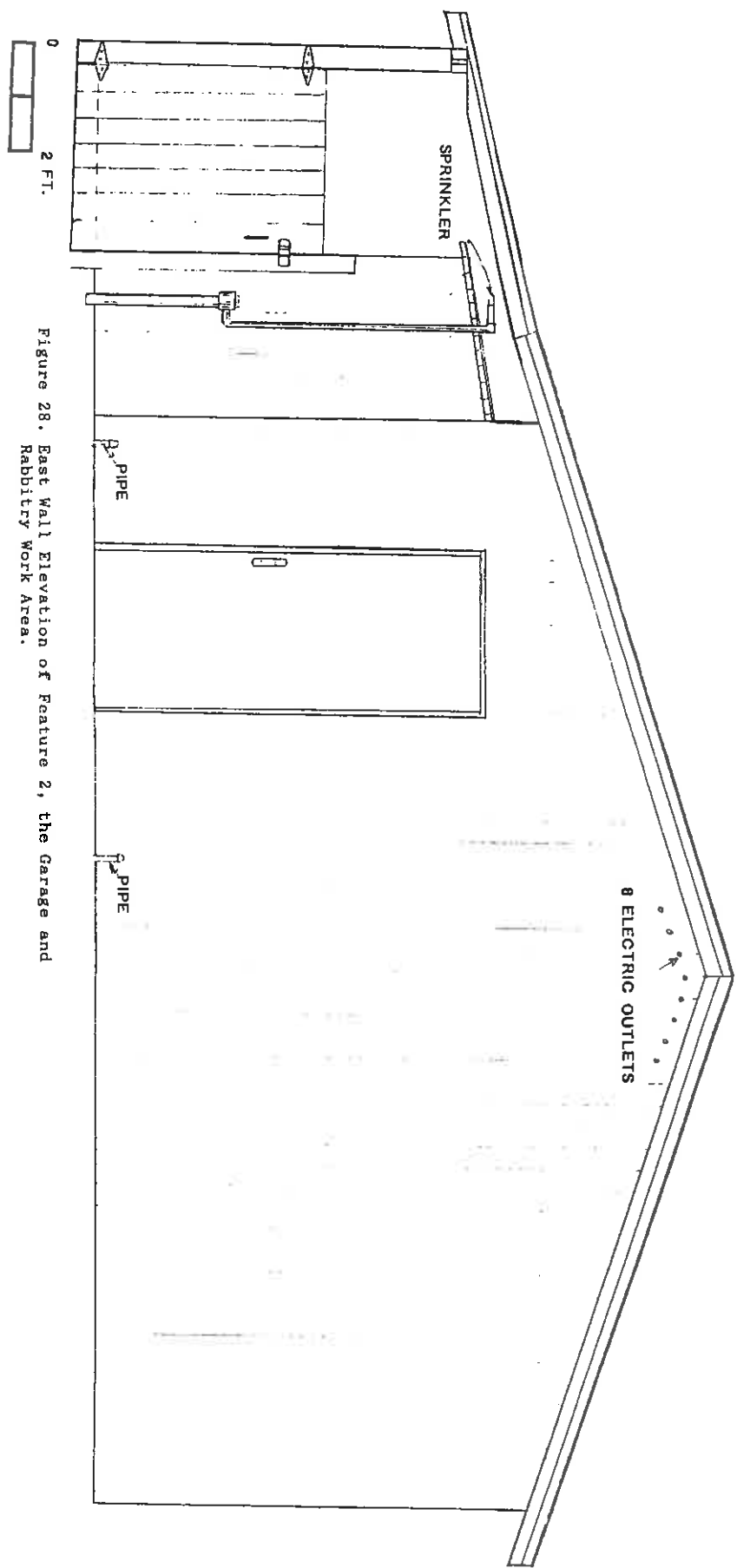


Figure 28. East Wall Elevation of Feature 2, the Garage and Rabbitry Work Area.

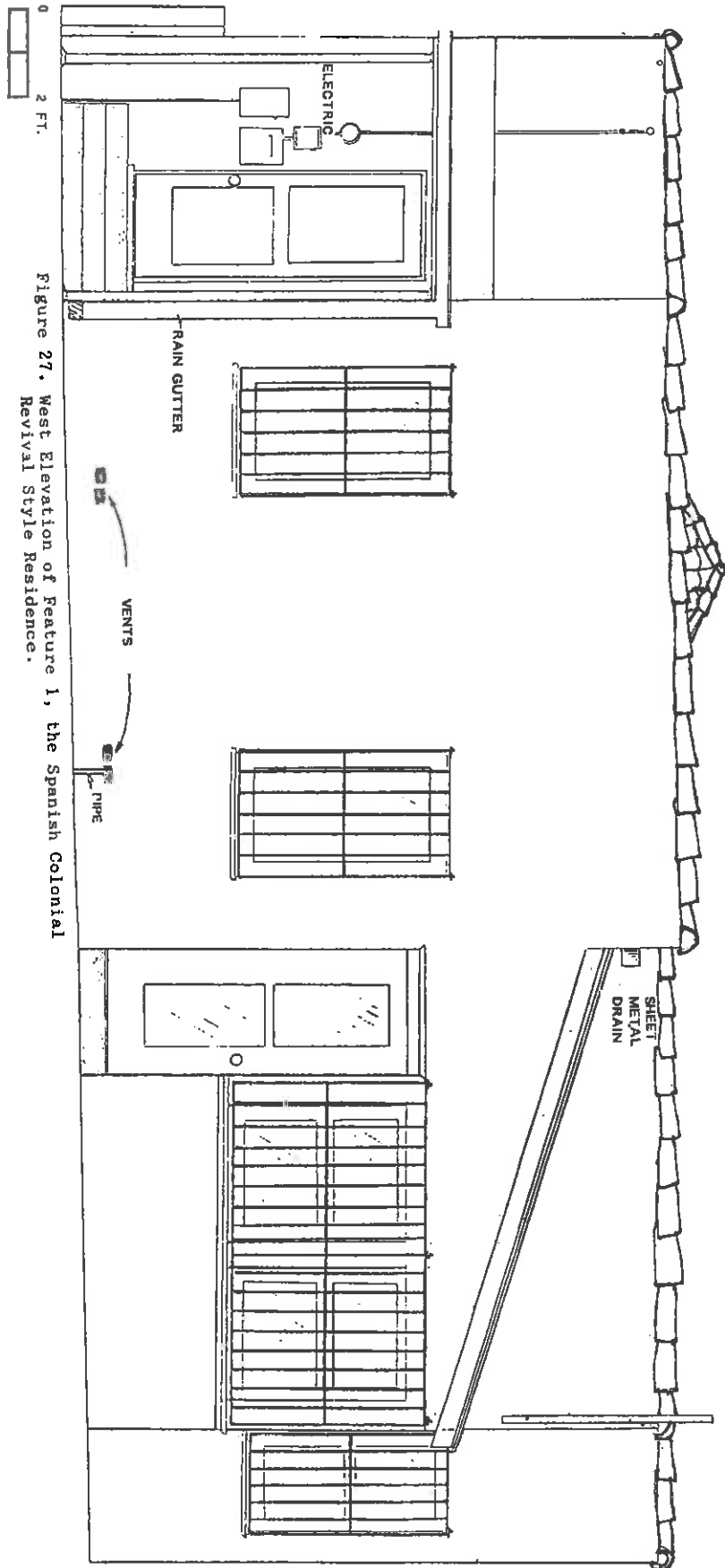


Figure 27. West Elevation of Feature 1, the Spanish Colonial Revival Style Residence.

180007144

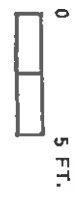
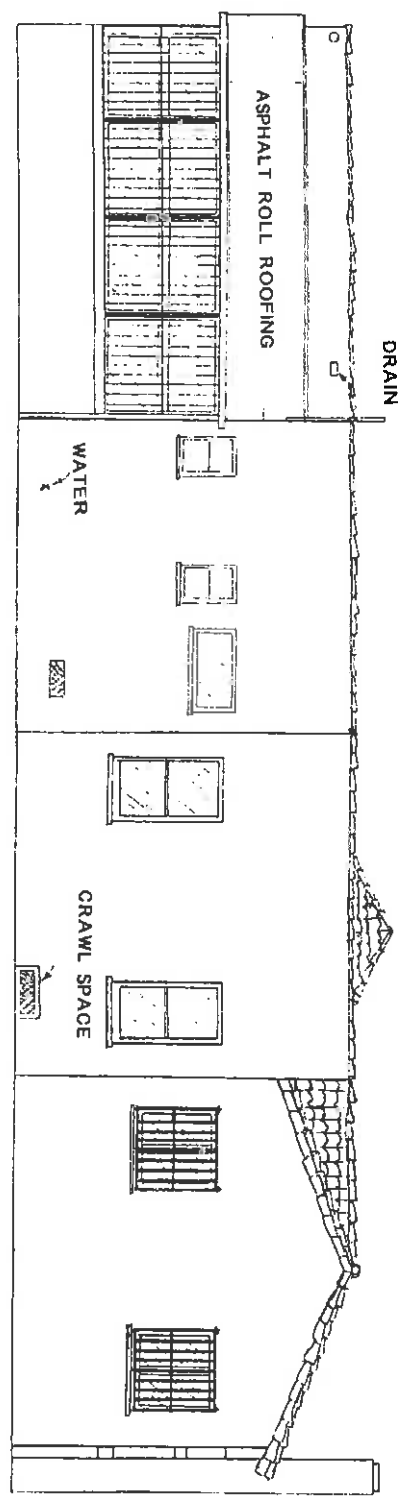


Figure 26. South Elevation of Feature 1, the Spanish Colonial Revival Style Residence.

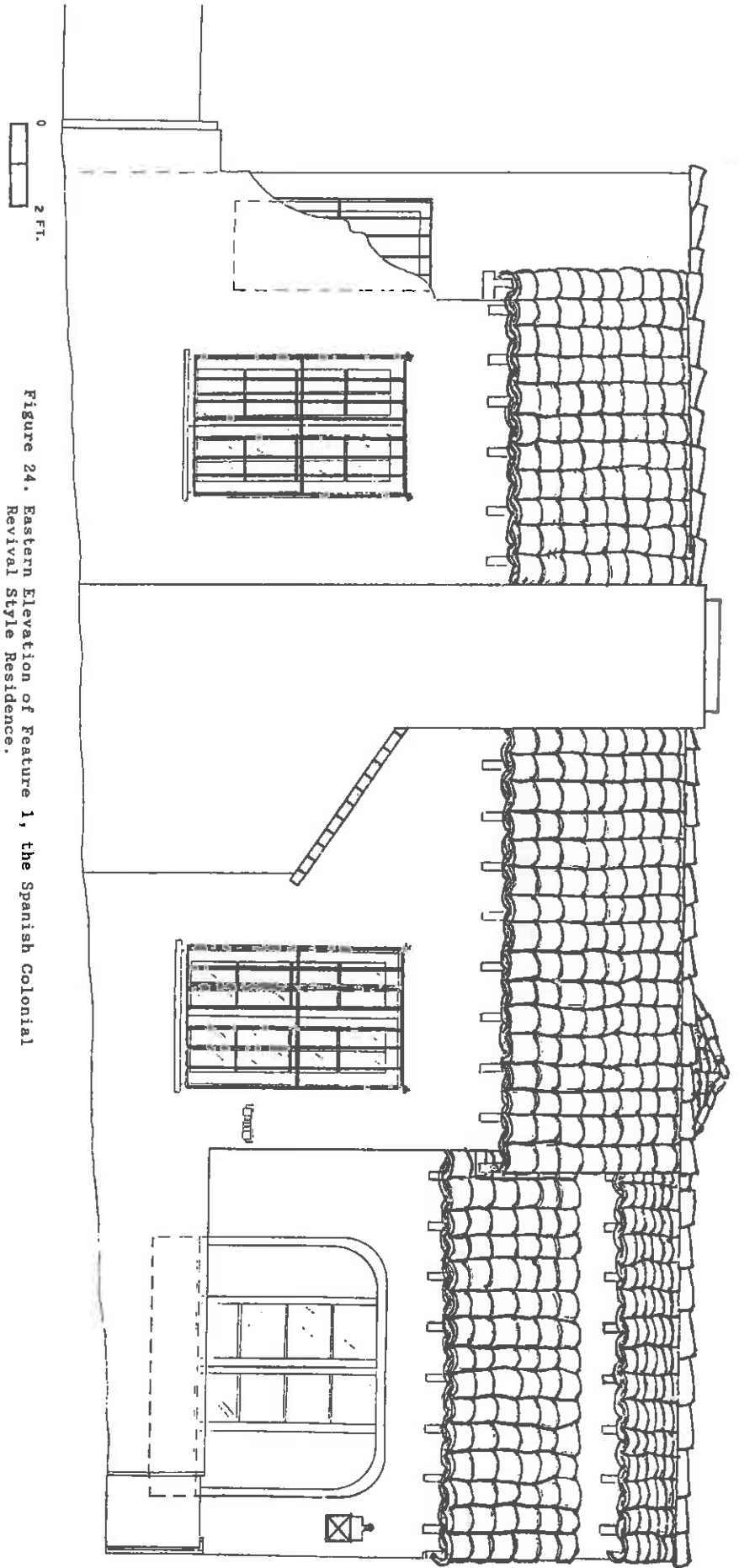


Figure 24. Eastern Elevation of Feature 1, the Spanish Colonial Revival Style Residence.



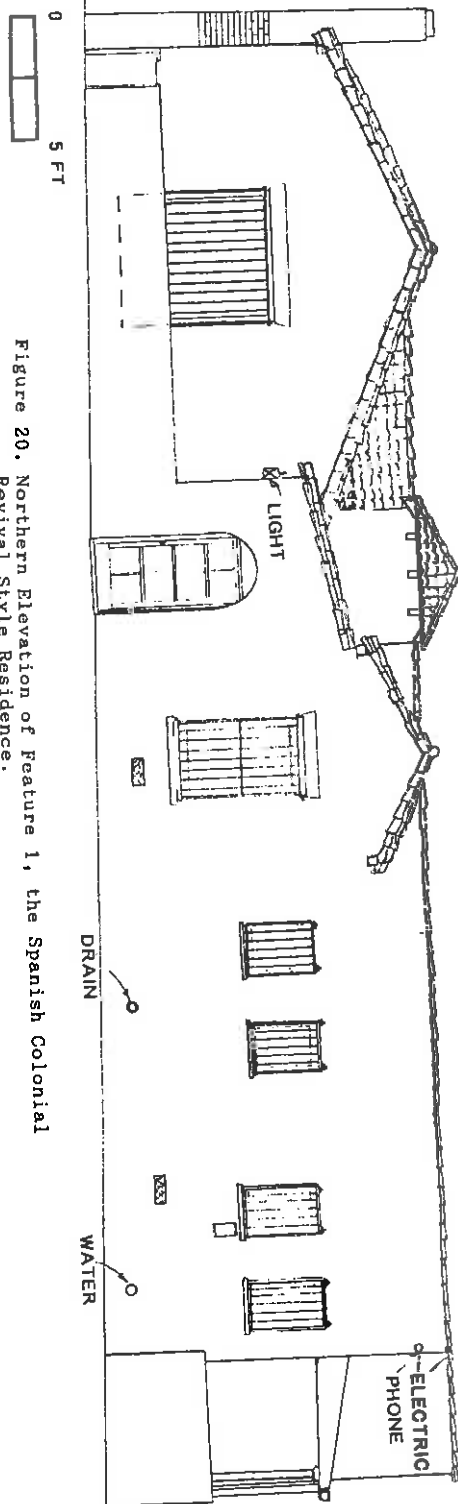


Figure 20. Northern Elevation of Feature 1, the Spanish Colonial Revival Style Residence.

RECORDATION EVENTS

DRHP-ELIGIBLE

DATE	QUAD	RECORDER	COMMENTS
1977	GRANDEES NONE	GALLEGIS & ASSOC	
1978	SMITHSON RANGE ?	F. BERG	
11/29/90		E	ELIGIBILITY Feed
1986	TAPACK	T. VINO BURTON	
1990	ARACUT CADIZ	LESCHE H	
1991	CADIZ MESA	ARU	
1993	HERPEDIA	LSA	
1993	COVINGTON PE	ARCH. ASSOCIATES	
1993	CADIZ	GLOSER	
1999	CADIZ	J. BERG	
1993	NEEDLES	N. KAFFERTY	
1994	GUASTI FONTANA	LSA	
1994	DAGGETT		
2000	DAGGETT	J. UNDERWOOD	
2000	CAJON	SBLF	
2001	NEWPORT SP, LARK & LINDA WISE	J. DIETLER	
7/21/01	BARSTOW SE	W. H. HILL	
2004	TAPACK & WHITE MTD	AE	
2004	CADIZ	E. PAW	
2005	NEEDLES SW	LSA	
2006	FONTANA, GUASTI	CALTRANS	
2007	ONTARIO	WATERS	
2008	HECTOR	ERICKSON	
2008	HECTOR	LSA	
2009	TAPACK	AE	
2009	HECTOR		
2009	HERPEDIA	ESA	
2009	ORANGE MTD	W. KERRA	
10/29/09	MURRAY	ARU	
2009/2009	ORANGE	LSA	
4/23/09	ARROYO & CAJON	WATERS	
7/12/11	ORANGE	SKI	
12/20/11	TAPACK, MURRAY, TROY	WATERS & ASSOC. INC.	
3/4/11	ORANGE	WATERS & ASSOC.	
10/1/11	HECTOR	URS	
1/1/11	?	?	
4/14/11	ONTARIO	JAMES WATERS	
4/1/05	TAPACK WHITE MTD	W. KERRA	
4/1/13	ORANGE, TAPACK, TROY		
1/2	FONTANA, W. KERRA		

DB ✓  
GIS ✓  
SCAD ✓

**CONTINUATION SHEET**

See Office of Historic Preservation Recording Historical Resources for instructions.

Continuation

x Update 3/12

**Caltrans Map Reference No.:** \_\_\_\_\_

**Resource Identifier:** 36-2910, National Old Trails  
Road/Route 66

**County/Route/Postmile:** SBR/I40/

*USGS BARROCK, FENNER, FENNER SPRING, W of FANTOP Mts, FERRIS Mts*

This resource is an historical road corridor for two roads: the National Old Trails Road that originally ran between Baltimore, Maryland, and San Diego, California, and U.S. Highway 66, also called Route 66 that originally ran between Chicago, Illinois, and Santa Monica, California. Segments of the remains of this road have been recorded along the historic corridor throughout San Bernardino County. Artifacts associated with this corridor include roadside debris, such as bottles and cans. Features observed within this corridor are hearths, culverts, signs, and retaining walls. Several sites, including campsites and refuse dumps, are located along this corridor, as well. The National Old Trails Road/Route 66 is listed on the Office of Historic Preservation Historic Properties Directory as '2S2', determined eligible for listing on the NRHP by a consensus determination. The road appears to have been listed in 1990, but is not currently in the NRHP online database.

West of Needles, archival map research indicates there are two historic corridors associated with this primary number. One runs generally along modern I-40 and the other runs generally along Goffs Road. 1935 Caltrans As Built plans indicate there was an historic road that ran roughly along the I-40 corridor, beginning just west of Java, California. This road was an oil road which headed south-southwest away from Java and the railroad. The 1935 As Built plans indicate that this oil road was upgraded in the mid 1930s and the road likely represents a segment of the National Old Trails Road, although it is not labeled as such. West of Needles, Route 66 originally followed the railroad through Ibis, Goffs, and Fenner, cutting south of the modern I-40, to connect to Cadiz and Amboy. Traffic along Route 66 gradually increased during the Great Depression as migrant workers moved from the Dust Bowl to California. During World War II, several military installations, including Edwards Air Force Base and the Navajo Ordinance Depot, were constructed near Route 66, leading to more increases in traffic. Post World War II, auto traffic in the United States jumped significantly. A straighter Route 66 was constructed west of Needles, California, and rather than following the rail line, the new route more closely followed one of the National Old Trails Road corridors, and ran west through the Sacramento and Piute Mountains to Fenner, and through the PAL. Eventually, the increased traffic after World War II was too much for Route 66, and the road was deemed no longer sufficient to handle all the vehicles. Sections of Route 66 were replaced by straighter, wider, and more efficient interstates, including I-40, near Needles, California. In June 1979, U.S. Highway 66 was officially decommissioned (NPS, 1995).

National Old Trails Road/Route 66 (36-2910) is a historical road corridor for two roads: the National Old Trails Road that originally ran between Baltimore, Maryland, and San Diego, California, and U.S. Highway 66, also called Route 66 that originally ran between Chicago, Illinois, and Santa Monica, California. This corridor runs along the modern I-40 throughout the PAL; however, most of the road is no longer extant. Within the PAL, one new segment of this road, as well as four "C" blocks were identified. The new dirt road segment starts east of the Mountain Springs exit and runs east, along the southern edge of the I-40, for approximately 3 miles. The "C" blocks are in good condition and located adjacent to the dirt road. These newly recorded resources appear to be contributing elements to the overall site eligibility, as they consist of in situ "C" blocks and one stretch of unpaved road which is in good condition and running adjacent to in situ "C" blocks. One previously recorded segment was not relocated at the Mountain Springs exit and overpass. This segment appears to have been destroyed when the overpass and freeway ramps were constructed. The National Old Trails Road/Route 66 is listed on the Office of Historic Preservation Historic Properties Directory as "2S2," determined eligible for listing on the NRHP by a consensus determination. The road appears to have been listed in 1990, but is not currently in the NRHP online database.

According to historic maps, the historic road corridor for 36-2910 runs through the entire PAL; however, there were not physical remains of this road corridor identified for the entire PAL. Two previously recorded segments of this road were identified within the PAL during the literature search. One of these segments has since been demolished by the I-40 Mountain Springs off ramp. Several new segments were identified during this survey, as well. One newly recorded segment is ¼ of a mile long. Two "C" blocks, situated 0.2 miles apart mark the road along this segment. A second segment measures 0.2 miles. Two more "C" blocks are located at either end of this segment. The last newly recorded segment is nearly two miles long. Two "C" blocks mark the west end of this segment. Additional "C" blocks were recorded along this segment. The blocks are 0.2 miles or 0.4 miles apart. This last recorded segment is the only segment of road that falls in the PAL. The remainder of the newly recorded features of 36-2910 consist entirely of "C" blocks without associated road segments. Of the "C" blocks recorded, only 4 are located within the PAL.

**CONTINUATION SHEET**

See Office of Historic Preservation Recording Historical Resources for instructions. Continuation  Update

**Caltrans Map Reference No.:** \_\_\_\_\_

**Resource Identifier:** 36-2910, National Old Trails  
 Road/Route 66

**County/Route/Postmile:** SBR/140/ \_\_\_\_\_

Table 1, Coordinates of "C" blocks

C Block label	Northing	Easting
36-2910, C-block 1	3855913	679001
36-2910, C-block 13	3861016	699318
36-2910, C-block 14	3861131	699600
36-2910, C-block 2	3855890	679306
36-2910, C-block 3	3855867	679610
36-2910, C-block 4	3855836	680010
36-2910, C-block 5*	3855925	680656
36-2910, C-block 6*	3856618	682534
36-2910, C-block 7	3856929	683394
36-2910, C-block 8	3860452	697793
36-2910, C-block 9	3862148	702144



The above photo is of one of the newly recorded "C" blocks. View to the north.

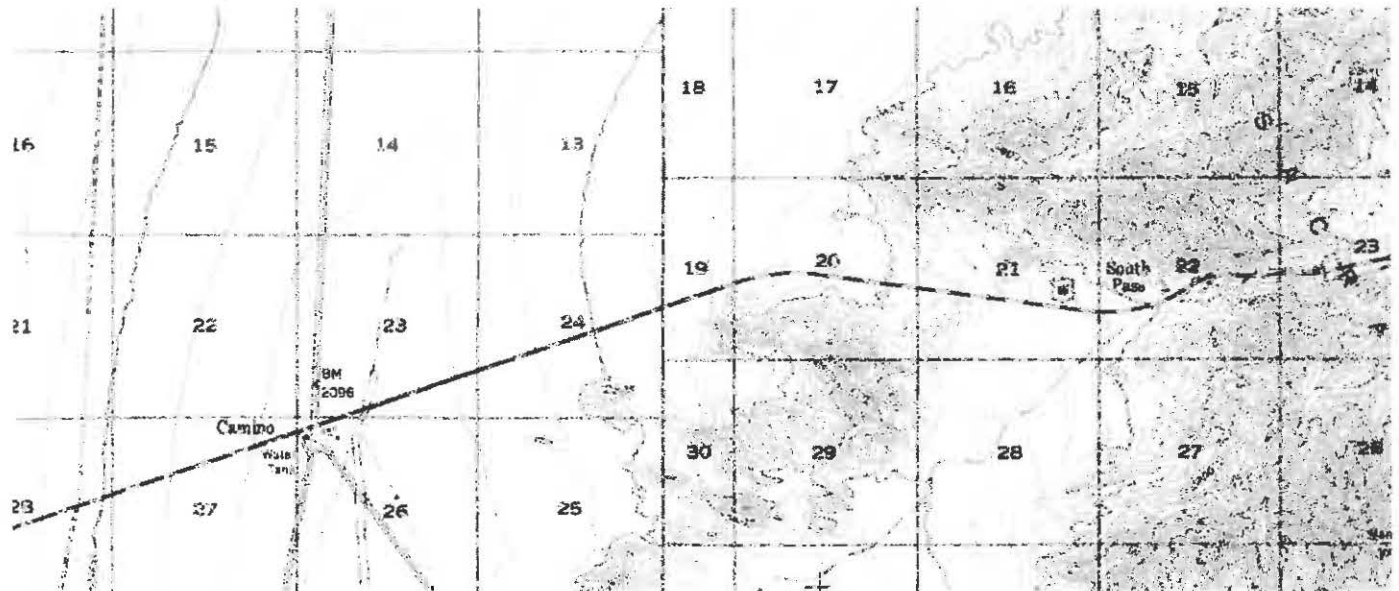
**CONTINUATION SHEET**

See Office of Historic Preservation Recording Historical Resources for instructions. Continuation  Update

**Caltrans Map Reference No.:** \_\_\_\_\_

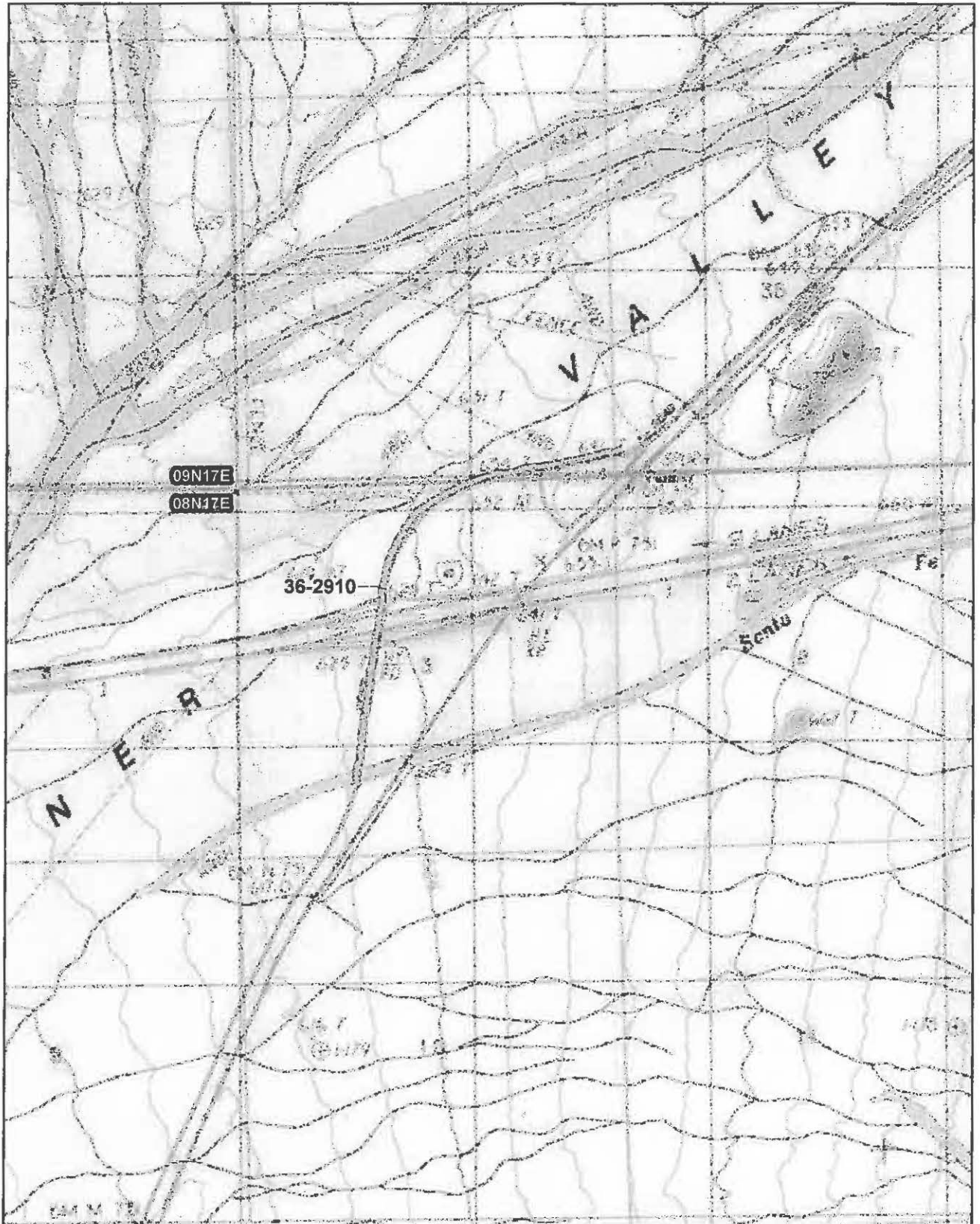
**Resource Identifier:** 36-2910, National Old Trails  
Road/Route 66

**County/Route/Postmile:** SBR/I40/



An excerpt from the 1956 Bannock, CA USGS topo showing Route 66 along the PAL.

SR-2910 H  
36-002910

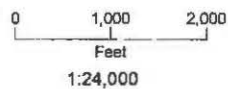


LEGEND

 Cultural Site

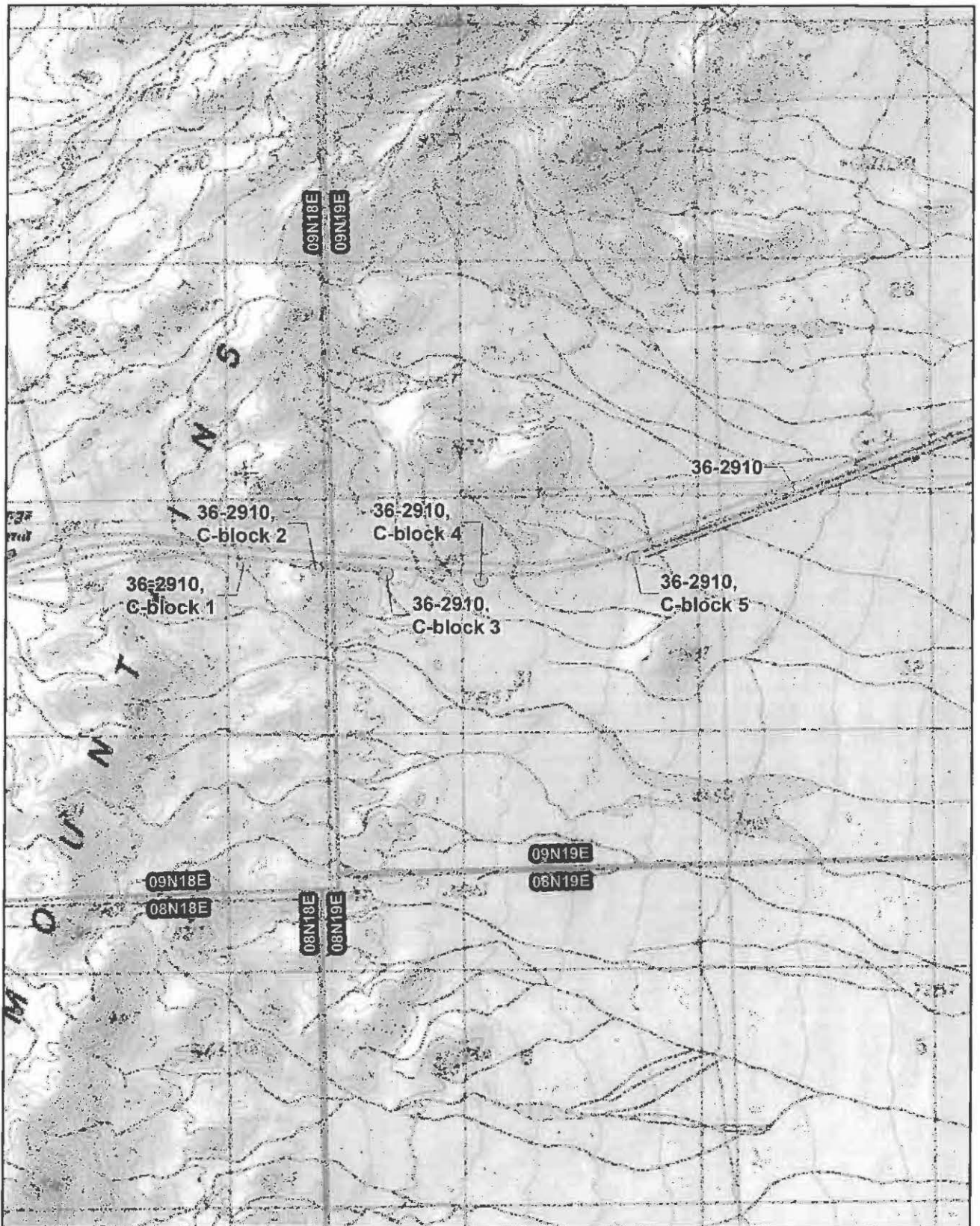
Resource Name or #: 36-2910  
USGS Quad: FENNER  
Scale: 1:24,000  
Date of map: 2012

page 4 of 8



**Location Map**  
**Site Number 36-2910**

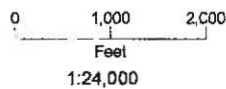
45 Miles of Tortoise Fencing Along I-40  
Ivanpah Solar Electric Generating System



LEGEND  
Cultural Site

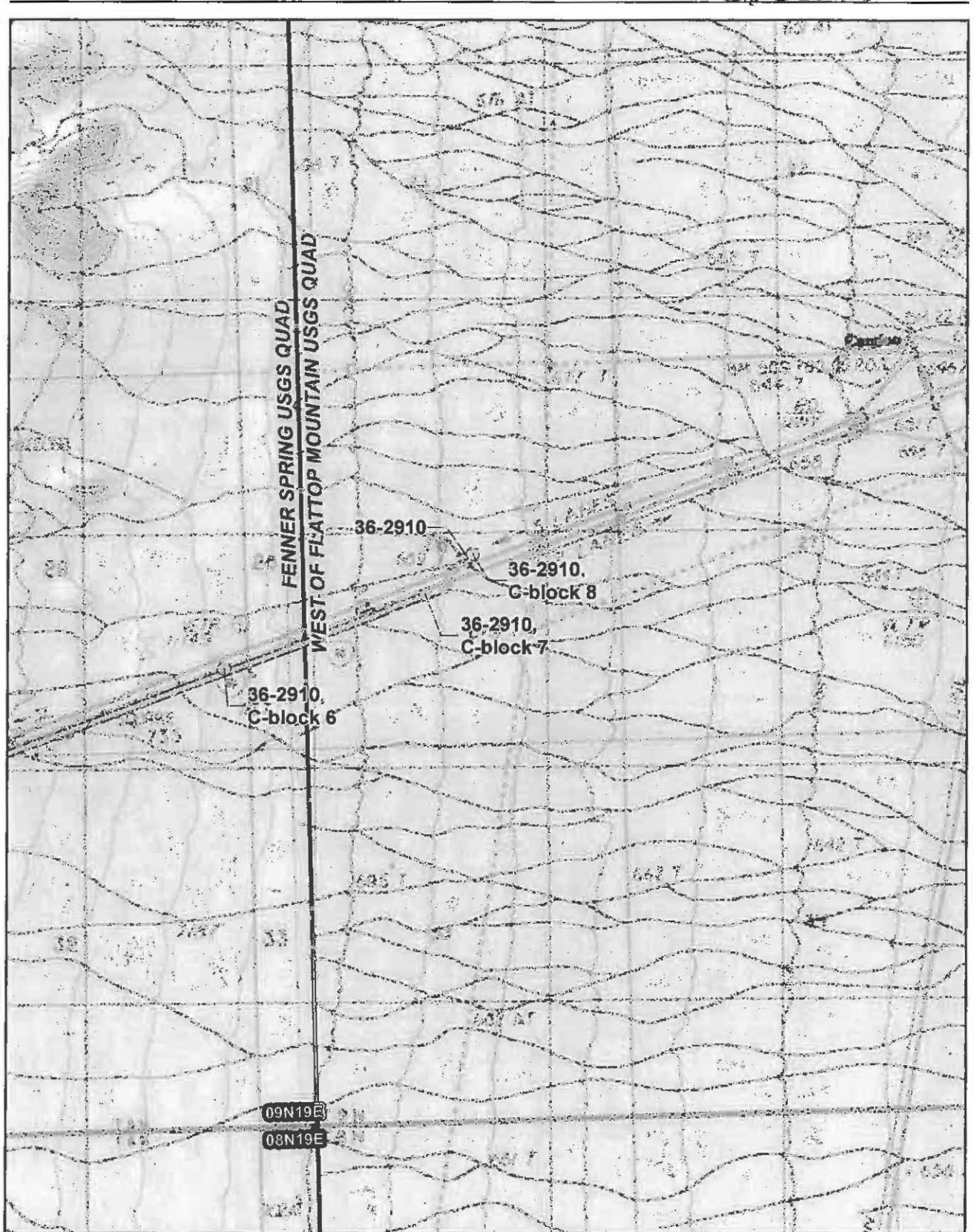
Resource Name or #: 36-2910  
USGS Quad: FENNER SPRING  
Scale: 1:24,000  
Date of map: 2012

page 5 of 8



**Location Map**  
**Site Number 36-2910**  
45 Miles of Tortoise Fencing Along I-40  
Ivanpah Solar Electric Generating System

SR-2910 H  
36-000910

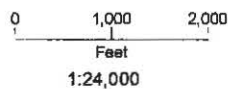


LEGEND

 Cultural Site

Resource Name or #: 36-2910  
USGS Quad: FENNER/ WEST OF FLATTOP MOUNTAIN  
Scale: 1:24,000  
Date of map: 2012

page 6 of 8

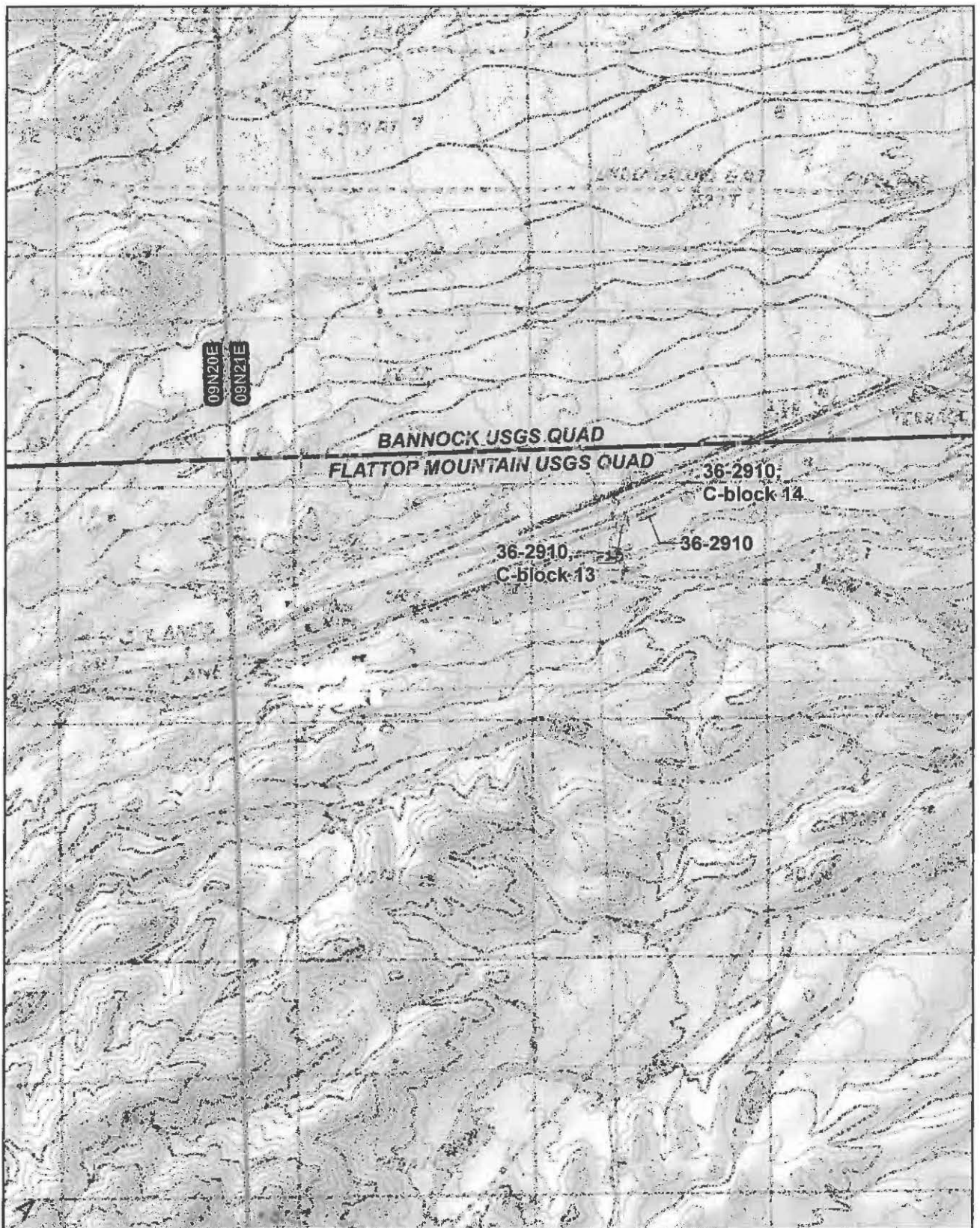


**Location Map**  
**Site Number 36-2910**

45 Miles of Tortoise Fencing Along I-40  
Ivanpah Solar Electric Generating System



SBR-2910 7  
36-009910

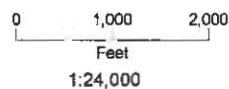


LEGEND

 Cultural Site

Resource Name or #: 36-2910  
USGS Quad: FLATTOP MOUNTAIN  
Scale: 1:24,000  
Date of map: 2012

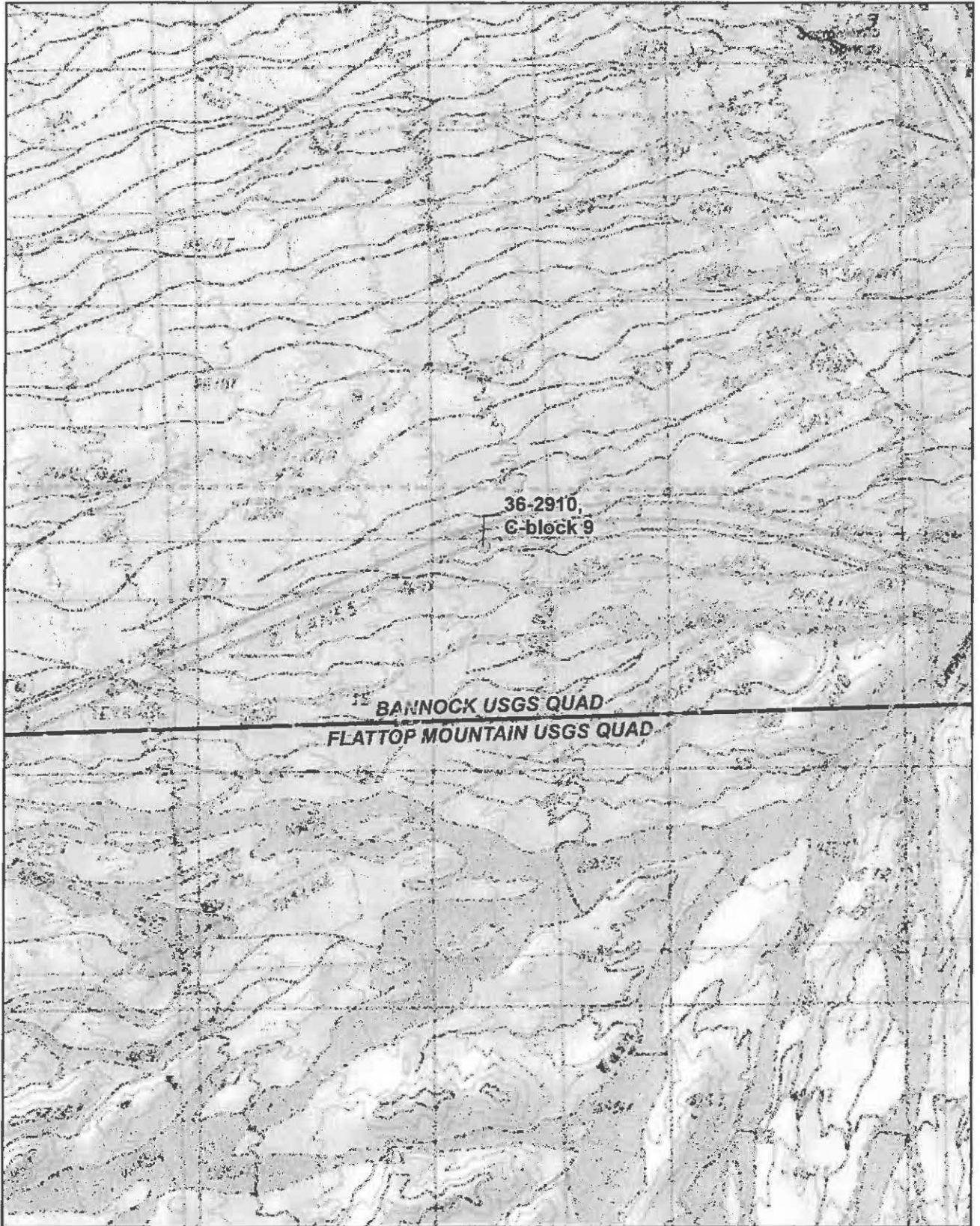
page 7 of 8



**Location Map**  
**Site Number 36-2910**

45 Miles of Tortoise Fencing Along I-40  
Ivanpah Solar Electric Generating System

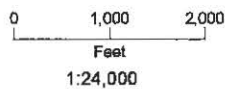
36-000410  
SPR-2910 TN



**LEGEND**

 Cultural Site

Resource Name or #: 36-2910  
USGS Quad: BANNOCK  
Scale: 1:24,000  
Date of map: 2012



page 8 of 8

**Location Map  
Site Number 36-2910**

45 Miles of Tortoise Fencing Along I-40  
Ivanpah Solar Electric Generating System





## **APPENDIX C: NATIVE AMERICAN CORRESPONDENCE**

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## Sacred Lands File & Native American Contacts List Request

### NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd, Suite 100  
West Sacramento, CA 95501  
(916) 373-3710  
(916) 373-5471 – Fax  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)

*Information Below is Required for a Sacred Lands File Search*

Project: \_\_\_\_\_

County: \_\_\_\_\_

USGS Quadrangle

Name: \_\_\_\_\_

Township: \_\_\_\_\_ Range: \_\_\_\_\_ Section(s): \_\_\_\_\_

Company/Firm/Agency:

\_\_\_\_\_  
Contact Person: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Extension: \_\_\_\_\_

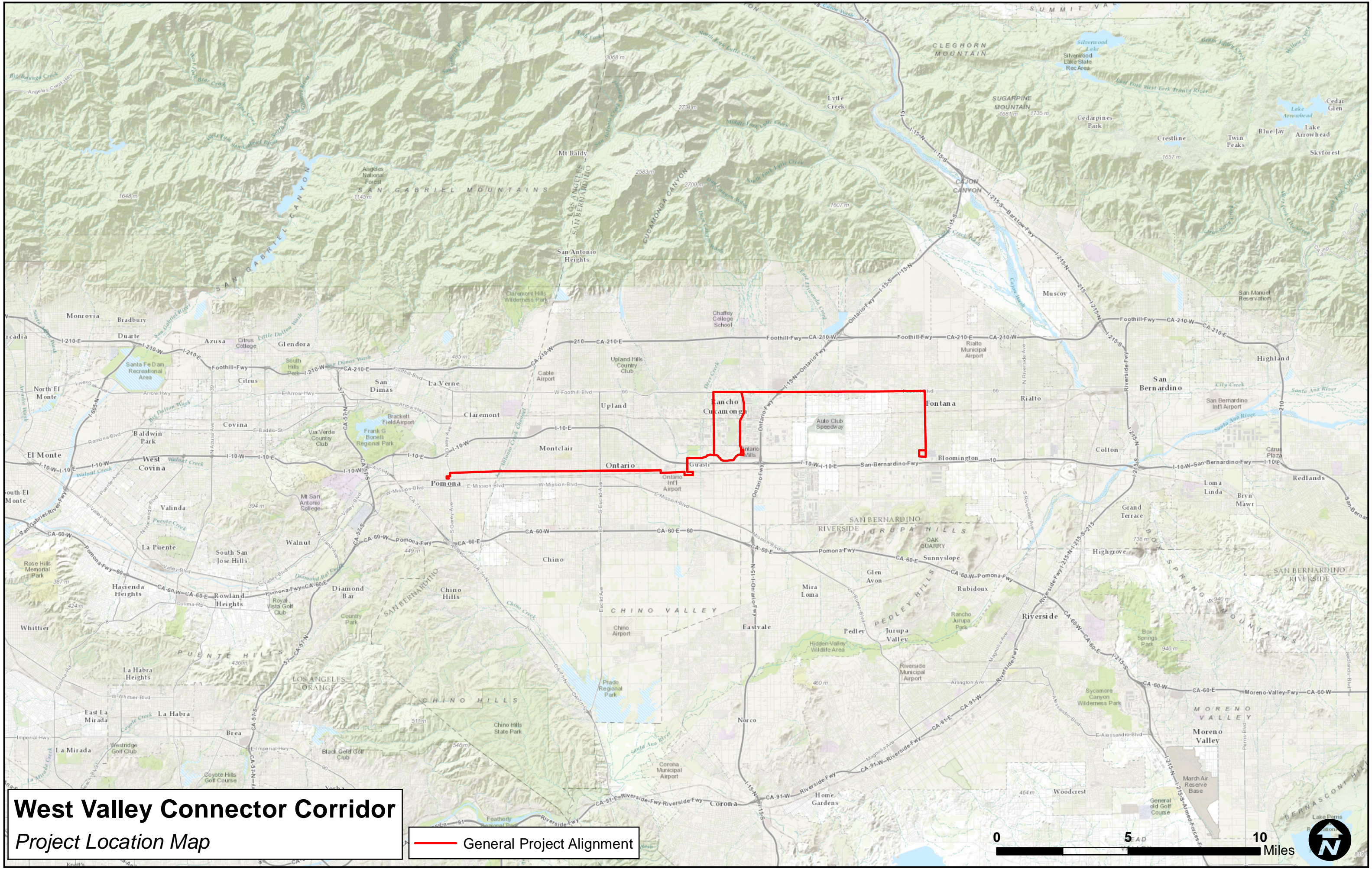
Fax: \_\_\_\_\_

Email: \_\_\_\_\_

Project Description:


\_\_\_\_ Project Location Map is attached





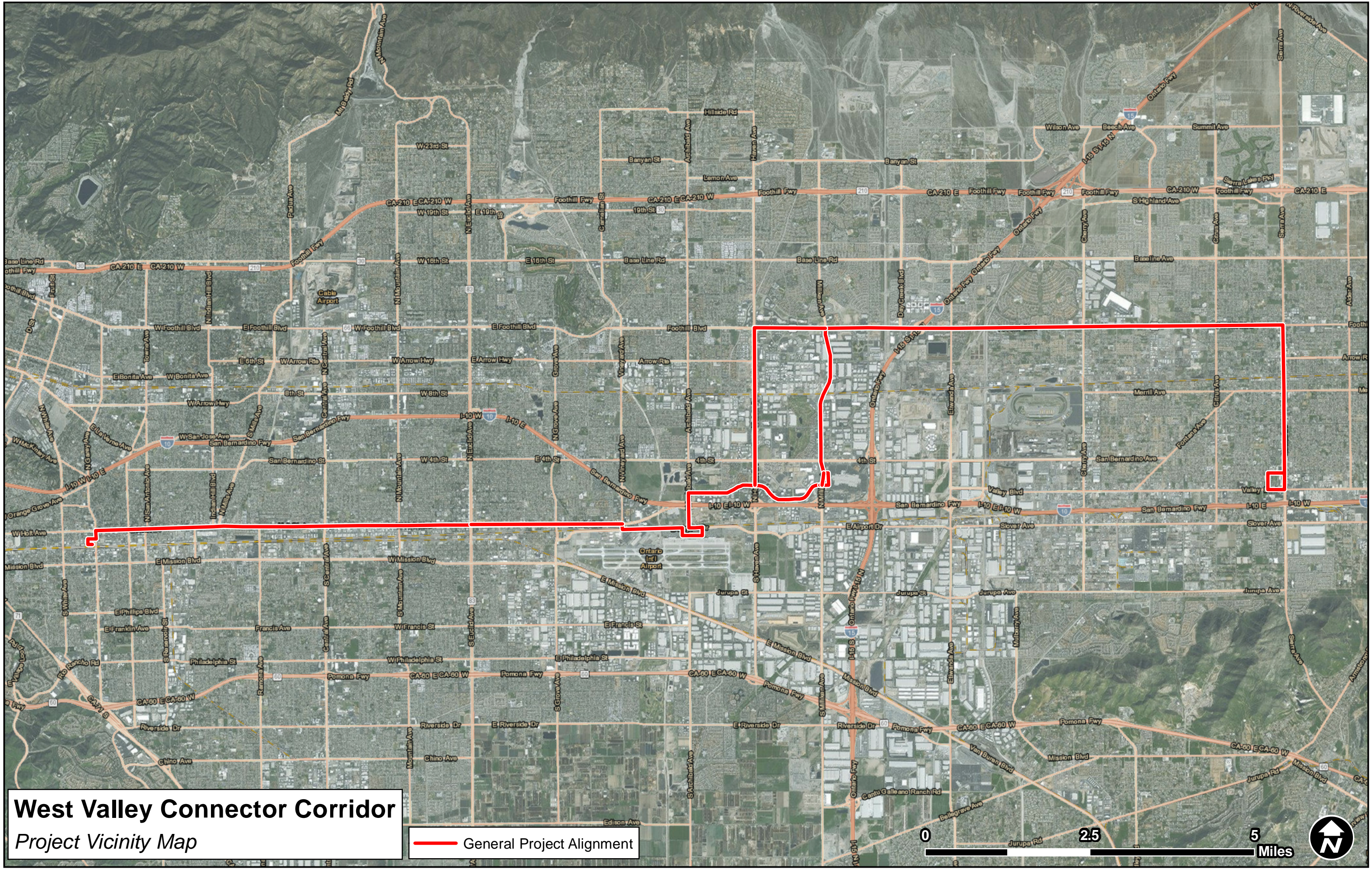
# West Valley Connector Corridor

## Project Location Map

 General Project Alignment

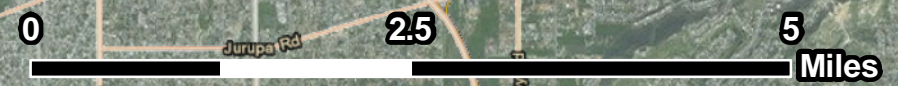






**West Valley Connector Corridor**  
*Project Vicinity Map*

— General Project Alignment



**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916) 373-3710  
(916) 373-5471 FAX



March 2, 2016

Monica Corpuz  
Parsons Transportation Group

Sent via e-mail: monica.corpuz@parsons.com  
Number of pages: 4

RE: Proposed West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga, Ontario, Guasti, and Fontana USGS Quadrangles, San Bernardino County, California

Dear Ms. Corpuz:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent above reference codes is to mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects.

As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
  - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
  - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
  - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:
  - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the USGS quadrangle information provided with negative results.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,



Gayle Totton  
Associate Government Planning Analyst

**Native American Heritage Commission  
Tribal Consultation List  
San Bernardino County  
March 2, 2016**

Ramona Band of Cahuilla Mission Indians  
Joseph Hamilton, Chairman  
P.O. Box 391670                      Cahuilla  
Anza                      , CA 92539  
admin@ramonatribe.com  
(951) 763-4105

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

San Manuel Band of Mission Indians  
Lynn Valbuena, Chairwoman  
26569 Community Center              Serrano  
Highland                      , CA 92346  
(909) 864-8933

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

Soboba Band of Luiseno Indians  
Rosemary Morillo, Chairperson; Attn: Carrie Garcia  
P.O. Box 487                      Luiseno  
San Jacinto                      , CA 92581      Cahuilla  
carrieg@soboba-nsn.gov  
(951) 654-2765

Morongo Band of Mission Indians  
Robert Martin, Chairperson  
12700 Pumarra Road                      Cahuilla  
Banning                      , CA 92220      Serrano  
(951) 849-8807  
(951) 755-5200  
(951) 922-8146 Fax

San Fernando Band of Mission Indians  
John Valenzuela, Chairperson  
P.O. Box 221838                      Fernandeno  
Newhall                      , CA 91322      Tataviam  
tsen2u@hotmail.com                      Serrano  
Vanyume  
Kitanemuk  
(760) 885-0955 Cell

Serrano Nation of Mission Indians  
Goldie Walker, Chairperson  
P.O. Box 343                      Serrano  
Patton                      , CA 92369  
(909) 528-9027  
(909) 528-9032

Gabrieleno/Tongva San Gabriel Band of Mission Indians  
Anthony Morales, Chairperson  
P.O. Box 693                      Gabrielino Tongva  
San Gabriel                      , CA 91778  
GTTribalcouncil@aol.com  
(626) 483-3564 Cell

Agua Caliente Band of Cahuilla Indians THPO  
Patricia Garcia-Plotkin, Director  
5401 Dinah Shore Drive                      Cahuilla  
Palm Springs                      , CA 92264  
ACBCI-THPO@aguacaliente.net  
(760) 699-6907  
(760) 567-3761 Cell  
(760) 699-6924 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65362.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga, San Bernardino County, California.

**Native American Heritage Commission  
Tribal Consultation List  
San Bernardino County  
March 2, 2016**

Gabrieleno Band of Mission Indians - Kizh Nation  
Andrew Salas, Chairperson  
P.O. Box 393  
Covina , CA 91723  
gabrielenoindians@yahoo.com Gabrielino  
(626) 926-4131

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

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65362.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga, San Bernardino County, California.

Native American Initiation Consultation Letter (Template) sent by Parsons  
on behalf of Omnitrans, May 2016

May 13, 2016

To: XX

Re: West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga

Dear XX

Omnitrans is proposing the West Valley Connector Corridor Project, which is a proposed 25-mile-long Bus Rapid Transit (BRT) project that will provide speed and quality improvements to the public transit system within the corridor, located primarily along Holt Boulevard/Avenue and Foothill Boulevard that would connect the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga. Parsons has been retained to coordinate the environmental studies, including cultural resources. Please find attached for your reference a Project Location Map and the Project Vicinity Map.

The Native American Heritage Commission (NAHC) was contacted on February 24, 2016 to perform a search of their Sacred Lands file. The NAHC had no record of Native American sacred sites or heritage resources in the immediate vicinity of the project area. The NAHC also provided a list of Native American individuals/organizations that may have knowledge of cultural resources within the project area and recommended that we contact you, among others.

A record search of the project Area of Potential Effects (APE) and a quarter-mile buffer beyond the APE was conducted at the South Coastal Information Center on April 16, 17, and May 7, 2016. Additional research was conducted at local libraries and through online resources. The results indicated the historic De Anza Trail once passed through the project area in the cities of Ontario and Montclair, which itself, of course, was composed of Indian trails. No prehistoric sites have been recorded as a result of previous surveys.

We would appreciate you providing any comments, information, or concerns relating to cultural resources within the project area. All sensitive information provided regarding cultural resources or other areas of concern will be considered confidential. Please contact me by phone (909-218-3567 or 626-440-2461) email (Monica.corpuz@parsons.com), or fax (909-218-3605). Your response within 30 days of receipt of this letter will be appreciated. Thank you for your assistance.

Sincerely,  
Monica Corpuz  
Archaeologist, MA, RPA  
3200 E. Guasti Road, Suite 200  
Ontario, California 91761

Attachments: Project Location Map, Project Vicinity Map



Figure 1: Project Location Map

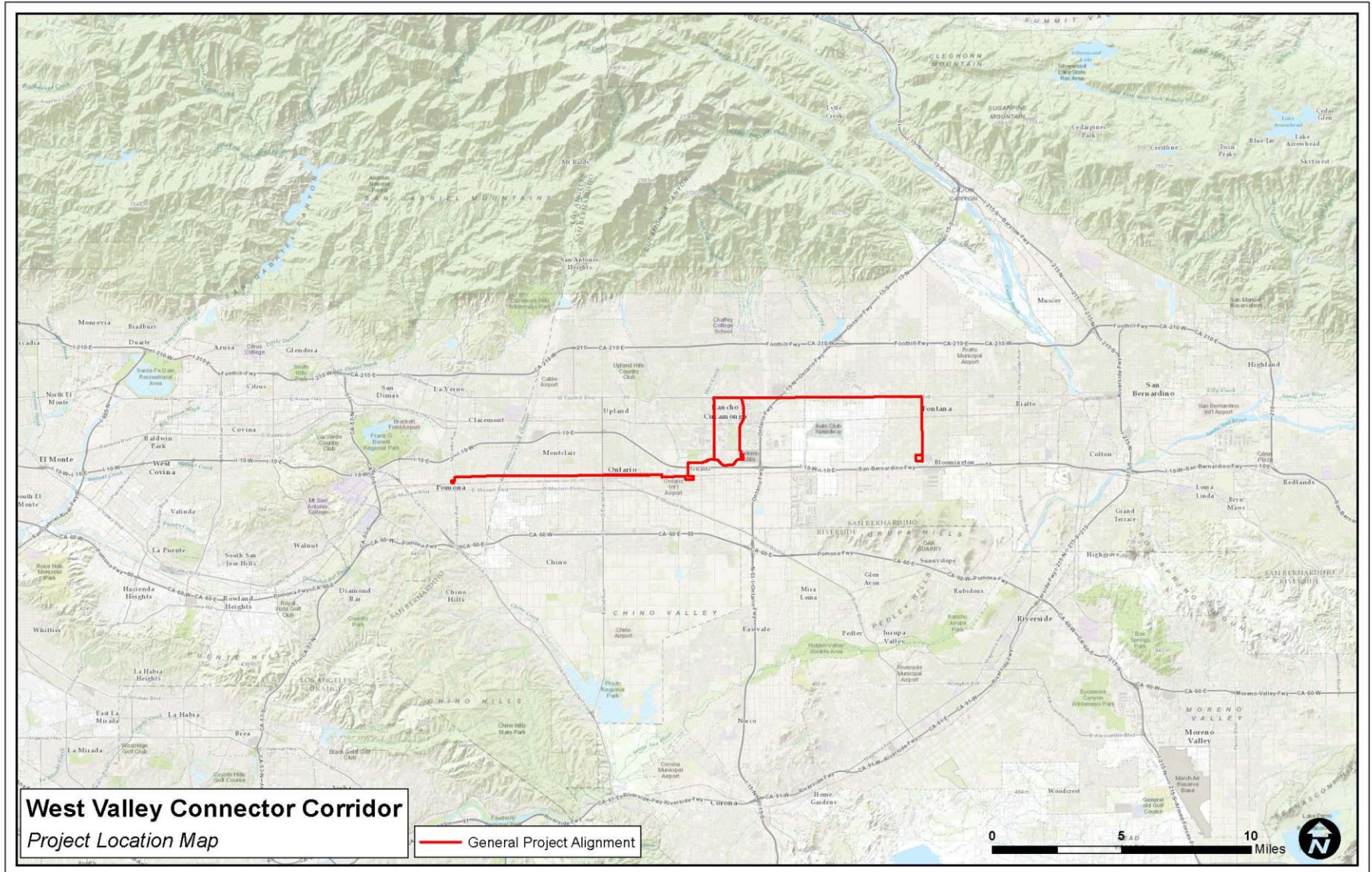
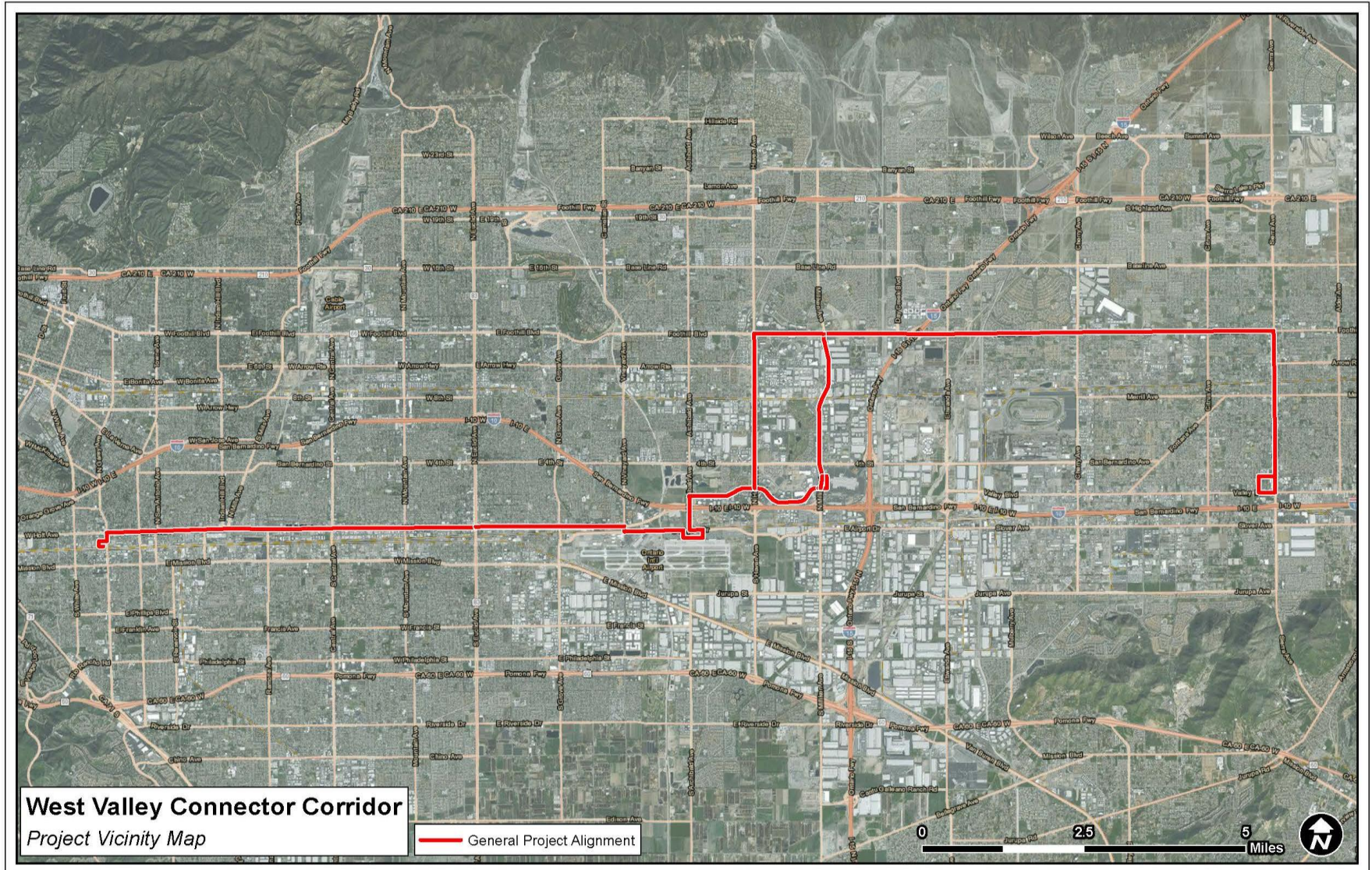




Figure 2: Vicinity Map



Native American Outreach Activities, May-August 2016

Native American Group/Individual	Date(s) and Method of First Contact Attempt	Date(s) and Method of Second Contact Attempt	Date (s) of Replies Rec'd Response?	Contact Initials	Comments
Ramona Band of Cahuilla Mission Indians Joseph Hamilton, Chairman P.O. Box 391670 Anza CA 92539 <a href="mailto:admin@ramonatribe.com">admin@ramonatribe.com</a> (951) 763-4105	May 13, 2016, mail	August 2, 2016, email	N/A	MWC	
San Manuel Band of Mission Indians Lynn Valbuena, Chairwomen 26569 Community Center Highland, CA 92346 (909) 864-8933	May 13, 2016 mail	June 9, 2016	N/A	MWC	On June 9, 2016, a response was received from Daniel McCarthy representing the San Manuel Band of Mission Indians stating that a portion of the project is located within the Tribe's TUA and asked if there will be a survey conducted for the project. Ms. Corpuz responded on the same day thanking Mr. McCarthy for his response and responded that a survey will be conducted for the project, most likely in the month of June 2016.
Soboba Band of Luiseno Indians Rosemary Morillo Chairperson; Attn: Carrie Garcia P.O. Box 487	May 13, 2016 mail	June 13, 2016	N/A	MWC	On June 13, 2016, a response was received via mail from Joseph Ontiveros, the Cultural Resource Director of the

San Jacinto, CA 92581					Soboba Band of Luiseno Indians. In his response, Mr. Ontiveros stated that the Soboba Band does not have any specific concerns regarding known cultural resources in the project area, but that they do request that the appropriate consultation continue to take place between concerned tribes, project proponents and local agencies. Lastly, Mr. Ontiveros stated that the Soboba Band requests that approved Native American monitors be present during any ground disturbing activities associated with the Project and that the San Manuel Band of Mission Indians as well as the Gabrieleno be contacted.
San Fernando Band of Mission Indians John Valenzuela, Chairperson P.O. Box 221838 Newhall, CA 91322 <a href="mailto:tSen2u@hotmail.com">tSen2u@hotmail.com</a> (760) 885-0955	May 13, 2016 mail	August 2, 2016, email	N/A	MWC	
Gabrieleno/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson P.O. Box 693 San Gabriel CA 91778 <a href="mailto:Gttribalcouncil@aol.com">Gttribalcouncil@aol.com</a> (626) 483-3564	May 13, 2016 mail	August 2, 2016, email	N/A	MWC	

<p>Gabrieleno Band of Mission Indians – Kizh Nation  Andrew Salas, Chairperson  P.O. Box 393  Covina, CA 91723  <a href="mailto:gabrielenoindians@yahoo.com">gabrielenoindians@yahoo.com</a>  (626) 926-4131</p>	<p>May 13, 2016  mail</p>	<p>May 17, 2016</p>	<p>N/A</p>	<p>MWC</p>	<p>Andrew Salas sent a response stating that the project lies in his Tribe’s ancestral territories and that due to the project location and the high sensitivity of the area location, they would like to request that one of their certified Native American Monitors be on site during any and all ground disturbing activities to protect any cultural resources which may be effected during construction</p>
<p>Gabrielino/Tongva Nation  Sandonne Goad, Chairperson 106  ½ Judge John Aiso St., #231 Los Angeles, CA 90012  <a href="mailto:sgoad@gabrielino-tongva.com">sgoad@gabrielino-tongva.com</a>  (951) 807-0479</p>	<p>May 13, 2016  mail</p>	<p>August 2, 2016, email</p>	<p>N/A</p>	<p>MWC</p>	
<p>Agua Caliente Band of Cahuilla Indians Jeff Grubbe, Chairperson  5401 Dinah Shore Drive  Palm Springs, CA 92264 (760) 699-6800</p>	<p>May 13, 2016  mail</p>	<p>May 23, 2016</p>	<p>N/A</p>	<p>MWC</p>	<p>A response was received from Victoria Harvey representing the Agua Caliente Band of Cahuilla Indians stating that they conducted a records check of the cultural registry that revealed that the project is not located within their Tribe’s Traditional Use Area (TUA) and that they deferred to the other tribes in the area.</p>
<p>Morongo Band of Mission Indians  Robert Martin, Chairperson  12700 Pumarra Road,  Banning CA 92220</p>	<p>May 13, 2016  mail</p>			<p>MWC</p>	

(951)849-8807 (951) 755-5200 (951)922-8146 Fox					
Serrano Nation of Mission Indians Goldie Walker, Chairperson P.O. Box 343 Patton, CA 92369 (909) 528-9027 (909) 528-9032	May 13, 2016 mail			MWC	
Agua Caliente Band of Cahuilla Indians THPO Patricia Garcia-Plotkin, Director 5401 Dinah Shore Drive. Palm Springs, CA 92264 <a href="mailto:ACBCI-THPO@aguacaliente.net">ACBCI-THPO@aguacaliente.net</a> (760) 699-6907 (760) 567-3761	May 13, 2016 mail	May 23, 2016	N/A	MWC	(Same tribe as above). A response was received from Victoria Harvey representing the Agua Caliente Band of Cahuilla Indians stating that they conducted a records check of the cultural registry that revealed that the project is not located within their Tribe's Traditional Use Area (TUA) and that they deferred to the other tribes in the area.



## GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians  
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Monica Corpuz  
Archaeologist, MA.RPA  
3200 E. Guasti Road, Suite 200  
Ontario, CA 91761

RE: AB52 consultation response for West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga

Dear Monica Corpuz

May 17, 2016

Please find this letter in response to your request for consultation dated May 13, 2016. I have reviewed the project site and do have concerns for cultural resources. Your project lies in an area where the Ancestral territories of the Kizh (Kite) Gabrieleño's villages adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric Periods. The homeland of the Kizh Gabrieleño was probably the most influential Native American group in aboriginal southern California (Bean and Smith 1978a:538), was centered in the Los Angeles Basin, and reached as far east as the San Bernardino-Riverside area. The homeland of our neighbors the Serranos was primarily the San Bernardino Mountains, including the slopes and lowlands on the north and south flanks. Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/ base sites are marked by midden deposits often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies of ten left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources.

Due to the project location and the high sensitivity of the area location, we would like to request one of our certified Native American Monitor to be on site during any and all ground disturbances (including but not limited to pavement removal, post holing, auguring, boring, grading, excavation and trenching) to protect any cultural resources which may be effected during construction or development. In all cases, when the Native American Heritage Commission states there are "no records of sacred sites in the project area" the NAHC will always refer lead agencies to the respective Native American Tribe because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & Tribal Historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. While the property may be located in an area that has been previously developed, numerous examples can be shared to show that there still is a possibility that unknown, yet significant, cultural resources will be encountered during ground disturbance activities. Please note, if they haven't been listed with the NAHC, it doesn't mean that they aren't there. Not everyone reports what they know.

The recent implementation of AB52 dictates that lead agencies consult with Native American Tribes who can prove and document traditional and cultural affiliation with the area of said project in order to protect cultural resources. However our tribe is connected Ancestrally to this project location area, what does Ancestrally or Ancestral mean? The people who were in your family in past times, Of, belonging to, inherited from, or denoting an ancestor or ancestors <http://www.thefreedictionary.com/ancestral>. Our priorities are to avoid and protect without delay or conflicts – to consult with you to avoid unnecessary destruction of cultural and biological resources, but also to protect what resources still exist at the project site for the benefit and education of future generations.

CC: NAHC

With respect,

Andrew Salas, Chairman  
cell (626)926-4131

Andrew Salas, Chairman  
Albert Perez, treasurer I

Nadine Salas, Vice-Chairman  
Martha Gonzalez Lemos, treasurer II

Christina Swindall Martinez, secretary  
Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

[www.gabrieleñoindians@yahoo.com](mailto:www.gabrieleñoindians@yahoo.com)

[gabrieleñoindians@yahoo.com](mailto:gabrieleñoindians@yahoo.com)

**From:** [THPO Consulting](#)  
**To:** [Corpuz, Monica](#)  
**Subject:** West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga  
**Date:** Monday, May 23, 2016 4:44:14 PM

---

Greetings,

A records check of the ACBCI cultural registry revealed that this project is not located within the Tribe's Traditional Use Area (TUA). Therefore, we defer to the other tribes in the area. This letter shall conclude our consultation efforts.

Thank you,

***Victoria Harvey M.A., R.P.A.***

Archaeological Monitoring Coordinator  
Agua Caliente Band of Cahuilla Indians  
760-699-6981 (Desk)  
(760) 406-1909 (Cell)  
vharvey@aguacaliente.net

The information contained in this message may be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer

**From:** Corpuz, Monica  
**To:** ["THPO Consulting"](#)  
**Subject:** RE: West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga  
**Date:** Monday, May 23, 2016 4:45:00 PM

---

Thank you for your response.

Sincerely,

Monica Corpuz, M.A. RPA  
**PARSONS**  
Ontario Phone: (909) 218-3567  
Pasadena Phone: (626) 440-2461  
[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)

---

**From:** THPO Consulting [mailto:[ACBCI-THPO@aguacaliente.net](mailto:ACBCI-THPO@aguacaliente.net)]  
**Sent:** Monday, May 23, 2016 4:44 PM  
**To:** Corpuz, Monica  
**Subject:** West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga

Greetings,

A records check of the ACBCI cultural registry revealed that this project is not located within the Tribe's Traditional Use Area (TUA). Therefore, we defer to the other tribes in the area. This letter shall conclude our consultation efforts.

Thank you,

***Victoria Harvey M.A., R.P.A.***  
Archaeological Monitoring Coordinator  
Agua Caliente Band of Cahuilla Indians  
760-699-6981 (Desk)  
(760) 406-1909 (Cell)  
[vharvey@aguacaliente.net](mailto:vharvey@aguacaliente.net)

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**From:** [Daniel McCarthy](#)  
**To:** [Corpuz, Monica](#)  
**Subject:** scoping response for West Valley Connector Corridor Project  
**Date:** Thursday, June 09, 2016 12:56:53 PM

---

Monica,

We received your scoping letter, dated May 13, 2016, regarding the proposed West Valley connector Corridor project. Thank you for the opportunity to review and provide comments. A portion of the project is located within the Tribe's ancestral territory. We do not have any specific information about tribal cultural resources along the project route. Will a survey be conducted for this project?

Thank you,  
Leslie Mouriquand Ma  
Consultant

Daniel McCarthy, MS, RPA  
Director (Retired)  
Cultural Resources Management Department  
San Manuel Band of Mission Indians  
26569 Community Center Drive  
Highland, CA 92346  
Office: 909 864-8933 x 3248  
Cell: 909 838-4175

To ensure a rapid reply concerning all AB 52 Consultation correspondence please use:

**[SMConsultation@sanmanuel-nsn.gov](mailto:SMConsultation@sanmanuel-nsn.gov)**

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**From:** Corpuz, Monica  
**To:** ["Daniel McCarthy"](#)  
**Subject:** RE: scoping response for West Valley Connector Corridor Project  
**Date:** Thursday, June 09, 2016 12:59:00 PM

---

Hi Leslie,

Thank you for your response!

Yes, an archaeological survey will be conducted for the project (most likely this month or next).

Monica Corpuz, M.A. RPA  
**PARSONS**  
Ontario Phone: (909) 218-3567  
Pasadena Phone: (626) 440-2461  
[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)

---

**From:** Daniel McCarthy [mailto:[DMcCarthy@sanmanuel-nsn.gov](mailto:DMcCarthy@sanmanuel-nsn.gov)]  
**Sent:** Thursday, June 09, 2016 12:56 PM  
**To:** Corpuz, Monica  
**Subject:** scoping response for West Valley Connector Corridor Project

Monica,

We received your scoping letter, dated May 13, 2016, regarding the proposed West Valley connector Corridor project. Thank you for the opportunity to review and provide comments. A portion of the project is located within the Tribe's ancestral territory. We do not have any specific information about tribal cultural resources along the project route. Will a survey be conducted for this project?

Thank you,  
Leslie Mouriquand Ma  
Consultant

Daniel McCarthy, MS, RPA  
Director (Retired)  
Cultural Resources Management Department  
San Manuel Band of Mission Indians  
26569 Community Center Drive  
Highland, CA 92346  
Office: 909 864-8933 x 3248  
Cell: 909 838-4175

To ensure a rapid reply concerning all AB 52 Consultation correspondence please use:

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responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

**From:** [Gabrieleno Band of Mission Indians](#)  
**To:** [Corpuz, Monica](#)  
**Subject:** RE: AB52 consultation response for West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga  
**Date:** Tuesday, May 17, 2016 9:45:26 PM  
**Attachments:** [RE- AB52 consultation response for West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga .docx](#)

---

Sincerely,

Andrew Salas, Chairman  
Gabrieleno Band of Mission Indians - Kizh Nation  
PO Box 393  
Covina, CA 91723  
cell: (626)926-4131  
email: [gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)  
website: [www.gabrielenoindians.org](http://www.gabrielenoindians.org)

June 13, 2016

Attn: Monica Corpuz, Archaeologist  
Parsons  
3200 East Guasti Road, Suite 200  
Ontario, CA 91761



**RE: West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga**

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies.

Also, working in and around traditional use areas intensifies the possibility of encountering cultural resources during any future construction/excavation phases that may take place. For this reason the Soboba Band of Luiseño Indians requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings, including surveys and archaeological testing, associated with this project. The Soboba Band recommends that you contact the San Manuel Band of Mission Indians, as well as Gabrieleño Tribal Consultants who are in closer proximity to the project. Please feel free to contact me with any additional questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe", with a long horizontal line extending to the right.

Joseph Ontiveros  
Cultural Resource Director  
Soboba Band of Luiseño Indians  
P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
[jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)

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

**From:** Corpuz, Monica  
**To:** ["Gabrieleno Band of Mission Indians"](#)  
**Subject:** RE: AB52 consultation response for West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga  
**Date:** Wednesday, May 18, 2016 8:49:00 AM

---

Mr. Salas,

Thank you for your response and input.  
I'll be sure to forward your concerns and requests to the lead agencies.

Thank you again, and please reach out if you have additional concerns or comments.

Best,

Monica Corpuz, M.A. RPA  
**PARSONS**  
Ontario Phone: (909) 218-3567  
Pasadena Phone: (626) 440-2461  
[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)

---

**From:** Gabrieleno Band of Mission Indians [mailto:[gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)]  
**Sent:** Tuesday, May 17, 2016 9:45 PM  
**To:** Corpuz, Monica  
**Subject:** RE: AB52 consultation response for West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga

Sincerely,

Andrew Salas, Chairman  
Gabrieleno Band of Mission Indians - Kizh Nation  
PO Box 393  
Covina, CA 91723  
cell: (626)926-4131  
email: [gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)  
website: [www.gabrielenoindians.org](http://www.gabrielenoindians.org)



Native American Initiation Consultation Letter sent by FTA, August 2016





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**AUG 10 2016**

Sandonne Goad, Chairperson  
106 ½ Judge John Aiso Street, #231  
Los Angeles, CA 90012

Re: Section 106 Consultation for the  
West Valley Connector Corridor Project

Dear Mr/Ms. Goad:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

### **Description of the Action**

The project is a 25-mile-long Bus Rapid Transit (BRT) service located primarily along Holt Boulevard/Avenue and Foothill Boulevard that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga and Fontana in Los Angeles and San Bernardino counties. The proposed transit route would begin at the Pomona Metrolink Station in the vicinity of Commercial Street and Main Street and terminate in the vicinity of the Kaiser Permanente Fontana Medical Center at Marygold Avenue and Sierra Avenue (see attachments for project location and vicinity maps). The project proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The project includes 46 stations at 27 locations/major intersections and associated improvements, premium transit with 10-15 minute service, Transit Signal Priority (TSP), dedicated lanes and integration with other bus routes.

## **Area of Potential Effect**

The proposed APE for architectural resources, including built resources and historic and cultural landscapes, all areas that could be directly or indirectly affected by the proposed project. Direct effects include physical changes to architectural resources. Indirect effects include visual effects or effects caused by noise or vibration.

The proposed APE for archaeological resources is limited to areas that could be affected by the maximum extent of project-related ground disturbance, including the areas associated with excavation, backfill and grading, construction, temporary access ways and encroachments, construction staging areas, grading, and utility trenching. In most areas, the depth of ground disturbance is expected to be roughly 6 inches.

Project design is still being finalized for the proposed 3.5 miles dedicated lanes segment along Holt Boulevard between Benson Avenue and Vine Avenue, and between Euclid Avenue and Vineyard Avenue, in the City of Ontario. The dedicated lanes segment would require road widening to accommodate the five center-running stations and dedicated bus-only lanes, which would involve excavation and trenching. A conservative approach in the delineation of the APE was taken in which all current design options were included.

The Holt Boulevard widening is 3.5 mile in length and involves disturbances within the existing pavement, sidewalk, gutter, and developed parcels to accommodate the center running stations and BRT dedicated lane. As the topography is consistently flat throughout this segment of the project, excavation would be shallow (less than 6 inches) in most areas. The maximum excavation depth for this road widening segment along Holt Boulevard would be 2.5 feet and involve trenching in the areas near the 5 new center running stations for utility relocations and installing conduit for new electrical/communication services.

## **Previous Consultation**

The Native American Heritage Commission (NAHC) was contacted on February 24, 2016 for a sacred lands file search request of the project vicinity and for Native American consultation contacts. A response was received on March 2, 2016 that stated that the sacred lands file search results were negative. The NAHC also provided 10 Native American contacts, who were contacted via letter on May 13, 2016. To date, only four responses have been received. FTA recognizes the government-to-government relationship status between the Federal government and Indian tribes and will continue its consultation efforts.

Eight letters were mailed to historical societies and museums on May 13, 2016. No response has been received other than the Ontario Heritage Society had requested that their address be updated. In addition, outreach and consultation efforts with Native American individuals/tribes have been initiated for the project.

## Surveys and Evaluation

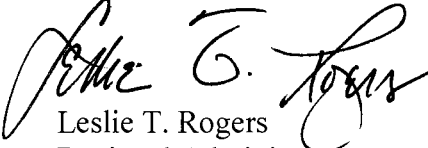
The Native American Heritage Commission (NAHC) was contacted on February 24, 2016 to perform a search of their Sacred Lands file. The record search did not identify any sacred sites or heritage resources in the immediate vicinity of the project area. The NAHC provided a list of Native American individuals/organizations to contact for additional information on cultural resources within the APE .

A record search of the project Area of Potential Effects (APE) and a quarter-mile buffer beyond the APE was conducted at the South Coastal Information Center on April 16 and 17, and May 7, 2016. Additional research was conducted at local libraries and through online resources. The results indicated the historic De Anza Trail, which was composed of Indian trails, passed through the cities of Ontario and Montclair in the project area. The record searches did not identify any prehistoric sites. The APE map is included as Attachment C.

FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions, please contact Hymie Luden, FTA Community Planner at (415) 734-9466, or [hymie.luden@dot.gov](mailto:hymie.luden@dot.gov)

Sincerely,

A handwritten signature in black ink, appearing to read "Leslie T. Rogers". The signature is fluid and cursive, with the first name being the most prominent.

Leslie T. Rogers  
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map

Attachment B: Project Location Map

Attachment C: APE map



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**AUG 10 2016**

Jeff Grubbe, Chairperson  
Agua Caliente Band of Cahuilla Indians  
½ Judge John Aiso St.  
5401 Dinah Shore Drive  
Palm Springs, CA 92264

Re: Section 106 Consultation for the  
West Valley Connector Corridor Project

Dear Mr. Grubbe:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

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## **Previous Consultation**

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Sincerely,



Leslie T. Rogers  
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map

Attachment B: Project Location Map

Attachment C: APE map



U.S. Department  
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**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**AUG 10 2016**

Robert Martin, Chairperson  
Morongo Band of Mission Indians  
12700 Pumarra Road,  
Banning CA 92220

Re: Section 106 Consultation for the  
West Valley Connector Corridor Project

Dear Mr. Martin:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

### **Description of the Action**

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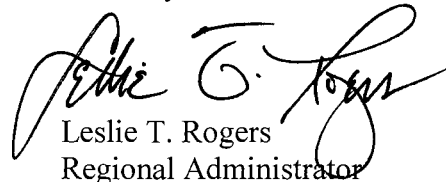
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Sincerely,



Leslie T. Rogers  
Regional Administrator

Enclosure:

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90 7th Street  
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415-734-9489 fax

**AUG 10 2016**

Goldie Walker, Chairperson  
Serrano Nation of Mission Indians  
P.O. Box 343  
Patton, CA 92369

Re: Section 106 Consultation for the  
West Valley Connector Corridor Project

Dear Ms. Walker:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

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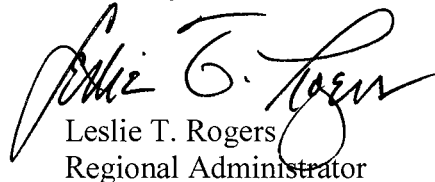
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Sincerely,



Leslie T. Rogers  
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map

Attachment B: Project Location Map

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90 7th Street  
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**AUG 10 2016**

Patricia Garcia-Plotkin, Director  
Agua Caliente Band of Cahuilla Indians THPO  
5401 Dinah Shore Drive  
Palm Springs, CA 92264

Re: Section 106 Consultation for the  
West Valley Connector Corridor Project

Dear Ms. Garcia-Plotkin:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

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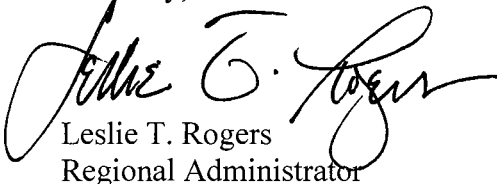
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Regional Administrator

Enclosure:

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Attachment B: Project Location Map

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**AUG 10 2016**

Andrew Salas, Chairperson  
Gabrieleno Band of Mission Indians – Kizh Nation  
P.O. Box 393  
Covina, CA 91723

Re: Section 106 Consultation for the  
West Valley Connector Corridor Project

Dear Mr. Salas:

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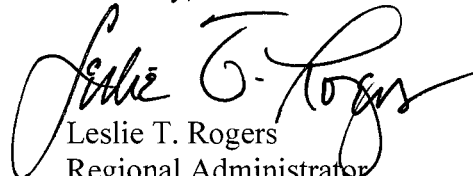
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Regional Administrator

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**AUG 10 2016**

Joseph Hamilton, Chairman P.O  
Ramona Band of Cahuilla Mission Indians  
P.O. Box 391670  
Anza, CA 92539

Re: Section 106 Consultation for the  
West Valley Connector Corridor Project

Dear Mr. Hamilton:

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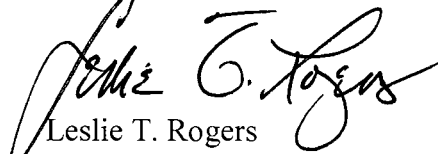
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If you have questions, please contact Hymie Luden, FTA Community Planner at (415) 734-9466, or [hymie.luden@dot.gov](mailto:hymie.luden@dot.gov)

Sincerely,



Leslie T. Rogers  
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map  
Attachment B: Project Location Map  
Attachment C: APE map



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**AUG 10 2016**

Lynn Valbuena, Chairwoman  
San Manuel Band of Mission Indians  
26569 Community Center  
Highland, CA 92346

Re: Section 106 Consultation for the West Valley  
Connector Corridor Project

Dear Ms. Valbuena:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

### **Description of the Action**

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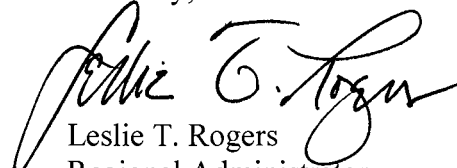
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Sincerely,



Leslie T. Rogers  
Regional Administrator

Enclosure:

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90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**AUG 10 2016**

Rosemary Morillo, Chairperson  
Soboba Band of Luiseno Indians  
P.O. Box 487  
San Jacinto, CA 92581

Re: Section 106 Consultation for the  
West Valley Connector Corridor Project

Dear Ms. Morillo:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

### **Description of the Action**

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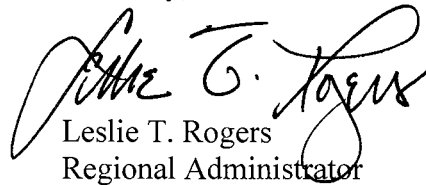
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Leslie T. Rogers  
Regional Administrator

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**AUG 10 2016**

John Valenzuela, Chairperson  
San Fernando Band of Mission Indians  
P.O. Box 221838  
Newhall, CA 91322

Re: Section 106 Consultation for the West Valley  
Connector Corridor Project

Dear Mr. Valenzuela:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

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Leslie T. Rogers  
Regional Administrator

Enclosure:

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**AUG 10 2016**

Anthony Morales, Chairperson  
San Gabriel Band of Mission Indians  
P.O. Box 693  
San Gabriel CA 91778

Re: Section 106 Consultation for the  
West Valley Connector Corridor Project

Dear Mr. Morales:

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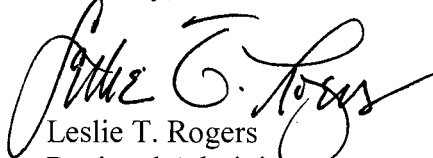
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Sincerely,



Leslie T. Rogers  
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map  
Attachment B: Project Location Map  
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Hi Monica,

Thank you for forwarding this email. No, I never received any coordination. Hymie Luden was retiring at the point of his email and the project was transferred to Ted shortly.

Candice Hughes  
Environmental Protection Specialist  
Federal Transit Administration, Region 9  
Los Angeles Metropolitan Office  
888 South Figueroa, Suite 440  
Los Angeles, CA, 90017-5467  
(213) 629-8613

**From:** Corpuz, Monica [<mailto:Monica.Corpuz@parsons.com>]  
**Sent:** Wednesday, August 16, 2017 12:16 PM  
**To:** Hughes, Candice (FTA) <[candice.hughes@dot.gov](mailto:candice.hughes@dot.gov)>  
**Subject:** FW: West Valley Connector Corridor-Safe Routes Transit Project

Good afternoon Candice!

I also found this correspondence as well. Did he ever follow up with you for WVC?

Thank you!

Monica Corpuz, M.A. RPA  
**PARSONS**  
Ontario Phone: (909) 218-3567  
Pasadena Phone: (626) 440-2461  
[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)

**From:** Lee Clauss [<mailto:LClauss@sanmanuel-nsn.gov>]  
**Sent:** Tuesday, February 14, 2017 9:06 AM  
**To:** Corpuz, Monica <[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)>  
**Cc:** Jones, Gary A@DOT <[gary.jones@dot.ca.gov](mailto:gary.jones@dot.ca.gov)>; Anna Jaiswal <[Anna.Jaiswal@omnitrans.org](mailto:Anna.Jaiswal@omnitrans.org)>; Blanco, Stephanie <[Stephanie.Blanco@parsons.com](mailto:Stephanie.Blanco@parsons.com)>; Roberts, Mike <[Mike.Roberts@parsons.com](mailto:Mike.Roberts@parsons.com)>; Lumabas, Gerard <[Gerard.Lumabas@parsons.com](mailto:Gerard.Lumabas@parsons.com)>; [cschindler@gosbcta.com](mailto:cschindler@gosbcta.com)  
**Subject:** Re: West Valley Connector Corridor-Safe Routes Transit Project

I very much appreciate the updates, Monica. You have provided me with great insight and it's greatly appreciated.

Best,  
Lee

Lee Clauss

San Manuel Band of Mission Indians  
Cultural Resources Management Department  
Cultural Resources Management Director  
O: 909.864.8933 x3248  
M: 909.633.5851  
[lclauss@sanmanuel-nsn.gov](mailto:lclauss@sanmanuel-nsn.gov)  
26569 Community Center Drive  
Highland CA 92346

On Feb 13, 2017, at 5:36 PM, Corpuz, Monica <[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)> wrote:

Hi Lee,

This project along Foothill Boulevard portion, which I contacted you for, has been cancelled. I apologize for the inconvenience.

The other project you are referring to is the Omnitrans West Valley Connector, which is actually separate from the project I had reached out to you for. The FTA is the NEPA lead for that one and Omnitrans was the CEQA lead, but now SANBAG (now renamed SBCTA) is the CEQA lead. That project is on hold at the moment while the project proponents discuss project options internally. Caltrans has no part in this project. However, I believe a contact at FTA for you would be Candice Hughes: [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov) have CC'd Omnitrans Project Manager, Anna Jaiswal and the Parsons Project Manager, Gerard Lumabas.

I hope this helps. Please let me know if I can help in any other way.

Monica Corpuz, M.A. RPA  
< >  
Ontario Phone: (909) 218-3567  
Pasadena Phone: (626) 440-2461  
[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)

**From:** Lee Clauss [<mailto:LClauss@sanmanuel-nsn.gov>]  
**Sent:** Monday, February 13, 2017 5:19 PM  
**To:** Corpuz, Monica <[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)>  
**Cc:** Jones, Gary A@DOT <[gary.jones@dot.ca.gov](mailto:gary.jones@dot.ca.gov)>  
**Subject:** West Valley Connector Corridor-Safe Routes Transit Project

Good afternoon, Ms. Corpuz,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on December 20, 2016. By this e-mail, SMBMI requests to consult with Omnitrans pursuant to CEQA (as amended, 2015) and CA PRC 21080.3.1 and Caltrans-District 8 pursuant to Section 106 of NHPA.

The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, SMBMI does not have any

concerns with the project's implementation, as planned, at this time. However, SMBMI requests that the following language be made a part of the project permits and/or plans:

1. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.
2. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.
3. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.
  - a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
  - b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

*Note: San Manuel Band of Mission Indians realizes that there may be additional tribes claiming cultural affiliation to the area; however, SMBMI can only speak for itself. The Tribe has no objection if the agencies wish to consult with additional tribes.*

I should also note here that the CRM Department received a separate communication from the Federal Transit Administration back in August 2016 on the subject of the WVCCP, but specifically about the BRT service being proposed and related improvements to stations and other amenities within this public transit system corridor. I e-mailed Mr. Hymie Luden at FTA regarding this project in October 2016, but did not ever receive a response. If either you (or Gary Jones, whom I've copied on this communication) has any information about a different contact at FTA, I would appreciate your insight and assistance.

Best regards,

Lee

Lee Clauss

San Manuel Band of Mission Indians

Cultural Resources Management Department

Cultural Resources Management Director

O: (909) 864-8933 x3248

M: (909) 633-5851

[lclauss@sanmanuel-nsn.gov](mailto:lclauss@sanmanuel-nsn.gov)

26569 Community Center Drive

Highland, CA 92346

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# Sacred Lands File & Native American Contacts List Request

## Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)

*Information Below is Required for a Sacred Lands File Search*

**Project:** West Valley Connector Project

**Counties:** Los Angeles and San Bernardino

**USGS Quadrangle Name:** San Dimas, Ontario, Guasti, and Fontana

**Township: Range: Section(s):** Various

**Company/Firm/Agency:** Paleo Solutions, Inc.

**Street Address:** 911 S. Primrose Avenue, Unit N

**City:** Monrovia, CA      **Zip:** 91016

**Phone:** (909) 226-3802

**Fax:** N/A

**Email:** evelyn@paleosolutions.com

### **Project Description:**

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 provide speed and quality improvements to the public transit system within the corridor and increase ridership. The proposed project alignment is generally running along Holt Boulevard/Avenue and Foothill Boulevard and 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.

Project Location Maps attached

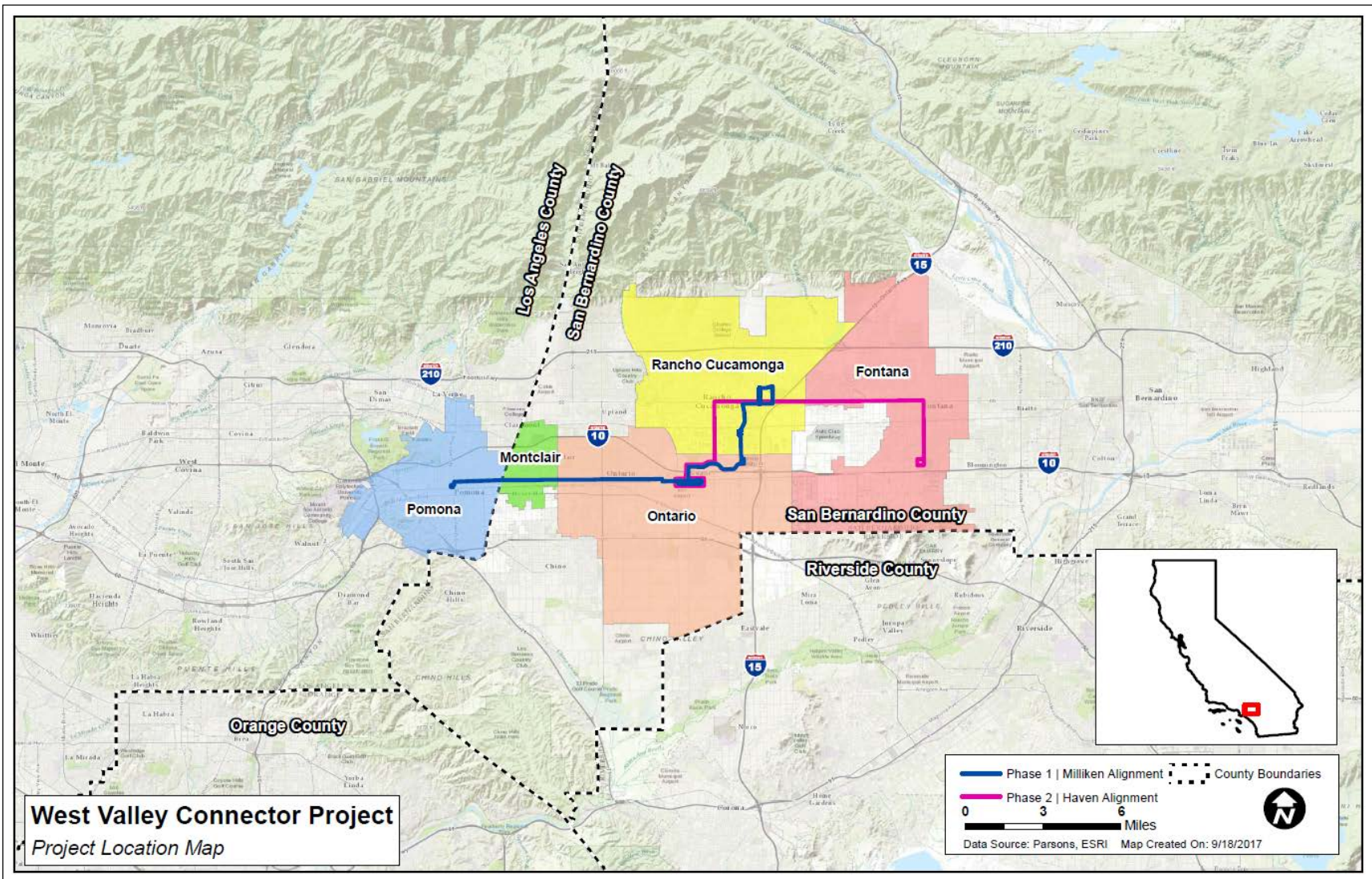


Figure 1-1: Project Location Map

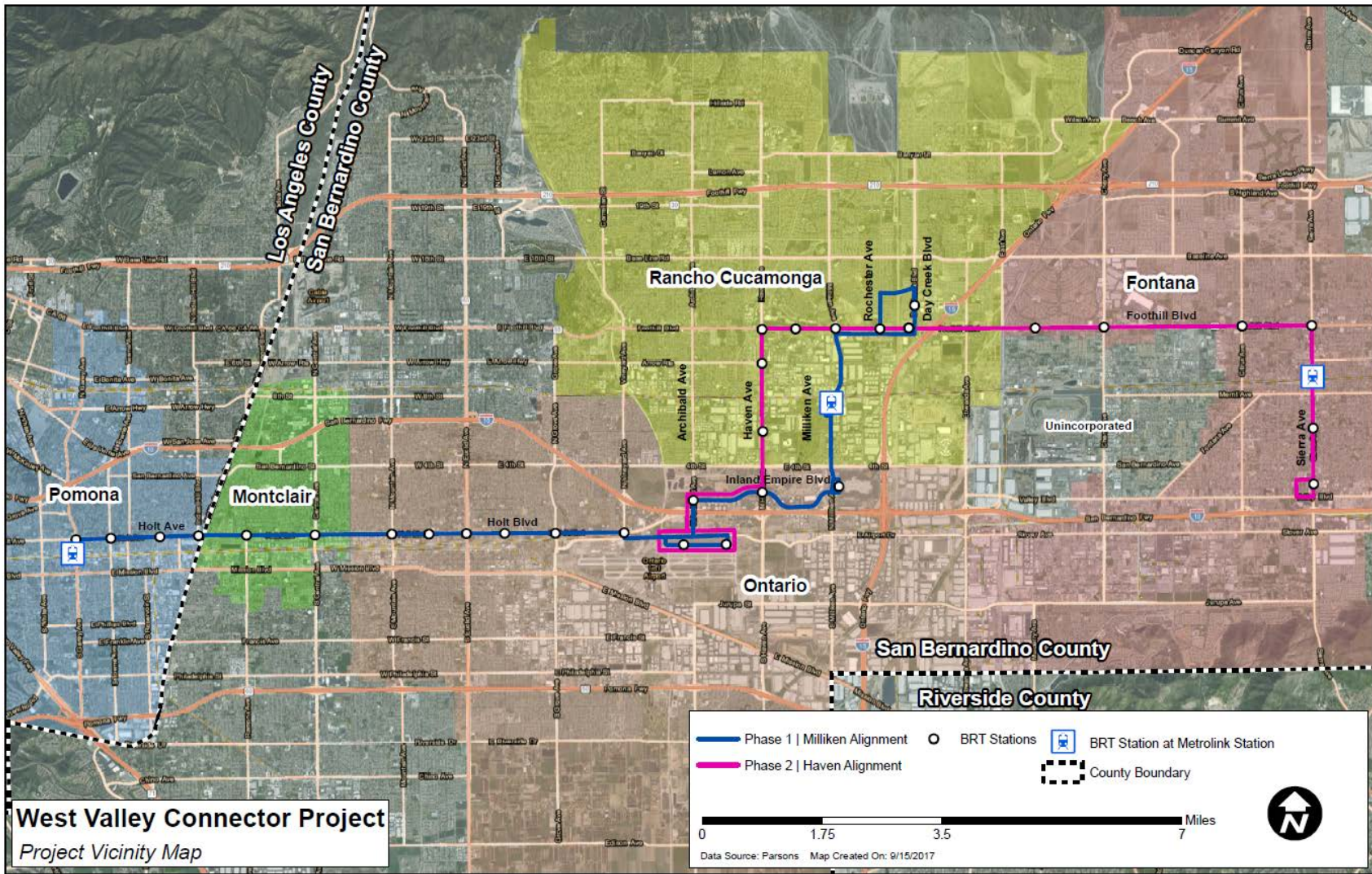


Figure 1-2: Project Vicinity Map



**NATIVE AMERICAN HERITAGE COMMISSION**

Environmental and Cultural Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916) 373-3710



October 12, 2017

Evelyn Chandler  
Paleo Solutions, Inc.

Sent by E-mail: [evelyn@paleosolutions.com](mailto:evelyn@paleosolutions.com)

RE: Proposed West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana; San Dimas, Ontario, Guasti, and Fontana USGS Quadrangles, Los Angeles and San Bernardino Counties, California

Dear Ms. Chandler:

A records search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,

Gayle Totton, M.A., PhD.  
Associate Governmental Program Analyst  
(916) 373-3714

**Native American Heritage Commission  
Native American Contact List  
Los Angeles, San Bernardino Counties  
10/12/2017**

**Agua Caliente Band of Cahuilla  
Indians**

Jeff Grubbe, Chairperson  
5401 Dinah Shore Drive                      Cahuilla  
Palm Springs, CA, 92264                      Luiseno  
Phone: (760) 699 - 6800  
Fax: (760) 699-6919

**Gabrieleno/Tongva San Gabriel  
Band of Mission Indians**

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San Gabriel, CA, 91778  
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Fax: (626) 286-1262  
GTTribalcouncil@aol.com

**Agua Caliente Band of Cahuilla  
Indians**

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Fax: (760) 699-6924  
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Fax: (760) 369-7161

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California Tribal Council**

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Fax: (562) 761-6417  
gtongva@gmail.com

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Indians**

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Fax: (760) 347-7880

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Chairman@cahuilla.net

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Indians**

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Indians - Kizh Nation**

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gabrielenoindians@yahoo.com

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Indians**

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Director  
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This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed West Valley Connector Project, Los Angeles, San Bernardino Counties.

**Native American Heritage Commission  
Native American Contact List  
Los Angeles, San Bernardino Counties  
10/12/2017**

**Morongo Band of Mission  
Indians**

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Manager  
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dtorres@morongo-nsn.gov

**Morongo Band of Mission  
Indians**

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Phone: (951) 849 - 8807  
Fax: (951) 922-8146

**Pauma Band of Luiseno Indians  
- Pauma & Yuima Reservation**

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**Ramona Band of Cahuilla  
Mission Indians**

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Indians**

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tsen2u@hotmail.com

**San Manuel Band of Mission  
Indians**

Lee Clauss, Director of Cultural  
Resources  
26569 Community Center Drive              Serrano  
Highland, CA, 92346  
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Fax: (909) 864-3370  
lclauss@sanmanuel-nsn.gov

**Santa Rosa Band of Mission  
Indians**

(951) 659-2700 Steven Estrada,  
Chairperson  
P.O. Box 391820                              Cahuilla  
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Fax: (951) 659-2228

**Serrano Nation of Mission  
Indians**

Goldie Walker, Chairperson  
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Patton, CA, 92369  
Phone: (909) 528 - 9027

**Soboba Band of Luiseno  
Indians**

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

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Native American Heritage Commission  
Native American Contact List  
Los Angeles, San Bernardino Counties  
10/12/2017

**Soboba Band of Luiseno  
Indians**

Carrie Garcia, Cultural Resources  
Manager

P. O. Box 487                      Cahuilla  
San Jacinto, CA, 92583        Luiseno  
Phone: (951) 654 - 2765  
Fax: (951) 654-4198  
carrieg@soboba-nsn.gov

**Soboba Band of Luiseno  
Indians**

Scott Cozart, Chairperson

P. O. Box 487                      Cahuilla  
San Jacinto, CA, 92583        Luiseno  
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Fax: (951) 654-4198

**Torres-Martinez Desert Cahuilla  
Indians**

Michael Mirelez, Cultural  
Resource Coordinator

P.O. Box 1177                      Cahuilla  
Thermal, CA, 92274  
Phone: (760) 399 - 0022  
Fax: (760) 397-8146  
mmirelez@tmdci.org

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# Sacred Lands File & Native American Contacts List Request

## Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)

*Information Below is Required for a Sacred Lands File Search*

**Project:** SBCTA - West Valley Connector

**County:** San Bernardino

**USGS Quadrangle Names:** Ontario, CA and Guasti, CA

**Township: Range: Section(s):** N/A (Unsectioned portion of Santa Ana del Chino Land Grant)

**Company/Firm/Agency:** Paleo Solutions, Inc.

**Street Address:** 911 S. Primrose Avenue, Unit N

**City:** Monrovia, CA

**Zip:** 91016

**Phone:** (909) 226-3802

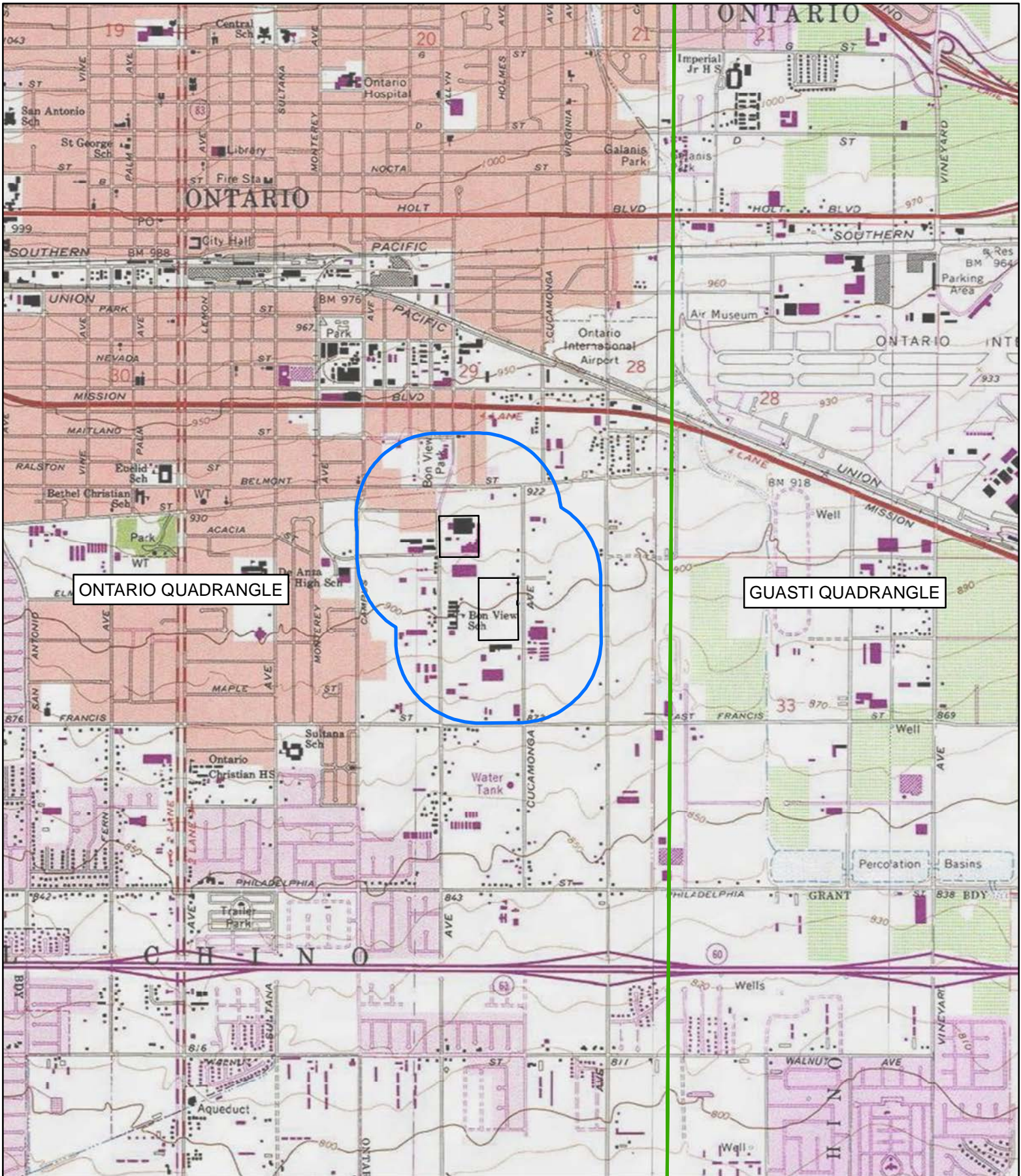
**Fax:** N/A

**Email:** evelyn@paleosolutions.com




**Project Description:** As part of the West Valley Connector (WVC) Bus Rapid Transit Project (Project) that will connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, SBCTA proposes to construct a new operations and maintenance (O&M) facility for Omnitrans buses. Existing vehicle maintenance facilities do not have sufficient operational capacity to accommodate the additional maintenance and storage requirements of the anticipated fleet expansion associated with the proposed WVC Project. Three nearly adjacent sites in the City of Ontario are currently under consideration for the placement of the O&M facility. The three potential O&M sites, as shown on the attached map, are located at:

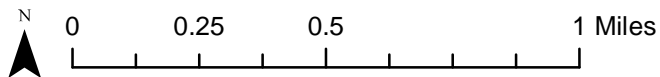
- Site 1: 1516 S. Cucamonga Avenue, Ontario
- Site 2: 1440 S. Cucamonga Avenue, Ontario
- Site 3: 1333 Bon View Avenue, Ontario

Please note that Sites 1 and 2 are adjacent to each other and appear as one location on the attached quadrangle map. We request a search of the Sacred Lands File for these three locations. Thank you!



**WVC O&M Facility**

-  Record Search Buffer (Quarter Mile Buffer)
-  O&M Facility
-  USGS 7.5' Quadrangle



**NATIVE AMERICAN HERITAGE COMMISSION**

Cultural and Environmental Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916) 373-3710



February 20, 2018

Evelyn Chandler  
Paleo Solutions, Inc.

Sent by E-mail: evelyn@paleosolutions.com

RE: Proposed SBCTA – West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana; Ontario and Guasti USGS Quadrangles, San Bernardino County, California

Dear Ms. Chandler:

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If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Gayle Totton".

Gayle Totton, M.A., PhD.  
Associate Governmental Program Analyst  
(916) 373-3714

**CONFIDENTIALITY NOTICE:** This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.



**Native American Heritage Commission  
Native American Contact List  
San Bernardino County  
2/20/2018**

**Agua Caliente Band of Cahuilla  
Indians**

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

**Agua Caliente Band of Cahuilla  
Indians**

Jeff Grubbe, Chairperson  
5401 Dinah Shore Drive                      Cahuilla  
Palm Springs, CA, 92264                    Luiseno  
Phone: (760) 699 - 6800  
Fax: (760) 699-6919

**Augustine Band of Cahuilla  
Mission Indians**

Amanda Vance, Chairperson  
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Phone: (760) 398 - 4722  
Fax: (760) 369-7161

**Cabazon Band of Mission  
Indians**

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84-245 Indio Springs Parkway              Cahuilla  
Indio, CA, 92203  
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Fax: (760) 347-7880

**Cahuilla Band of Indians**

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52701 U.S. Highway 371                      Cahuilla  
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Fax: (951) 763-2808  
Chairman@cahuilla.net

**Gabrieleno Band of Mission  
Indians - Kizh Nation**

Andrew Salas, Chairperson  
P.O. Box 393                                      Gabrieleno  
Covina, CA, 91723  
Phone: (626) 926 - 4131  
admin@gabrielenoindians.org

**Gabrieleno/Tongva San Gabriel  
Band of Mission Indians**

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

**Gabrielino /Tongva Nation**

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

**Gabrielino Tongva Indians of  
California Tribal Council**

Robert Dorame, Chairperson  
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**Los Coyotes Band of Mission  
Indians**

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**Native American Heritage Commission  
Native American Contact List  
San Bernardino County  
2/20/2018**

**Morongo Band of Mission Indians**

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**Ramona Band of Cahuilla Mission Indians**

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Native American Contact List  
San Bernardino County  
2/20/2018

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carrieg@soboba-nsn.gov

Cahuilla  
Luiseno

**Soboba Band of Luiseno  
Indians**

Scott Cozart, Chairperson  
P. O. Box 487  
San Jacinto, CA, 92583  
Phone: (951) 654 - 2765  
Fax: (951) 654-4198

Cahuilla  
Luiseno

**Torres-Martinez Desert Cahuilla  
Indians**

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

Cahuilla

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed SBCTA - West Valley Connector Project, San Bernardino County.





Sample Native American Continuing Consultation Letter sent by SBCTA, April 2018



1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715



1700 W. Fifth St.  
San Bernardino, CA 92411

April 11, 2018

Lee Clauss  
Director of Cultural Resources  
San Manuel Band of Mission Indians  
26569 Community Center Drive  
Highland, CA 92346

Subject: Consultation under PRC 21080.3.1 and AB 52 for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California

Dear Ms. Clauss:

The San Manuel Band of Mission Indians (San Manuel) has requested consultation under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52) for the proposed West Valley Connector (WVC) Project. The purpose of this letter is to provide you with an update on the status of the project, including recent changes to the project description and the results of cultural resources investigations that have been conducted for the project.

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 CEQA agency for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the Federal Transit Administration (FTA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

### ***Project Location and Setting***

The Project is located primarily along Holt Avenue/Boulevard and Foothill Boulevard and 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 and 2, attached). 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.

### ***Project Description***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Transit Center (downtown Pomona Metrolink station) 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 (see Figure 2). The Phase I Milliken Alignment would begin construction in 2020. Phase II is intended to be constructed following completion of Phase I, depending on the availability of funding.

The WVC Project includes construction of BRT stations at up to 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 along the 35-mile-long corridor. BRT stations would be established at major intersections located approximately 0.5 to 1 mile apart (see Figure 2). To accommodate potential 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 may require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

The Project would require up to twenty-seven (27) 60-foot-long buses operating in mixed flow and dedicated bus-only lanes from 6:00 a.m. to 8:00 p.m., Monday to Friday, with additional service hours added if future funding becomes available.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).





### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the National Historic Preservation Act and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the area of potential effects (APE), and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

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An intensive pedestrian survey of all open accessible areas (approximately 0.9 percent, or 2.6 acres) within the archaeological APE was conducted on July 26, 27, and 28, 2016. A windshield survey was conducted for the remaining portions (approximately 99.1 percent, or 287 acres) of the APE that were inaccessible on foot, including roadway. A windshield survey was conducted on September 15, 2016, for the recently-added Haven Branch Route. On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources



consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

If you would like to consult on the WVC project, please respond within 30 days, pursuant to PRC § 21080.3.1(d). Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Victor Lopez of SBCTA at 909-884-8276 or via email at [vlopez@gosbcta.com](mailto:vlopez@gosbcta.com).

Sincerely,

Victor Lopez, PE  
Program Manager, Transit & Rail Programs  
SBCTA

***Attachments:***

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites

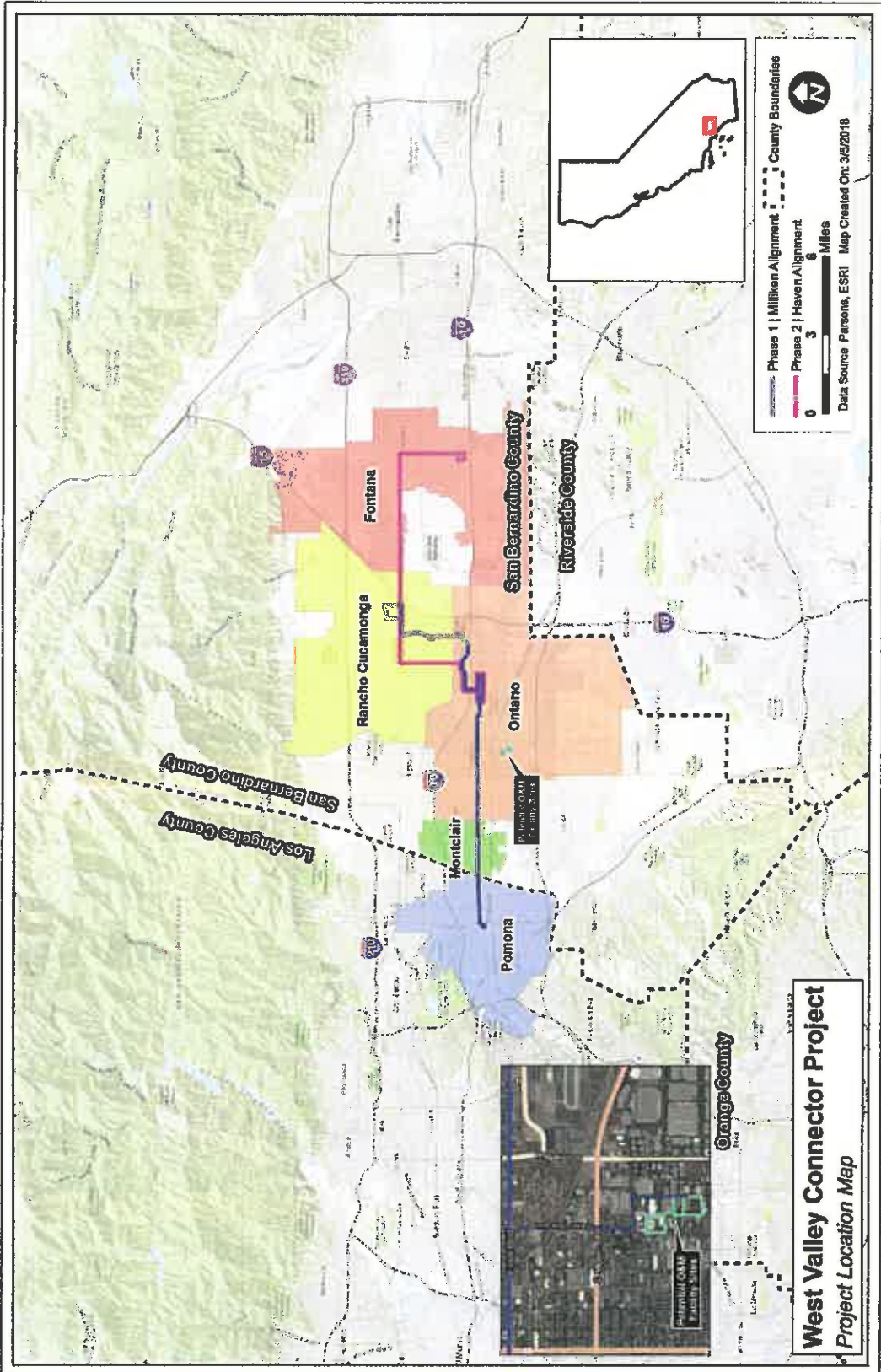


Figure 1: Project Location Map

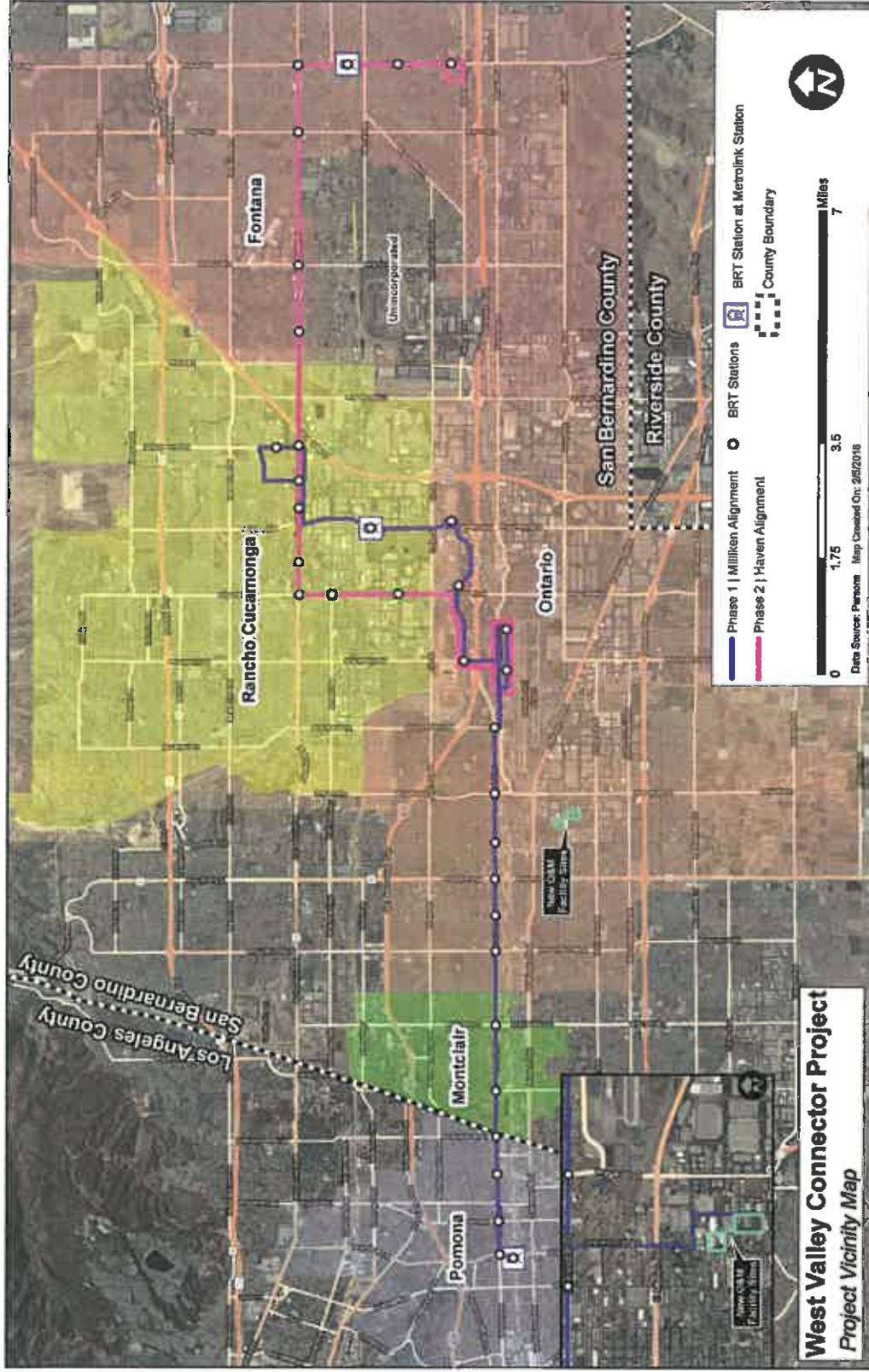


Figure 2: Project Vicinity Map

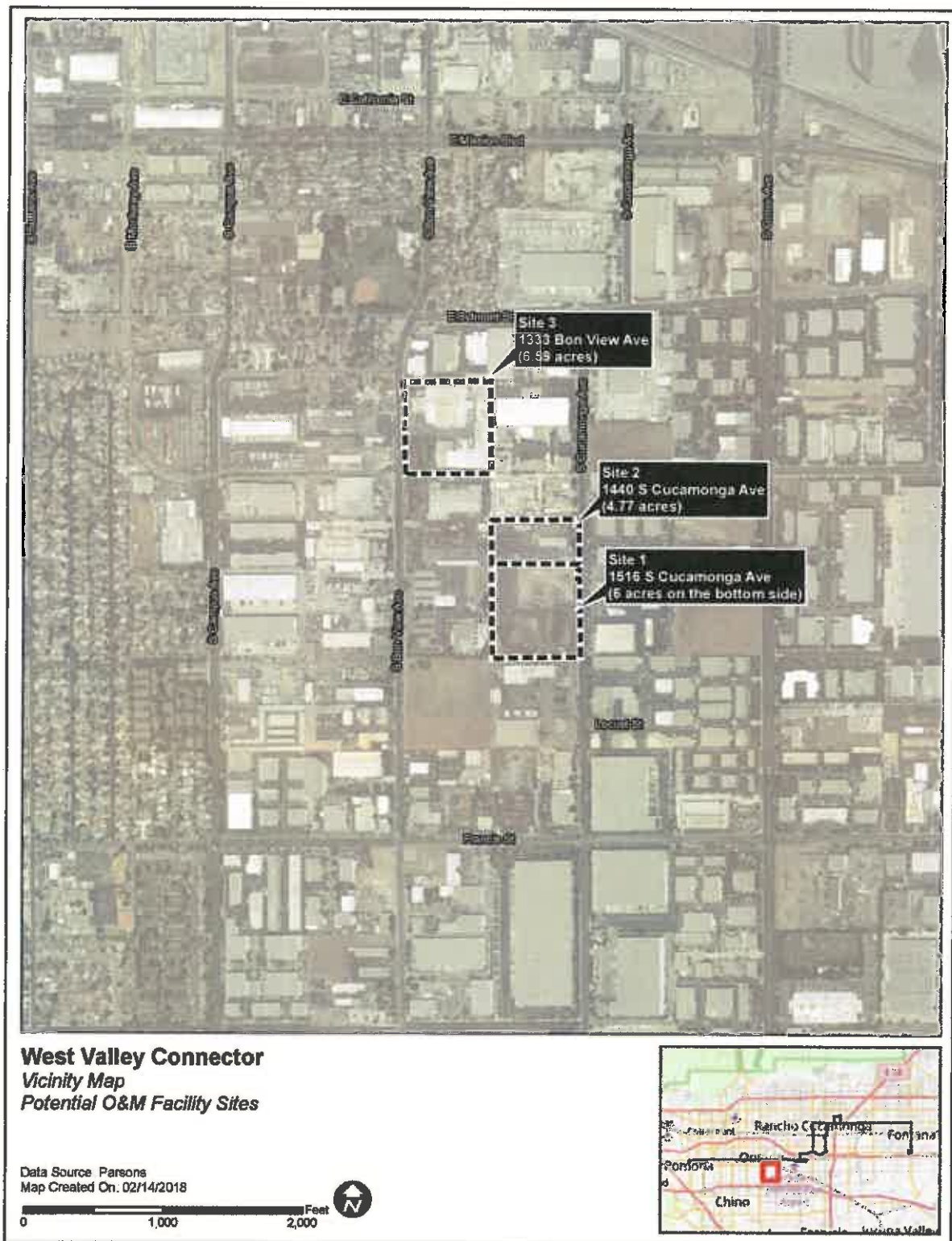


Figure 3: Potential Operations and Maintenance Facility Sites

Sample Native American Initiation Consultation Letter sent by SBCTA, April 2018



1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

1700 W. Fifth St.  
San Bernardino, CA 92411

April 11, 2018

Charles Alvarez  
Chairperson  
Gabrielino-Tongva Tribe  
23454 Vanowen Street  
West Hills, CA 91307

**Subject:** Consultation under PRC 21080.3.1 and AB 52 for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California

Dear Chairperson Alvarez:

Please consider this letter as formal notification of the proposed West Valley Connector (WVC) Project as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, and an invitation to consult on the Project under AB 52.

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 CEQA agency for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the Federal Transit Administration (FTA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

***Project Location and Setting***

The Project is located primarily along Holt Avenue/Boulevard and Foothill Boulevard and 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 and 2, attached). 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.

### ***Project Description***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Transit Center (downtown Pomona Metrolink station) 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 (see Figure 2). The Phase I Milliken Alignment would begin construction in 2020. Phase II is intended to be constructed following completion of Phase I, depending on the availability of funding.

The WVC Project includes construction of BRT stations at up to 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 along the 35-mile-long corridor. BRT stations would be established at major intersections located approximately 0.5 to 1 mile apart (see Figure 2). To accommodate potential 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 may require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

The Project would require up to twenty-seven (27) 60-foot-long buses operating in mixed flow and dedicated bus-only lanes from 6:00 a.m. to 8:00 p.m., Monday to Friday, with additional service hours added if future funding becomes available.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).





### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the National Historic Preservation Act and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the area of potential effects (APE), and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

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During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

If you would like to consult on the WVC project, please respond within 30 days, pursuant to PRC § 21080.3.1(d). Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Victor Lopez of SBCTA at 909-884-8276 or via email at [vlopez@gosbcta.com](mailto:vlopez@gosbcta.com).

Sincerely,

Victor Lopez, PE  
Program Manager, Transit & Rail Programs  
SBCTA

***Attachments:***

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



Sample Native American Re-initiation Consultation Letter sent by SBCTA, April 2018



1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

1700 W. Fifth St.  
San Bernardino, CA 92411

April 25, 2018

Joseph Hamilton, Chairman  
Ramona Band of Cahuilla Mission Indians  
P.O. Box 391670

Subject: Consultation under PRC 21080.3.1 and AB 52 for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California

Dear Chairperson Hamilton:

Please consider this letter as formal notification of the proposed West Valley Connector (WVC) Project as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). On May 13, 2016, Parsons, on behalf of Omnitrans (the former CEQA Lead Agency of the proposed project) sent the formal notification to your government regarding this proposed project. Since then there has been some modifications to the proposed project. This letter provides a description of the updated WVC Project, a summary of the results of cultural resources investigations that have been conducted, and an invitation to consult on the Project under AB 52.

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 CEQA agency for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the Federal Transit Administration (FTA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

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Sincerely,

Victor Lopez, PE  
Program Manager, Transit & Rail Programs  
SBCTA

***Attachments:***

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



## Kochaon, Anne

---

**From:** Victor Lopez <vlopez@gosbcta.com>  
**Sent:** Tuesday, May 22, 2018 5:17 PM  
**To:** Kochaon, Anne; Lumabas, Gerard  
**Cc:** Buenaflor, Joy  
**Subject:** FW: West Valley Connector Project

See below for your records. The information included (or something very similar) will need to be included in our project specs.

### Victor Lopez, PE

Program Manager, Transit & Rail Programs  
1170 West Third Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410  
909.884.8276 | Office



---

**From:** Jessica Mauck [mailto:JMauck@sanmanuel-nsn.gov]  
**Sent:** Tuesday, May 22, 2018 5:13 PM  
**To:** Victor Lopez  
**Subject:** West Valley Connector Project

Hi Victor,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 23 April 2018. The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the CRM Department's present state of knowledge, SMBMI does not have any concerns with the project's implementation, as planned, at this time. SMBMI request the name and contact info of the lead agency POC, once determined, so that we may request that the following language be made a part of the project/permit/plan conditions:

1. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.
2. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.
3. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.

- a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
- b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

*Note: San Manuel Band of Mission Indians realizes that there may be additional tribes claiming cultural affiliation to the area; however, San Manuel Band of Mission Indians can only speak for itself. The Tribe has no objection if the agency, developer, and/or archaeologist wishes to consult with other tribes in addition to SMBMI and if the Lead Agency wishes to revise the conditions to recognize additional tribes.*

The consultant may forward this request to the POC on our behalf with the understanding that we need to be informed that it has been sent. This communication to the lead agency will conclude SMBMI's input on this project, at this time, and no additional consultation pursuant to CEQA is required unless there is an unanticipated discovery of cultural resources during project implementation.

If you should have any further questions, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for SMBMI with respect to this project.

Respectfully,

**Jessica Mauck**

CULTURAL RESOURCES ANALYST

O: (909) 864-8933 x3249

M: (909) 725-9054

26569 Community Center Drive, Highland California 92346

**SAN MANUEL**  
BAND OF MISSION INDIANS [\[sanmanuel-nsn.gov\]](http://sanmanuel-nsn.gov)

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## AUGUSTINE BAND OF CAHUILLA INDIANS

PO Box 846 84-481 Avenue 54 Coachella CA 92236

Telephone: (760) 398-4722

Fax (760) 369-7161

Tribal Chairperson: Amanda Vance

Tribal Vice-Chairperson: William Vance

Tribal Secretary: Victoria Martin

RECEIVED

MAY 04 2018

San Bernardino County  
Transportation Authority

April 27, 2018

Victor Lopez  
SBCTA  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410

**RE: Consultation under PRC 21080.3.1 and AB 52 for the West Valley Connector Project,  
Los Angeles and San Bernardino Counties, California**

Dear Mr. Lopez-

Thank you for the opportunity to offer input concerning the development of the above-identified project. We appreciate your sensitivity to the cultural resources that may be impacted by your project, and the importance of these cultural resources to the Native American peoples that have occupied the land surrounding the area of your project for thousands of years. Unfortunately, increased development and lack of sensitivity to cultural resources has resulted in many significant cultural resources being destroyed or substantially altered and impacted. Your invitation to consult on this project is greatly appreciated.

At this time we are unaware of specific cultural resources that may be affected by the proposed project. We encourage you to contact other Native American Tribes and individuals within the immediate vicinity of the project site that may have specific information concerning cultural resources that may be located in the area. We also encourage you to contract with a monitor who is qualified in Native American cultural resources identification and who is able to be present on-site full-time during the pre-construction and construction phase of the project. Please notify us immediately should you discover any cultural resources during the development of this project.

Very truly yours,

Victoria Martin  
Tribal Secretary



# GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians  
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

CTA  
1700 W. Fifth St.  
San Bernardino, CA 92411

May 22, 2018

Re: AB52 Consultation request for West Valley Connector Project Los Angeles

Dear Victor Lopez,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the NAHC will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email [gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com) to schedule an appointment.

\*\* Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: <http://calepa.ca.gov/Tribal/Training/> or <http://nahc.ca.gov/2015/12/ab-52-tribal-training/>

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer

[www.gabrielenoindians.org](http://www.gabrielenoindians.org)

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

[gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)



**MORONGO BAND OF MISSION INDIANS**  
**TRIBAL HISTORIC PRESERVATION OFFICE**  
12700 PUMARRA RD BANNING, CA 92220  
OFFICE 951-755-5025 FAX 951-572-6004

Date: 5/23/2018

Re:  
AB 52 (ASSEMBLY BILL 52) – West Valley Connector Project

Dear,  
Victor Lopez, PE  
Program Manager, Transit & Rail Programs  
Santa Bernardino County Transportation Authority

Thank you for contacting the Morongo Band of Mission Indians (MBMI) Cultural Heritage Department regarding the above referenced project(s). After conducting a preliminary review of the project, the tribe would like to respectfully issue the following comments and/or requests:

- The project is located outside of the Tribe's aboriginal territory and is not within an area considered to be a traditional use area or one in which the Tribe has cultural ties. We recommend contacting the appropriate tribe(s) who may have cultural affiliations to the project area. We have no further comments at this time.
- The project is located within the Tribe's aboriginal territory or in an area considered to be a traditional use area or one in which the Tribe has cultural ties. In order to further evaluate the project for potential impacts to tribal cultural resources, we would like to formally request the following:
  - A thorough records search be conducted by contacting one of the California Historical Resources Information System (CHRIS) Archaeological Information Centers and a copy of the search results be provided to the tribe.
  - Tribal monitor participation during the initial pedestrian field survey of the Phase I Study of the project and a copy of the results of that study. In the event the pedestrian survey has already been conducted, MBMI requests a copy of the Phase I study be provided to the tribe as soon as it can be made available.
  - MBMI Tribal Cultural Resource Monitor(s) be present during all required ground disturbing activities pertaining to the project.
- The project is located with the current boundaries of the Morongo Indian Reservation. Please contact the Morongo Cultural Heritage Department for further details.

Please be aware that this letter is merely intended to notify your office that the tribe has received your letter requesting tribal consultation for the above mentioned project and is requesting to engage in consultation. Specific details regarding the tribe's involvement in the project must be discussed on a project by project basis during the tribal consultation process. This letter does not constitute "meaningful" tribal consultation nor does it conclude the consultation process. Under federal and state law, "meaningful" consultation is understood to be an ongoing government-to-government process and may involve requests for additional information, phone conferences and/or face-to-face meetings. If you have any further questions or concerns regarding this letter, please contact the Morongo Cultural Heritage office at (951) 755-5139.

Sincerely,

Raymond Huate  
Tribal Historic Preservation Officer  
Morongo Band of Mission Indians  
Email: [rhuate@morongo-nsn.gov](mailto:rhuate@morongo-nsn.gov)  
Phone: (951) 755-5025

## Native American Outreach - Response Action Plan

Native American Group/Individual	Outreach Date	Comments Received	Response Action Plan
<p>San Manuel Band of Mission Indians Lee Clause Director of Cultural Resources Lynn Valbuena, Chairwomen 26569 Community Center Highland, CA 92346 (909) 864-8933</p>	<p>4/11/2018</p>	<p>Email received 5/22/18; Request to include mitigation measures and request the POC.</p>	<p>The requested language for the project/permit/plan conditions is very similar to the mitigation measures that are specified in the ASR and DED. The construction contract or project plans will be modified to include a clause to notify the Tribe if cultural materials are encountered during construction.</p> <p>An email response will be sent to the Tribe to provide the SBCTA POC information and notifying them that the DED includes mitigation measures with procedures for response to finds of cultural materials and/or human remains during construction, and that the Tribe will be notified in the event of such a find.</p>
<p>Augustine Band of Cahuilla Mission Indians Amanda Vance, Chairperson PO Box 846 Coachella, CA, 92236</p>	<p>4/11/2018</p>	<p>Letter received 5/4/18; No consultation requested, encourages to have Tribal monitor onsite during construction, requests notification if cultural resources are encountered during project development.</p>	<p>No further consultation is required at this time.</p> <p>Tribe will be notified if cultural materials are found during construction. An appropriate clause regarding this will be included in the construction contract or project plans.</p>
<p>Morongo Band of Mission Indians Robert Martin, Chairperson 12700 Pumarra Road, Banning CA 92220 (951)849-8807 (951) 755-5200 (951)922-8146 Fox</p>	<p>4/25/2018</p>	<p>Letter received 5/23/18; Request for consultaion, request for record search and Phase I study results.</p>	<p>The Tribe will be contacted by phone or email to determine if they would like to schedule a conference call with SBCTA and Omnitrans. A copy of the HPSR and ASR with appendices will be provided to the Tribe for review once SHPO concurs on the finding. Onces the reports are provided, then a conference call will be set up.</p>
<p>Gabrieleno Band of Mission Indians – Kizh Nation Andrew Salas, Chairperson P.O. Box 393 Covina, CA 91723 <a href="mailto:gabrielenoindians@yahoo.com">gabrielenoindians@yahoo.com</a> (626) 926-4131</p>	<p>4/11/2018</p>	<p>AB-52 Letter received 5/22/18; Section 106 Letter received 6/4/2018; Consultation requested in both letters.</p>	<p>SBCTA will set up a conference call with the Tribe, Omnitrans, and FTA. The consultants (Parsons and Paleo Solutions) will also attend to take minutes and/or answer any questions that the Tribe may have on the cultural resources technical studies completed for the project.</p>

Native American Invitation letter sent by FTA, May 2018





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Andrew Salas  
Chairperson  
Gabrieleno Band of Mission Indians – Kizh Nation  
P.O. Box 393  
Covina, CA 91723

Re: Section 106 Continuing Consultation for the  
West Valley Connector Corridor Project

Dear Chairperson Salas:

The purpose of this letter is to provide you a continuing consultation under Section 106 of the National Historic Preservation Act (NHPA). The Federal Transit Administration (FTA) initiated consultation by invitation per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

### ***Project Location and Setting***

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

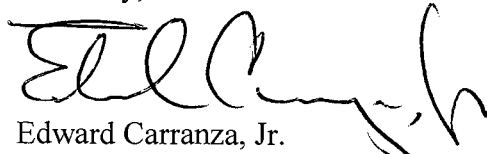
An intensive pedestrian survey of all open accessible areas (approximately 0.9 percent, or 2.6 acres) within the archaeological APE was conducted on July 26, 27, and 28, 2016. A windshield survey was conducted for the remaining portions (approximately 99.1 percent, or 287 acres) of the APE that were inaccessible on foot, including roadway. A windshield survey was conducted on September 15, 2016, for the recently-added Haven Branch Route.

On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

FTA acknowledges your Tribe's request for continuing consultation, as well as the request to have a certified Native American monitor be present on site during ground disturbing activities. If you are aware of any additional responses sent to other parties regarding this project by your government organization, please be sure to copy our office. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "E. Carranza, Jr.", written in a cursive style.

Edward Carranza, Jr.  
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Lee Clause  
Director of Cultural Resources  
San Manuel Band of Mission Indians  
26569 Community Center  
Highland, CA 92346

Re: Section 106 Continuing Consultation for  
the West Valley Connector Corridor Project

Dear Director Clause:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

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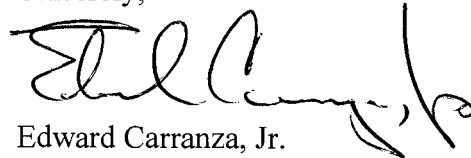
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FTA acknowledges your Tribe's request for continuing consultation, as well as the request to add mitigation measure language into project permits and/or plans. If you are aware of any additional responses sent to other parties regarding this project by your government organization, please be sure to copy our office. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Edward Carranza, Jr.", with a stylized flourish at the end.

Edward Carranza, Jr.  
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Sandonne Goad, Chairperson  
Gabrielino/Tongva Nation  
106½ Judge John Aiso St., #231  
Los Angeles, CA 90012

Re: Section 106 Initiation of Consultation for  
the West Valley Connector Corridor Project

Dear Chairperson Goad:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

### ***Project Location and Setting***

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

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On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

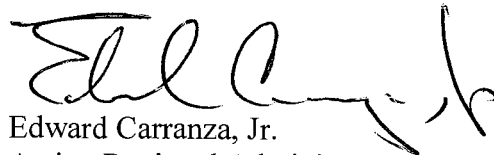
During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

### ***Previous Consultation***

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. The letter initiating consultation is being sent to those on the additional contact list. In addition, this letter is being sent to the initial contact list who did not request consultation so as to provide the project update.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



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of Transportation  
**Federal Transit  
Administration**

REGION IX  
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American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
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415-734-9490  
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**MAY 21 2018**

Anthony Morales, Chairperson  
Gabrieleno/Tongva San Gabriel Band of Mission Indians  
P.O. Box 693  
San Gabriel, CA 91778

Re: Section 106 Initiation of Consultation for  
the West Valley Connector Corridor Project

Dear Chairperson Morales:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

### ***Project Location and Setting***

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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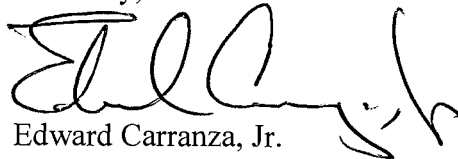
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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites





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of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Jeff Grubbe, Chairperson  
Agua Caliente Band of Cahuilla Indians THPO  
5401 Dinah Shore Drive  
Palm Springs, CA 92264

Re: Section 106 Initiation of Consultation for  
the West Valley Connector Corridor Project

Dear Chairperson Grubbe:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

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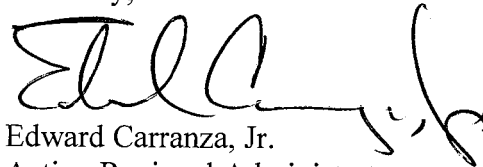
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Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

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Suite 15-300  
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415-734-9490  
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**MAY 21 2018**

Patricia Garcia-Plotkin, Director  
Agua Caliente Band of Cahuilla Indians THPO  
5401 Dinah Shore Drive  
Palm Springs, CA 92264

Re: Section 106 Initiation of Consultation for  
the West Valley Connector Corridor Project

Dear Director Garcia-Plotkin:

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### ***Project Location and Setting***

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

An intensive pedestrian survey of all open accessible areas (approximately 0.9 percent, or 2.6 acres) within the archaeological APE was conducted on July 26, 27, and 28, 2016. A windshield survey was conducted for the remaining portions (approximately 99.1 percent, or 287 acres) of the APE that were inaccessible on foot, including roadway. A windshield survey was conducted on September 15, 2016, for the recently-added Haven Branch Route.

On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

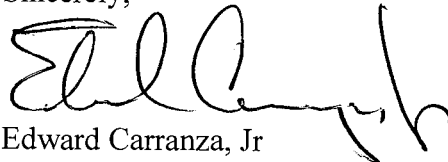
During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

### ***Previous Consultation***

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. The letter initiating consultation is being sent to those on the additional contact list. In addition, this letter is being sent to the initial contact list who did not request consultation so as to provide the project update.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

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Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
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**MAY 21 2018**

Goldie Walker  
Chairperson  
Serrano Nation of Mission Indians  
P.O. Box 343  
Patton, CA 92369

Re: Section 106 Initiation of Consultation for  
the West Valley Connector Corridor Project

Dear Chairperson Walker:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

### ***Project Location and Setting***

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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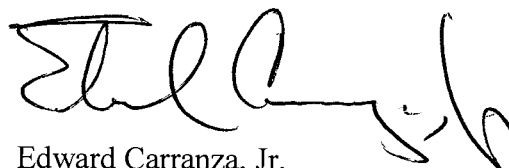
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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Robert Martin  
Chairperson  
Morongo Band of Mission Indians  
12700 Pumarra Road,  
Banning CA 92220

Re: Section 106 Initiation of Consultation for  
the West Valley Connector Corridor Project

Dear Chairperson Martin:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

### **Description of Action**

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### ***Project Location and Setting***

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

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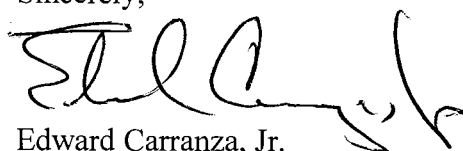
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Acting Regional Administrator

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Figure 1, Project Location Map

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Figure 3, Potential O&M Facility Sites





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**Federal Transit  
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REGION IX  
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90 7th Street  
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415-734-9490  
415-734-9489 fax

**MAY 21 2018**

John Valenzuela  
Chairperson  
San Fernando Band of Mission Indians  
P.O. Box 221838  
Newhall, CA 91322

Re: Section 106 Initiation of Consultation for the  
West Valley Connector Corridor Project

Dear Chairperson Valenzuela:

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#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

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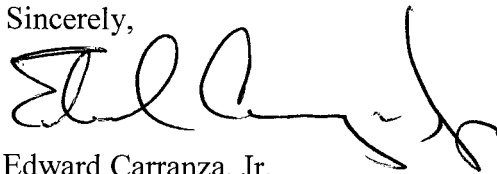
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### ***Previous Consultation***

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. The letter initiating consultation is being sent to those on the additional contact list. In addition, this letter is being sent to the initial contact list who did not request consultation so as to provide the project update.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



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**Federal Transit  
Administration**

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**MAY 21 2018**

Joseph Ontiveros  
Cultural Resources Department  
Soboba Band of Luiseno Indians  
P.O. Box 487  
San Jacinto, CA 92581

Re: Section 106 Initiation of Consultation for  
the West Valley Connector Corridor Project

Dear Mr. Ontiveros:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

### ***Project Location and Setting***

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

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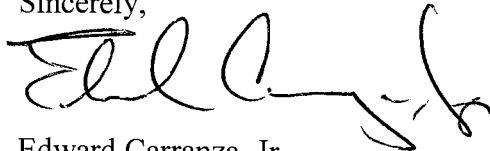
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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
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415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Joseph Hamilton  
Chairman  
Ramona Band of Cahuilla Mission Indians  
P.O. Box 391670  
Anza, CA 92539

Re: Section 106 Initiation of Consultation for  
the West Valley Connector Corridor Project

Dear Chairman Hamilton:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

### **Description of Action**

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### ***Project Location and Setting***

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### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

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#### **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 would 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 Alternative A would 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.

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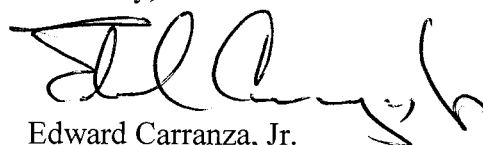
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Edward Carranza, Jr.  
Acting Regional Administrator

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415-734-9489 fax

Doug Welmas  
Chairperson  
Cabazon Band of Mission Indians  
84-245 Indio Springs Parkway  
Indio, CA, 92203

**MAY 21 2018**

Re: Section 106 Consultation for the West  
Valley Connector Corridor (WVC) Project

Dear Chairperson Welmas:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

### **Description of Action**

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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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

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On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

### ***Previous Consultation***

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. This letter initiating consultation is being sent to those on the additional contact list.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites





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of Transportation  
**Federal Transit  
Administration**

REGION IX  
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Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

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Suite 15-300  
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415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Charles Alvarez  
Gabrielino Tongva Tribe  
23454 Vanowen Street  
West Hills, CA, 91307

Re: Section 106 Consultation for the West Valley  
Connector Corridor (WVC) Project

Dear Mr. Alvarez:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

### ***Project Location and Setting***

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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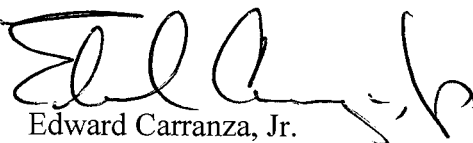
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### ***Previous Consultation***

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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



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REGION IX  
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Northern Mariana Islands

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Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Daniel Salgado  
Chairperson  
Cahuilla Band of Indians  
52701 US Highway 371  
Anza, CA, 92539

Re: Section 106 Consultation for the West Valley  
Connector Corridor (WVC) Project

Dear Chairperson Salgado:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

### ***Project Location and Setting***

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

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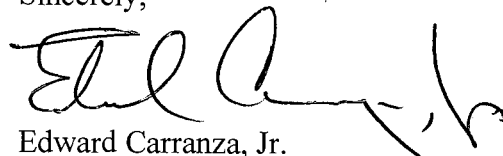
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Edward Carranza, Jr.  
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90 7th Street  
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415-734-9489 fax

**MAY 21 2018**

John Perada  
Environmental Director  
Los Coyotes Band of Mission Indians  
PO Box 189  
Warner Springs, CA, 92806

Re: Section 106 Consultation for the West Valley  
Connector Corridor (WVC) Project

Dear Mr. Perada:

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### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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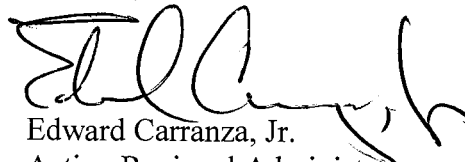
During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

### ***Previous Consultation***

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. This letter initiating consultation is being sent to those on the additional contact list.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



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**Federal Transit  
Administration**

REGION IX  
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American Samoa,  
Northern Mariana Islands

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415-734-9489 fax

**MAY 21 2018**

Shane Chapparosa  
Chairperson  
Los Coyotes Band of Mission Indians  
PO Box 189  
Warner Springs, CA, 92806

Re: Section 106 Consultation for the West  
Valley Connector Corridor (WVC) Project

Dear Chairperson Chapparosa:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

### ***Project Location and Setting***

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

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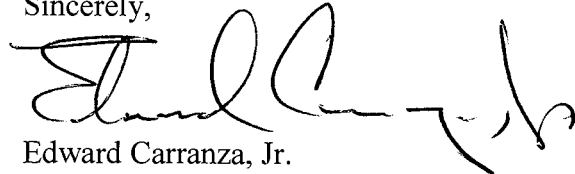
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### ***Previous Consultation***

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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
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REGION IX  
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American Samoa,  
Northern Mariana Islands

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415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Denisa Torres  
Cultural Resources Manager  
Morongo Band of Mission Indians  
12700 Pumarra Road  
Banning, CA 92220

Re: Section 106 Consultation for the West  
Valley Connector Corridor (WVC) Project

Dear Ms. Torres:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

## ***Project Location and Setting***

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## ***Proposed Action***

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

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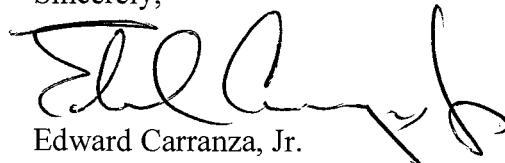
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**MAY 21 2018**

Steven Estrada  
Chairperson  
Santa Rosa Band of Mission Indians  
P.O. Box 391820  
Anza, CA 92539

Re: Section 106 Consultation for the West  
Connector Corridor (WVC) Project

Dear Chairperson Estrada:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

### **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 would 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 Alternative A would 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.

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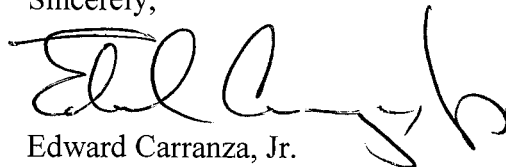
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### ***Previous Consultation***

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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

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415-734-9489 fax

**MAY 21 2018**

Temet Aguilar  
Chairperson  
Pauma Band of Luisano Indians - Pauma and  
Yuima Reservation  
P.O. Box 369  
Pauma Valley, CA, 92061

Re: Section 106 Consultation for the West  
Valley Connector Corridor (WVC) Project

Dear Chairperson Aguilar:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

## ***Project Location and Setting***

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

## ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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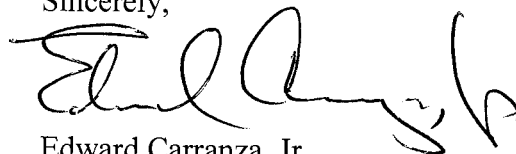
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415-734-9489 fax

**MAY 21 2018**

John Gomez  
Environmental Coordinator  
Ramona Band of Cahuilla Mission Indians  
P.O. Box 391670  
Anza, CA 92539

Re: Section 106 Consultation for the West  
Valley Connector Corridor (WVC) Project

Dear Mr. Gomez:

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### **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 would 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 Alternative A would not require permanent or temporary ROW acquisition.

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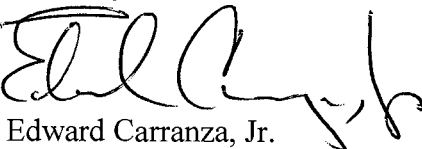
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Carrie Garcia  
Cultural Resources Manager  
Soboba Band of Luiseno Indians  
P.O. Box 487  
San Jacinto, CA, 92583

**MAY 21 2018**

Re: Section 106 Consultation for the West  
Valley Connector Corridor (WVC) Project

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#### **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 would 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 Alternative A would 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.

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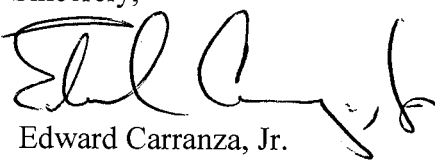
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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,  
  
Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
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American Samoa,  
Northern Mariana Islands

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415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Scott Cozart  
Chairperson  
Soboba Band of Luiseno Indians  
P.O. Box 487  
San Jacinto, CA, 92583

Re: Section 106 Consultation for the West  
Valley Connector Corridor (WVC) Project

Dear Chairperson Cozart:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

### ***Project Location and Setting***

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

### ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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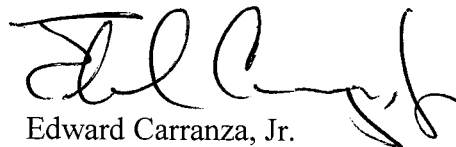
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Sincerely,



Edward Carranza, Jr.  
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REGION IX  
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90 7th Street  
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415-734-9489 fax

**MAY 21 2018**

Michael Mirelez  
Cultural Resources Coordinator  
Torres-Martinez Desert Cahuilla Indians  
P.O. Box 1160  
Thermal, CA, 92274

Re: Section 106 Consultation for the West  
Valley Connector Corridor (WVC) Project

Dear Mr. Mirelez:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

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The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

#### **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 would 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 Alternative A would not require permanent or temporary ROW acquisition.

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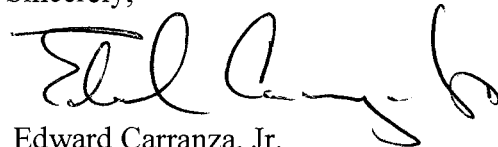
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Sincerely,

A handwritten signature in black ink, appearing to read "Ed Carranza, Jr.", written in a cursive style.

Edward Carranza, Jr.  
Acting Regional Administrator

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**MAY 21 2018**

Robert Dorame  
Chairperson  
Gabrielino Tongva Indians of California Tribal Council  
PO Box 490  
Bellflower, CA, 90707

Re: Section 106 Consultation for the West Valley  
Connector Corridor (WVC) Project

Dear Chairperson Dorame:

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

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An intensive pedestrian survey of all open accessible areas (approximately 0.9 percent, or 2.6 acres) within the archaeological APE was conducted on July 26, 27, and 28, 2016. A windshield survey was conducted for the remaining portions (approximately 99.1 percent, or 287 acres) of the APE that were inaccessible on foot, including roadway. A windshield survey was conducted on September 15, 2016, for the recently-added Haven Branch Route.

On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

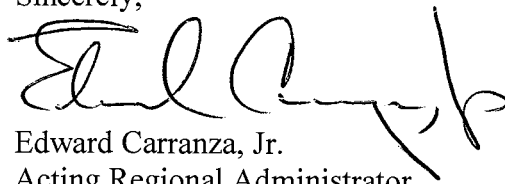
During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

### ***Previous Consultation***

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. This letter initiating consultation is being sent to those on the additional contact list.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Edward Carranza, Jr.", written over a white background.

Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490  
415-734-9489 fax

**MAY 21 2018**

Amanda Vance, Chairperson  
Augustine Band of Cahuilla Mission Indians  
P.O. Box 846  
Coachella, CA 92236

Re: Section 106 Consultation for the West  
Valley Connector Corridor (WVC) Project

Dear Chairperson Vance:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

### **Description of Action**

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC 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 under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

## ***Project Location and Setting***

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. 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 and 2, attached). 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.

## ***Proposed Action***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

### **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 would 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 Alternative A would 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.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

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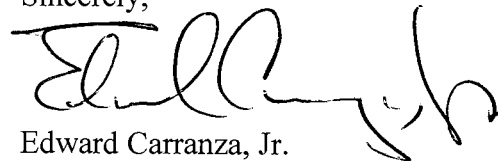
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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Edward Carranza, Jr.", written in a cursive style.

Edward Carranza, Jr.  
Acting Regional Administrator

### Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



# GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians  
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

U.S. Department of Transportation

June 4, 2018

Re: Section 106 West Valley Connector Corridor Project

Dear Edward Carranza Jr,

Please find this letter as a written request for consultation regarding the West Valley Connector Corridor Project . Your project lies within our ancestral tribal territory, meaning descending from, a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our potential tribal cultural resources on your project site, at the consultation, we will be providing information pertaining to the significance of tribal cultural resources and the significance of the project's impacts to these resources. We will provide a variety of resources including, but not limited to; ethnography notes, maps, and oral history. We will also be prepared to discuss mitigation measures we feel are appropriate to protect our tribal cultural resources from substantial adverse change to their significance.

Consultation appointments are available during standard business hours on Wednesdays and Thursdays at our offices at 901 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email [gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com) to schedule an appointment.

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

[www.gabrielenoindians.org](http://www.gabrielenoindians.org)

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

[gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)

**From:** [Jessica Mauck](#)  
**To:** [Hughes, Candice \(FTA\)](#)  
**Subject:** FW: West Valley Connector Project  
**Date:** Wednesday, May 30, 2018 10:58:06 AM  
**Attachments:** [image6d0ccf.PNG](#)

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Hi Candice,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 29 May 2018. The e-mail below shows the correspondence and requested language for the project/permit/plan conditions that Tribe sent along to the SBCTA for the CEQA element of this project. Please use the requested language for the Section 106 element as well (with whatever modifications are necessary to replace the CEQA language).

Regards,

## Jessica Mauck

CULTURAL RESOURCES ANALYST

O: (909) 864-8933 x3249

M: (909) 725-9054

26569 Community Center Drive, Highland California 92346



---

**From:** Jessica Mauck  
**Sent:** Tuesday, May 22, 2018 5:13 PM  
**To:** 'vlopez@gosbcta.com'  
**Subject:** West Valley Connector Project

Hi Victor,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 23 April 2018. The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the CRM Department's present state of knowledge, SMBMI does not have any concerns with the project's implementation, as planned, at this time. SMBMI request the name and contact info of the lead agency POC, once

determined, so that we may request that the following language be made a part of the project/permit/plan conditions:

1. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.
2. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.
3. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop a cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.
  - a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
  - b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

*Note: San Manuel Band of Mission Indians realizes that there may be additional tribes claiming cultural affiliation to the area; however, San Manuel Band of Mission Indians can only speak for itself. The Tribe has no objection if the agency, developer, and/or archaeologist wishes to consult with other tribes in addition to SMBMI and if the Lead Agency wishes to revise the conditions to recognize additional tribes.*

The consultant may forward this request to the POC on our behalf with the understanding that we need to be informed that it has been sent. This communication to the lead agency will conclude SMBMI's input on this project, at this time, and no additional consultation pursuant to CEQA is required unless there is an unanticipated discovery of cultural resources during project implementation.

If you should have any further questions, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for SMBMI with respect to this project.

Respectfully,

**THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent**

responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You





## **APPENDIX D: HISTORICAL SOCIETY CORRESPONDENCE**

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### Record of Historical Society Outreach Activities

Historical Group/Individual	Date/ Method of Contact	Date (s) of Replies Rec'd Response?	Contact Initials	Date/Method of Contact	Date (s) of Replies Rec'd Response?	Contact Initials
San Bernardino Historical Society Steve Shaw, President P.O. Box 875 San Bernardino, CA 92402 sbpioneer@yahoo.com (909) 864-6179 or (909) 856-3229	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK
Ontario Heritage Petrina Delman, President 224 N. Euclid Ave, Ontario, CA 91762 info@ontarioheritage.org or <a href="mailto:petrina.delman@ontarioheritage.org">petrina.delman@ontarioheritage.org</a> (909) 984-6558	May 13, 2016 emailed	Response received from Diana Ayala, Senior Planner at the City of Ontario asking us to update their mailing address.	MWC	April 27, 2018, letter mailed		GK
Fontana Historical Society Marybeth Snider, President 16830 Spring St, Fontana, CA 92335 <a href="mailto:fontanahistoricalociety1906@gmail.com">fontanahistoricalociety1906@gmail.com</a> (909) 350-3539	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK
Historical Society of Pomona Valley Deborah Clifford, President 585 East Holt Avenue Pomona, CA 91767 <a href="mailto:Pomonahistorical@verizon.net">Pomonahistorical@verizon.net</a> (909)623-2198	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK
The Etiwanda Historical Society Laura Barnett, President P.O. Box 363, Etiwanda, CA 91739 <a href="mailto:laura.j.barnett@gmail.com">laura.j.barnett@gmail.com</a> (909) 899-8432	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK
Museum of History and Art, Ontario Director John Worden 225 S Euclid Ave, Ontario, CA 91762 (909) 395-2510	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK
Historical Society of Southern California Amy Essington, Executive Director P.O. Box 50019 Long Beach, CA 90815 <a href="mailto:hssc@thehssc.org">hssc@thehssc.org</a> (323) 222-0546	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK

May 13, 2016

John Worden  
Director  
Museum of History and Art, Ontario  
225 S Euclid Ave  
Ontario, CA 91762

Re: West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga

Dear Mr. Worden,

Omnitrans is proposing the West Valley Connector Corridor Project, which is a proposed 25-mile-long Bus Rapid Transit (BRT) project located primarily along Holt Boulevard/Avenue and Foothill Boulevard that would connect the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga. The proposed project includes approximately 48 stations at 27 locations/major intersections along with associated improvements. Attached for your reference are the Project Location Map and the Project Vicinity Map.

Omnitrans has retained Parsons to assist, and to help to prepare the required environmental analysis. As part of our effort to identify cultural resources within the project area, potentially interested parties are being consulted regarding any significant historic built-environment resources (buildings/structures) that may be affected by the proposed Project. We have reviewed national, state, and local historic property inventories, and historians and architectural historians have been working in the study area evaluating historic architectural properties for this project.

Your ideas and concerns provide us invaluable information for the proper identification and treatment of those potential resources, which we would like to incorporate into our study. If you or your organization have any comments, issues, and/or concerns relating to historic resources within the project area, please respond in writing to the address provided below or by email within the next thirty days.

Please contact me if you require further information. Thank you for your assistance.

Sincerely, Monica Corpuz  
Archaeologist, MA, RPA  
3200 E. Guasti Road, Suite 200  
Ontario, California 91761  
Phone: (909) 218-3567  
Fax: (909) 218-3605  
Monica.Corpuz@parsons.com

Attachment: Project Location Map, Project Vicinity Map



Figure 1: Project Location Map

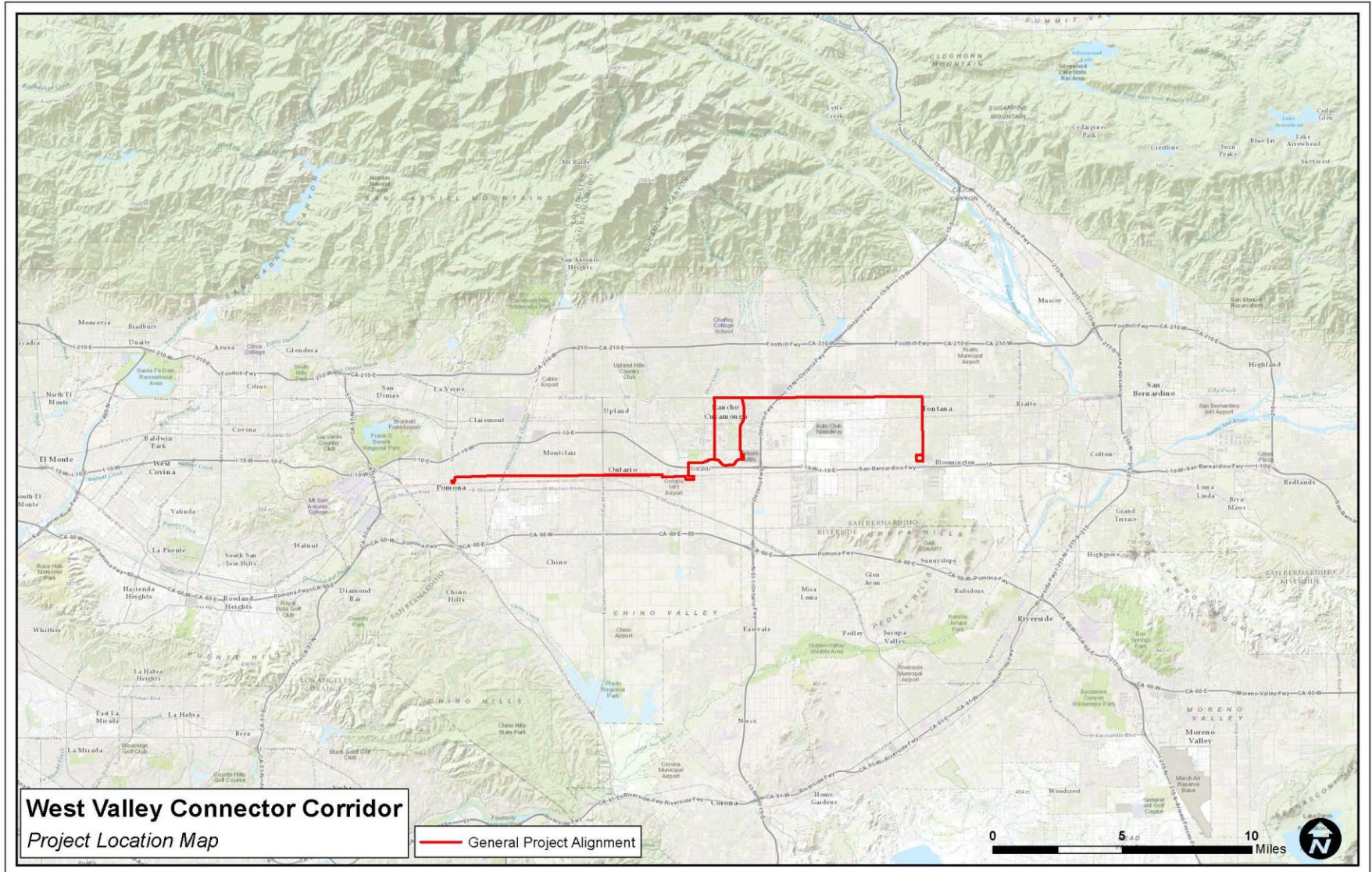
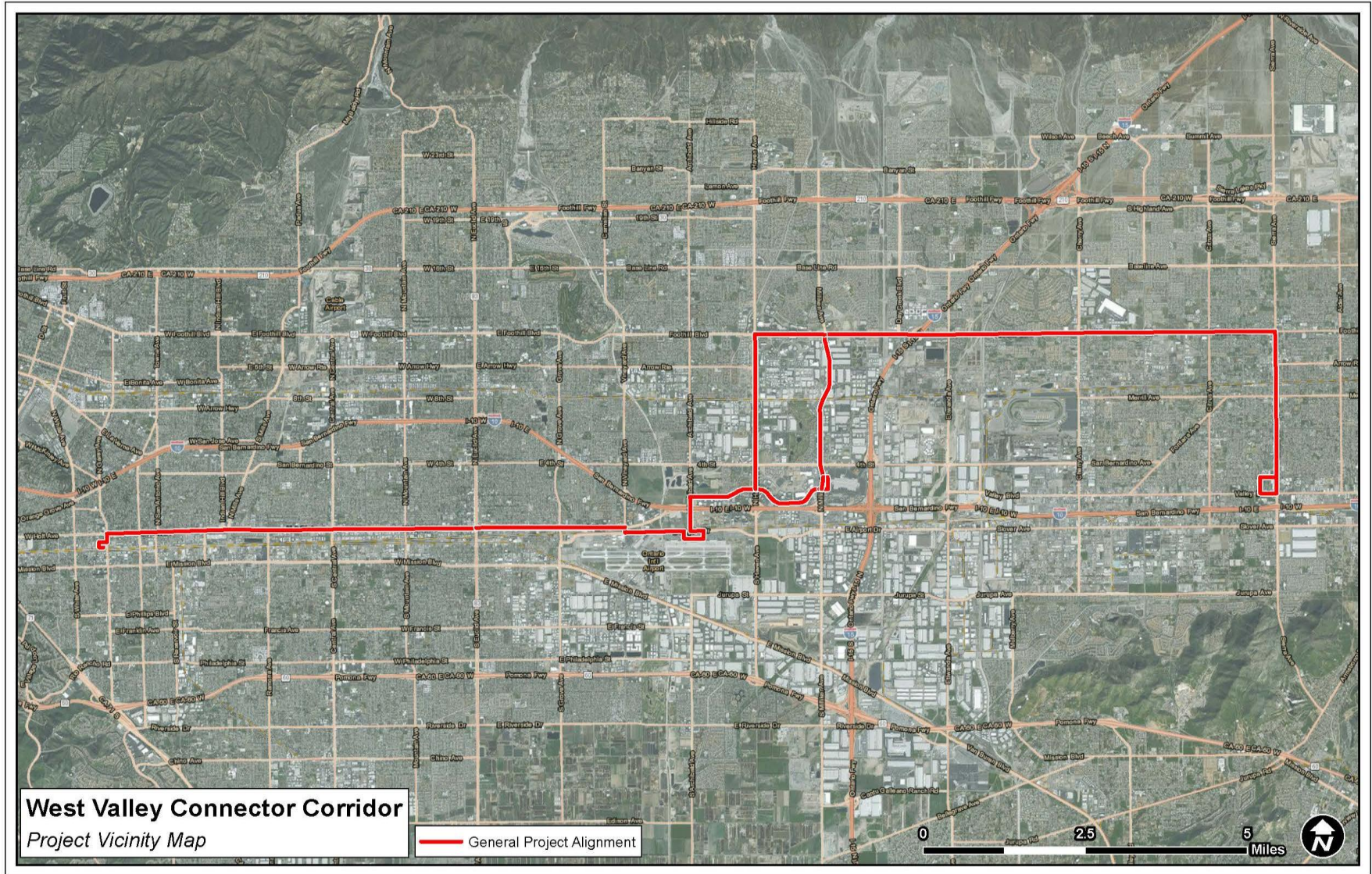


Figure 2: Project Vicinity Map



**From:** Corpuz, Monica  
**To:** "[Diane Ayala](#)"  
**Cc:** "[Petrina Delman](#)"; [Richard Delman](#)  
**Subject:** RE: FYI - West Valley Connector Project  
**Date:** Tuesday, May 17, 2016 8:51:00 AM  
**Attachments:** [Ontario Heritage Letter .pdf](#)

---

Hi all,

After I reread your email it occurred to me that the wrong date was on your letter. These were sent out on Friday and definitely not in March. We have resent the correct letter (with the correct date) to Ontario Heritage at the address provided, and I have also attached it to this email. I apologize for the confusion and inconvenience.

Thank you,

Monica Corpuz, M.A. RPA  
**PARSONS**  
Ontario Phone: (909) 218-3567  
Pasadena Phone: (626) 440-2461  
[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)

---

**From:** Diane Ayala [<mailto:DAyala@ontarioca.gov>]  
**Sent:** Monday, May 16, 2016 9:08 AM  
**To:** Corpuz, Monica  
**Cc:** 'Petrina Delman'; Richard Delman  
**Subject:** FW: FYI - West Valley Connector Project

Hi Monica,

Please update Ontario Heritage mailing address to the P.O. Box below. They just received the notice that was sent back to them in March.

Thank you, Diane

**Diane Ayala, Senior Planner**

City of Ontario  
Planning Department  
303 East B Street  
Ontario, CA 91764  
(909) 395-2428  
[dayala@ontarioca.gov](mailto:dayala@ontarioca.gov)

---

**From:** [info@ontarioheritage.org](mailto:info@ontarioheritage.org) [<mailto:info@ontarioheritage.org>]  
**Sent:** Friday, May 13, 2016 1:18 PM  
**To:** Richard Delman; Diane Ayala  
**Subject:** FWD: FYI - West Valley Connector Project

Hi Richard and Diane:

Please see the attached information Ontario Heritage received by email today. Their letter is dated March 13, 2016 but they mailed it to an incorrect address which is why I never received their letter.

Sincerely,  
Petrina


## Ontario Heritage


PO Box 1  
Ontario, CA 91762  
909.984.6558



[www.ontarioheritage.org](http://www.ontarioheritage.org)[ontarioheritage.org]

Sign up for our  
[Ontario Heritage Updates](http://OntarioHeritageUpdates.eepurl.com)[eepurl.com]

 [@Ontario Heritage](https://twitter.com/OntarioHeritage)[twitter.com]

 [Ontario Heritage Facebook](https://facebook.com/OntarioHeritage)[facebook.com]

----- Original Message -----

Subject: West Valley Connector Project

From: "Corpuz, Monica" <[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)>

Date: Fri, May 13, 2016 10:19 am

To: "[info@ontarioheritage.org](mailto:info@ontarioheritage.org)" <[info@ontarioheritage.org](mailto:info@ontarioheritage.org)>, "[petrina.delman@ontarioheritage.org](mailto:petrina.delman@ontarioheritage.org)" <[petrina.delman@ontarioheritage.org](mailto:petrina.delman@ontarioheritage.org)>

Dear Ms. Delman,

Please see attached for a letter that requests input from the Ontario Heritage Society regarding a planned project in the region.

Thank you!

Monica Corpuz, M.A. RPA

**PARSONS**

Ontario Phone: (909) 218-3567

Pasadena Phone: (626) 440-2461

[Monica.Corpuz@parsons.com](mailto:Monica.Corpuz@parsons.com)



April 27, 2018

Mr. Steve Shaw  
President  
San Bernardino Historical Society  
P.O. Box 875  
San Bernardino, CA 92402

Re: West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana

Dear Mr. Shaw,

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the West Valley Connector (WVC) Project, a 35-mile-long Bus Rapid Transit (BRT) project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the Federal Transit Administration (FTA). SBCTA is the lead agency under the California Environmental Quality Act (CEQA), and FTA is the lead agency under the National Environmental Policy Act (NEPA).

On May 13, 2016, Parsons, on behalf of Omnitrans (the former CEQA Lead Agency of the proposed project) sent an initial notification letter to your organization regarding this proposed project. Since then, there have been some modifications to the proposed project. This letter provides an updated description of the WVC Project, a summary of the results of cultural resources identification efforts that have been conducted thus far, and includes an invitation to consult on the Project under the provisions of Section 106 (36 CFR § 800) of the National Historic Preservation Act (NHPA).

Parsons has been retained to help prepare the Project's required environmental analysis, including cultural resources studies and to consult with potentially interested parties on behalf of FTA and SBCTA regarding any significant historic built-environment resources (buildings/structures) that may be affected by the proposed Project. Our team's cultural resources staff have reviewed national, state, and local historic property inventories, conducted background research at local historical repositories and libraries, and conducted field surveys to property identify historic architectural and archaeological properties for their potential eligibility for listing in the National Register of Historic Places (NRHP).

### ***Project Location and Setting***

The Project is located primarily along Holt Avenue/Boulevard and Foothill Boulevard and 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 and 2, attached). 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

### ***Project Description***

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Transit Center (downtown Pomona Metrolink station) 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 (see Figure 2). The Phase I Milliken Alignment would begin construction in 2020. Phase II is intended to be constructed following completion of Phase I, depending on the availability of funding.

The WVC Project includes construction of BRT stations at up to 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 along the 35-mile-long corridor. BRT stations would be established at major intersections located approximately 0.5 to 1 mile apart (see Figure 2). To accommodate potential 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 may require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

The Project would require up to twenty-seven (27) 60-foot-long buses operating in mixed flow and dedicated bus-only lanes from 6:00 a.m. to 8:00 p.m., Monday to Friday, with additional service hours added if future funding becomes available.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site in Ontario. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

### ***Summary of Cultural Resources Investigations***

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by the consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), archaeological and architectural field surveys of the area of potential effects (APE), and preparation of a Historic Properties Survey Report, Historic Resources Evaluation Report and an Archaeological Survey Report.

The initial records search at the SCCIC, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility. Searches of the SLF were requested from the NAHC in February 2016, October 2017, and February 2018. The NAHC responded on all three occasions and reported negative results.

An intensive pedestrian survey of all accessible areas for archaeological resources in the APE was conducted in July 2016, September 2016, October 2017, and February 28, 2018. During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified resources consisting of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or the California Register of Historical Resources (CRHR). The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR. Records of archeological sites and sacred sites are considered to be confidential.

With respect to the built-environment, 5 cultural resources in the APE have been previously listed in or been determined eligible for the NRHP (Southern Pacific Railroad Depot in Pomona; Lincoln Park Historic District, Pomona; Euclid Avenue/State Route [SR] 83, Upland/Ontario; National Old Trails Road/Route 66, Rancho Cucamonga/Fontana; and Malaga Underpass Bridge, Fontana). Additionally, as a result of the field investigations and research undertaken for the WVC Project, of the 163 buildings, groups of buildings, or structures formally evaluated in the APE, 4 appear to be eligible for inclusion in the NRHP (Vince's Restaurant, 1206 W. Holt Boulevard, Ontario; A.C. Moorhead House, 961 W. Holt Boulevard, Ontario; The Grinder Haven, 724 W. Holt Boulevard, Ontario; and the Jacob Lerch House, 541 E. Holt Boulevard, Ontario). The cultural resources studies to identify historic properties to date are currently under review by FTA and are then intended to be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence. Separate documentation concerning findings of project effects on

historic properties will be prepared pursuant to 36 CFR § 800.5, once the identification phase is concluded.

We welcome your input. If you or your organization have any questions, comments or concerns relating to historic properties within the project area, or would like to participate as a consulting party on this project pursuant to Section 106 (36 CFR § 800), please respond in writing to the address provided or by email within the next thirty days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact me at 415-203-1100 or via email at [Gregory.King@parsons.com](mailto:Gregory.King@parsons.com)

A handwritten signature in blue ink that reads "Gregory P. King". The signature is written in a cursive style with a large initial 'G' and 'K'.

Gregory King  
Senior Historian and Project Planner

***Attachments:***

Figure 1, Project Location Map

Figure 2, Project Vicinity Map

Figure 3, Potential O&M Facility Sites

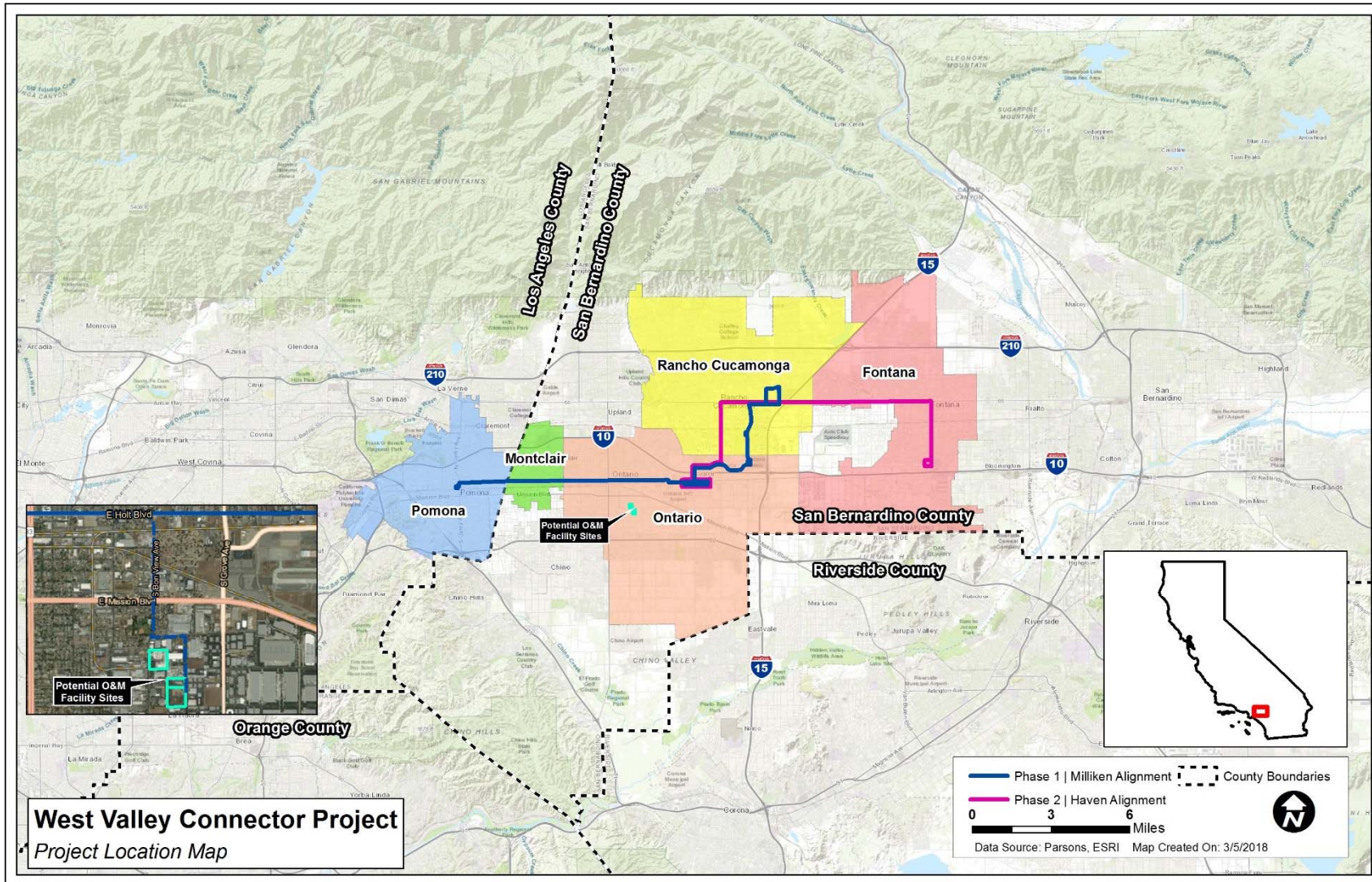


Figure 1: Project Location Map

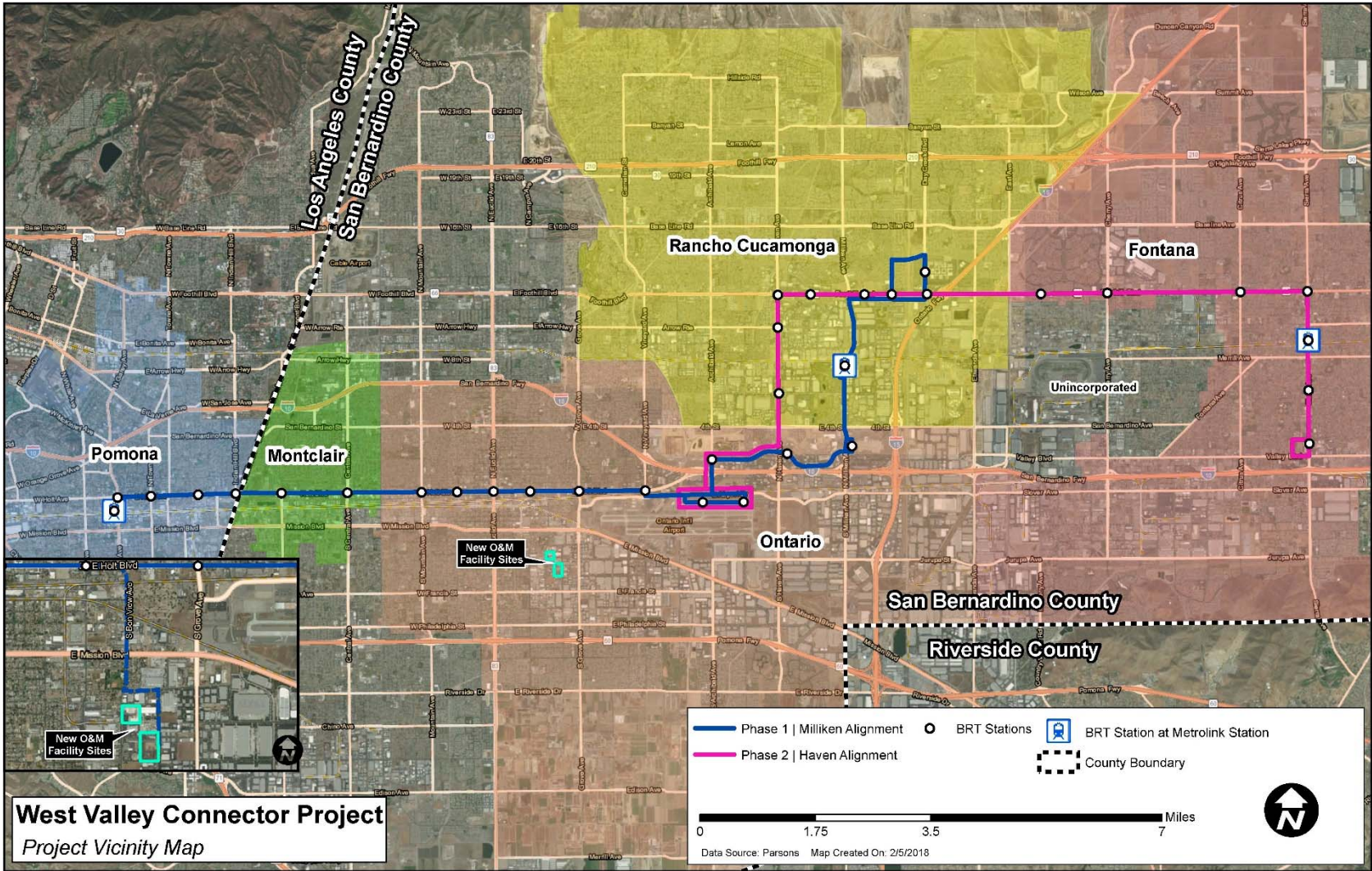


Figure 2: Project Vicinity Map

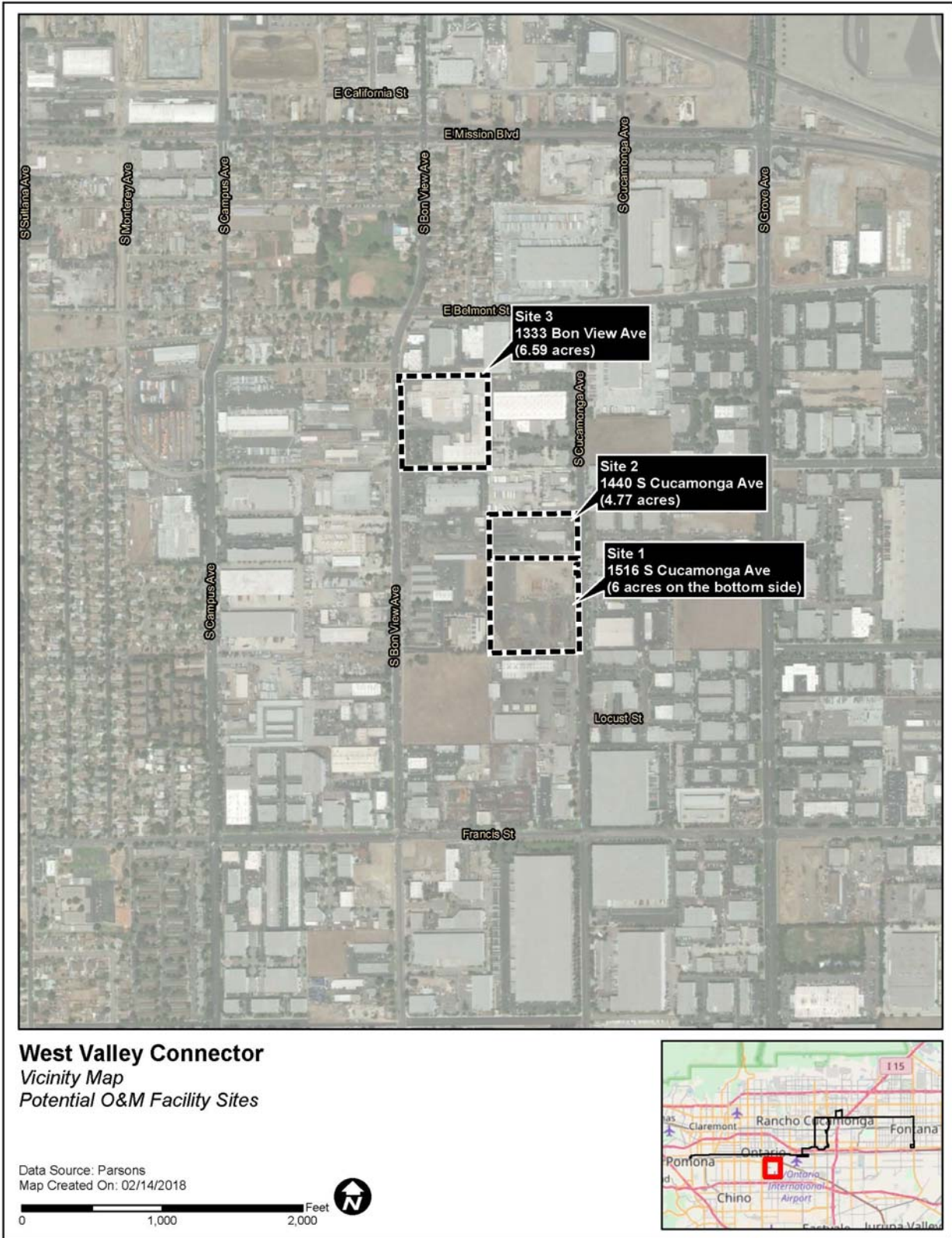


Figure 3: Potential Operations and Maintenance Facility Sites

## Kochaon, Anne

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**From:** King, Gregory  
**Sent:** Wednesday, June 20, 2018 4:09 PM  
**To:** Kochaon, Anne  
**Subject:** FW: West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga & Fontana

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**From:** King, Gregory  
**Sent:** Tuesday, June 05, 2018 4:02 PM  
**To:** Lumabas, Gerard <Gerard.Lumabas@parsons.com>; Kochaon, Anne  
**Subject:** FW: West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga & Fontana

Hi Gerard and Anne-

Please see attached email response to the letter we sent to Ontario Heritage as part of the Section 106 consultation for the WVC Project.

Thanks,

-Greg

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**From:** Petrina Delman <[prdelman@msn.com](mailto:prdelman@msn.com)>  
**Sent:** Tuesday, June 05, 2018 3:51 PM  
**To:** King, Gregory <[Gregory.King@parsons.com](mailto:Gregory.King@parsons.com)>  
**Subject:** Re: West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga & Fontana

Dear Greg:

Thank you for your letter dated April 27, 2018 regarding the above-mentioned subject.  
Please be advised that Ontario Heritage has no objections to this project.

Sincerely,  
Petrina Delman, President  
Ontario Heritage  
P.O. Box 1  
Ontario, CA 91762  
Cell 909.238.5320  
Alternate 909.984.6558  
[www.ontarioheritage.org](http://www.ontarioheritage.org)  
[www.facebook.com/ontario.heritage](https://www.facebook.com/ontario.heritage)

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