

# FINDING OF EFFECT

*(NO ADVERSE EFFECT)*

West Valley  
Connector Project



January 2020





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## LIST OF ACRONYMS

AB	Assembly Bill
ADA	Americans with Disabilities Act
APE	Area of Potential Effects
ASR	Archaeological Survey Report
BMP	Best Management Practice
BRT	Bus-Rapid Transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	<i>Code of Federal Regulations</i>
EA	Environmental Assessment
EIR	Environmental Impact Report
EVVMF	East Valley Vehicle Maintenance Facility
FOE	Finding of Effect
FTA	Federal Transit Administration
HPSR	Historic Property Survey Report
MLD	Most Likely Descendant
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
O&M	operations and maintenance
PRC	Public Resources Code
ROW	right-of-way
SBCTA	San Bernardino County Transportation Authority



sbX	San Bernardino Valley Express
SHPO	State Historic Preservation Officer
SMBMI	San Manuel Band of Mission Indians
SOIS	Secretary of the Interior's Standards
SPRR	Southern Pacific Railroad
SR	State Route
TCE	temporary construction easement
UCSB	University of California – Santa Barbara
WVC	West Valley Connector
WVVMF	West Valley Vehicle Maintenance Facility

## 1.0 INTRODUCTION

The purpose of this Finding of Effect (FOE) is to analyze the effects of the proposed undertaking (Alternative B) on properties listed in, or determined eligible for, listing in the National Register of Historic Places (NRHP) under the Criteria of Adverse Effect (36 *Code of Federal Regulations* [CFR] § 800.5(a)(1) for compliance with Section 106 of the National Historic Preservation Act (NHPA). The project undertaking addressed in this FOE, the West Valley Connector (WVC) Project, is a 35-mile-long bus rapid transit (BRT) corridor 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. In 2017, the San Bernardino County Transportation Authority (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. The project is a proposed federal undertaking as defined by 36 CFR § 800.16. SBCTA, in cooperation with the Federal Transit Administration (FTA), which is the federal lead agency, continues consultation with the California State Historic Preservation Officer (SHPO) in applying the Criteria of Adverse Effect 36 CFR § 800.5.

As part of the identification efforts, and in compliance with 36 CFR § 800.4, SBCTA and FTA prepared a Historic Property Survey Report (HPSR) for the project. The HPSR was submitted to the California SHPO in July 2018. Five properties previously listed in or determined eligible for inclusion in the NRHP were previously identified within the Area of Potential Effects (APE). An additional four properties within the APE were found to be eligible as a result of the cultural resources evaluations completed for this project. The California SHPO concurred with the findings of the HPSR on August 7, 2018 (see Appendix A).

FTA and SBCTA selected Alternative B, Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario, as the preferred alternative for the project undertaking. FTA and SBCTA, in applying the Criteria of Adverse Effect, conclude that a finding of No Adverse Effect is appropriate for the proposed undertaking and is seeking concurrence from the California SHPO in the finding pursuant to 36 CFR § 800.5(c).



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## 2.0 DESCRIPTION OF THE PROPOSED UNDERTAKING

### 2.1 Project Location

The proposed undertaking (Alternative B) 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 would begin at the Pomona Metrolink Transit station in Pomona and terminate near the Kaiser Permanente Medical Center in Fontana (see Figures 2-1 and 2-2). The 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.

### 2.2 Area of Potential Effects

According to Section 106 regulations:

The area of potential effects (APE) means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking (36 CFR § 800.16[d]).

In consultation with the SHPO, and for which concurrence was received on November 14, 2017, and March 29, 2018 (see Appendix A), the proposed APE was determined to encompass the right-of-way (ROW) and parcels along the proposed side and center stations of the proposed WVC alignment for purposes of the built-environment resources study and cover only the ROW within the proposed side and center stations, as well as areas for temporary construction easements (TCEs), proposed staging areas, and parcels proposed for full or partial acquisition for the archaeological resources study.

The archaeological portion of the APE is defined as any area with potential ground disturbance that could occur as a result of project construction and includes existing and proposed ROW, TCEs, proposed staging areas, and parcels proposed for full or partial acquisition. Extensive ground disturbance is not anticipated as part of the proposed project construction. The maximum excavation depth for utility relocation would be 6 feet and for relocation of storm drain laterals would be 15 feet. No extensive backfill or grading is expected given the relatively flat elevation of the project alignments. Table 2-1 summarizes the maximum excavation depths anticipated by the undertaking.

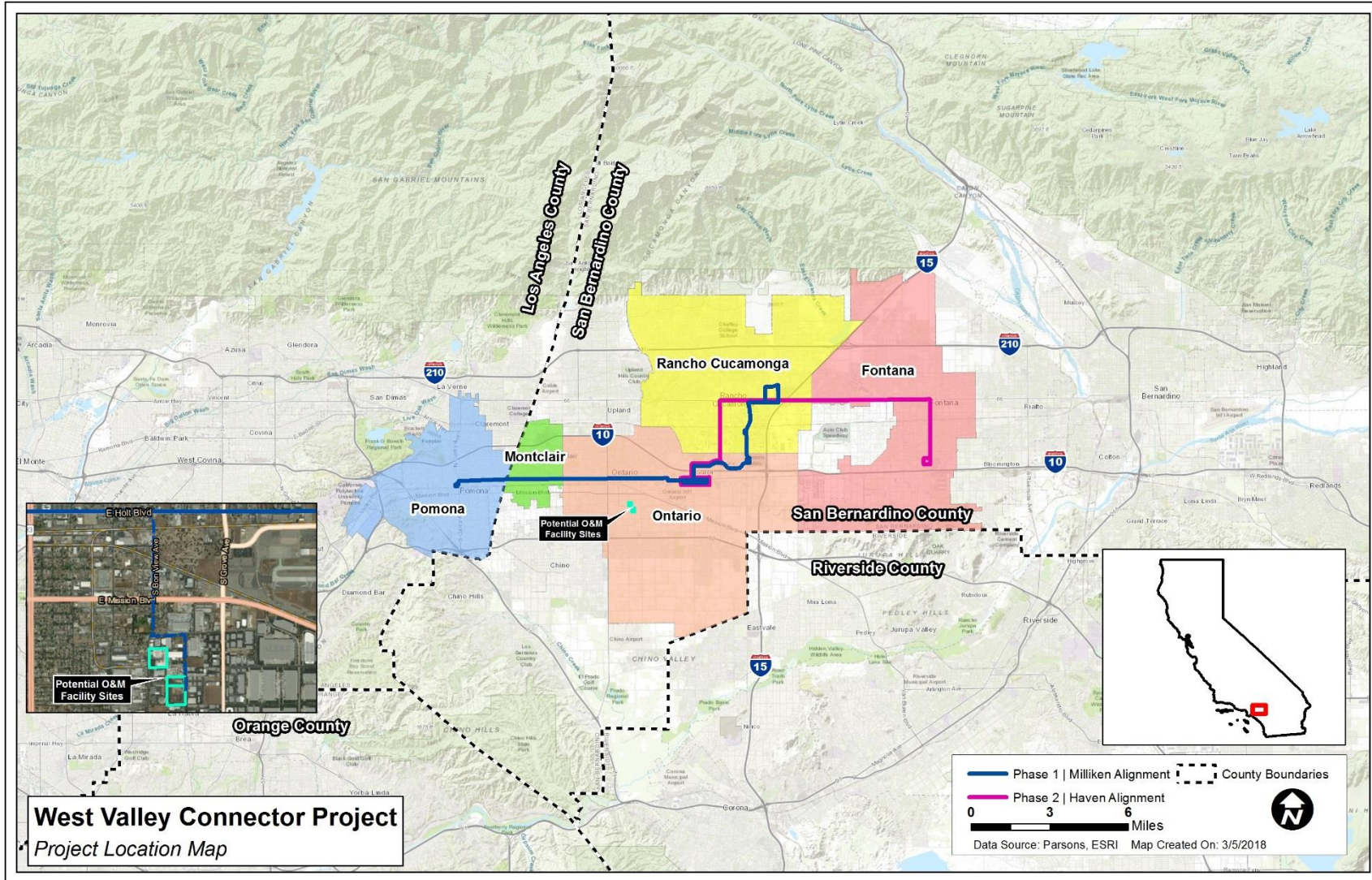


Figure 2-1: Project Location Map

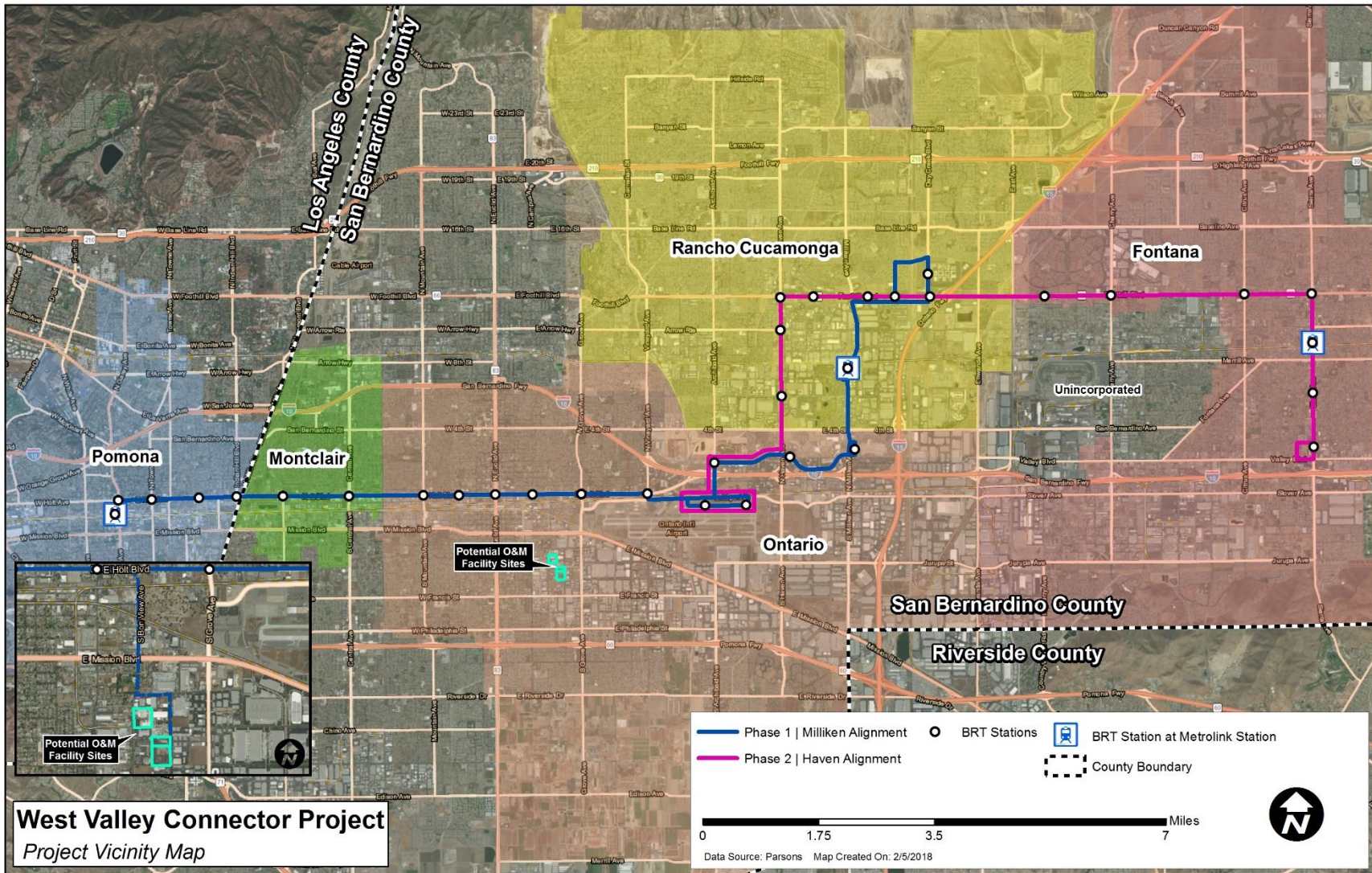


Figure 2-2: Project Vicinity Map

**Table 2-1. Summary of Maximum Excavation Depth for Project Activities**

Construction Location	Type of Work Requiring Excavation	Maximum Depth <sup>1</sup>
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

<sup>1</sup> Depth below ground surface.

The architectural portion of the APE includes the archaeological APE, in addition to parcels that may experience visual, noise, vibration, or changes to their setting. These areas were established as the legal parcel adjacent to where these effects may occur if built environment resources were present. If any part of a parcel would be temporarily or permanently affected, then the entire parcel was included as part of the Architectural History APE footprint.

### 2.3 Project Description

The WVC Project is an approximately 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 a combination of up to 60 side- and center-running BRT station platforms at up to 33 locations/major intersections and associated improvements, transit signal priority and queue jump lanes, and 3.5 miles of dedicated bus-only lanes.

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 2022 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 western boundary limit in Pomona to Victoria Gardens in Rancho Cucamonga. In Pomona, the alignment starts from the Pomona Regional Transit Center station and 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 and travels east on Inland Empire Boulevard.

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

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

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

### *Phase II/Haven Alignment*

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

## **2.4 Project Alternatives**

Six alignment alternatives were considered during the early planning phase of the project prior to the start of formal environmental studies. As part of the environmental review process, three alternatives were further refined, including a No Build Alternative and two build alternatives (Alternatives A and B), as shown in Figure 2-3. These three alternatives were evaluated in the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA), which was circulated for public review and comment for 45 days between June 24 and August 8, 2019. Based on technical analyses and agency and stakeholder input throughout the project, on November 6, 2019, the SBCTA Board of Directors selected Alternative B as the Preferred Alternative, which is also the proposed undertaking evaluated in this finding of effect. The project alternatives are described in detail below.

### **2.4.1 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).

### **2.4.2 Build Alternatives**

Figure 2-3 presents the map of both build alternatives: A and B (proposed undertaking). All design features of both build alternatives are the same, as described in more detail in Section 2.5, except for 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 would operate entirely in the mixed-flow lanes. No dedicated bus-only lanes are included under this alternative. The ROW limits and travel lane width vary in other segments of the corridor. Implementation of Build Alternative A would not require permanent or temporary ROW acquisition.

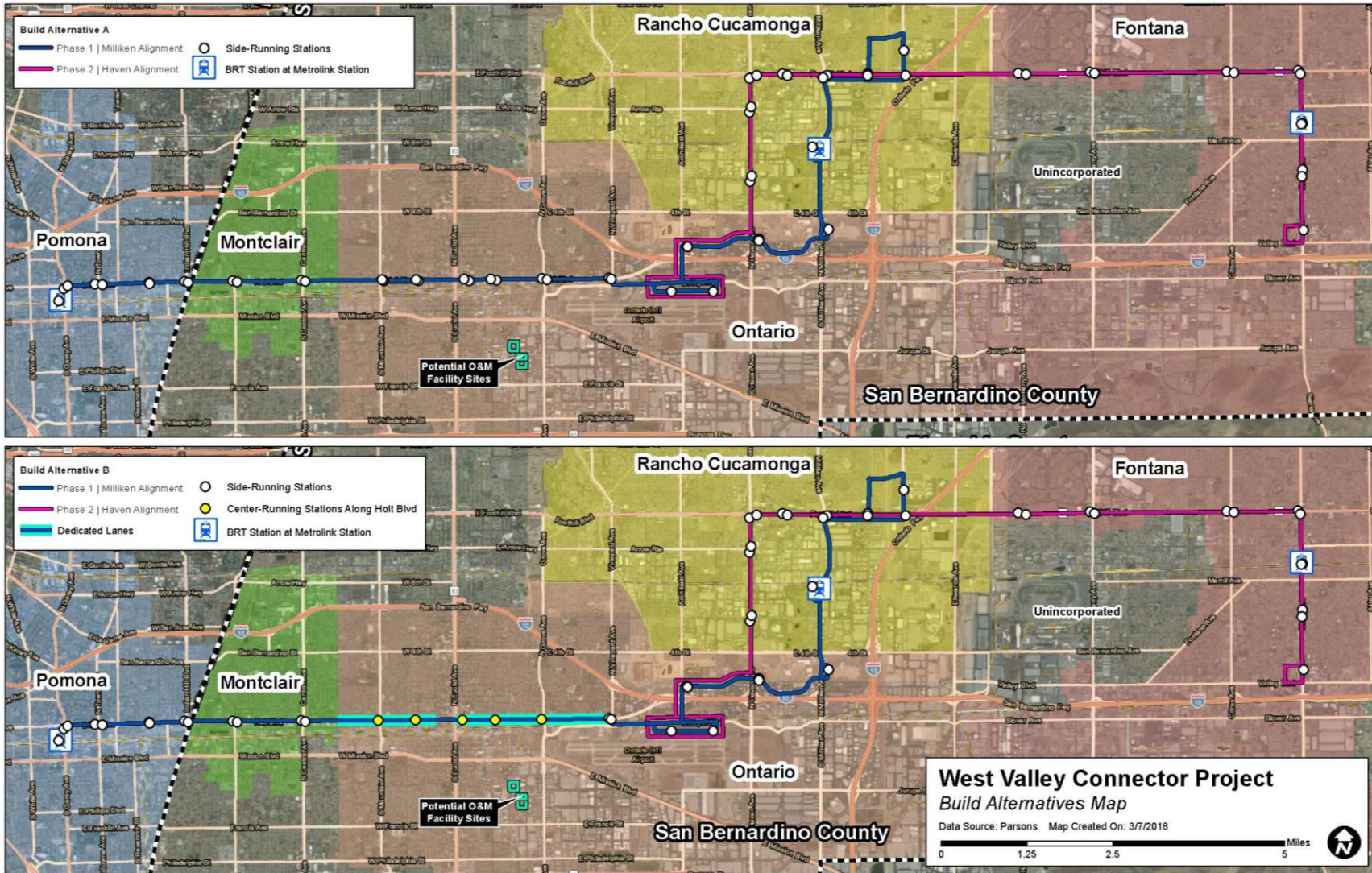


Figure 2-3: Build Alternatives Map

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

The proposed undertaking (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 5 center-running stations and 50 side-running stations at up to 33 locations/major intersections. Alternative B is similar to Alternative A, except a 3.5-mile-long dedicated bus-only lane would be constructed between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue in Ontario. 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, permanent and temporary ROW acquisition would be required. 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.

## **2.5 Design Features of Build Alternatives**

### **2.5.1 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 Figures 2-2 and 2-3 for station locations). Table 2-2 lists the BRT stations to be constructed as part of the Phase I/Milliken Alignment. Note that under Alternative A, all 21 stations would be side-running stations. Under the proposed undertaking (Alternative B), 5 of 21 stations would have center platform configuration, 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 the Phase II/Haven Alignment, an additional 12 side-running stations would be constructed under both build alternatives, as listed in Table 2-3.



**Table 2-2: 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 the proposed undertaking (Alternative B).

Source: 30% Preliminary Engineering Design, Parsons 2017.

**Table 2-3: 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: 30% Preliminary Engineering Design, 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 fare 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, and the shelters would undergo environmental review at that time.

### *Center Platform Stations*

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.

## **2.5.2 sbX Bus Operations**

The proposed undertaking (Alternative B) would require 18 sbX 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. The buses would operate in mixed-flow lanes throughout the corridor, except where dedicated bus-only lanes (3.5 miles) are proposed along Holt Boulevard between Benson Avenue and Vine Avenue between Euclid Avenue and Vineyard Avenue in Ontario.

Roadway sections where the sbX would operate in mixed-flow lanes would generally be kept as in 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 and be 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.

### **2.5.3 Operations and Maintenance**

Omnitrans operates and maintains its existing bus fleets from two major Operations and Maintenance (O&M) facilities: East Valley Vehicle Maintenance Facility (EVVMF), located in San Bernardino, and West Valley Vehicle Maintenance Facility (WVVMF), located in Montclair. Neither facility has sufficient capacity to accommodate the additional maintenance and storage requirements of the bus fleet associated with the proposed WVC Project.

A new O&M facility, designed to provide support for the existing full-service EVVMF, is proposed for construction on a 6.6-acre site owned by the City of Ontario at 1333 S. Bon View Avenue, and which is currently used as a municipal utility and customer service center. The site is located approximately 1 mile south from the proposed BRT corridor alignment on East Holt Boulevard in Ontario. The O&M facility would 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.



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## 3.0 PUBLIC PARTICIPATION

Community outreach and participation have been integrated into the project development process from the outset, including the development of alternatives. In addition to public scoping, there has been ongoing public and agency stakeholder involvement.

### 3.1 Agency and Community Stakeholders

The WVC Project stakeholder database of more than 1,045 listings was used to send notifications concerning the WVC Project meetings and the availability of the draft environmental document for review and comment included:

- Property owners and tenants potentially affected by the project
- Major businesses along the corridor
- Southern California Association of Governments
- County of San Bernardino
- City of Fontana
- City of Montclair
- City of Ontario
- City of Pomona
- City of Rancho Cucamonga
- Access Service
- Foothill Transit
- LA Metro
- Southern California Regional Rail Authority/Metrolink
- Los Angeles World Airports
- Local nonprofit and social service agencies
- Participants in previous sbX outreach activities
- SBCTA/Omnitrans bus riders
- Other stakeholders identified during project development process

To initiate the environmental documentation phase, public scoping meetings were held in each of the five project corridor cities between April 12 and 20, 2016. The purpose of the public scoping meetings was to provide the public an opportunity to comment and identify potential environmental impacts associated with the project. The public scoping meetings were held on the following days and locations:

- April 12, 2016 – Ontario Senior Center
- April 14, 2016 – Purpose Church, Pomona
- April 16, 2016 – Terra Vista Farmers Market, Rancho Cucamonga

- April 19, 2016 – Fontana Woman's Club
- April 20, 2016 – Montclair Senior Center

At each of the five public scoping meetings, project staff members provided a PowerPoint presentation of the proposed project. Project exhibit boards were also on display, and fact sheets and comment cards were distributed to attendees. Project staff members were available to answer questions from the public before, during, and after the meetings. None of the verbal or written comments received during the scoping meetings related specifically to historic or archaeological properties, or sacred sites. A listing of each public comment can be found in the *Scoping Summary Report for the West Valley Connector Project* (Arellano, 2016), which is bound separately. The California Native American Heritage Commission (NAHC) reminded the local agency sponsor to review the new legal requirements associated with a then-new state law, Assembly Bill (AB) 52, related to creating a formal role for California Native American tribes in the California Environmental Quality Act (CEQA) process and recognizing tribal cultural resources.

Because most of the anticipated ROW impacts associated with the project were concentrated along Holt Boulevard, FTA initiated additional, more focused outreach meetings to continue efforts to inform, involve, and collaborate with the general public and, in particular, with affected commercial and residential property owners and tenants.

Three meetings were held as part of the focused outreach on the following days and locations:

- June 13, 2017 – Ontario Senior Center
- June 14, 2017 – North Hills Community Church, Rancho Cucamonga
- June 15, 2017 – Purpose Church, Pomona

A variety of public notification strategies was executed in advance of the Holt Boulevard focused outreach meetings, including more than 7,000 mailers sent in English and Spanish language, creating a specialized project website and a dedicated Facebook page, and distributing for bulletin board display a full-color bilingual flyer announcing the public scoping meetings to public libraries, City halls, senior centers, and other community centers in the five project corridor cities.

### **3.2 Native American Tribes, Groups, and Individuals**

Requests were made of the California NAHC to conduct a search of their Sacred Lands Files to determine if known cultural sites were within or near the APE for the proposed project. The NAHC responded that no known Native American cultural resources were reported in the Sacred Lands Files records search conducted in March 2016, October 2017, and February 2018. In March 2016, the NAHC identified 11 individuals or contacts

representing 10 Native American groups to be contacted about the WVC Project. In October 2017, that list was expanded to 25 individuals or contacts representing 19 Native American groups, and the NAHC provided the same list when contacted again in February 2018.

FTA 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 provided by the NAHC in March 2016. As a result, two Native American groups, the Gabrieleño Band of Mission Indians – Kizh Nation and the San Manuel Band of Mission Indians (SMBMI), requested consultation under Section 106 of the NHPA. The Gabrieleño Band of Mission Indians – Kizh Nation and Soboba Band of Luiseño Indians requested Native American monitoring during construction activities. The Soboba Band did not request continued consultation under Section 106. The SMBMI 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 Gabrieleño Band of Mission Indians – Kizh Nation and SMBMI, both of whom requested consultation, to provide an update on the WVC Project and solicit comments. FTA also sent follow-up letters to the nine Native American groups who were originally contacted in 2016 but had not responded to that earlier outreach. 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 Gabrieleño 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. No other tribes or individuals expressed an interest in the WVC Project.

As a result of consultation with the Gabrieleño Band of Mission Indians – Kizh Nation and SMBMI, FTA, in coordination with SBCTA, prepared a draft Cultural Resources Monitoring and Mitigation Plan (CRMMP). The CRMMP, a background document in support of the proposed federal undertaking, is intended to comply with Mitigation Measure CI-CR-1, as described in the Draft EIR/EA for the WVC Project. The monitoring and mitigation plan is a formal set of protocols and procedures to establish and ensure timely and accurate communications and implementation of a standardized process for archaeological and Native American monitoring and for the recordation/treatment of new finds with a purpose to minimize adverse effects on any cultural resources discovered during ground-disturbing activities. The draft CRMMP was shared with both the Gabrieleño Band of Mission Indians – Kizh Nation and SMBMI, and revised in response to comments received back from both tribes. The CRMMP also addresses the general request by the Augustine Band of Cahuilla Mission Indians to have a monitor on-site during construction. The tribe also requested to be notified

if cultural resources are encountered during earth-disturbing activities; their contact information has been added to CRMMP Appendix C (Contact Information).

On July 16, 2018, FTA and SBCTA conducted consultation with tribal representatives of the Gabrieleño Band of Mission Indians – Kizh Nation concerning project features and anticipated construction activities associated with the BRT Project, including constructing the proposed O&M facility in Ontario. Consultation with the tribe continued on October 10, 2018, in a field trip of the WVC project area, including the proposed O&M site, with FTA, and SBCTA. FTA has continued to follow up to address the tribes' requests during the environmental review phase, responding on June 24, 2019 to an email received from the tribe on that same date.

Beginning in 2016, initially Omnitrans (former CEQA Lead Agency for the WVC Project) and then SBCTA, engaged Native American contacts in compliance with AB 52. As a result, the Gabrieleño Band of Mission Indians – Kizh Nation, SMBMI, and the Morongo Band of Mission Indians requested consultation under AB 52, and the tribes have been subsequently engaged with the Project.

During the public circulation period for the draft environmental document for this undertaking (June 24 to August 8, 2019), the Notice of Availability and the digital copy of the Draft EIR/EA were sent to all Native American and Tribal contacts. Four public meetings were also held during the 45 day public review period. Responses were received from two tribes. On June 24, 2019, the Gabrieleño Band of Mission Indians – Kizh Nation commented on the need for construction monitoring in areas proposed for ground disturbance. The Augustine Band of Cahuilla Mission Indians indicated in a letter dated July 31, 2019 that they were unaware of any resources known by the tribe to be affected by the WVC Project, but recommended a qualified monitor be present on-site full-time during any project activities.

Further consultation with the tribes will occur through outreach letters for which FTA will seek tribal review and input including notification on the selected alternative for the Finding of No Significant Impact (FONSI) under NEPA, project schedules, and other updated information related to forthcoming construction activities. Any tribe(s) who have expressed interest in directly participating in Native American monitoring will be contacted and provided with updated information prior to the initiation of any ground-disturbing activities.

### **3.3 Local Historical Societies and Museums**

A “Letter to Interested Parties” summarizing the proposed project and intent to identify historic properties within the project APE was mailed in May 2016. The mailing included an APE map. The letter was sent to the heritage organizations and entities identified below, who were known to possess an interest in historic and architectural resources in the region:

- San Bernardino Historical Society



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## Finding of Effect



- Ontario Heritage
- Fontana Historical Society
- Historical Society of Pomona Valley
- Pomona Ebell Museum of History
- Ontario Museum of History and Art
- Historical Society of Southern California

In April 2018, a second letter was sent to these same eight organizations informing them of changes in the proposed WVC Project, including the expanded APE due to the inclusion of the new O&M facility, and inviting them to express any concerns, comments, or a desire for further consultation under Section 106. In June 2018, Ontario Heritage expressed that the organization had no objections to the project. No other comments were received.

### 3.4 Other Public Involvement

The Draft EIR/EA for the WVC Project was completed and made available for government agency, stakeholder, and public review and comment for a 45-day public circulation period, from June 24 to August 8, 2019. The document was made available for public viewing at area local public libraries. A digital copy was made available via a website and a jump drive. During this circulation period, four 2-hour public meetings were held at the following dates and locations to inform the public of the proposed project and encourage public participation:

- July 17, 2019 – City of Fontana, City Hall
- July 18, 2019 – City of Ontario, Senior Center
- July 31, 2019 – City of Pomona, City Council Chamber
- August 1, 2019 – City of Rancho Cucamonga, Etiwanda Room

The meetings were conducted in an open house format with various exhibits and a brief presentation explaining details of the project, including anticipated environmental impacts, including those on historic properties. Following the presentation, attendees were encouraged to review the exhibits and consult with staff members of FTA, SBCTA, Omnitrans, and the consultant team with whom they could discuss specific project details in a more personal, one-on-one setting. In each case, the public also had an opportunity to provide comments on the project for the record. A Spanish-speaking interpreter was available for meeting attendees. Appendix D of the Draft EIR/EA contains a full list of the stakeholders, including Tribal governments and Native Americans, who received the document on a disk (CD) for review and comment.

During the course of receiving public comment on the Draft EIR/EA, SBCTA received letters from individuals and government entities, some of whose content concerned cultural resources. They are summarized below:

- The Gabrieleño Band of Mission Indians – Kizh Nation on June 24, 2019, commented for the need for construction monitoring in areas proposed for ground disturbance. On July 31, 2019, the Augustine Band of Cahuilla Mission Indians indicated in a letter that there were no resources known by the tribe to be affected by the WVC Project. The tribe also recommended that a full-time monitor, qualified in the identification of Native American cultural resources, be present on-site during any project activities.
- Vince's Spaghetti, a historic property located at 1206 West Holt Boulevard, Ontario, is discussed in Sections 4.2.3 and 5.2.3 of this report. In his letter of July 25, 2019, the owner of Vince's Spaghetti, Frank Cuccia, stated his concerns pertaining to potential economic impacts his business would encounter from implementation of the WVC Project. No specific reference to the business as a historic property was made. A letter dated August 8, 2019, from Michael Patrick Farrell, an attorney representing the Frank J. Cuccia Family Trust and Vince's Spaghetti, likewise expressed concern regarding project-related economic impacts on the restaurant from implementation of a temporary construction easement, possible construction of a median, and loss of on-street parking.
- In its letter on July 29, 2019, the City of Fontana reminded SBCTA of its municipal code regarding historical resources and expressed that the EIR/EA should address whether any of the locally designated historical resources would be impacted by the project.
- On August 8, 2019, the City of Ontario expressed that the discussion on the City's historic preservation process in the Draft EIR/EA should be expanded, including outlining the standard mitigation measures required by municipal ordinance to offset impacts on local historical resources listed on the Ontario Register. They also requested certain DPR 523 forms be sent to them and clarified that two of the resources listed in the EIR/EA as historical resources were not in fact on the Ontario Register.

These comments will be addressed in the Public Comments, included as an attachment to the Finding of No Significant Impact (FONSI), and published in the Federal Register and posted on any associated project websites.

## 4.0 DESCRIPTION OF HISTORIC PROPERTIES

No prehistoric resources were recorded within the WVC Project's APE according to the Archaeological Survey Report (ASR) (Parsons and Paleo Solutions, July 2018).

### 4.1 Historic Archaeological Resources

Two previously recorded historic archaeological resources and 11 historic archaeological deposits or features identified during pedestrian surveys and subject to follow-up historical research conducted as part of the WVC Project were represented by limited surface manifestations and building foundations and other physical remnants. None of the sites met NRHP criteria. On August 7, 2018, the SHPO provided concurrence on the finding of no archaeological sites eligible for listing in the NRHP as described in the ASR (see Appendix A for correspondence).

### 4.2 Historic and Architectural Resources

Nine NRHP-listed or properties determined eligible for NRHP listing are located in the WVC Project's APE. See Table 4-1. A brief review of the significance, character-defining features, and aspects of integrity (defined in Section 5.2) for each property is presented below. The system used to identify historic properties after the name (C-1 through C-9) corresponds to the project map figures in Appendix B.

#### 4.2.1 Southern Pacific Railroad Depot (P-19-189200) C-1

The Pomona Southern Pacific Railroad (SPRR) Depot, now called the Pomona Transit Center Depot, was determined eligible for the NRHP under Criteria A and C at the State level of significance in 2004. The building continues to function as a rail station and reflects the importance of railroad passenger depots in communities. Constructed in 1940 and designed by Donald Parkinson, the depot combines elements of the Mission Revival and Spanish Colonial Revival architectural styles. Character-defining features of the depot include a central tower and arcade, stucco exterior walls, and red clay tile roofs. Between the years 1994 and 2002, aerial photographs show that the property surrounding the depot was completely redesigned, with new landscaping, a reconfigured parking lot, and a pedestrian bridge constructed over the tracks; thus, with the modernization, the larger surrounding property no longer completely reflects its historic setting. The railroad building possesses integrity of location, design, materials, workmanship, feeling, and association.

**Table 4-1: Historic Properties Determined Eligible or Listed in the NRHP within the APE**

ID No.	Map Sheet No.	Property Name	Address	Parcel Number	Listed in the National Register of Historic Places?	Details
C-1	Sheet 1 of 10	Southern Pacific Railroad Depot	100 W. Commercial Street, Pomona	8336-031-90	Eligible	In 2004, the SPRR Depot in Pomona was determined eligible for the NRHP under Criteria A and C at the State level of significance. The station, built in 1940, and reflecting the Mission Revival architectural style, continues to function as a rail station for Metrolink.
C-2	Sheet 1 of 10	Lincoln Park Historic District	Pomona	N/A	Listed	This historic district in Pomona was listed in the NRHP in 2004 and is bounded roughly by McKinley Avenue, Towne Avenue, Pasadena Street, and Garey Avenue. The main contributors to the district are residences reflecting popular architectural styles spanning 1890 to 1954.
C-3	Sheet 2 of 10	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01 and -02	Eligible	Determined eligible for the NRHP under Criterion A as a contributor to the history of the local and regional community as part of U.S. Route 99, and Criterion C as a distinctive example of a Mid-Century Modern commercial building type. Evaluated as part of the cultural resources studies prepared for this project.
C-4	Sheet 2 of 10	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07	Eligible	Determined eligible for the NRHP under Criterion A for its place in local history and Criterion C as a distinctive example of the Queen Anne architectural style. Evaluated as part of the cultural resources studies prepared for this project.

**Table 4-1: Historic Properties Determined Eligible or Listed in the NRHP within the APE**

ID No.	Map Sheet No.	Property Name	Address	Parcel Number	Listed in the National Register of Historic Places?	Details
C-5	Sheet 2 of 10	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14	Eligible	Determined eligible for the NRHP under Criterion C as a distinctive example of a Mid-Century Modern commercial building type reflecting the Googie style. Evaluated as part of the cultural resources studies prepared for this project.
C-6	Sheet 3 and 4 of 10	Euclid Avenue/ State Route 83	In APE – project alignment crosses Euclid Avenue along Holt Boulevard, between N. Laurel Avenue and S. Lemon Avenue, Ontario	N/A	Listed	Euclid Avenue, between 24 <sup>th</sup> Street in Upland and Philadelphia Street in Ontario, was listed as a single structure in the NRHP in 2005 under Criteria A and C as a representative example of early 20 <sup>th</sup> century transportation development and highway design and construction. The road is considered a district with many adjacent properties and objects being considered as contributors.
C-7	Sheet 3 of 10	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17	Eligible	Determined eligible for the NRHP under Criterion C as a distinctive example of the Stick Style architectural style. Evaluated as part of the cultural resources studies prepared for this project.
C-8	Sheets 7, 8, and 9 of 10	National Old Trails Road/Route 66	In APE – project alignment runs along Foothill Boulevard/Route 66 between Haven Avenue and Sierra Avenue, Rancho Cucamonga and Fontana	N/A	Listed	This route is significant under NRHP Criteria A and C as a representative example of early 20 <sup>th</sup> century transportation development and highway design and construction. The road is considered a district with many adjacent properties and objects being considered as contributors. The period of significance is 1926 through 1964.

**Table 4-1: Historic Properties Determined Eligible or Listed in the NRHP within the APE**

ID No.	Map Sheet No.	Property Name	Address	Parcel Number	Listed in the National Register of Historic Places?	Details
C-9	Sheet 8 of 10	Malaga Underpass Bridge	Route 66/Foothill Boulevard, Fontana	N/A	Eligible	This bridge, dating from 1931, was determined eligible for the NRHP under Criterion A due to its importance as a railroad grade separation and its association with historic Route 66.

*Source: WVC Historic Property Survey Report, July 2018.*

#### **4.2.2 Lincoln Park Historic District C-2**

The 45-block, 230-acre Lincoln Park Historic District in Pomona was listed in the NRHP in 2004 and is bounded roughly by McKinley Avenue, Towne Avenue, Pasadena Street, and Garey Avenue, with a period of significance from 1890–1954. The district has more than 800 contributors; nearly all are single-family residences reflecting popular architectural styles, including the Queen Anne, Shingle, Craftsman Bungalow, Spanish Colonial Revival, Tudor Revival, Mission Revival, and Minimal Tradition styles, among others, each building with its own character-defining design features. The historic district is generally characterized by broad leafy streets, radiused street corners, and alley ways, and it is anchored by a circular-shaped Lincoln Park, located in the northeast part of the district. The district possesses integrity of location, design, setting, materials, workmanship, feeling, and association.

#### **4.2.3 Vince’s Spaghetti, 1206 W. Holt Boulevard C-3**

Vince’s Spaghetti at 1206 West Holt Boulevard, Ontario, is significant as an example of a Mid-Century Modern commercial roadside establishment, which dates its beginnings back to when Holt Boulevard (originally called A Street) was part of US Route 99. It has had a continuous presence as a popular roadside eatery in the community and has been under the same family ownership, the Cuccia family, at this location since 1945. Its character-defining features include an irregular shape, flat roof with overhanging canopy, steel I beam supports, and mixed use of building materials. In addition, the building’s low one-story entrance and dominance of the large window pattern uniting the façade combine to emphasize the horizontality of the building, which, when paired with its original, iconic 1950s roadside neon sign, are all a hallmark and reflection of the Mid-Century roadside architecture design aesthetic. The building possesses integrity of location, setting, workmanship, materials, association, and feeling. The building’s expansions were directly related to its growth and popularity and are in keeping with its original function and the building’s alterations that occurred more than 50 years ago. The period neon pole sign near the driveway entrance is considered a contributing element. In 2018, the property was determined eligible for the NRHP under Criterion A at the local level for its significant associations with the development of roadside dining culture in southern California and additionally under NRHP Criterion C for the historic architectural significance it possesses as a type, period, and method of construction. Its period of significance is 1945–1967.

#### **4.2.4 A.C. Moorhead House, 961 W. Holt Boulevard C-4**

The A.C. Moorhead House in Ontario (sometimes referred to as the A.C. Moorehead House) was constructed in c.1893 as a rural residence in the emerging citrus belt that Ontario became in its early development history, as well as later when it became the Orange Grove Inn/Southern House, a once popular roadside restaurant attracting motorists traveling along the state highway and US 99.

In terms of its architecture, the property is an excellent example of the Queen Anne style. The 2.5-story building embodies many of the character-defining features of the style, including a conical tower with a witch's cap, steep pitched gable roof, shingles for exterior walls, a large recessed porch with Doric columns, spindle work friezes, and decorative brackets. The A.C. Moorhead House retains much, though not all, of its authenticity under the NRHP's seven aspects of integrity, notwithstanding alterations made to the building in converting it from residential to commercial purposes decades ago. The south façade appears to have had a second-floor veranda added, and an addition on the north façade also appears to have been constructed later in time. The property's integrity of location, design, materials, and workmanship are largely intact despite the alterations. The A.C. Moorhead House, determined eligible for the NRHP in 2018, retains sufficient integrity to adequately exhibit both its historical significance under Criterion A and its architectural significance under Criterion C at the local level of significance. Its period of significance is 1893–1950.

#### **4.2.5 The Grinder Haven, 724 W. Holt Boulevard C-5**

The commercial building located at 724 W. Holt Boulevard, Ontario, was determined eligible for the NRHP under Criterion C at the local level of significance in 2018 based on its architecture, in that it embodies the distinctive characteristics of a significant type and period as an example of Mid-Century Modern commercial roadside architecture. The period of significance is 1958, the year D'Elia's Grinder Haven was constructed; it was a property type called a drive-in (before the term "fast food" came into vogue). The one-story building appears to be a good example of the style, with its signature triple A-structural steel beams projecting through the roofline and original neon sign with a swooping arrow near the front of the parcel, reflecting what is commonly referred to as the Googie commercial architectural style, named after a popular 1950s southern California coffee shop that employed expressive shapes and materials as design elements. This building, in its intent to attract the passing motorist's attention, has two primary characteristic features of the Googie style – employing unusual geometric shapes to stand out among other nearby buildings and its use of a colorful neon signage, which is considered a contributing element. The property retains integrity of location, design, setting, materials, feeling, and association.

#### **4.2.6 Euclid Avenue/State Route 83 (P-36-015982) C-6**

Euclid Avenue/State Route (SR) 83 in Ontario (and Upland) was formally determined eligible for listing in the NRHP by the Keeper of the Register (Keeper) in 1977, was formally nominated for listing in the NRHP in 1979, and was listed in the NRHP in 2005 under Criteria A and C at the local level of significance. Contributing features of the historic property include the landscape, the road itself, two fountains, and a statue. A bandstand and two reconstructed features were identified as noncontributing features. Euclid Avenue/SR-83 has also been designated a local historic district by the City of Ontario. The boundary



of this district is I-10 to the north and G Street to the south. All properties that front this section of Euclid Avenue were included in the locally designated historic district. The contributing features of the locally designated historic district also include the median and street trees, consisting of silk oak and coast live oak trees. Other contributing features include the scored sidewalks, stone and concrete curbs, King Standard lampposts, and front yard setbacks and open space in the residential areas of the district. The historic property possesses integrity of location, design, workmanship, materials, feeling, and association.

#### **4.2.7 Jacob Lerch House, 541 E. Holt Boulevard C-7**

The two-story Jacob Lerch House located at 541 E. Holt Boulevard in Ontario is a very good example of the Shingle style of architecture, typified by such character-defining features as the uniform covering of wood shingle siding, including as a protection over the porch, steeply pitched and multi-planed gable roofs, louvered vents, and generally small casement and sash windows grouped into twos. The building's period of significance is 1901, its estimated date of construction. The building is a distinctive example of the style, and it retains a high degree of integrity. The Jacob Lerch House retains most of its early 20<sup>th</sup> century scale, massing, and feeling to its original use as a residence. The integrity of the historic property's location, setting, materials, association, and workmanship remain, as well as most of the original design. Two mature California date palms in the front yard appear to be original to the historic property's setting and are considered contributing elements of the property. In 2018, the building was determined eligible for the NRHP at the local level under NRHP Criterion C as a significant example of a type, period, and method of construction.

#### **4.2.8 National Old Trails Road/Historic Route 66 (P-36-002910; CA-SBR-2910H) C-8**

The project alignment runs along a segment of this linear resource at what is now known as Foothill Boulevard/Route 66 in Fontana. This NRHP property is a historic road corridor composed of two roads: National Old Trails Road that 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, and largely followed the earlier route of the National Old Trails Road in the state. Built and designated in 1926, Route 66 was part of the first nationally designated highway system, and its period of significance extends to 1974 when the last portion of the route was bypassed by Interstate 40 (I-40), I-15, I-10, and I-210, marking the end of the route's heyday of use as a U.S. Highway in California. The route was found significant under NRHP Criteria A and C as a representative example of important state and local trends in 20<sup>th</sup> century transportation development and highway design and construction. Character-defining features of U.S. Highway 66 in California include original roadway surface materials, road-related structures (i.e., bridges, culverts, retaining walls, guardrails), side slopes, a raised roadbed, and

medians. The road segment within the APE is part of a larger 300-mile-long linear resource in California with many associated properties considered contributors purposely located along the highway during its period of significance, such as gasoline service stations, mechanics garages, motels, restaurants, and original signage. Given the length of the linear historic resource, many contemporary properties and modern infrastructure elements have been introduced into the setting over time, in addition to ongoing improvements and upgrades to the road system itself to meet increased traffic demands. As a result, the historic property's theme is not consistently intact throughout the corridor, and the integrity of the property overall has thus been compromised in most aspects. The historic property possesses integrity of location, with only some road segments possessing integrity of design, materials, workmanship, feeling, and association.

#### **4.2.9 Malaga Underpass Bridge (P-36-015397) C-9**

This bridge, 108 feet long and 20 feet wide, was originally constructed as part of the Pacific Electric Railway system in 1931 on a 60-degree skew alignment across Route 66/Foothill Boulevard, immediately adjacent to Fontana, to accommodate "Red Car" trains passing through the area. The structure was abandoned by the Southern Pacific Railroad, which owned the Pacific Electric Railway, in 1955. The bridge is comprised of a pair of riveted, continuous webs (or steel girder side walls), reinforced concrete abutments on either side of the span, and linear, continuous concrete retaining walls that taper toward both the far east and west sides. Each of these design elements are character-defining features of the historic property. The original rails, crossties, and aggregate ballast have all been removed, and a concrete path was installed by the City of Fontana in 2010 to incorporate the former railroad bridge part of a pedestrian/bike path system. The bridge was found eligible for the NRHP under Criterion A at the local level due to its importance as a railroad grade separation from the highway as a safety innovation and its association with historic Route 66. The bridge structure retains integrity of location, setting, design, workmanship, and feeling.

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## 5.0 APPLICATION OF THE CRITERIA OF ADVERSE EFFECT

### 5.1 Criteria of Adverse Effect

In accordance with Section 106 of the NHPA and the implementing regulations, if historic properties in the APE may be affected by a federal undertaking, the agency official shall assess adverse effects, if any, in accordance with the Criteria of Adverse Effect as defined in 36 CFR § 800.5. This section describes the results of that assessment as applied to each of the nine National Register-eligible or listed properties within the WVC Project's APE.

An "adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." Application of the criteria of adverse effect is largely an assessment of an undertaking's effects on the historic integrity of a historic property and how an undertaking will affect those features of a historic property that contribute to its eligibility for listing in the NRHP. This FOE assesses whether the proposed project would have an adverse effect on historic properties within the APE for built environment resources.

As 36 CFR § 800.5 (a)(2) specifies, examples of adverse effects on historic properties include, but are not limited to, the following:

- (i) Physical destruction of or damage to all or part of the property;
  - (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR § 68) and applicable guidelines;
  - (iii) Removal of property from its historic location;
  - (iv) Change of the property's use or of physical features within the property's setting that contributes to its significance;
  - (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's setting that contributes to its significance;
  - (vi) Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization;
- and

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Of the seven types of adverse effects identified above, (iii), (vi), and (vii) are not applicable to this undertaking because the WVC Project would result in neither the removal of a historic property from its current location, the neglect of a historic property, nor involve the transfer, lease, or sale of property out of federal ownership or control. With respect to (v), the Noise and Vibration Technical Study (Parsons, 2018) recommended implementation of best management practices (BMPs), including monitoring during vibration-intensive construction activities and possible use of alternative equipment for the proposed undertaking's construction-related activities on Holt Boulevard between Benson Avenue and Vineyard Avenue in Ontario. This approach is consistent with FTA's *Transit Noise and Vibration Impact Assessment Manual* (September 2018), whose research found that vibration effects during operation of buses are usually negligible, and concluding that "if the roadway is fairly smooth, the vibration from rubber-tired traffic is rarely perceptible. Building damage due to vibration is also rare for typical transportation projects; but in extreme cases, such as during blasting or pile-driving during construction, vibration could cause damage to buildings."<sup>1</sup>

The other examples of adverse effects and their applicability to the nine historic properties within the APE are discussed in detail below.

## 5.2 Effects on Integrity of Historic Properties

The regulations identify seven characteristics that define the quality of significance of a historic property: location, design, setting, materials, workmanship, feeling, and association.

**Location** – *The place where the historic property was constructed or the place where the historic event occurred.* All historic properties will remain in their original location under each of the two WVC Project build alternatives. The proposed project would not diminish any of the significant properties' integrity of location.

**Design** – *The combination of elements that create the form, plan, space, structure, and style of a property.* No work proposed under either of the two project build alternatives would alter any character-defining features that create the form, plan, space, structure, and style of any of the eligible buildings or historic district. The project would not diminish the integrity of design of any of the historic properties.

**Setting** – *The physical environment of a historic property.*

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<sup>1</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual* (Washington, D.C.: John A. Volpe National Transportation Systems Center, September 2018. FTA Report No. 0123., page 112.

**Materials** – *The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.*

**Workmanship** – *The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* None of the physical structures or buildings on the historic properties identified in the project APE would be altered under either of the project build alternatives; therefore, there is no diminishment of this aspect of integrity.

**Feeling** – *The property’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 a historic property.*

As summarized in Table 5-1, and discussed below, the potential effects from the proposed undertaking (Alternative B) for the nine historic properties within the APE were assessed. The table identifies historic properties (C-1 through C-9) as they correspond to the project map .

**Table 5-1: Summary of Effects – Proposed Undertaking (Alternative B)**

Historic Property	ROW Acquisition (square feet)	Temporary Construction Easements (square feet)	Effect Finding
C-1 Southern Pacific Railroad Depot	4,346	7,841	No adverse effect
C-2 Lincoln Park Historic District	0	0	No effect
C-3 Vince's Spaghetti	0	2,222	No adverse effect
C-4 A.C. Moorhead House	274	1,363	No adverse effect
C-5 The Grinder Haven	1,747	1,721	No adverse effect
C-6 Euclid Avenue Historic District	0	0	No effect
C-7 Jacob Lerch House	35	353	No adverse effect
C-8 National Old Trails Road/Route 66	0	9,239 <sup>1</sup>	No adverse effect
C-9 Malaga Underpass Bridge	0	0	No effect

<sup>1</sup> This square feet represents the estimated total square footage for the 14 bus pads combined.

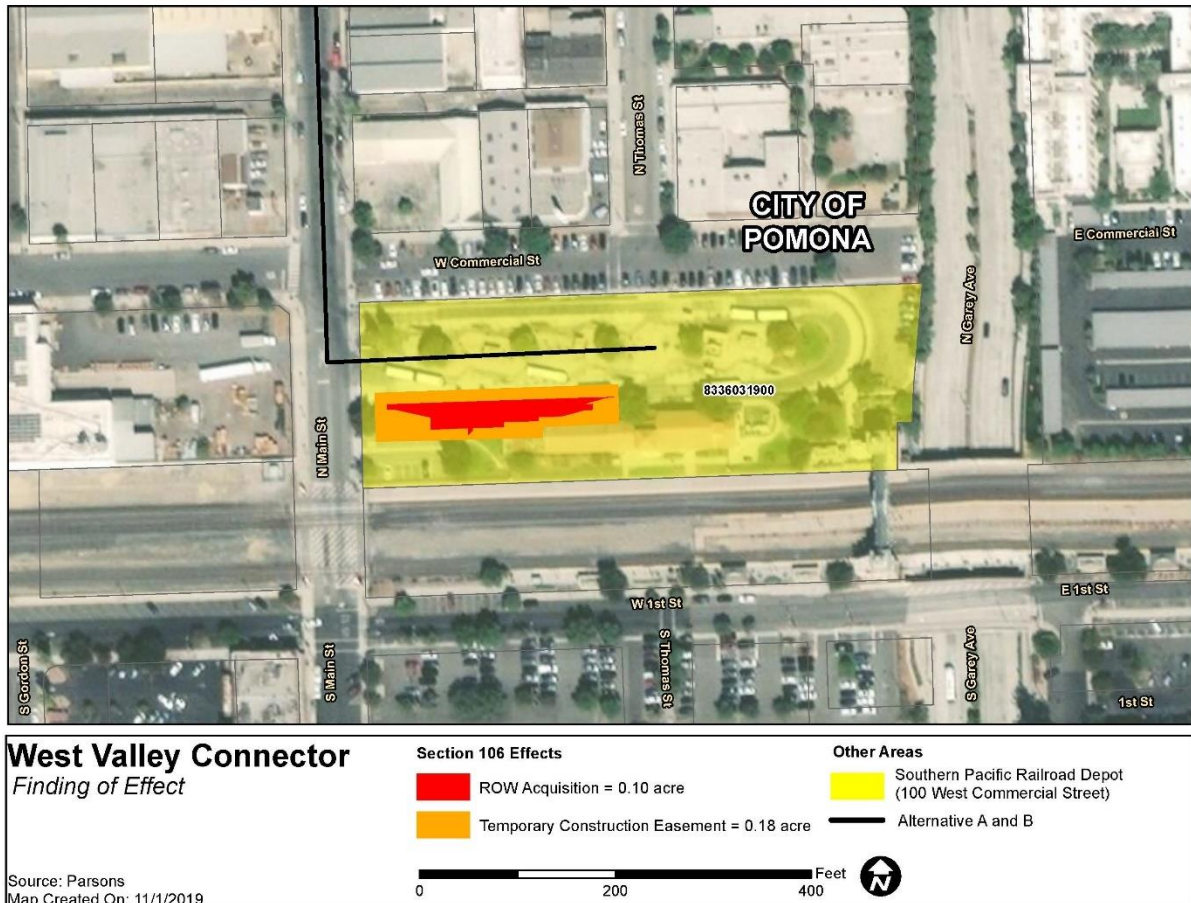
## Finding of Effect



Three of the historic properties (Lincoln Park Historic District, A.C. Moorhead House, and Malaga Underpass Bridge) within the APE have no potential to be affected due to their considerable distance from the undertaking, as well as no ROW acquisition or temporary construction easements are required from these properties. These properties are presented in Table 5-1 as experiencing "No effect." These properties are discussed below under their individual headings with a brief discussion as to the justification. The other six properties within the APE identified in Table 5-1 would not experience any physical changes or alterations to any of the characteristics that qualify them for NRHP listing in a manner diminishing the property's historic integrity.

### 5.2.1 Southern Pacific Railroad Depot (P-19-189200) (C-1)

The proposed undertaking (Alternative B) would require a conversion of approximately 4,356 square feet of the SPRR Depot parcel (0.10 acre), which consists of a portion of a lawn, sidewalks, a small section of the adjacent parking lot and removal of approximately four trees to accommodate a BRT station and a new bus pad that is to be placed northwest of the depot station building (see Figure 5-1).



**Figure 5-1: Proposed Undertaking (Alternative B) Effects on Southern Pacific Railroad Depot**

In addition, a TCE of approximately 7,841 feet (0.18 acre) would be required to reconstruct the sidewalk located northwest of the station building to connect to new sidewalk and would match the earlier sidewalk in appearance. Any disturbed turf grass and tree landscaping, which a review of aerial photographs indicate was installed between 1994 and 2002, would be replaced to match pre-project conditions in consultation with the property owner (City of Pomona) before and at the completion of construction. Access to the SPRR Depot would be maintained at all times for pedestrians and vehicles during project construction. Temporarily disturbed areas would be fully restored to pre-project conditions upon completion.

These proposed activities would not cause an adverse effect on any of the character-defining features of the SPRR Depot. Neither of the build alternatives would materially impair the station building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its historic and architectural significance without any effects on its integrity, with respect to its location, design, materials, workmanship, feeling, or association. The area affected consists primarily of existing sidewalks and landscaping, changes that do not detract or alter any of the original fabric or materials or character-defining features of the station property that qualify it for listing in the NRHP.

Visual effects during construction would be typical of roadway construction projects, including construction fencing, construction equipment, material stockpiles, and vegetation removal, which would collectively temporarily disturb the SPRR Depot's existing landscape aesthetic. Temporarily disturbed areas would be returned to pre-project conditions once construction is completed; therefore, the minor visual changes associated with the build alternatives would not constitute an adverse effect. Although the setting would be changed, the changes represent a minor modification in an area of the depot parcel that has continued to evolve over time with the introduction of contemporary hardscape, sidewalk, and railing, and it would be unaffected by the placement of the new bus station platform (see Figure 5-2). None of the proposed changes would obstruct the views of the depot's façade, which are best viewed from an area farther east.





**Figure 5-2: The Previously Altered Area Proposed for Improvements**

Noise and vibration effects, as a result of the proposed undertaking, are not expected to result in an adverse effect on the SPRR Depot according to the Noise and Vibration Technical Study (Parsons, 2018). BMPs would be incorporated to minimize short-term, temporary noise and vibration effects. The incremental increase in noise and vibration impacts during construction and once the proposed project is in operation would not inhibit existing functions of the SPRR Depot.

These physical changes to the setting to install a new BRT station and new bus pad would not dramatically change the existing character or existing transportation function of the historic property. The undertaking would not have an adverse effect because it would not diminish the integrity of the property's significant historic attributes nor alter the characteristics that qualify it for inclusion in the NRHP. Therefore, Alternative B would cause **No Adverse Effect** to the resource.

### 5.2.2 Lincoln Park Historic District (C-2)

The proposed undertaking (Alternative B) would have no effect on the Lincoln Park Historic District. No ROW acquisition or TCEs are required from the property under either alternative. No action or changes would occur within the historic residential district boundaries. Holt Avenue forms a small portion of the southern border of the district's irregular-shaped perimeter boundary. While Holt Avenue is adjacent to the district's boundary at Garey

Avenue and Towne Avenue, where side-running BRT stations are proposed under WVC Project Build Alternative B, the modifications are outside the historic district (located between Towne Avenue and Palomares Avenue) and located adjacent to an established built-out commercial area; therefore, the undertaking would not change the overall character, setting, or contributing features of the historic district. The proposed undertaking (Alternative B) would not alter the Lincoln Park Historic District's integrity of location, design, workmanship, materials, setting, feeling, and association. Therefore, it has been determined that Alternative B (Preferred Alternative) would have **No Effect** on this historic property.

### 5.2.3 Vince's Spaghetti, 1206 W. Holt Boulevard (C-3)

Under the proposed undertaking (Alternative B), a median is proposed on Holt Boulevard as a safety measure for the dedicated bus lanes. The proposed undertaking would require a TCE of approximately 2,222 square feet (0.051 acre) from the two parcels that Vince's Spaghetti occupies to reconstruct the driveways, the public sidewalk, and curbs and gutter on Holt Boulevard at the edge of the property (see Figure 5-3). The easement is necessary to allow construction access for the planned improvements. The affected area consists of two driveways (one in front of and the other behind the restaurant building) and a small sliver of the adjoining parking lot. This minor proposed work would not adversely affect any of the character-defining features of Vince's Spaghetti or the iconic neon sign that is considered a contributor to the historic property (see Figure 5-4). Access to the restaurant by vehicles and pedestrians would be maintained at all times during project implementation. No permanent effects on designated parking spaces within the two lots would result from either build alternative. Temporarily disturbed areas would be fully restored to pre-project conditions once the work is completed. Therefore, the minor visual changes associated with the proposed undertaking upon project completion would not be considered an adverse effect.

Visual effects during construction would be typical of roadway construction projects, including construction fencing, construction equipment, and material stockpiles, which collectively would temporarily disturb Vince's Spaghetti parking lot area. The minor visual changes associated with the build alternatives upon project completion would be restored to the pre-project condition and would not be considered an adverse effect.



Figure 5-3: Proposed Undertaking (Alternative B) Effects on Vince's Spaghetti



Figure 5-4: Vince's Spaghetti, View Northwest

Noise and vibration impacts as a result of the proposed undertaking are not expected to result in an adverse effect on Vince's Spaghetti. According to the Noise and Vibration Technical Study (Parsons, 2018), no noise or vibration impacts resulting from the proposed project operations are anticipated. During construction, the project would generate noise and vibration impacts that are typical from construction activities and from using construction equipment and vehicles. If vibratory compaction rollers are to be used in close proximity (within 36 feet) of the building, BMPs, including vibration monitoring and consideration of alternative methods as described in Section 6.2, will be implemented to minimize these short-term, temporary impacts. The incremental increase in noise and vibration impacts during construction and once the proposed project is in operation would not inhibit existing functions of Vince's Spaghetti.

Reconstruction of the driveways and sidewalk would not diminish the integrity of the property's significant historic attributes and would not alter the character-defining features that qualify it for inclusion in the NRHP. Therefore, it has been determined that Alternative B (Preferred Alternative) would cause **No Adverse Effect** to the historic property.

#### **5.2.4 A.C. Moorhead House, 961 W. Holt Boulevard (C-4)**

Under the proposed undertaking (Alternative B), a median is proposed on Holt Boulevard as a safety measure for the dedicated bus lanes. The proposed undertaking would require ROW acquisition of a 274 square-foot (0.0063-acre) strip of the A.C. Moorhead House parcel (see Figure 5-5), which represents 1.1 percent of the parcel's pre-project size. The area to be acquired consists of a portion of the two driveways and landscaping, of which neither contributes to the historic architectural significance of the building itself, which is setback from Holt Boulevard. The current lot size of the A.C. Moorhead House is 0.5539 acre, and the lot size after project completion would be 0.5476 acre. This minor conversion would not have an adverse effect on any of the character-defining features of the A.C. Moorhead House property. The proposed undertaking (Alternative B) would not materially impair the building (i.e., demolish or substantially alter the physical characteristics), as the property is significant for its architecture. The building would continue to convey its architectural significance without any substantive effects on the property's overall integrity with respect to its location, design, setting, materials, workmanship, feeling, or association.



**Figure 5-5: Proposed Undertaking (Alternative B) Effects on A.C Moorhead House**

The proposed undertaking would also require a TCE of 1,363 square feet from the historic property to reconstruct the public sidewalk on Holt Boulevard and to reconstruct the two driveways. The affected area consists of the two driveways, the front lawn, and landscaping, none of which are considered historic contributors (see Figure 5-6). This minor proposed work would not adversely affect any of the significant architectural features or historic fabric of the A.C. Moorhead House. Access to the A.C. Moorhead House, which now consists of commercial offices, would be maintained at all times during project construction.

Vehicular and pedestrian access to the A.C. Moorhead House would be maintained at all times during construction and operation of the build alternatives. No effects on designated parking at the A.C. Moorhead House would result from either of the build alternatives.



**Figure 5-6: A.C. Moorhead House, View South, showing Contemporary Driveways and Fencing**

Visual effects during construction would be typical of roadway construction projects, including construction fencing, construction equipment, material stockpiles, and vegetation removal, which would collectively temporarily disturb the A.C. Moorhead House's existing landscape aesthetic. Temporarily disturbed areas would be returned to pre-project conditions once construction is completed; therefore, the minor visual changes associated with the build alternatives would not be considered an adverse effect.

Noise and vibration impacts as a result of the build alternatives are not expected to result in an adverse effect on the A.C. Moorhead House. According to the Noise and Vibration Technical Study (Parsons, 2018), no noise or vibration impacts resulting from the proposed project operations are anticipated. During construction, the project would generate noise and vibration impacts that are typical from construction activities and from using construction equipment and vehicles. If vibratory compaction rollers are to be used in close proximity (within 36 feet) of the building, BMPs, including vibration monitoring and consideration of alternative methods as described in Section 6.2, will be implemented to minimize these short-term, temporary impacts. The incremental increase in noise and vibration impacts anticipated during construction, and once the proposed project is in operation, would not inhibit the existing functions of the A.C. Moorhead House.

Reconstruction of the driveways and sidewalk under Alternative B would slightly reduce the overall property size, but the changes would not cause a substantial change in the setting or character of the property nor diminish the integrity of the property's significant historic architectural attributes, and it would not alter the character-defining features that qualify it for inclusion in the NRHP. Therefore, it has been determined that Alternative B (Preferred Alternative) would cause **No Adverse Effect** to the historic property.

### 5.2.5 The Grinder Haven, 724 W. Holt Boulevard (C-5)

Under the proposed undertaking (Alternative B), a median is proposed on Holt Boulevard as a safety measure for the dedicated bus lanes. The proposed undertaking would require partial acquisition of a 1,747-square-foot (0.0401-acre) strip of The Grinder Haven parcel, which consists of a portion of the driveway and a small sliver of the surface parking lot area, which is not actually used for parking, to accommodate a new public sidewalk on Holt Boulevard (see Figure 5-7). The current parcel lot size of the drive-in restaurant is 0.5165 acre, and the new lot size would be 0.4764 acre, so the permanent acquisition represents 0.08 percent of the historic property's pre-project square footage. In addition, a TCE of approximately 1,721 square feet (0.0395 acre) of the parcel would be required to perform the work. Temporarily disturbed areas would be fully restored to pre-project conditions once the work is completed.

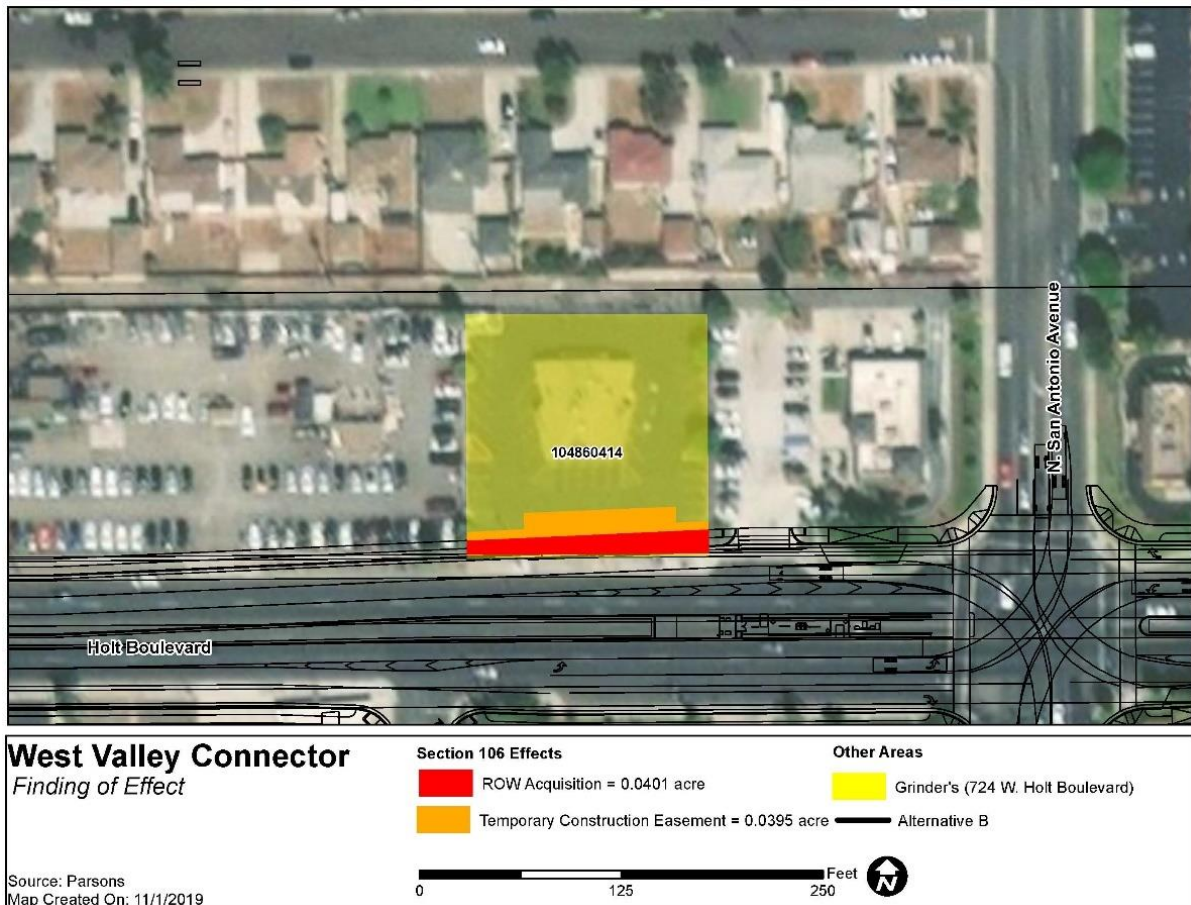


Figure 5-7: Proposed Undertaking (Alternative B) Effects on The Grinder Haven

This proposed work would be minor in scope, and it would not adversely affect any of the character-defining features of The Grinder Haven, a building that is set back more than 75 feet from the proposed construction work (see Figure 5-8). The proposed undertaking (Alternative B) would not materially impair the building nor its associated historic period neon sign (i.e., demolish or substantially alter the physical characteristics). The historic neon sign may be temporarily relocated as a result of the driveway improvements, but it would be re-established in close proximity and with the same street orientation as present.



**Figure 5-8: The Grinder Haven, View Northwest, showing Driveway and Historic Sign**

Vehicular and pedestrian access to The Grinder Haven would be maintained at all times during construction and operation of the build alternatives. No permanent effects on designated parking at The Grinder Haven would result from either build alternative.

Visual effects during construction would be typical of roadway construction projects, including construction fencing, construction equipment, and material stockpiles, which would collectively temporarily disturb The Grinder Haven parking lot area. Temporarily disturbed areas would be returned to pre-project conditions once construction is completed; therefore, the minor temporary visual changes associated with the build alternatives would not be considered an adverse effect.



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## Finding of Effect



The proposed undertaking (Alternative B) would result in the placement of a center BRT station (i.e., platform and canopy, ramps, handrails, and signage) in the median of Holt Boulevard, slightly west of and across the street from the historic property's driveway (towards San Antonio Avenue). Figures 5-9 and 5-10 depict a typical before and after street view, with simulation of a center station. The visual changes created by placement of the station and platform close to, but not directly in front of, the restaurant would not alter the historic property's location, setting, feeling, and association. The street views of the character-defining features of the historic property, including the building's three A-structural steel beams and the distinctive neon sign would not be blocked. For vehicles traveling in a westerly direction, the station would be over the left shoulder and thus would not obscure the view of the historic property; for drivers going in an easterly direction, the station and platform would appear after passing by the building. The view from the historic property to the new BRT station would be a slight visual change, but it is within the context of an ever-changing setting along Holt Boulevard.



**Figure 5-9: Existing Holt Boulevard at Grove Street, View Northwest**



**Figure 5-10: Simulation of a Center Station and Platform under Proposed Undertaking (Alternative B)**

Noise and vibration impacts as a result of the build alternatives are not expected to result in an adverse effect on The Grinder Haven. According to the Noise and Vibration Technical Study (Parsons, 2018), no operational noise or vibration impacts from the proposed project operations are anticipated. During construction, the project would generate noise and vibration impacts that are typical from construction activities and from using construction equipment and vehicles. If vibratory compaction rollers are to be used in close proximity (within 36 feet) of the building, BMPs, including vibration monitoring and consideration of alternative methods as described in Section 6.2, will be implemented to minimize these short-term, temporary impacts. The incremental increase in noise and vibration impacts during construction and once the proposed project is in operation would not inhibit the existing functions of The Grinder Haven.

The property, which is primarily important for its architectural design, would continue to convey its NRHP significance without any adverse effects on the property's overall integrity with respect to its location, design, setting, materials, workmanship, feeling, or association.

Reconstruction of the driveways and sidewalk would not diminish the integrity of the property's significant historic attributes and would not alter the character-defining features that qualify it for inclusion in the NRHP. Therefore, it has been determined that Alternative B would cause **No Adverse Effect** to the historic property.

#### **5.2.6 Euclid Avenue/State Route 83 (P-36-015982) (C-6)**

The proposed undertaking (Alternative B) would result in having no effect on the Euclid Avenue Historic District, which the WVC Project intersects. No ROW acquisition or TCEs are

required under either alternative, nor are there any proposed tree removals or mature landscaping to occur within the historic district boundaries. Under Alternative B, a BRT center station is proposed to be constructed in the Holt Boulevard median, located approximately 400 feet east of Euclid Avenue at its closest point. Therefore, it has been determined that Alternative B (Preferred Alternative) would have **No Effect** on this historic property.

### 5.2.7 Jacob Lerch House, 541 E. Holt Boulevard (C-7)

Under the proposed undertaking (Alternative B), a median is proposed on Holt Boulevard as a safety measure for the dedicated bus lanes. The proposed undertaking would require a partial ROW acquisition of approximately 35 square feet (0.0008 acre) of the Jacob Lerch House parcel, which consists of a portion of the front yard, and it would involve removal of two date palms to accommodate a curb return located northeast of the intersection of Holt Boulevard/Pleasant Avenue and a tapered lane at that location (see Figure 5-11). The original lot size of the Jacob Lerch House is 0.1652 acre, and the new lot size after project implementation would be 0.1644 acre, so the project's acquisition requirement represents 0.5 percent of the historic property's pre-project square footage. In addition, the proposed undertaking (Alternative B) would require a TCE of approximately 353 square feet (0.0395 acre) of the parcel to perform the work. The affected area contains two large palms that date to the historic period and are considered contributors (see Figure 5-12). Temporarily disturbed areas would be fully restored to pre-project conditions once construction is complete. Depending on the condition of the trees and the extent to which a certified arborist believes them capable of being moved without harm, the existing palms would either be replanted or replaced by palms of a similar variety to be installed in close proximity to their current location. All project-related work will be conducted in a manner that minimizes effects on the surrounding setting. Access to the Jacob Lerch House would be maintained at all times during project construction.



**Figure 5-11: Proposed Undertaking (Alternative B) Effects on Jacob Lerch House**



**Figure 5-12: Jacob Lerch House, View North**

Conversion of some landscaping to accommodate project improvements would diminish the setting but not in a substantial manner considering the actions to relocate the trees. The undertaking's actions and changes do not adversely affect any of the character-defining features of the Jacob Lerch House itself, a property eligible for the NRHP for its architectural style. The proposed undertaking would not materially impair the building (i.e., demolish or substantially alter the physical characteristics). The property would continue to convey its architectural significance without any adverse effect to the property's integrity of location, design, materials, workmanship, feeling, or association and would thus remain eligible for listing in the NRHP.

Vehicular and pedestrian access to the Jacob Lerch House would be maintained at all times during construction and operation of either build alternative. No effects on designated parking, located at the rear of the Jacob Lerch House, would result from the proposed undertaking.

Visual effects during construction would be typical of roadway construction projects, including construction fencing, construction equipment, material stockpiles, and vegetation removal, which would collectively temporarily disturb the Jacob Lerch House's existing landscape aesthetic. Temporarily disturbed areas would be returned to pre-project

conditions once construction is completed; therefore, the minor visual changes associated with the build alternatives would not constitute an adverse effect.

Noise and vibration impacts as a result of the build alternatives are not expected to result in an adverse effect on the Jacob Lerch House. According to the Noise and Vibration Technical Study (Parsons, 2018), no noise or vibration impacts resulting from the proposed project operations are anticipated. During construction, the project would generate noise and vibration impacts that are typical from construction activities and from using construction equipment and vehicles. If vibratory compaction rollers are to be otherwise used in close proximity (within 36 feet) of the building, BMPs, including vibration monitoring and consideration of alternative methods as described in Section 6.2, will be implemented to minimize these short-term, temporary impacts. The incremental increase in noise and vibration impacts during construction and once the proposed project is in operation would not inhibit the existing functions of the Jacob Lerch House.

Reconstruction of the sidewalk and the requirement of a minor amount of ROW from the parcel, including conversion of landscaping, would not diminish the integrity of the property's significant historic attributes and would not alter the character-defining features that qualify it for inclusion in the NRHP. Therefore, it has been determined that Alternative B (Preferred Alternative) would cause **No Adverse Effect** to the historic property.

#### **5.2.8 National Old Trails Road/Historic Route 66 (P-36-002910; CA-SBR-2910h) (C-8)**

The proposed undertaking (Alternative B) would require a TCE of approximately 9,239 square feet (in total) of the National Old Trails Road/Historic Route 66 to construct bus pads at 14 proposed side-running stations along Foothill Boulevard between Haven Avenue and Sierra Avenue in Rancho Cucamonga and Fontana, respectively. The 14 proposed side-running stations on Route 66 are located at the following 8 intersections:

- Haven Avenue/Foothill Boulevard (1 side-running)
- Foothill Boulevard/Spruce Avenue (2 side-running)
- Foothill Boulevard/Mayten Avenue (2 side-running)
- Foothill Boulevard/Day Creek Boulevard (2 side-running)
- Foothill Boulevard/Mulberry Avenue (2 side-running)
- Foothill Boulevard/Cherry Avenue (2 side-running)
- Foothill Boulevard/Citrus Avenue (2 side-running)
- Foothill Boulevard/Sierra Avenue (1 side-running)

The size of a typical bus pad for a side-running station is approximately 660 square feet. The excavation depth to install a bus pad is approximately 2.5 feet depending on the existing pavement conditions. Temporarily disturbed areas would be fully restored to pre-

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## Finding of Effect



project conditions. This minor addition to the landscape corridor would not affect any of the character-defining features or historic attributes associated with Route 66 as identified in Section 4.2.8, none of which are present in the roadway segments represented in the eight intersections above because of the substantial changes made over time. Only the alignment itself remains as a historic feature today; at each of these locations, Route 66 appears as a contemporary roadway in a suburbanized environment as represented in the before-and-after simulations below for one such intersection (see Figures 5-13 and 5-14). An example of an engineering schematic drawing of the typical bus pads that would be constructed on Route 66 is provided in Figure 5-15.

Vehicular access to Route 66 would be maintained at all times during construction and operation of the build alternatives.

Visual effects during construction would be typical of roadway construction projects, including construction fencing, construction equipment, and material stockpiles, which would not substantially impair the appearance of Route 66 in Rancho Cucamonga or Fontana because it is already being used as an existing roadway. Construction of side-running stations on Route 66 would be consistent with the look and design of the existing streetscape in this area.

The incremental increase in noise and vibration effects during construction, and once the proposed project is in operation, would not inhibit the existing functions of, or activities on, Route 66.

The placement of bus pads and side-running stations in the historic corridor would not diminish the property's significant attributes. The linear property would continue to convey its significance without any adverse effect to its overall integrity with respect to its location, design, setting, materials, workmanship, feeling, or association. The property's NRHP eligibility therefore would not be affected. Therefore, it has been determined that the proposed undertaking (Alternative B) would cause **No Adverse Effect** to the historic property.



**Figure 5-13: View along Foothill Boulevard (Route 66), near Citrus Avenue, View Northeast**



**Figure 5-14: Simulated View with Proposed Undertaking (Alternative B)**





### 5.2.9 Malaga Underpass Bridge (P-36-015397) (C-9)

The proposed undertaking (Alternative B) would have no effect on the Malaga Underpass Bridge. No ROW acquisition or TCEs are required from the property. Vehicular access under the structure and pedestrian and bicycle access adjacent to the railroad bridge structure would be maintained at all times during construction and operation of the build alternatives.

Operation of the BRT system would not alter views of the historic structure or the road that runs beneath because it is already being used as an existing roadway. There would be no anticipated or perceptible changes in noise levels or vibration from implementation of the undertaking, and the project would not otherwise inhibit the existing functions of, or activities on, the Malaga Underpass Bridge. Therefore, it has been determined that the proposed undertaking (Alternative B) would have **No Effect** on this historic property.

## 6.0 MINIMIZATION MEASURES

Several measures have been identified during development of the environmental studies to minimize potential effects to cultural resources in the WVC Project area from the proposed undertaking, including areas in which the historic properties are located. These are discussed in more detail in Sections 6.1. and 6.2. SBCTA and FTA have incorporated the following draft minimization measures into the WVC Project EIR/EA:

### 6.1 Archaeological Resources

**CI-CR-1:** Archaeological and Native American monitoring shall be limited to any project-related, ground-disturbing construction activities (e.g., grading, excavation, drilling) that may affect previously undisturbed sediments anticipated within the Holt Avenue Corridor to be between 3 feet and 5 feet below the existing ground surface where electrical and communication utilities have been placed, and up to 20 feet below ground surface in areas in which the sewer main is located. Project activities involving utility relocation and establishment of storm drain laterals along Holt Avenue may involve previously undisturbed sediments as would construction activities associated with the proposed O&M facility in Ontario. Archaeological monitoring, when applicable, shall be conducted by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology. Tribal monitor(s) shall be retained and compensated, and they are required to be approved by the consulting Tribal Government(s) and are listed under the NAHC's Tribal Contact list for the area of the project location. That list of individuals, however, would need to be provided to SBCTA for review and final selection. A Cultural Resources Monitoring and Mitigation Plan shall be finalized prior to the start of ground-disturbing activities outlining the roles and responsibilities of the monitors, describing the protocols and procedures for monitoring, identifying locations or construction activities requiring monitoring, and defining the procedures for the recordation and treatment of new finds. No information regarding the discovery of human remains shall be publicized.

**CI-CR-2:** If previously unidentified cultural materials are unearthed during construction, work shall be halted within 100 feet of the find and the area clearly delineated as a restricted area by flagging and/or fencing until the resource can be fully documented and evaluated by a qualified archaeologist meeting the Secretary of Interior's Professional Qualification Standards. All discoveries shall be treated as significant until a formal evaluation can be made. If the cultural materials are determined to be Native American in origin, additional consultation with the appropriate Tribe(s) will be conducted, and whose representative(s) will be permitted to perform a site visit when the archaeologist makes their assessment on the resource, so as to provide Tribal input.

SBCTA, the lead agency under CEQA, shall determine if avoidance and preservation in place is feasible. If it is determined that data recovery through excavation is the only feasible mitigation available, then a Cultural Resources Treatment Plan that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource will be prepared by a qualified archaeologist in consultation with the appropriate Tribal representatives. The qualified archaeologist(s) will consult with appropriate Native American Tribal representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.

**CI-CR-3:** If human remains are encountered during ground-disturbing activities, work shall be halted within 100 feet of the find, and the area shall be clearly delineated as a restricted area by flagging and/or fencing, or other suitable approaches, and protected by posting a monitor or construction worker to ensure no additional disturbance occurs. If the human remains cannot be fully assessed, documented, and housed on the same day, the area will be secured by posting a guard onsite outside of working hours or by covering the discovery area with muslin cloth and heavy metal plates (if the human remains are found below grade) or with other impervious material, or by making other provisions commonly accepted by professional archaeologists to prevent damage or vandalism to the remains.

The San Bernardino or Los Angeles County Coroner shall be contacted within 24 hours of discovery of human remains in compliance with CEQA Guidelines Section 15064.5(e), California Health and Safety Code Section 7050.5(b), and Public Resources Code (PRC) 5097.98. Work will continue to be diverted while the County Coroner determines whether the remains are Native American. 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. Human remains and any associated artifacts will be left in place and not disturbed. No skeletal remains or materials associated with the remains will be collected or removed until appropriate consultation with the MLD has taken place and a plan of action has been developed.

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 reburial the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. After the appropriate actions are taken, as outlined above, the excavation work associated with project construction, may resume.

## 6.2 Historic and Architectural Resources

**CI-CR-4:** SBCTA will include an environmentally sensitive buffer in the plans and specifications to alert contractors to avoid character-defining features of each built environment historic property. Should any proposed project activities change in a manner that would be expected to cause an adverse effect on character-defining features of the resource, SBCTA will be responsible for consulting with FTA and SHPO to develop and apply appropriate treatment measures under the SOIS for the Treatment of Historic Properties, as determined by a qualified Architectural Historian (as defined at 36 CFR § 61). No project construction work will occur within 50 feet of any of the character-defining features of the specific historic property in question until agreement has been reached among consulting parties under Section 106.

**CI-CR-5:** Alterations to each of the historic properties will adhere to the SOIS for the Treatment of Historic Properties (36 CFR § 68). The Standards provide guidance for making alterations to historic resources, including related landscape features and the building's site and environment. The historic character of each property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a historic property will be avoided. The new work will protect the historic integrity of each historic property and its environment.

Noise and vibration effects, as a result of the proposed undertaking, are not expected to adversely affect any historic property. The Noise and Vibration Technical Study (Parsons, 2018) noted that ground-borne vibration from construction activities associated with the proposed undertaking (Alternative B) could potentially exceed the structural damage criteria for buildings along the BRT corridor on Holt Boulevard between Benson Avenue and Vineyard Avenue, in Ontario, which includes several historic properties. As a result, BMPs will be incorporated to minimize short-term, temporary vibration effects on each of the following historic properties when construction work consisting of vibratory rollers would otherwise come within 36 feet of these historic buildings: Vince's Spaghetti, the A.C. Moorhead House, The Grinder Haven, and the Jacob Lerch House. These BMPs include provisions for vibration monitoring by the contractor and having a plan in place before construction begins for the use of alternative equipment and techniques when established thresholds may be exceeded.<sup>2</sup> In addition to the common measures stated above that will be applied to the historic properties, additional property-specific measures to minimize harm to these properties are specified below.

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<sup>2</sup> These mitigation measures are consistent with Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual* (Washington, D.C.: John A. Volpe National Transportation Systems Center), September 2018. FTA Report No. 0123., page 187.

***Southern Pacific Railroad Depot (100 W. Commercial Street, Pomona)***

The existing sidewalks at the railroad station property will be connected to the new sidewalk area so as to match pre-project conditions. Any disturbed turf grass and landscaping not used by the project will be replaced to match pre-project conditions in consultation with the property owner, the City of Pomona, during and at the completion of construction.

***Vince's Spaghetti (1206 W. Holt Boulevard, Ontario)***

A historic neon sign near the edge of the easternmost driveway will be retained. The driveways will be reconstructed to pre-project conditions in consultation with the property owner during and at the completion of construction. The new work will protect the historic integrity of the property and its environment. Temporarily disturbed surface areas will be returned to pre-project conditions once construction is completed.

***A.C. Moorhead House (961 W. Holt Boulevard, Ontario)***

The affected area of the historic property consists of the two driveway areas, the front lawn, and landscaping. The two driveways will be reconstructed, and turf grass and landscaping will be replaced. Original landscaping on the property will be retained. The new work shall protect the historic integrity of the property and its environment.

***The Grinder Haven (724 W. Holt Boulevard, Ontario)***

A historic neon sign near the edge of the property, between the two driveways, will be retained. The new work will protect the historic integrity of the property and its environment. Project features will not damage or destroy character-defining materials or features associated with the historic property, or substantially alter or destroy any primary views of the historic property. Access to The Grinder Haven will be maintained at all times during project construction. The historic neon sign may be temporarily relocated as a result of the driveway improvements but would be re-established in close proximity and with the same street orientation as present.

***Jacob Lerch House (541 E. Holt Boulevard, Ontario)***

The affected area of the historic property consists of a sliver portion, which is currently lawn and some trees. Turf grass will be replaced in areas to match pre-project conditions in consultation with the property owner during and at the completion of construction. Original landscaping on the property will be retained to the extent feasible. The new work will protect the historic integrity of the property and its environment. Project features shall not damage or destroy character-defining materials or any features associated with the historic house, or substantially alter or destroy any primary views of the historic property.

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## Finding of Effect



### *National Old Trails Road/Historic Route 66 (Rancho Cucamonga; Fontana)*

The affected area of the historic linear property consists of small pavement areas needed to construct bus pads. Removal of historic materials or alteration of features and spaces that characterize the historic property shall be avoided. Any new work will protect the historic integrity of the property and its surrounding environment.



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## 7.0 CONCLUSIONS

This FOE applied the Criteria of Adverse Effect (36 CFR § 800.5) relative to the proposed undertaking (Alternative B) and its effect on the historic properties in the APE as identified in the WVC Project's HPSR (2018). The proposed undertaking, if implemented, would have the potential to affect historic properties, but those effects are not considered adverse because there would be no alteration of the distinctive character-defining features or significant property attributes, directly or indirectly, that qualify any of the properties for listing or eligibility for listing, in the NRHP.

As a result of the above analysis, FTA and SBCTA, in applying the Criteria of Adverse Effect, have determined that the proposed undertaking, Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario, would not have an adverse effect on historic properties and are consulting with, and seeking concurrence from, the California SHPO in the finding pursuant to 36 CFR § 800.5(c).



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## 8.0 PREPARERS QUALIFICATIONS

This FOE was prepared for SBCTA and FTA by Gregory King of Parsons, who has more than 3 decades of experience in the field of cultural resources management. He meets the Secretary of the Interior’s Historic Preservation Qualification Standards for History and Architectural History. He earned a Master of Arts degree in Public Historical Studies from the University of California – Santa Barbara (UCSB) in 1980. After serving several years conducting cultural resources surveys as staff historian with UCSB’s Office of Public Archaeology, Mr. King joined the cultural resources unit of the California Department of Transportation (Caltrans) beginning in 1984 as an architectural historian and eventually serving as Chief of the Cultural Studies Office in Caltrans Headquarters in Sacramento. From 2001–2009, as an adjunct professor, he taught a graduate-level public history course on Cultural Resources Management in the History Department at CSU-Sacramento. He joined Parsons as a Senior Project Planner, where he has continued to prepare and manage cultural resources documents.



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## Appendix A SECTION 106 CORRESPONDENCE FROM CALIFORNIA SHPO

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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  
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DEC 22 2016

Ms. Julianne Polanco  
State Historic Preservation Officer  
Office of State Historic Preservation  
California Department of Parks and Recreation  
1725 23<sup>rd</sup> Street, Suite 100  
Sacramento, CA 95816  
Attention: Kathleen Forrest, State Historian

Re: Subject: Section 106 Consultation for the  
West Valley Connector Bus Rapid Transit  
Project

Dear Ms. Polanco:

The Federal Transportation Agency (FTA), in coordination with Omnitrans, is initiating consultation with the California State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act, as amended (36 C.F.R. 800), for the West Valley Connector Bus Rapid Transit (BRT) Project (the Project), in Los Angeles and San Bernardino County. The Project will be a federal undertaking because the FTA will be providing financial assistance. This letter requests concurrence on the definition of the Area of Potential Effect (APE) pursuant to 36 CFR § 800.4.

**Overview of the Proposed Project**

The Project is a proposed 33.5-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The proposed transit route would begin at the Pomona Metrolink Transit Center station and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue. The proposed project includes a combination of side- and center-running BRT stations with 3.5 miles of dedicated bus-only lanes and mixed-flow lanes. The proposed project includes up to 60 station platforms at 33 locations/major intersections and associated improvements, spaced 0.5 to 1 mile apart to facilitate higher operating speeds. Transit Signal Priority (TSP) applications and queue jump lanes would also be used at selected intersections to further facilitate faster and more reliable bus operations.

This project is shifting between the lead agencies of Omnitrans and San Bernardino Associated Governments (SANBAG), a local regional transportation planning agency. With SANBAG as the lead agency of this Small Starts project, Omnitrans will still be the operator for this BRT system.

**Area of Potential Effects**

The proposed APE for architectural resources, including built resources, historic and cultural landscapes, as well as 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.

In accordance with 36 CFR Part 800.4(a)(2), information about known and potential historic properties within the APE will be reviewed. Investigations will be prepared by consultants who meet the Secretary of the Interior's Professional Qualifications Standards in archaeology, history, and architectural history. The project would be constructed by 2035, and identification efforts will be focused on properties constructed before 1985.

In accordance with 36 CFR Part 800.4(a)(3), local historic groups and other stakeholders that may have an interest in the project will be contacted to gather information on historic resources within the APE. FTA will also contact and consult any identified Native American groups.

### **Findings**

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. If you have any questions, please contact Candice Hughes, FTA Environmental Protection Specialist at (213) 629-8613 and [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Leslie T. Rogers  
Regional Administrator

### **Attachments:**

- A: Project Location
- B: Project Vicinity
- C: APE Map





**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov  
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January 23, 2017

In reply refer to: FTA\_2016\_1227\_001

Leslie Rogers  
Regional Administrator  
Federal Transit Administration  
90 Seventh Street  
Suite 15-300  
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Area of Potential Effect (APE),  
Counties of Los Angeles and San Bernardino, California

Dear Mr. Rogers:

Thank you for the letter received December 27, 2016, initiating consultation for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA) and its implementing regulation at 36 CFR Part 800. The Federal Transit Administration (FTA) included the project location, project vicinity, and APE maps with the consultation letter.

The undertaking proposes a 33.5-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations with 3.5 miles of dedicated bus-only lanes and mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.

As described in the consultation letter, the narrative description of the APE is as follows:

- The 3.5-mile area along Holt Boulevard between Benson Avenue and Vine Avenue, and between Euclid Avenue and Vineyard Avenue, in the City of Ontario

FTA has requested comments on the delineation of the APE. After reviewing the documentation, I offer the following comments:

- Please provide a complete narrative description of the APE. The description provided in the consultation package appears to be incomplete.
- Please provide the maximum vertical extent of the APE. For undertakings that include a long linear APE such as this, it is helpful when the estimated vertical extents for each of the project components that require ground disturbance are described. This information can easily be depicted in a table.

Mr. Leslie Rogers—FTA  
January 23, 2017  
Page 2 of 2

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- Please also clarify the methodology for delineating the architectural APE. The maps provided show some adjacent parcels included, while many are not. It is unclear why this distinction is made in the various locations.
- Provide a general list of activities required to construct the undertaking. This allows the consulting parties to understand the scope of the project and assists in determining whether the APE adequately considers potential indirect effects.

Thank you for considering historic properties in your planning process, and I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or e-mail at [kathleen.forrest@parks.ca.gov](mailto:kathleen.forrest@parks.ca.gov).

Sincerely,



Julianne Polanco  
State Historic Preservation Officer



State of California • Natural Resources Agency

Edmund G. Brown Jr., Governor

**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 14, 2017

In reply refer to: FTA\_2016\_1227\_001

Mr. Leslie Rogers  
Regional Administrator  
Federal Transit Administration  
90 Seventh Street  
Suite 15-300  
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Area of Potential Effect (APE),  
Counties of Los Angeles and San Bernardino, California

Dear Mr. Rogers:

Thank you for the letter received October 27, 2017, continuing consultation with the State Historic Preservation Officer (SHPO) for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA) and its implementing regulation at 36 CFR § 800. The Federal Transit Administration (FTA) included the project location, project vicinity, and Area of Potential Effect (APE) maps with the consultation letter.

The undertaking proposes a 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations with 3.5 miles of dedicated bus-only lanes and mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.

As described in the consultation package, the APE begins on the north side of 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 Pomona, Montclair, and Ontario. At Ontario International Airport the APE travels north on Archibald Avenue, east on G Street, continues on inland Empire Boulevard, and north on Haven Avenue through Rancho Cucamonga. The APE includes the parallel alignment of Milliken Avenue as part of the proposed Milliken Alignment. At Foothill Boulevard in Rancho Cucamonga, the APE travels east through Victoria Gardens until

Mr. Leslie Rogers  
November 14, 2017  
Page 2 of 2

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Sierra Avenue, where the alignment travels south through Fontana to Valley Boulevard, where it turns west. It continues north on Juniper Avenue and east on Marygold Avenue until reaching Sierra Avenue. The APE encompasses the right-of-way and parcels along the proposed side and center stations of the alignment, temporary construction easements, proposed staging areas, and parcels proposed for full or partial acquisition. The vertical APE has been identified between 2.5 and 15 feet, depending on the activity.

FTA has requested comments on the delineation of the APE and the methodology to streamline the identification and evaluation of historic properties. After reviewing the documentation, I offer the following comments:

- I agree that the APE is sufficient for the undertaking, per 36 CFR § 800.4(a)(1). Please note that while the methodology for surveying the APE may differ in parts, there is one APE for the undertaking as a whole.
- A methodology to streamline identification and evaluation was not included in the consultation package. If FTA would like to discuss an alternative identification strategy, please provide a methodology for review.

I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or [Kathleen.Forrest@parks.ca.gov](mailto:Kathleen.Forrest@parks.ca.gov).

Sincerely,



Julianne Polanco  
State Historic Preservation Officer



State of California • Natural Resources Agency

Edmund G. Brown Jr., Governor

**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

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March 29, 2018

In reply refer to: FTA\_2016\_1227\_001

Mr. Leslie Rogers  
Regional Administrator  
Federal Transit Administration  
90 Seventh Street  
Suite 15-300  
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Expansion of Area of Potential Effect (APE), Counties of Los Angeles and San Bernardino, California

Dear Mr. Rogers:

The State Historic Preservation Officer (SHPO) received your letter on March 5, 2018, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The Federal Transit Administration (FTA) included maps of the the project location, project vicinity, project Operation and Maintenance (O&M) facility sites, and Area of Potential Effect (APE) maps with the consultation letter.

The undertaking proposes a 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations with 3.5 miles of dedicated bus-only lanes and mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.

FTA previously consulted on the APE and the Office of Historic Preservation (OHP) issued comments on November 14, 2017. Since that time the APE has been expanded to include potential locations for the proposed O&M facility. The three sites are:

- 1516 S. Cucamonga Avenue, Ontario (APN 1050-131-03-0000)
- 1440 S. Cucamonga Avenue, Ontario (APN 1050-141-07-0000)
- 1333 S. Bon View Avenue, Ontario (APN 1049-421-01-0000)

Mr. Leslie Rogers  
March 29, 2018  
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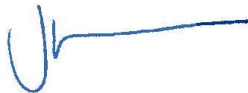
The APE includes all surrounding parcels that may contain built environment resources and may experience indirect effects from construction and operation of the new facility. All project activities related to the construction of the O&M facility, including construction staging and equipment storage areas, are anticipated to be included within the selected O&M site. The vertical APE would extend to a maximum depth of 12 feet below grade. No additional modifications were made to the APE.

FTA has requested comments on the modification of the APE. After reviewing the documentation, I offer the following comments:

- I agree that the APE is sufficient for the undertaking, per 36 CFR § 800.4(a)(1). Please note that while the methodology for surveying the APE may differ in parts, there is one APE for the undertaking as a whole.

I look forward to continuing this consultation with FTA. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or [Kathleen.Forrest@parks.ca.gov](mailto:Kathleen.Forrest@parks.ca.gov).

Sincerely,



Julianne Polanco  
State Historic Preservation Officer



U.S. Department of Transportation  
Federal Transit Administration

REGION IX  
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MAY 15 2018

Julianne Polanco  
State Historic Preservation Officer  
Office of Historic Preservation  
California State Department of Parks and Recreation  
1725 23<sup>rd</sup> Street, Suite 100  
Sacramento, CA 95816

Subject: Section 106 Consultation on  
Historic Property Survey Report for the  
Proposed West Valley Connector – Counties  
of San Bernardino and Los Angeles,  
California

OHP File: FTA\_2016\_1227\_001

Attention: Ms. Kathleen Forrest, State Historian

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector Bus Rapid Transit (BRT) Project (Project) in the Counties of San Bernardino and Los Angeles pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800), FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA)<sup>1</sup>.

Consultation on the Undertaking was initiated on December 22, 2016, with a letter providing additional information on the Area of Potential Effects (APE) sent to you on October 26, 2017, and for which concurrence was received from the SHPO on November 14, 2017. On March 1, 2018, FTA consulted with the SHPO concerning a revision to the APE to include potential operations and maintenance (O&M) facility sites for which concurrence was received on March 29, 2018. This letter requests concurrence on the determinations of eligibility of properties for the National Register of Historic Places (NRHP). Enclosed with this transmittal letter are the

<sup>1</sup> Note that Omintrans was originally a CEQA Lead Agency when the Notice of Preparation was issued in March 2016. In January 2017, SBCTA entered into a cooperative agreement with Omintrans designating SBCTA as the Lead Agency for the WVC project.

Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and the Historic Resources Evaluation Report (HRER). The HPSR summarizes consulting party and public participation, and identification efforts of historic properties located within the Project's APE.

### **Project Description**

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. Phase I of the Project would construct the "Milliken Alignment", from the Pomona Metrolink Transit Center Station to Victoria Gardens in Rancho Cucamonga. Construction of Phase I is scheduled to begin in early 2020 with completion in early 2023. Phase II of the Project would construct the "Haven Alignment", which would go from Ontario International Airport and terminate at the Kaiser Permanente Medical Center in Fontana. Phase II/Haven Alignment is intended to be constructed immediately following the completion of Phase I, depending on the availability of funding. A more detailed description of the proposed Undertaking is included in the accompanying HPSR.

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.



**Delineation of the Area of Potential Effects**

For this Undertaking, the proposed APE was established in accordance with 36 CFR § 800.4(a)(1). FTA consulted with your office in December 2016 and October 2017, then again concerning a revision to the Undertaking's APE to account for construction of an O&M facility, for which concurrence was received in March 2018.

The proposed APE was determined to encompass the ROW and parcels along the proposed side and center stations of the above-mentioned alignment for purposes of the built-environment resources study, and cover only the ROW within the proposed side and center stations, as well as areas for temporary construction easements (TCEs), proposed staging areas, and parcels proposed for full or partial acquisition for the archaeological resources study.

The archaeological portion of the APE is defined as the area of direct impacts that could occur as a result of project construction and includes existing and proposed ROW, TCEs, proposed staging areas, and parcels proposed for full or partial acquisition. The architectural portion of the APE includes the archaeological APE, plus properties that may be subject to indirect impacts (i.e., impacts from visual, 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.

**Study Methodology and Results**

FTA has made a reasonable and good faith effort to identify historic properties within the APE, with the work conducted by cultural resources professionals who meet the professional standards established by the Secretary of the Interior. Background research was conducted to identify historic and archaeological resources previously recorded and located in the study area. This included visiting local historical archives and libraries, checking city historic preservation elements and landmark lists, and reviewing state and federal historic resources inventories. Background research also included a literature and records search to identify known built-environment, prehistoric, and historic archaeological resources within 0.25 mile of the Project APE at the South Coast Central Coastal Information Center (SCCIC) at California State University, Fullerton on April 16 and 17, May 7, September 12, 2016, with supplemental records searches conducted on October 12, 2017 and February 21, 2018. A review of SCCIC's records indicate 91 previously recorded cultural resources within the records search radius, 21 of which are located within the West Valley Connector APE. A total of 70 cultural resources were previously documented outside the APE but 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 considered archaeological resources, one of which no longer exists (P-36-007144) and another (P-36-002910) is the NRHP-

listed National Old Trails Highway/Route 66 (now Foothill Boulevard in the cities of Fontana and Rancho Cucamonga).

During the archaeological investigations conducted as part of the Project, 13 archaeological resources were identified within the APE, including the 2 previously-recorded resources as mentioned above, and 11 newly identified historic archaeological sites. One of the previously recorded resources (P-36-007144) and all 11 newly identified sites (Lots 1 through 11) identified and recorded during the field surveys have been evaluated and been determined by FTA as ineligible for inclusion in the NRHP. Detailed information regarding these 11 new archaeological resources, and one no longer extant (P-36-007144), is provided in the ASR, attached to the HPSR as Appendix B.

During the architectural history background investigations conducted as part of the Project, it was determined 19 previously recorded built-environment resources are in the APE, five of which are listed in or considered eligible for the NRHP (P-19-189200, Southern Pacific Railroad [SPRR] Depot, Pomona; Lincoln Park Historic District, Pomona; P-36-015397, Malaga Underpass Bridge, Fontana; P-36-015982, Euclid Avenue/State Route [SR] 83, Ontario and Upland; and P-36-002910, National Old Trails Road/Route 66, Rancho Cucamonga and Fontana). The Project's cultural team conducted a field review of the previously identified 5 NRHP-listed or eligible resources and confirmed each continues to possess sufficient integrity to meet the established criteria as historic properties.

Of the 496 parcels in the West Valley Connector APE containing built-environment resources, 159 were built in or before 1968 and had not been previously evaluated for the NRHP; therefore, they were evaluated as part of the survey conducted for this Undertaking. Holt Avenue/Boulevard (a segment of former U.S. Route 99) was also evaluated for its eligibility for listing in the NRHP. These resources were photographed in the field and have been recorded on DPR 523 Primary Record and Building, Structure and Object Record forms, which can be found in Appendix B of the HRER, attached to the HPSR as Appendix C.

There are 12 additional properties (all commercial) constructed within the 5-year span, 1969-1973, within the APE, as identified in Table 1. These properties fall within the 45-year time-frame survey window for completion of Phase I (2022) and Phase II (2023) construction. These 12 properties appear to possess no potential to meet NRHP criteria though they were not formally evaluated as part of the historic and architectural survey; building dates were determined by County Assessor's data and historical research, including a review of historic aerial photographs, and supported by field reviews. The table below also appears as Table 6.1 in the HPSR and as Table 4.3 in the HRER.

**Table 1**  
**Built-Environment Resources constructed between 1969-1973 within APE**

<b>Property#</b>	<b>Address/Location</b>	<b>Parcel Number</b>	<b>City</b>	<b>Year Built</b>	<b>Property Function</b>
1	399 N. Garey Avenue	8336-022-008	Pomona	1971	Ceramics Museum
2	4889 Holt Boulevard	1012-101-07-0000	Montclair	1972	Retail Clothing Store
3	5064 Holt Boulevard	1010-643-32-0000	Montclair	1972	Car Wash
4	5200 Holt Boulevard	1010-611-31-0000	Montclair	1971	Car Sales Lot
5	5391 Holt Boulevard	1011-051-05-0000	Montclair	1972	Car Sales Lot
6	5650 Holt Boulevard	1010-581-48-0000	Montclair	1970	Motel
7	1542 W. Holt Boulevard	1010-552-14-0000	Ontario	1970	Bar and Grill
8	1363 W. Holt Boulevard	1011-111-18-0000	Ontario	1973	Retail Trailer Supplies
9	934 W. Holt Boulevard	1010-501-77-0000	Ontario	1973	Car Sales Lot
10	803 E. Holt Boulevard	1011-141-16-0000	Ontario	1971	Car Sales Lot
11	1336 E. Holt Boulevard	0110-131-28-0000	Ontario	1970	Custom Built Cars
12	1366 E. Holt Boulevard	0110-121-08-0000	Ontario	1970	Rental Cars

**Determinations of Eligibility**

The vast number of extant built-environment properties constructed in 1968 or before are predominantly commercial or retail in nature, are not functionally related to one another by a common historic theme, and are likewise not sufficiently unified by periods of significance or architectural styles. Of the newly-identified 159 built-environment resources within the APE that were surveyed and formally evaluated, 4 were determined to be eligible for inclusion in the NRHP, as listed in Table 2.

**Table 2**  
**Built-Environment Resources within APE Determined Eligible for Listing in NRHP**

Property #	Historic Property Name	Address/Location	Parcel Number	Eligibility Criteria	Period of Significance
1	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01-0000 1010-543-02-0000	A; C	1945-1967
2	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07-0000	A; C	1893-1950
3	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14-0000	C	1958
4	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17-0000	C	1901

The FTA has formally evaluated the following 155 built-environment properties for the West Valley Connector Project, listed in Table 3, and has determined that they do not appear to be eligible for listing in the NRHP either individually or as part of a historic district because of a lack of significance or integrity.

**Table 3**  
**Built-Environment Resources within APE Determined Ineligible for Listing in NRHP**

No.#	Address/Location	Parcel Number	City	OHP Status Codes
1	550 N. Garey Avenue	8336-016-028	Pomona	6Z
2	485, 499 N. Garey Avenue	8336-022-015	Pomona	6Z
3	445 N. Garey Avenue	8336-022-007	Pomona	6Z
4	415-425 N. Garey Avenue	8336-022-008	Pomona	6Z
5	130 E. Holt Avenue	8336-021-005	Pomona	6Z
6	173 E. Center Street	8336-021-022	Pomona	6Z
7	416-442 N. Garey Avenue	8336-021-027	Pomona	6Z
8	155 W. Commercial Street	8336-032-011	Pomona	6Z
9	167 W. Commercial Street	8336-032-010	Pomona	6Z
10	295 N. Garey Avenue	8336-032-014	Pomona	6Z
11	472-478 E. Holt Avenue	8337-025-002	Pomona	6Z
12	468 E. Holt Avenue	8337-025-003	Pomona	6Z
13	450-454 E. Holt Avenue	8337-025-004	Pomona	6Z
14	440 E. Holt Avenue	8337-025-015	Pomona	6Z
15	519 E. Holt Avenue	8337-016-010	Pomona	6Z
16	520 E. Holt Avenue	8337-021-002	Pomona	6Z
17	540 E. Holt Avenue	8337-020-011	Pomona	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
18	1545-1575 E. Holt Avenue	8323-025-025	Pomona	6Z
19	1538 W. Holt Boulevard	1010-552-13-0000	Ontario	6Z
20	1528 W. Holt Boulevard	1010-552-12-0000	Ontario	6Z
21	1520 W. Holt Boulevard	1010-552-11-0000	Ontario	6Z
22	1512 W. Holt Boulevard	1010-552-38-0000	Ontario	6Z
23	1502 W. Holt Boulevard	1010-552-37-0000	Ontario	6Z
24	1442 W. Holt Boulevard	1010-552-06-0000	Ontario	6Z
25	1426 W. Holt Boulevard	1010-552-05-0000	Ontario	6Z
26	1364 W. Holt Boulevard	1010-543-32-0000	Ontario	6Z
27	1340 W. Holt Boulevard	1010-543-12-0000	Ontario	6Z
28	1263 W. Holt Boulevard	1011-121-18-0000	Ontario	6Z
29	1260 W. Holt Boulevard	1010-543-07-0000	Ontario	6Z
30	1240 W. Holt Boulevard	1010-543-04-0000	Ontario	6Z
31	1150 W. Holt Boulevard	1010 -522-13-0000	Ontario	6Z
32	1136-1142 W. Holt Boulevard	1010-522-06-0000	Ontario	6Z
33	1108 W. Holt Boulevard	1010-522-11-0000	Ontario	6Z
34	1050 W. Holt Boulevard	1010-502-08-0000	Ontario	6Z
35	1020 W. Holt Boulevard	1010-502-07-0000	Ontario	6Z
36	1021 W. Holt Boulevard	1011-132-10-0000	Ontario	6Z
37	1034 W. Holt Boulevard	1010-502-06-0000	Ontario	6Z
38	1013 W. Holt Boulevard	1011-132-11-0000	Ontario	6Z
39	964 W. Holt Boulevard	1010-501-80-0000	Ontario	6Z
40	967 W. Holt Boulevard	1011-141-06-0000	Ontario	6Z
41	960 W. Holt Boulevard	1010-501-79-0000	Ontario	6Z
42	940 W. Holt Boulevard	1010-501-78-0000	Ontario	6Z
43	943 W. Holt Boulevard	1011-141-35-0000	Ontario	6Z
44	900 W. Holt Boulevard	1010-501-76-0000	Ontario	6Z
45	909 W. Holt Boulevard	1011-141-13-0000	Ontario	6Z
46	830 W. Holt Boulevard	1010-491-03-0000	Ontario	6Z
47	863 W. Holt Boulevard	1011-141-32-0000	Ontario	6Z
48	755 W. Holt Boulevard	1049-011-03-0000	Ontario	6Z
49	745 W. Holt Boulevard	1049-011-04-0000	Ontario	5S1
50	739 W. Holt Boulevard	1049-011-05-0000	Ontario	6Z
51	729 W. Holt Boulevard	1049-012-01-0000	Ontario	6Z
52	627 W. Holt Boulevard	1049-021-03-0000	Ontario	6Z
53	625 W. Holt Boulevard	1049-021-04-0000	Ontario	6Z
54	212-214 E. Holt Boulevard	1049-063-02-0000	Ontario	5S1

No.#	Address/Location	Parcel Number	City	OHP Status Codes
55	220-222 E. Holt Boulevard	1049-063-03-0000 1049-063-04-0000	Ontario	5S1
56	230 E. Holt Boulevard	1049-063-05-0000	Ontario	6Z
57	444 E. Holt Boulevard	1049-066-02-0000	Ontario	5S1
58	500 E. Holt Boulevard	1049-091-01-0000	Ontario	6Z
59	517 E. Holt Boulevard	1048-522-10-0000	Ontario	6Z
60	522 E. Holt Boulevard	1049-091-03-0000	Ontario	6Z
61	523 E. Holt Boulevard	1048-522-09-0000	Ontario	6Z
62	527 E. Holt Boulevard	1048-522-08-0000	Ontario	6Z
63	526 E. Holt Boulevard	1049-091-04-0000	Ontario	6Z
64	545 E. Holt Boulevard	1048-523-16-0000	Ontario	5S1
65	111 N. Monterey Avenue	1048-523-15-0000	Ontario	6Z
66	601 E. Holt Boulevard	1048-524-17-0000	Ontario	6Z
67	616 E. Holt Boulevard	1049-093-01-0000	Ontario	5S1
68	636 E. Holt Boulevard	1049-093-06-0000	Ontario	6Z
69	640-642 E. Holt Boulevard	1049-093-09-0000	Ontario	6Z
70	635 E. Holt Boulevard	1048-525-20-0000	Ontario	6Z
71	639 E. Holt Boulevard	1048-525-19-0000	Ontario	5S1
72	654 E. Holt Boulevard	1049-094-02-0000	Ontario	6Z
73	660 E. Holt Boulevard	1049-094-14-0000	Ontario	6Z
74	668 E. Holt Boulevard	1049-094-04-0000	Ontario	6Z
75	720 E. Holt Boulevard	1049-101-04-0000	Ontario	6Z
76	717 E. Holt Boulevard	1048-512-22-0000	Ontario	6Z
77	727 E. Holt Boulevard	1048-512-20-0000	Ontario	6Z
78	741 E. Holt Boulevard	1048-512-18-0000	Ontario	5S1
79	745 E. Holt Boulevard	1048-512-17-0000	Ontario	5S1
80	728 E. Holt Boulevard	1049-101-05-0000	Ontario	6Z
81	736 E. Holt Boulevard	1049-101-06-0000	Ontario	6Z
82	744 E. Holt Boulevard	1049-101-07-0000	Ontario	6Z
83	748 E. Holt Boulevard	1049-101-08-0000	Ontario	5S1
84	752-754 E. Holt Boulevard	1049-101-09-0000	Ontario	5S1
85	755 E. Holt Boulevard	1048-512-16-0000	Ontario	6Z
86	765 E. Holt Boulevard	1048-512-11-0000	Ontario	6Z
87	800 E. Holt Boulevard	1049-101-12-0000	Ontario	6Z
88	810 E. Holt Boulevard	1049-101-13-0000	Ontario	6Z
89	814 E. Holt Boulevard	1049-101-14-0000	Ontario	6Z
90	813-817 E. Holt Boulevard	1048-512-13-0000	Ontario	5S1

No.#	Address/Location	Parcel Number	City	OHP Status Codes
91	824-828 E. Holt Boulevard	1049-101-18-0000 1049-101-16-0000	Ontario	6Z
92	831 E. Holt Boulevard	1048-512-14-0000	Ontario	6Z
93	932 E. Holt Boulevard	1049-131-05-0000	Ontario	6Z
94	958 E. Holt Boulevard	1049-131-08-0000	Ontario	6Z
95	1015 E. Holt Boulevard	1048-481-03-0000	Ontario	6Z
96	1031 E. Holt Boulevard	1048-481-02-0000	Ontario	6Z
97	1042 E. Holt Boulevard	1049-131-14-0000	Ontario	6Z
98	103 Virginia Avenue	1048-471-13-0000	Ontario	6Z
99	1133 E. Holt Boulevard	1048-472-21-0000	Ontario	6Z
100	1217 E. Holt Boulevard	0110-061-21-0000	Ontario	6Z
101	1329 E. Holt Boulevard	0110-061-18-0000	Ontario	6Z
102	1228-1264 E. Holt Boulevard	0110-131-20-0000	Ontario	6Z
103	1512 E. Holt Boulevard	0110-121-03-0000	Ontario	6Z
104	1614 E. Holt Boulevard	0110-111-01-0000	Ontario	6Z
105	1670 E. Holt Boulevard	0110-111-06-0000	Ontario	6Z
106	1744 E. Holt Boulevard	0110-101-01-0000	Ontario	6Z
107	9260 Sierra Avenue	0193-161-09-0000	Fontana	6Z
108	9333 Sierra Avenue	0194-091-36-0000	Fontana	6Z
109	122 N. Mountain Avenue	1010-502-10-0000	Fontana	6Z
110	1182 E. Nocta Street	1048-472-15-0000	Fontana	6Z
111	541 E. Emporia Street	1049-091-05-0000	Ontario	5S1
112	518 Sierra Court	1048-522-04-0000	Ontario	6Z
113	524 Sierra Court	1048-522-05-0000	Ontario	6Z
114	108 S. Malcolm Avenue	1049-093-11-0000	Ontario	6Z
115	113 S. Malcolm Avenue	1049-094-11-0000	Ontario	6Z
116	114 S. Campus Avenue	1049-094-05-0000	Ontario	6Z
117	753 E. Emporia Street	1049-101-36-0000	Ontario	6Z
118	757 E. Emporia Street	1049-101-35-0000	Ontario	6Z
119	767 E. Emporia Street	1049-101-34-0000	Ontario	6Z
120	763 E. Emporia Street	1049-101-33-0000	Ontario	6Z
121	765 E. Emporia Street	1049-101-32-0000	Ontario	6Z
122	817E. Emporia Street	1049-101-30-0000	Ontario	6Z
123	111 S. Lemon Avenue	1049-063-10-0000	Ontario	6Z
124	730 E. Willow Street	1048-512-04-0000	Ontario	6Z
125	13641 Foothill Boulevard	0229-091-17-0000	Fontana	6Z
126	635 W. Holt Boulevard	1049-021-03-0000	Ontario	5S1

No.#	Address/Location	Parcel Number	City	OHP Status Codes
127	1101 E. Holt Boulevard	1048-471-23-0000	Ontario	5S1
128	1300 E. Holt Boulevard	0110-131-06-0000	Ontario	5S1
129	1111 E. Holt Boulevard	1048-471-15-0000	Ontario	6Z
130	1175 E. Holt Boulevard	1048-472-18-0000	Ontario	6Z
131	1179 E. Holt Boulevard	1048-472-17-0000	Ontario	6Z
132	204 E. Holt Boulevard	1049-063-01-0000	Ontario	5S1
133	659 E. Holt Boulevard	1048-525-17-0000	Ontario	6Z
134	1248 W. Holt Boulevard	1010-543-05-0000	Ontario	6Z
135	1328 W. Holt Boulevard	1010-543-10-0000	Ontario	6Z
136	1424 W. Holt Boulevard	1010-552-04-0000	Ontario	6Z
137	1414 W. Holt Boulevard	1010-552-33-0000	Ontario	6Z
138	1051 W. Holt Boulevard	1011-132-07-0000	Ontario	6Z
139	925-927 W. Holt Boulevard	1011-141-11-0000	Ontario	6Z
140	756 E. Holt Boulevard	1049-101-10-0000	Ontario	6Z
141	766 E. Holt Boulevard	1049-101-11-0000	Ontario	6Z
142	1619 E. Holt Boulevard	0110-081-06-0000	Ontario	6Z
143	1156 W. Holt Boulevard	1010-522-17-0000	Ontario	6Z
144	1515 W. Holt Boulevard	1011-111-20-0000	Ontario	6Z
145	1265 W. Holt Boulevard	1011-121-17-0000	Ontario	6Z
146	609 E. Holt Boulevard	1048-524-16-0000	Ontario	6Z
147	1067 E. Holt Boulevard	1048-481-01-0000	Ontario	6Z
148	1409 W. Holt Boulevard	1011-111-05-0000	Ontario	6Z
149	1230 E. Nocta Street	0110-061-22-0000	Ontario	6Z
150	Holt Avenue/Holt Boulevard	N/A	Pomona Montclair Ontario	6Z
151	1225 W. Holt Boulevard	1011-121-05-0000	Ontario	6Z
152	862 Woodlawn Street	1099-462-07-0000	Ontario	6Z
153	1304 S. Bon View Avenue	1049-462-09-0000	Ontario	6Z
154	1301-1315-1325 S. Bon View Avenue	1050-131-05-0000	Ontario	6Z
155	1333 S. Bon View Avenue	1049-421-01-0000 1049-421-02-0000	Ontario	6Z



**Request for Concurrence on NRHP Eligibility Determinations**

Pursuant to 36 CFR § 800.4, the FTA respectfully requests your concurrence in the determination that the no longer extant P-36-007144 and all 11 newly identified archaeological sites (Lots 1 through 11) are ineligible for inclusion in the NRHP. FTA also requests your concurrence with the determination that the 4 built environment resources listed in Table 2 are eligible for inclusion in the NRHP, and the 155 built environment resources listed in Table 3 are ineligible for listing in the NRHP.

**Status of 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.

In compliance with the 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.

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.

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 provided 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. FTA is in the process of sending an invitation letter to the 14 new contacts representing 9 new Native American groups identified by the NAHC in February 2018. In addition, SBCTA is continuing its consultation with Gabrieleno Band of Mission Indians – Kizh Nation and SMBMI by sending the updated information about the project and by making a telephone contact with the groups' representatives. The Tribes have been invited to contact FTA directly if they have any questions or concerns.

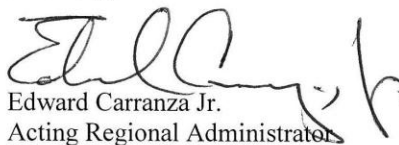
**Assessment of Effects (36 CFR § 800.5)**

As the FTA and SBCTA are considering two Build Alternatives (A and B) for the West Valley Connector Project, as well as a No Build Alternative, the FTA will continue consultation with your Office concerning Project effects once we have concurrence on the adequacy of our identification and evaluation efforts. At that time, we will submit a finding of effects, pursuant to 36 CFR § 800.5.

In conclusion, FTA requests concurrence with the determination as presented in the HPSR that four newly-identified properties are eligible for the NRHP, and apart from five previously-listed or determined NRHP-eligible properties, the remaining resources in the APE are not eligible for listing in the NRHP either individually or as part of a potential historic district.

If you have any questions or concerns, please contact Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



Edward Carranza Jr.  
Acting Regional Administrator

cc: Ted Matley, FTA  
Andres Ramirez, SBCTA  
Anna Jaiswal, Omnitrans

Attachments: West Valley Connector, Historic Property Survey Report, April 2018  
West Valley Connector; Archaeological Survey Report, April 2018  
West Valley Connector, Historic Resources Evaluation Report, April 2018



State of California • Natural Resources Agency

Edmund G. Brown Jr., Governor

**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

June 14, 2018

In reply refer to: FTA\_2016\_1227\_001

Mr. Edward Carranza, Jr.  
Acting Regional Administrator  
Federal Transit Administration  
90 Seventh Street  
Suite 15-300  
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Identification Efforts, Counties of Los Angeles and San Bernardino, California

Dear Mr. Carranza:

The State Historic Preservation Officer (SHPO) received your letter on May 16, 2018, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The Federal Transit Administration (FTA) included the following documents with the consultation letter:

- *Historic Property Survey Report, West Valley Connector Project*, prepared for the San Bernardino County Transportation Authority (SBCTA) and Omnitrans in April, 2018
- *Historic Resources Evaluation Report, West Valley Connector Project* (HRER), prepared by Parsons for the SBCTA and Omnitrans in April, 2018
- *Archaeological Survey Report, West Valley Connector Project* (ASR), prepared by Parsons and PaleoSolutions for the SBCTA and Omnitrans in April, 2018

The undertaking proposes a 35-mile-long Bus Rapid Transit (BRT) corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations, 3.5 miles of dedicated bus-only lanes, mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements. FTA previously consulted on the Area of Potential Effect (APE) and the Office of Historic Preservation (OHP) issued comments on November 14,

Mr. Edward Carranza, Jr.  
June 14, 2018  
Page 2 of 3

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2017. The APE was expanded to include an Operations and Maintenance Facility, and OHP commented on this expansion on March 29, 2018.

Identification efforts included a records search, archival research, Sacred Lands File request, Native American consultation, and survey of the APE. Twenty-one resources were previously recorded within the APE, including two archaeological resources. One of the previously recorded archaeological resources, P-36-007144, no longer exists. The other, P-36-002910, is the National Old Trails Highway/Route 66 (now Foothill Boulevard in the cities of Fontana and Rancho Cucamonga) and is listed on the National Register of Historic Places (NRHP). Nineteen built environment resources were previously identified within the APE, five of which are listed in or considered eligible for the NRHP (P-19-189200, Southern Pacific Railroad [SPRR] Depot, Pomona; Lincoln Park Historic District, Pomona; P-36-015397, Malaga Underpass Bridge, Fontana; P-36-015982, Euclid Avenue/State Route [SR] 83, Ontario and Upland; and P-36-002910, National Old Trails Road/Route 66, Rancho Cucamonga and Fontana).

Survey of the APE identified 11 new archaeological sites within the APE, as well as 171 built environment parcels that were constructed prior to 1973. These resources were recorded and evaluated for NRHP eligibility. Four built environment properties were recommended as eligible for listing in the NRHP; the remaining parcels were recommended as ineligible. All 11 archaeological resources were also recommended as ineligible.

FTA has requested concurrence on the determinations that the no longer extant P-36-007144 and the 11 newly identified archaeological sites (Lots 1 through 11) are ineligible for inclusion in the NRHP, four built environment resources are eligible for inclusion in the NRHP, and the remaining 155 built environment resources are ineligible for listing in the NRHP. After reviewing the documentation, I offer the following comments:

- Please explain the potential scope of work for Lots 1-11, and whether there is ground-disturbing activity planned for those areas. If the scope of work does include ground disturbing activity, the following information is required:
  - Based on the level of documentation provided, it does not appear that FTA has applied the National Register criteria (36 CFR § 63) to the archaeological resources identified on Lots 1 through 11. It also does not appear that appropriate identification efforts, such as archival research and consultation of Sanborn maps have been conducted by FTA to establish the historic use and association of these archaeological resources. At a minimum, this level of identification is necessary when evaluating historic-era archaeological resources according to National Register criteria.
  - While the buildings located on Lots 1 through 11 are no longer extant, please explain the likelihood of encountering subsurface archaeological deposits within these areas during ground disturbing construction activities. For this analysis, please also consider the vertical depth of

Mr. Edward Carranza, Jr.  
June 14, 2018  
Page 3 of 3

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previous ground disturbance, depth of fill, and the vertical APE for the current undertaking. It is also recommended that as-built drawings, if available, are examined as part of this analysis.

- o While the residential site at P-36-007144/CA-SBR-7144H is no longer extent, please provide documentation as to how it was determined that “construction activities associated with development of that facility [Kaiser Permanent Mental Health Office] destroyed or significantly disturbed any intact deposits.”
- Please provide information regarding the depth of artificial fill throughout the APE as discussed in Section 6.3 of the Archaeological Survey Report (ASR).
- Please provide information as to why the depths of previous disturbance discussed in Section 6.3 of the ASR are “unknown at this time.”
- Confirm whether the completed DPR 523 forms for the archaeological resources located on Lots 1 through 11 have been submitted to the appropriate Information Center for state designation.
- As discussed on page 72 of the ASR, the implementation of a Cultural Resources Monitoring and Mitigation Plan (CRMMP) should not be used instead of FTA completing the steps necessary to identify history properties (archaeological) within the APE for the purposes of Section 106.
- Based on the above comments, I cannot concur at this time FTA’s determinations of eligibility because it is not clear that identification efforts are complete, per 36 CFR § 800.4. Please submit the information above to continue consultation.

I look forward to continuing this consultation with FTA. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or [Kathleen.Forrest@parks.ca.gov](mailto:Kathleen.Forrest@parks.ca.gov).

Sincerely,



Julianne Polanco  
State Historic Preservation Officer

Cc: Sharyn LaCombe, FTA



State of California • Natural Resources Agency

Edmund G. Brown Jr., Governor

**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer  
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calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

August 7, 2018

In reply refer to: FTA\_2016\_1227\_001

Mr. Edward Carranza, Jr.  
Acting Regional Administrator  
Federal Transit Administration  
90 Seventh Street  
Suite 15-300  
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Identification Efforts, Counties of Los Angeles and San Bernardino, California

Dear Mr. Carranza:

The State Historic Preservation Officer (SHPO) received your letter on July 19, 2018, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The Federal Transit Administration (FTA) included the following documents with the consultation letter:

- *Historic Property Survey Report, West Valley Connector Project*, prepared for the San Bernardino County Transportation Authority (SBCTA) and Omnitrans in July, 2018
- *Historic Resources Evaluation Report, West Valley Connector Project (HRER)*, prepared by Parsons for the SBCTA and Omnitrans in July, 2018
- *Archaeological Survey Report, West Valley Connector Project (ASR)*, prepared by Parsons and PaleoSolutions for the SBCTA and Omnitrans in July, 2018

The undertaking proposes a 35-mile-long Bus Rapid Transit (BRT) corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations, 3.5 miles of dedicated bus-only lanes, mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.



Mr. Edward Carranza, Jr.  
 August 7, 2018  
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FTA previously consulted on the Area of Potential Effect (APE) and the Office of Historic Preservation (OHP) issued comments on November 14, 2017. The APE was expanded to include an Operations and Maintenance Facility, and OHP commented on this expansion on March 29, 2018. FTA also consulted on the identification efforts and OHP issued comments on those efforts on June 14, 2018. The current consultation addresses those comments.

Identification efforts included a records search, archival research, Sacred Lands File request, Native American consultation, and survey of the APE. Twenty-one resources were previously recorded within the APE, including two archaeological resources. One of the previously recorded archaeological resources, P-36-007144, no longer exists. The other, P-36-002910, is the National Old Trails Highway/Route 66 (now Foothill Boulevard in the cities of Fontana and Rancho Cucamonga) and is listed on the National Register of Historic Places (NRHP). Nineteen built environment resources were previously identified within the APE, five of which are listed in or considered eligible for the NRHP (P-19-189200, Southern Pacific Railroad [SPRR] Depot, Pomona; Lincoln Park Historic District, Pomona; P-36-015397, Malaga Underpass Bridge, Fontana; P-36-015982, Euclid Avenue/State Route [SR] 83, Ontario and Upland; and P-36-002910, National Old Trails Road/Route 66, Rancho Cucamonga and Fontana).

Survey of the APE identified 11 new archaeological sites within the APE, as well as 159 built environment parcels that were constructed prior to 1968. These resources were recorded and evaluated for NRHP eligibility. Four built environment properties were recommended as eligible for listing in the NRHP. Those properties include:

**Built-Environment Resources within APE Determined Eligible for Listing in NRHP**

Property #	Historic Property Name	Address/Location	Parcel Number	Eligibility Criteria	Period of Significance
1	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01-0000 1010-543-02-0000	A; C	1945-1967
2	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07-0000	A; C	1893-1950
3	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14-0000	C	1958
4	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17-0000	C	1901

The remaining 155 parcels were recommended as ineligible and are included in the table attached to this letter.

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All 11 newly identified historical archaeological resources (Lots 1 through 11), as well as the no longer extant P-36-007144 were also recommended as ineligible. Lots 1 through 11 include:

**Archaeological Resources within APE Determined Ineligible for Listing in NRHP**

Lot #	Address/Location	Parcel Number
1	570, 590, and 610 E. Holt Boulevard, Ontario	1049-092-01-0000, 1049-092-02-0000, 1049-092-13-0000
2	914 and 918 E. Holt Boulevard, Ontario	1049-131-03-0000, 1049-131-04-0000
3	957 E. Holt Boulevard, Ontario	1048-481-06-0000, 1048-481-29-0000, 1048-481-28-0000
4	1044 and 1050 E. Holt Boulevard, Ontario	1049-131-15-0000, 1049-131-16-0000
5	1373, 1381, and 1387 E. Holt Boulevard, Ontario	0110-061-01-0000, 0110-071-06-0000, 0110-071-07-0000, 0110-071-02-0000
6	120 S. Walker Ave, 1486 E. Holt Boulevard, Ontario	0110-121-04-0000, 0110-121-05-0000
7	1660 E. Holt Boulevard, Ontario	0110-111-11-0000, 0110-111-12-0000
8	1202-1212 E. Holt Boulevard, Ontario	0110-121-19-0000, 0110-31-01-0000
9	1625 and 1667 E. Holt Boulevard, Ontario	0110-081-10-0000, 0110-081-03-0000
10	1207 E. Holt Boulevard, Ontario	0110-061-10-0000
11	1170, 1176, 1194 E. Holt Boulevard	1049-141-20-0000, 1049-141-23-0000, 1049-141-24-0000

FTA has requested concurrence on the determinations that the no longer extant P-36-007144 and the 11 newly identified archaeological sites (Lots 1 through 11) are ineligible for inclusion in the NRHP, four built environment resources are eligible for inclusion in the NRHP, and the remaining 155 built environment resources are ineligible for listing in the NRHP. After reviewing the documentation, I offer the following comments:

- I agree that the no longer extant P-36-007144 is not eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).





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- I agree that Lots 1 through 11, as listed in the Archaeological Resources table above, are not eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).
- I agree that the four built environment properties listed in Built Environment Resources table above are eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).
- I agree that the 155 resources listed in the attached table are not eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).
- In the future, it is not necessary to prepare separate HASR/HPSR documents for the built environment. A single report is sufficient.

I look forward to continuing this consultation with FTA. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or [Kathleen.Forrest@parks.ca.gov](mailto:Kathleen.Forrest@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Julianne Polanco".

Julianne Polanco  
State Historic Preservation Officer

Cc: Sharyn LaCombe, FTA

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**Built-Environment Resources within APE Determined Ineligible for Listing in NRHP**

No.#	Address/Location	Parcel Number	City	OHP Status Codes
1	550 N. Garey Avenue	8336-016-028	Pomona	6Z
2	485, 499 N. Garey Avenue	8336-022-015	Pomona	6Z
3	445 N. Garey Avenue	8336-022-007	Pomona	6Z
4	415-425 N. Garey Avenue	8336-022-008	Pomona	6Z
5	130 E. Holt Avenue	8336-021-005	Pomona	6Z
6	173 E. Center Street	8336-021-022	Pomona	6Z
7	416-442 N. Garey Avenue	8336-021-027	Pomona	6Z
8	155 W. Commercial Street	8336-032-011	Pomona	6Z
9	167 W. Commercial Street	8336-032-010	Pomona	6Z
10	295 N. Garey Avenue	8336-032-014	Pomona	6Z
11	472-478 E. Holt Avenue	8337-025-002	Pomona	6Z
12	468 E. Holt Avenue	8337-025-003	Pomona	6Z
13	450-454 E. Holt Avenue	8337-025-004	Pomona	6Z
14	440 E. Holt Avenue	8337-025-015	Pomona	6Z
15	519 E. Holt Avenue	8337-016-010	Pomona	6Z
16	520 E. Holt Avenue	8337-021-002	Pomona	6Z
17	540 E. Holt Avenue	8337-020-011	Pomona	6Z
18	1545-1575 E. Holt Avenue	8323-025-025	Pomona	6Z
19	1538 W. Holt Boulevard	1010-552-13-0000	Ontario	6Z
20	1528 W. Holt Boulevard	1010-552-12-0000	Ontario	6Z
21	1520 W. Holt Boulevard	1010-552-11-0000	Ontario	6Z
22	1512 W. Holt Boulevard	1010-552-38-0000	Ontario	6Z
23	1502 W. Holt Boulevard	1010-552-37-0000	Ontario	6Z
24	1442 W. Holt Boulevard	1010-552-06-0000	Ontario	6Z
25	1426 W. Holt Boulevard	1010-552-05-0000	Ontario	6Z
26	1364 W. Holt Boulevard	1010-543-32-0000	Ontario	6Z
27	1340 W. Holt Boulevard	1010-543-12-0000	Ontario	6Z
28	1263 W. Holt Boulevard	1011-121-18-0000	Ontario	6Z
29	1260 W. Holt Boulevard	1010-543-07-0000	Ontario	6Z
30	1240 W. Holt Boulevard	1010-543-04-0000	Ontario	6Z
31	1150 W. Holt Boulevard	1010-522-13-0000	Ontario	6Z
32	1136-1142 W. Holt Boulevard	1010-522-06-0000	Ontario	6Z



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No.#	Address/Location	Parcel Number	City	OHP Status Codes
33	1108 W. Holt Boulevard	1010-522-11-0000	Ontario	6Z
34	1050 W. Holt Boulevard	1010-502-08-0000	Ontario	6Z
35	1020 W. Holt Boulevard	1010-502-07-0000	Ontario	6Z
36	1021 W. Holt Boulevard	1011-132-10-0000	Ontario	6Z
37	1034 W. Holt Boulevard	1010-502-06-0000	Ontario	6Z
38	1013 W. Holt Boulevard	1011-132-11-0000	Ontario	6Z
39	964 W. Holt Boulevard	1010-501-80-0000	Ontario	6Z
40	967 W. Holt Boulevard	1011-141-06-0000	Ontario	6Z
41	960 W. Holt Boulevard	1010-501-79-0000	Ontario	6Z
42	940 W. Holt Boulevard	1010-501-78-0000	Ontario	6Z
43	943 W. Holt Boulevard	1011-141-35-0000	Ontario	6Z
44	900 W. Holt Boulevard	1010-501-76-0000	Ontario	6Z
45	909 W. Holt Boulevard	1011-141-13-0000	Ontario	6Z
46	830 W. Holt Boulevard	1010-491-03-0000	Ontario	6Z
47	863 W. Holt Boulevard	1011-141-32-0000	Ontario	6Z
48	755 W. Holt Boulevard	1049-011-03-0000	Ontario	6Z
49	745 W. Holt Boulevard	1049-011-04-0000	Ontario	5S1
50	739 W. Holt Boulevard	1049-011-05-0000	Ontario	6Z
51	729 W. Holt Boulevard	1049-012-01-0000	Ontario	6Z
52	627 W. Holt Boulevard	1049-021-03-0000	Ontario	6Z
53	625 W. Holt Boulevard	1049-021-04-0000	Ontario	6Z
54	212-214 E. Holt Boulevard	1049-063-02-0000	Ontario	5S1
55	220-222 E. Holt Boulevard	1049-063-03-0000 1049-063-04-0000	Ontario	5S1
56	230 E. Holt Boulevard	1049-063-05-0000	Ontario	6Z
57	444 E. Holt Boulevard	1049-066-02-0000	Ontario	5S1
58	500 E. Holt Boulevard	1049-091-01-0000	Ontario	6Z
59	517 E. Holt Boulevard	1048-522-10-0000	Ontario	6Z
60	522 E. Holt Boulevard	1049-091-03-0000	Ontario	6Z
61	523 E. Holt Boulevard	1048-522-09-0000	Ontario	6Z
62	527 E. Holt Boulevard	1048-522-08-0000	Ontario	6Z
63	526 E. Holt Boulevard	1049-091-04-0000	Ontario	6Z
64	545 E. Holt Boulevard	1048-523-16-0000	Ontario	5S1
65	111 N. Monterey Avenue	1048-523-15-0000	Ontario	6Z

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No.#	Address/Location	Parcel Number	City	OHP Status Codes
66	601 E. Holt Boulevard	1048-524-17-0000	Ontario	6Z
67	616 E. Holt Boulevard	1049-093-01-0000	Ontario	5S1
68	636 E. Holt Boulevard	1049-093-06-0000	Ontario	6Z
69	640-642 E. Holt Boulevard	1049-093-09-0000	Ontario	6Z
70	635 E. Holt Boulevard	1048-525-20-0000	Ontario	6Z
71	639 E. Holt Boulevard	1048-525-19-0000	Ontario	5S1
72	654 E. Holt Boulevard	1049-094-02-0000	Ontario	6Z
73	660 E. Holt Boulevard	1049-094-14-0000	Ontario	6Z
74	668 E. Holt Boulevard	1049-094-04-0000	Ontario	6Z
75	720 E. Holt Boulevard	1049-101-04-0000	Ontario	6Z
76	717 E. Holt Boulevard	1048-512-22-0000	Ontario	6Z
77	727 E. Holt Boulevard	1048-512-20-0000	Ontario	6Z
78	741 E. Holt Boulevard	1048-512-18-0000	Ontario	5S1
79	745 E. Holt Boulevard	1048-512-17-0000	Ontario	5S1
80	728 E. Holt Boulevard	1049-101-05-0000	Ontario	6Z
81	736 E. Holt Boulevard	1049-101-06-0000	Ontario	6Z
82	744 E. Holt Boulevard	1049-101-07-0000	Ontario	6Z
83	748 E. Holt Boulevard	1049-101-08-0000	Ontario	5S1
84	752-754 E. Holt Boulevard	1049-101-09-0000	Ontario	5S1
85	755 E. Holt Boulevard	1048-512-16-0000	Ontario	6Z
86	765 E. Holt Boulevard	1048-512-11-0000	Ontario	6Z
87	800 E. Holt Boulevard	1049-101-12-0000	Ontario	6Z
88	810 E. Holt Boulevard	1049-101-13-0000	Ontario	6Z
89	814 E. Holt Boulevard	1049-101-14-0000	Ontario	6Z
90	813-817 E. Holt Boulevard	1048-512-13-0000	Ontario	5S1
91	824-828 E. Holt Boulevard	1049-101-18-0000 1049-101-16-0000	Ontario	6Z
92	831 E. Holt Boulevard	1048-512-14-0000	Ontario	6Z
93	932 E. Holt Boulevard	1049-131-05-0000	Ontario	6Z
94	958 E. Holt Boulevard	1049-131-08-0000	Ontario	6Z
95	1015 E. Holt Boulevard	1048-481-03-0000	Ontario	6Z
96	1031 E. Holt Boulevard	1048-481-02-0000	Ontario	6Z
97	1042 E. Holt Boulevard	1049-131-14-0000	Ontario	6Z
98	103 Virginia Avenue	1048-471-13-0000	Ontario	6Z



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No.#	Address/Location	Parcel Number	City	OHP Status Codes
99	1133 E. Holt Boulevard	1048-472-21-0000	Ontario	6Z
100	1217 E. Holt Boulevard	0110-061-21-0000	Ontario	6Z
101	1329 E. Holt Boulevard	0110-061-18-0000	Ontario	6Z
102	1228-1264 E. Holt Boulevard	0110-131-20-0000	Ontario	6Z
103	1512 E. Holt Boulevard	0110-121-03-0000	Ontario	6Z
104	1614 E. Holt Boulevard	0110-111-01-0000	Ontario	6Z
105	1670 E. Holt Boulevard	0110-111-06-0000	Ontario	6Z
106	1744 E. Holt Boulevard	0110-101-01-0000	Ontario	6Z
107	9260 Sierra Avenue	0193-161-09-0000	Fontana	6Z
108	9333 Sierra Avenue	0194-091-36-0000	Fontana	6Z
109	122 N. Mountain Avenue	1010-502-10-0000	Fontana	6Z
110	1182 E. Nocta Street	1048-472-15-0000	Fontana	6Z
111	541 E. Emporia Street	1049-091-05-0000	Ontario	5S1
112	518 Sierra Court	1048-522-04-0000	Ontario	6Z
113	524 Sierra Court	1048-522-05-0000	Ontario	6Z
114	108 S. Malcolm Avenue	1049-093-11-0000	Ontario	6Z
115	113 S. Malcolm Avenue	1049-094-11-0000	Ontario	6Z
116	114 S. Campus Avenue	1049-094-05-0000	Ontario	6Z
117	753 E. Emporia Street	1049-101-36-0000	Ontario	6Z
118	757 E. Emporia Street	1049-101-35-0000	Ontario	6Z
119	767 E. Emporia Street	1049-101-34-0000	Ontario	6Z
120	763 E. Emporia Street	1049-101-33-0000	Ontario	6Z
121	765 E. Emporia Street	1049-101-32-0000	Ontario	6Z
122	817E. Emporia Street	1049-101-30-0000	Ontario	6Z
123	111 S. Lemon Avenue	1049-063-10-0000	Ontario	6Z
124	730 E. Willow Street	1048-512-04-0000	Ontario	6Z
125	13641 Foothill Boulevard	0229-091-17-0000	Fontana	6Z
126	635 W. Holt Boulevard	1049-021-03-0000	Ontario	5S1
127	1101 E. Holt Boulevard	1048-471-23-0000	Ontario	5S1
128	1300 E. Holt Boulevard	0110-131-06-0000	Ontario	5S1
129	1111 E. Holt Boulevard	1048-471-15-0000	Ontario	6Z
130	1175 E. Holt Boulevard	1048-472-18-0000	Ontario	6Z
131	1179 E. Holt Boulevard	1048-472-17-0000	Ontario	6Z

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No.#	Address/Location	Parcel Number	City	OHP Status Codes
132	204 E. Holt Boulevard	1049-063-01-0000	Ontario	5S1
133	659 E. Holt Boulevard	1048-525-17-0000	Ontario	6Z
134	1248 W. Holt Boulevard	1010-543-05-0000	Ontario	6Z
135	1328 W. Holt Boulevard	1010-543-10-0000	Ontario	6Z
136	1424 W. Holt Boulevard	1010-552-04-0000	Ontario	6Z
137	1414 W. Holt Boulevard	1010-552-33-0000	Ontario	6Z
138	1051 W. Holt Boulevard	1011-132-07-0000	Ontario	6Z
139	925-927 W. Holt Boulevard	1011-141-11-0000	Ontario	6Z
140	756 E. Holt Boulevard	1049-101-10-0000	Ontario	6Z
141	766 E. Holt Boulevard	1049-101-11-0000	Ontario	6Z
142	1619 E. Holt Boulevard	0110-081-06-0000	Ontario	6Z
143	1156 W. Holt Boulevard	1010-522-17-0000	Ontario	6Z
144	1515 W. Holt Boulevard	1011-111-20-0000	Ontario	6Z
145	1265 W. Holt Boulevard	1011-121-17-0000	Ontario	6Z
146	609 E. Holt Boulevard	1048-524-16-0000	Ontario	6Z
147	1067 E. Holt Boulevard	1048-481-01-0000	Ontario	6Z
148	1409 W. Holt Boulevard	1011-111-05-0000	Ontario	6Z
149	1230 E. Nocta Street	0110-061-22-0000	Ontario	6Z
150	Holt Avenue/Holt Boulevard	N/A	Pomona Montclair Ontario	6Z
151	1225 W. Holt Boulevard	1011-121-05-0000	Ontario	6Z
152	862 Woodlawn Street	1099-462-07-0000	Ontario	6Z
153	1304 S. Bon View Avenue	1049-462-09-0000	Ontario	6Z
154	1301-1315-1325 S. Bon View Avenue	1050-131-05-0000	Ontario	6Z
155	1333 S. Bon View Avenue	1049-421-01-0000 1049-421-02-0000	Ontario	6Z



U.S. Department of Transportation  
**Federal Transit Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
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Julianne Polanco  
State Historic Preservation Officer  
Office of Historic Preservation  
California State Department of Parks and Recreation  
1725 23<sup>rd</sup> Street, Suite 100  
Sacramento, CA 95816

JAN 0 7 2020

Subject: Section 106 Consultation on Finding of Effect for the Proposed West Valley Connector – Counties of San Bernardino and Los Angeles, California

OHP File: FTA\_2016\_1227\_001

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector Bus Rapid Transit (BRT) Project (Project) in the Counties of San Bernardino and Los Angeles pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR § 800). FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA)<sup>1</sup>.

Consultation on the undertaking was initiated with the SHPO in December 2016, with consultation continuing in 2017 and 2018. On August 7, 2018, the SHPO concurred with the FTA's determinations of eligibility in the identification and evaluation phase of Section 106 compliance. This letter requests your concurrence on the FTA's Finding of Effect (FOE) for the undertaking pursuant to the documentation standards at 36 CFR § 800.11. As indicated in the attached FOE analysis, the FTA applied the Criteria of Adverse Effect per 36 CFR § 800.5(a) and has determined that the undertaking would result in a finding of no adverse effect on historic properties.

<sup>1</sup> Omnitrans was the CEQA Lead Agency when the Notice of Preparation was issued in March 2016. In December 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as Lead Agency for the West Valley Connector project.

Following four public hearings and a 45-day public review period for the West Valley Connector Project Draft Environmental Impact Report/Environmental Assessment, SBCTA, with approval from each of the affected cities, was selected Alternative B, Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario, as the preferred alternative.

### **Overview of the Undertaking - Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario**

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. Phase I of the Project would construct the “Milliken Alignment” from the Pomona Metrolink Transit Center Station to Victoria Gardens in Rancho Cucamonga. Phase II of the Project would construct the “Haven Alignment” from Ontario International Airport and terminate at the Kaiser Permanente Medical Center in Fontana; it includes 3.5 miles of dedicated bus-only lanes in Ontario, and 5 center-running stations and 50 side-running stations at up to 33 locations/major intersections. The complete project description and more specific details on the preferred alternative can be found in Section 2.3 of the FOE.

### **Area of Potential Effects (APE)**

For this undertaking, the proposed APE was established in accordance with 36 CFR § 800.4(a)(1). FTA consulted with your office on December 22, 2016 and October 26, 2017, for which concurrence was received on November 14, 2017. FTA consulted with the SHPO on March 1, 2018 concerning a revision to the APE to account for construction of an operations and maintenance (O&M) facility in Ontario, for which concurrence was received on March 29, 2018.

The APE was determined to encompass the right of way (ROW) and parcels along the proposed side and center stations of the Project’s alignment for purposes of the built-environment resources study, and cover only the ROW within the proposed side and center stations, in addition to properties that may be subject to impacts from visual, noise, vibration, or changes to setting, typically established as the adjacent legal parcel, as well as areas for temporary construction easements (TCEs), proposed staging areas, and parcels subject to full or partial acquisition for the archaeological resources study.

### **Study Results**

Identification efforts for the proposed undertaking determined five previously-listed or NRHP determined eligible properties in the APE, and as a result of the survey conducted for this undertaking, four additional built-environment resources within the APE were determined eligible for inclusion in the NRHP. The nine historic properties are listed below. No archaeological properties in the APE were determined eligible for the NRHP. On August 8, 2018, the SHPO concurred in all determinations of eligibility (see Appendix A of the FOE).



**Historic Properties within the APE**

<b>Property #</b>	<b>Historic Property Name</b>	<b>Address/Location</b>	<b>Parcel Number</b>	<b>Eligibility Criteria</b>	<b>Period of Significance</b>
1	Southern Pacific Railroad Depot	100 W. Commercial Street, Pomona	8336-031-90	A; C	1940
2	Lincoln Park Historic District	Bounded by McKinley Avenue, Towne Avenue, Pasadena Street, and Garey Avenue, Pomona	N/A	A; C	1890-1954
3	Vince’s Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01-0000 1010-543-02-0000	A; C	1945-1967
4	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07-0000	A; C	1893-1950
5	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14-0000	C	1958
6	Euclid Avenue/ State Route 83	Project alignment crosses Euclid Avenue along Holt Boulevard, between N. Laurel Avenue and S. Lemon Avenue, Ontario	N/A	A; C	Early 20 <sup>th</sup> Century
7	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17-0000	C	1901
8	National Old Trails Road/Route 66	Project alignment runs along Foothill Boulevard/Route 66 between Haven Avenue and Sierra Avenue, Rancho Cucamonga and Fontana, respectively.	N/A	A; C	1926-1964
9	Malaga Underpass Bridge	Route 66/Foothill Boulevard, Fontana	N/A	A	1931

**Status of Native American Consultation**

FTA 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) beginning in August 10, 2016, when it sent an invitation letter with proposed project summaries and location maps to all 11 Native American contacts provided in a list sent by the Native American Heritage Commission (NAHC). Two Native American groups, the Gabrieleño Band of Mission Indians –

Kizh Nation and the San Manuel Band of Mission Indians (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 contact list was later expanded by the NAHC to include 25 individuals or contacts representing 19 Native American groups, and FTA likewise contacted all the Native American interested parties identified by the NAHC. No new individuals or tribal contacts responded, but the Gabrieleño Band of Mission Indians – Kizh Nation again requested consultation. The SMBMI reiterated their request for permits to address inadvertent discoveries, but also concluded consultation under Section 106 of the NHPA. The Agua Caliente Band of Mission Indians deferred to other tribes (none specifically named) for the undertaking and concluded consultation under Section 106.

On July 16, 2018, FTA and SBCTA conducted consultation with tribal representatives of the Gabrieleño Band of Mission Indians – Kizh Nation concerning project features and anticipated construction activities. Consultation with the tribe continued on October 10, 2018, in a field trip with FTA and SBCTA. FTA has continued to follow up with the Gabrieleño Band of Mission Indians – Kizh Nation during the environmental review phase, responding on June 24, 2019 to an email received from the Tribe on that same date.

Going forward, FTA will send Native American outreach letters seeking tribal review and input including notification on the selected alternative for the Finding of No Significant Impact (FONSI) under NEPA, project schedules, and other updated information related to forthcoming construction activities. The tribe(s) who have expressed interest in Native American monitoring will be contacted and provided with updated information prior to the initiation of any ground-disturbing activities, consistent with a Cultural Resources Mitigation and Monitoring Plan (CRMMP), the initial draft of which was shared with the Gabrieleño Band of Mission Indians – Kizh Nation and the SMBMI for review and comment. The CRMMP establishes procedures and provides guidelines for the treatment of inadvertent discoveries during all ground-disturbing activities associated with the Project. FTA will also engage in consultation at any point in the Project timeline a request is made by a Tribe.

In compliance with California Assembly Bill (AB) 52, on May 13, 2016, notification letters were sent on behalf of the local transit agency to the 11 original Native American contacts identified by the NAHC. Two Native American groups, the Gabrieliño Band of Mission Indians– Kizh Nation and the SMBMI, requested consultation under AB 52. To continue the AB 52 outreach effort, on April 11, 2018, notification letters regarding the proposed project were sent by SBCTA to 14 new contacts provided by the NAHC. In addition, SBCTA sent a continuing consultation letter to the two tribes who had previously requested consultation, providing a project update and to solicit comments under AB 52. On April 25, 2018, follow-up letters were mailed to the other nine Native American groups who had been initially contacted in May 2016, but had not responded to that communication. The follow-up letters provided a project update and a new invitation to once again consult under AB 52. The Morongo Band of Mission Indians requested

consultation and a copy of the HPSR and ASR, which were subsequently forwarded. SBCTA consulted with the Gabrieliño Band of Mission Indians– Kizh Nation under AB 52 in tandem with FTA's consultation under Section 106, as discussed above, in a teleconference and field review. SBCTA has also consulted and will continue consulting with the SMBMI and the Morongo Band of Mission Indians.

During the public circulation period for the draft environmental document for this undertaking (June 24 to August 8, 2019), the Notice of Availability and the digital copy of the Draft EIR/EA were sent to all Native American and Tribal contacts. Four public meetings were also held during the 45 day public review period. The Gabrieliño Band of Mission Indians – Kizh Nation commented generally on the need for construction monitoring in areas proposed for ground disturbance. The Augustine Band of Cahuilla Mission Indians commented they were unaware of any cultural resources that would be affected by the West Valley Connector Project, but recommended other Native American Tribes and individuals (none specifically named) be contacted for information and that a full-time monitor with knowledge of Native American cultural resources be present on-site during any project activities. The tribe also requested they be immediately notified if any cultural resources were discovered during project activities; the tribe's contact information has been included in Appendix C of the CRMMP (Contact Information).

The comments received on the Draft EIR/EA will be addressed as an attachment on Public Comments to accompany the FONSI to be published in the Federal Register and posted on any associated project websites.

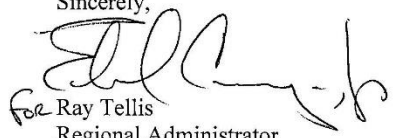
### **Consultation with Others**

In compliance with Section 106 of the NHPA, on May 13, 2016, letters were sent to eight historical associations, municipalities, and other potentially interested parties likely to have knowledge of or concerns with historic properties in the West Valley Connector project area. The letters briefly described the proposed project and requested information about cultural resources near the project area. No organizations identified resources or expressed any concerns regarding the project. On April 27, 2018, letters were sent to these same organizations informing them of proposed project changes, including a revised APE due to the addition of an O&M facility in Ontario, and inviting them to express any concerns, comments or a desire for further consultation under Section 106 of the NHPA. No organizations requested further consultation or expressed any concerns regarding the project. During the public circulation period for the Draft EIR/EA for this Project (June 24 to August 8, 2019), both the City of Fontana and City of Ontario provided general comments on historic resources within their jurisdictions, but neither expressed concern with specific activities associated with the undertaking and its effects on historic properties (see FOE Section 3.4).

**Summary and Conclusion**

In accordance with 36 CFR § 800.5, FTA respectfully requests your concurrence with a finding of no adverse effect on the historic properties from this undertaking. We also want to notify you that under the Section 4(f) regulations at 23 CFR § 774.5(b)(2), it is FTA's intent to make a *de minimis* impact determination based on the SHPO's written concurrence in the "no adverse effect" finding under Section 106 of the NHPA.

We appreciate your continued assistance with this undertaking. We look forward to your concurrence and/or comments on FTA's findings. If you have any questions, please contact Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,  
  
for Ray Tellis  
Regional Administrator

cc: Ted Matley, FTA  
Victor Lopez, SBCTA  
Anna Jaiswal, Omnitrans

Enclosure: West Valley Connector Project, Finding of Effect, January 2020



State of California • Natural Resources Agency

Gavin Newsom, Governor

**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

February 4, 2020

VIA EMAIL

Reply To: FTA\_2016\_1227\_001

Mr. Ray Tellis, Regional Administrator  
Federal Transit Administration, Region 9  
90 7<sup>th</sup> Street, Suite 15-300  
San Francisco, CA 94103-6701

Re: Finding of Effect for the Proposed West Valley Connector – Counties of San Bernardino and Los Angeles, CA

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) letter of January 7, 2020, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800.

The FTA is proposing a 35-mile long Bus Rapid Transit (BRT) corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino Counties. For a full description of the project please reference Section 2.3 of the Finding of Effect (FOE) document.

Based on previous consultations on this project the FTA determined there are nine resources within the APE for the project that were previously determined eligible for the National Register of Historic Places (NRHP):

- Southern Pacific Railroad Depot, 100 W. Commercial Street, Pomona
- Lincoln Park Historic District, bounded by McKinley Avenue, Towne Avenue, Pasadena Street, and Garey Avenue, Pomona
- Vince's Spaghetti, 1206 W Holt Boulevard, Ontario
- A.C. Moorhead House, 961 W Holt Boulevard, Ontario
- The Grinder Haven, 724 W Holt Boulevard, Ontario
- Euclid Avenue/State Route 83, project alignment along Holt Boulevard, between N. Laurel Avenue and S Lemon Avenue, Ontario
- Jacob Lerch House, 541 E Holt Boulevard, Ontario

Mr. Tellis  
February 4, 2020  
Page 2 of 3

FTA\_2016\_1227\_001

- National Old Trails Road/Route 66, project alignment runs along Foothill Boulevard/Route 66 between Haven Avenue and Sierra Avenue, Rancho Cucamonga and Fontana respectively
- Malaga Underpass Bridge, Route 66/Foothill Boulevard, Fontana

The FTA has also applied the Criteria of Adverse Effect as outlined in 36 CFR 800.5 and found that the proposed undertaking will have no adverse effect on these historic properties if the conditions as outlined in the FOE are implemented as described. The undertaking will not diminish the characteristics of the historic properties that make them eligible for the NRHP.

After reviewing the information submitted with your letter, I offer the following comments:

- The Grinder Haven – The FOE states that the neon sign may be temporarily relocated as a result of driveway improvements. The sign would be re-established in close proximity and with the same street orientation.

Provide more information with regards to the protection measures that will be put in place to assure the integrity of the neon sign. Describe who will be moving the sign and what their qualifications are to do so. In addition provide the location where the sign will be stored and any protective measures that will be taken. If the sign is damaged as part of the relocation, explain the measures the FTA will take to restore the sign back to its current condition.

- Jacob Lerch House - The FOE states the undertaking requires the removal of two date palms. The two large palms date to the historic period and are considered contributors to the Jacob Lerch House. The FTA will fully restore disturbed areas to pre-project conditions once construction is complete. Depending on the condition of the trees and the extent to which a certified arborist believes them capable of being moved without harm, the existing palms will be either replanted or replaced by palms of a similar variety to be installed in close proximity to their current location.

Provide information regarding any avoidance alternatives the FTA might have considered. If the date palms need to be replaced, describe the types of trees they might be replaced with (species, size, etc.) and who will be supervising the choice and planting of these trees. In addition please define what “close proximity” means in relation to the relocation of the trees.

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**Finding of Effect**



Mr. Tellis  
February 4, 2020  
Page 3 of 3

FTA\_2016\_1227\_001

If you have any questions, please contact Natalie Lindquist, Historian, at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov) or (916) 445-7014.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a long horizontal line extending to the right.

Julianne Polanco  
State Historic Preservation Officer



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

90 7th Street  
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888 South Figueroa Street  
Suite 440  
Los Angeles, CA 90017-5467  
213-202-3950

**FEB 26 2020**

Julianne Polanco  
State Historic Preservation Officer  
Office of Historic Preservation  
California State Department of Parks and Recreation  
1725 23<sup>rd</sup> Street, Suite 100  
Sacramento, CA 95816

Subject: Section 106 Consultation on Finding  
of Effect for the Proposed West Valley  
Connector – Counties of San Bernardino and  
Los Angeles, California

OHP File: FTA\_2016\_1227\_001

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector Bus Rapid Transit (BRT) Project (Project) in the Counties of San Bernardino and Los Angeles pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR § 800). FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA)<sup>1</sup>.

Consultation on the undertaking was initiated with the SHPO in December 2016, with consultation continuing up to the present. Thank you for your letter dated February 4, 2020, in response to the Finding of Effect (FOE) prepared for this undertaking which your office received on January 7, 2020. Your February 4, 2020 letter concurred with FTA's determination that the undertaking would result in a finding of no adverse effect on the nine historic properties in the Area of Potential Effects in accordance with 36 CFR § 800.5, provided that the conditions as outlined in the FOE were implemented as described.

<sup>1</sup> Omnitrans was the CEQA Lead Agency when the Notice of Preparation was issued in March 2016. In December 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as Lead Agency for the West Valley Connector project.



Your correspondence of the same date requested some additional information on contributors associated with two historic properties, a historic neon sign at The Grinder Haven property, located at 724 West Holt Boulevard, and two historic date palms at the Jacob Lerch House property, located at 541 East Holt Boulevard, both in the City of Ontario, for which we have further considered, and provide the following minimization measures:

**The Grinder Haven – 724 West Holt Boulevard, Ontario – Historic Neon Sign**

Contractors shall be required to ensure the historic free-standing outdoor neon sign is protected during and after construction of the undertaking until it is reinstalled at the location specified in plans (see Figure 1 on the following page, indicating placement of the sign at one of two alternative sites on the same parcel, either approximately 50 to 60 feet east, or approximately 60 to 70 feet west, of its current location, and oriented in the same east-west direction facing vehicles). FTA shall ensure that all work associated with the historic sign is carried out under the direct supervision of a person meeting at a minimum the Secretary of the Interior's professional qualifications for Historic Architecture found at 36 CFR Part 61.

The historic sign would be listed as a separate item in the bid and specifications package: "Sign Preservation." The contractor shall be required to exercise due caution in ensuring the historic sign is carefully removed and properly stored to prevent accidental damage or vandalism, or other harm during the interim period between construction removal and placement back on the parcel. The contractor shall minimize the risk of vandalism or theft by instituting appropriate protective measures, including placement of the sign in a secure location monitored by 24-hour video surveillance cameras and/or security personnel. The contract specifications will have explicit language indicating special care be taken during its removal, transfer, placement into temporary storage, and ultimate functional re-establishment on the site, so as to avoid any damage to the historic sign. The contractor shall be required to develop a plan for approval by FTA. SBCTA has identified businesses in Southern California specializing in the repair and restoration of neon signs and will list the businesses in the construction package, in the event that restoration work should become necessary.

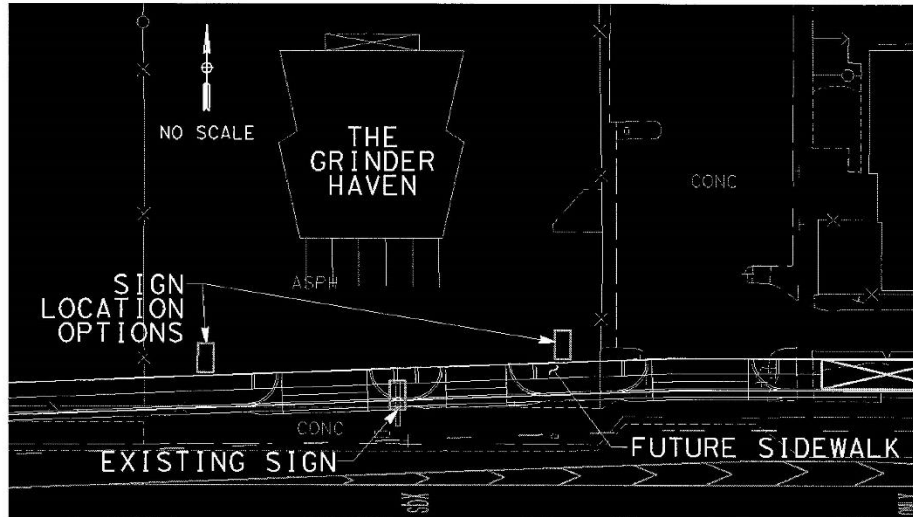


Figure 1 - The historic sign could be relocated to either site on The Grinder Haven parcel, as indicated.

**Jacob Lerch House – 541 E. Holt Boulevard, Ontario - Two Canary Island Date Palms**

In response to SHPO's question as to what alternative(s) have been considered to avoid the removal of the two Canary Island date palms (*Phoenix canariensis*) located in the front yard of the Jacob Lerch House at 541 E. Holt Boulevard, SBCTA developed a design variation which would have entailed removing the proposed parkway element that was in front of the Jacob Lerch House property; Instead the roadway tapered to terminate closer to the intersection of Holt Boulevard and North Pleasant Avenue. A five-foot sidewalk would have replaced the existing and been extended south, away from the house. Under this modified engineering schematic (see Figure 2 on the following page), both date palms would have remained at their current location. In consultation with the City of Ontario in consideration of the redesign outlined above, however, the Planning Director Cathy Wahlstrom's preference, as expressed to SBCTA, is to install the new parkway and sidewalk, relocate the two historic date palms further back on the property in parallel relationship to one another, as they are now, and to reconstruct curb-high rock wall and columns adjacent to the sidewalk.

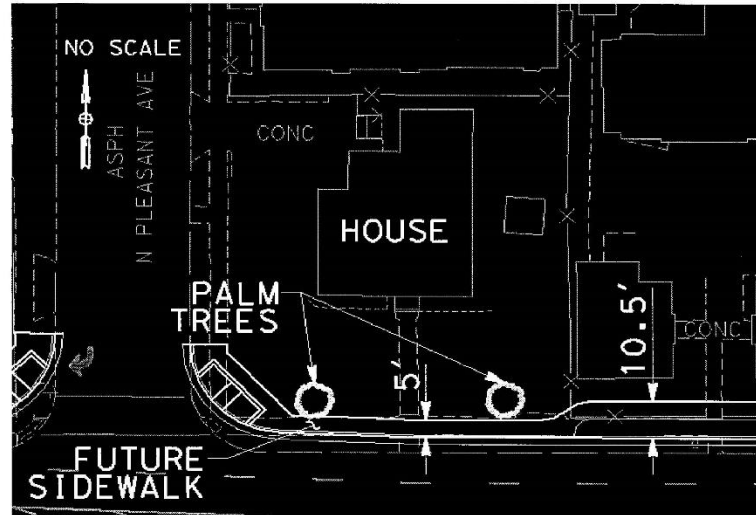


Figure 2 - The City of Ontario reviewed but did not accept plans which would have removed a proposed parkway, which would have left the two historic date palms in their current location.

Therefore, FTA and SBCTA propose as mitigation to relocate the existing date palms on the same property, provided a certified arborist with experience working with date palms believes they can be successfully transplanted. The project team spoke to a number of landscaping firms, including South Coast Date Palms, BrightView, Arborwell and the Landscaping Center, about the Canary Island date palm. This date palm variety is slower growing as compared with others found in the region, but tends to be quite hardy. Because they have a root ball, non-invasive root system, they can usually be transplanted by means of a lift crane without them sustaining major damage. The warmer spring and summer months is the optimal time to transplant date palms to maintain their health and minimize stress to their systems. As we understand, the new receiving hole for the transplanted palm would need to be approximately 8 feet by 8 feet. It is anticipated that the date palms would be relocated approximately 8-10 feet directly back (north) of their current position. The work would be under the direction of a certified arborist, and conducted by firms and personnel experienced with the Canary Island date palm variety. Plans for both the date palms and careful reconstruction of curb-wall and columns would be reviewed and approved by a California-licensed Historic Architect, and would also need to be approved by the City of Ontario, a Certified Local Government (CLG), responsible for administering the National Historic Preservation Program.

During the final design phase, a certified Arborist with previous experience working with Canary Island date palms will be retained to inspect the condition of the date palms and recommend the

measures to be incorporated into the design to ensure their protection. The letter report by the Arborist will be submitted by SBCTA to the City of Ontario's CLG coordinator for review. If a certified arborist believed transplanting would cause extreme harm to the two date palms, or if their reinstallation proved unsuccessful, SBCTA would engage with an experienced firm and personnel to install replacement 17-foot height date palms of the same genus and species, and placed in such a manner as to frame the historic house, as was the historic orientation. All protective measures as recommended by the Arborist shall be shown on the final design/construction plans and will be adhered to during construction.

We appreciate and thank you once again for your continued assistance with this undertaking. We welcome any additional comments you may have on FTA's more detailed proposal, as presented above, for these two historic properties, and would be pleased to discuss further with you, if it would be of benefit. If you have any questions, please contact Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,



for Ray Tellis  
Regional Administrator

cc: Ted Matley, FTA  
Victor Lopez, SBCTA  
Anna Jaiswal, Omnitrans



State of California • Natural Resources Agency

Gavin Newsom, Governor

**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer  
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Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

March 19, 2020

VIA EMAIL

Reply To: FTA\_2016\_1227\_001

Mr. Ray Tellis, Regional Administrator  
Federal Transit Administration, Region 9  
90 7<sup>th</sup> Street, Suite 15-300  
San Francisco, CA 94103-6701

Re: Finding of Effect for the Proposed West Valley Connector – Counties of San Bernardino and Los Angeles, CA

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) letter of February 26, 2020, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800.

In your letter you stated that the State Historic Preservation Officer (SHPO) concurred with your finding of no adverse effect for the undertaking in a letter of February 4, 2020. Please note that while the letter did request additional information with regards to the effect of the project on historic properties, the SHPO did not concur with FTA's effect finding.

Based on review of the additional information you submitted in your current documentation, I have no objections to your finding of no adverse effect for this undertaking.

If you have any questions, please contact Natalie Lindquist, Historian, at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov) or (916) 445-7014.

Sincerely,



Julianne Polanco  
State Historic Preservation Officer



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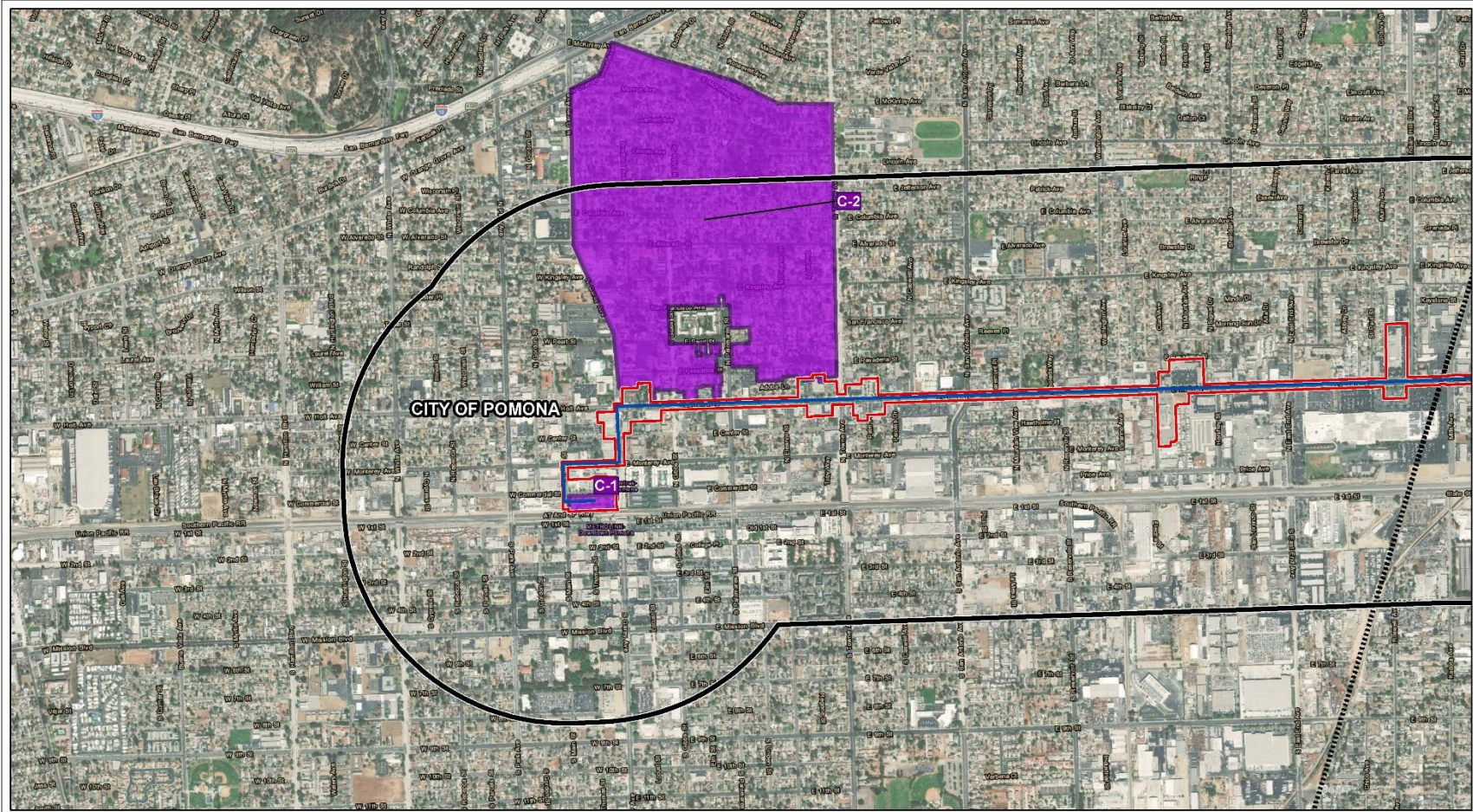
## Appendix B HISTORIC PROPERTIES IN THE APE

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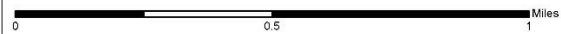
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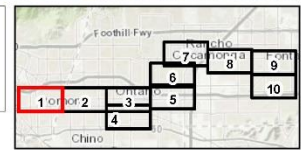
**West Valley Connector**  
Historic Properties  
Sheet 1 of 10

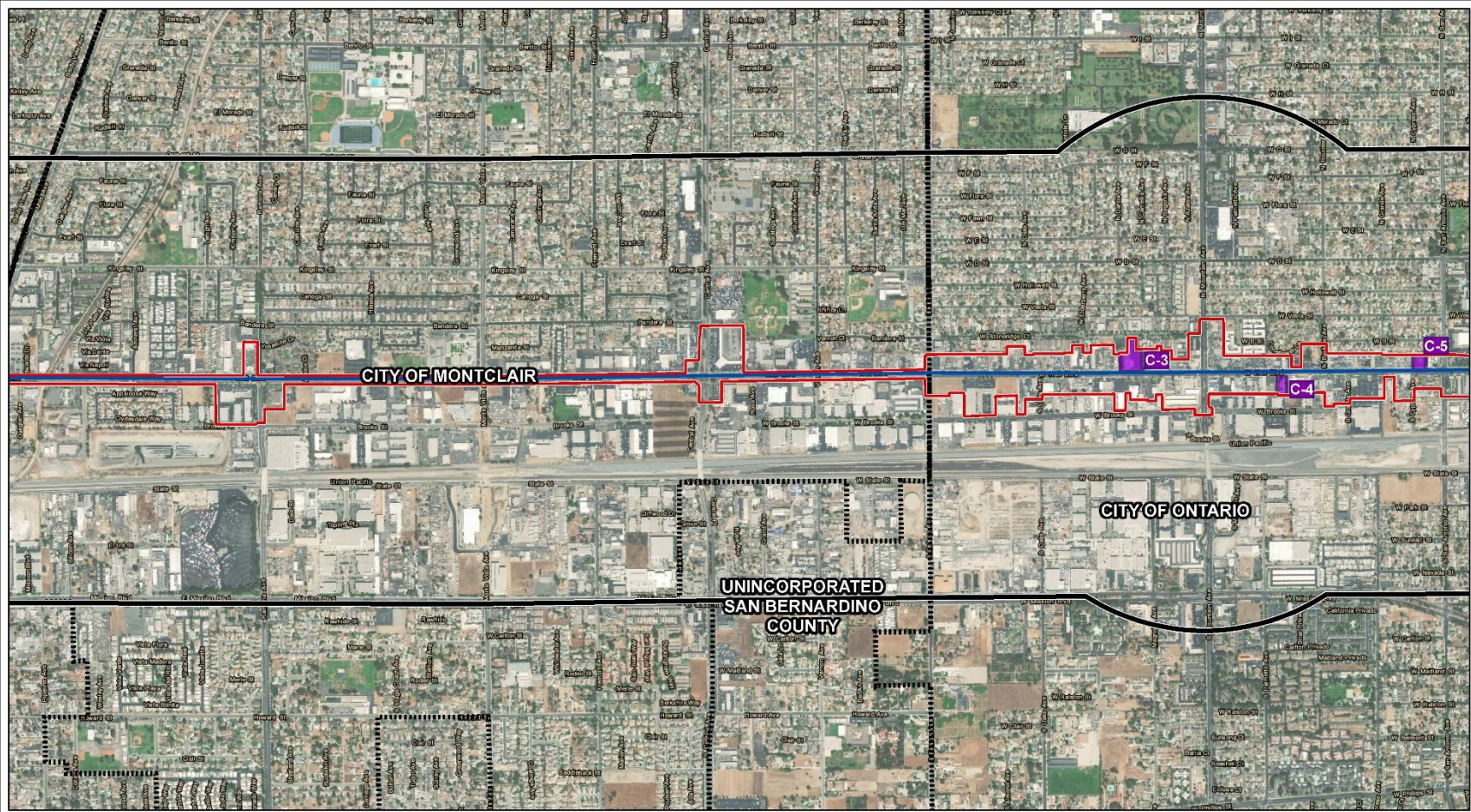
Source: Parsons Map Created On: 12/19/2019



- Phase 1 | Milliken Alignment
- Phase 2 | Haven Alignment
- City Boundary
- Half Mile Buffer
- Architectural APE
- NRHP Listed or Eligible Historic Properties that intersect the APE \*

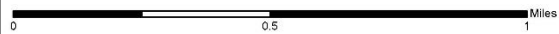
\* Refer to Table 4-1 for a corresponding list of historic properties.





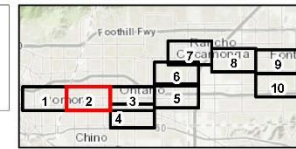
**West Valley Connector**  
Historic Properties  
Sheet 2 of 10

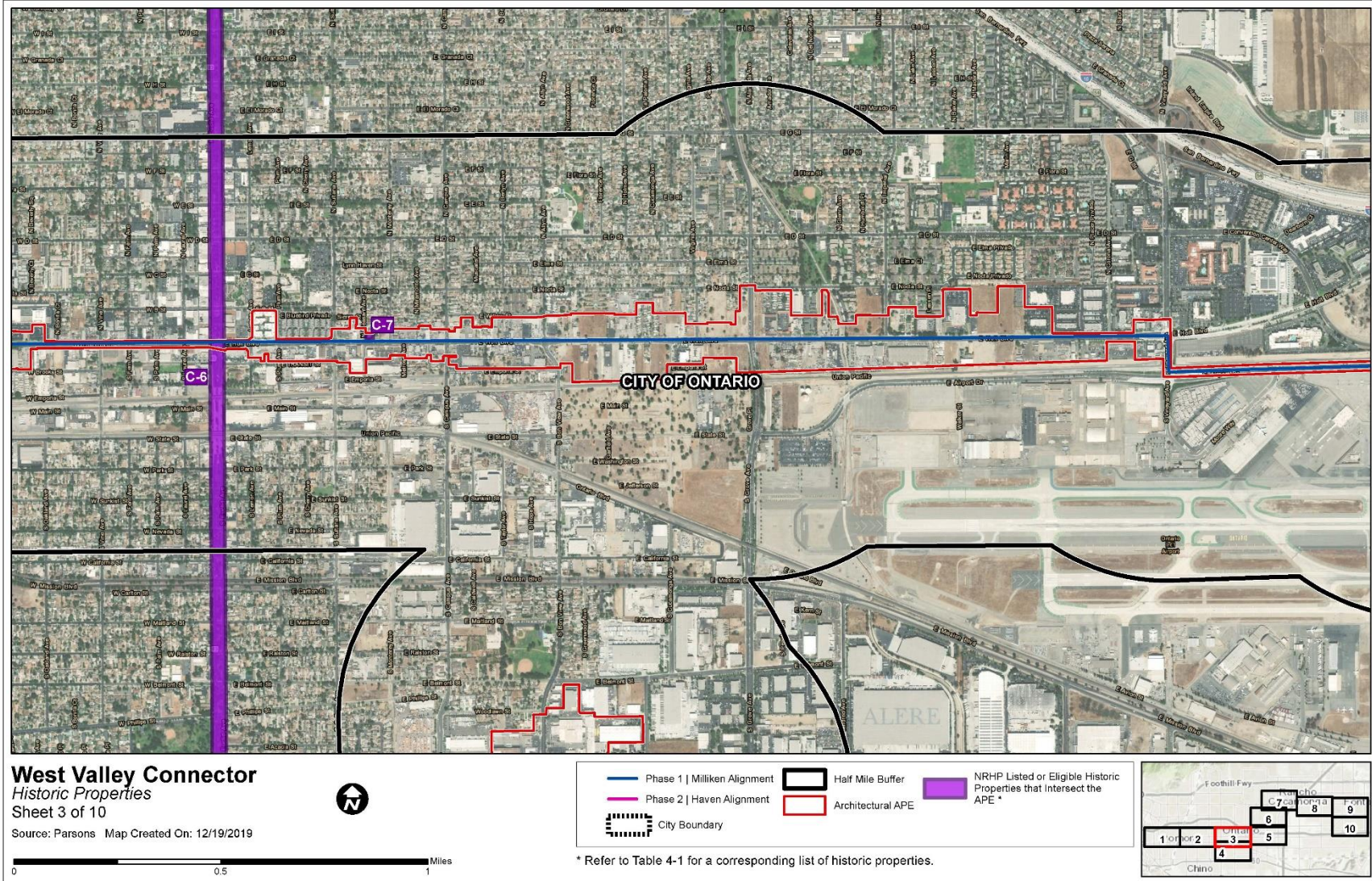
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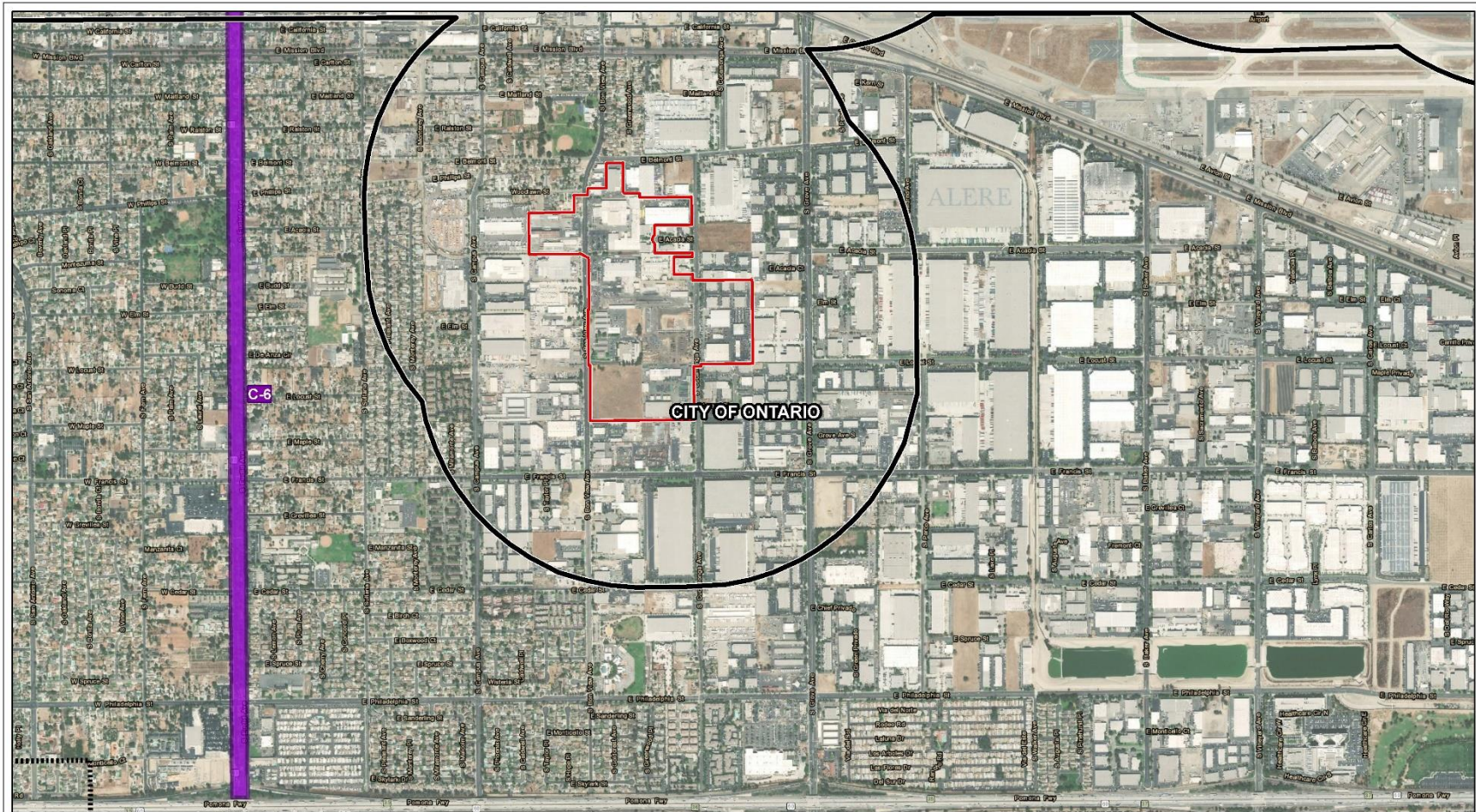


- Phase 1 | Milliken Alignment
- Phase 2 | Haven Alignment
- City Boundary
- Half Mile Buffer
- Architectural APE
- NRHP Listed or Eligible Historic Properties that intersect the APE \*

\* Refer to Table 4-1 for a corresponding list of historic properties.







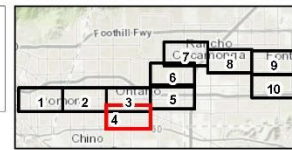
**West Valley Connector**  
Historic Properties  
Sheet 4 of 10

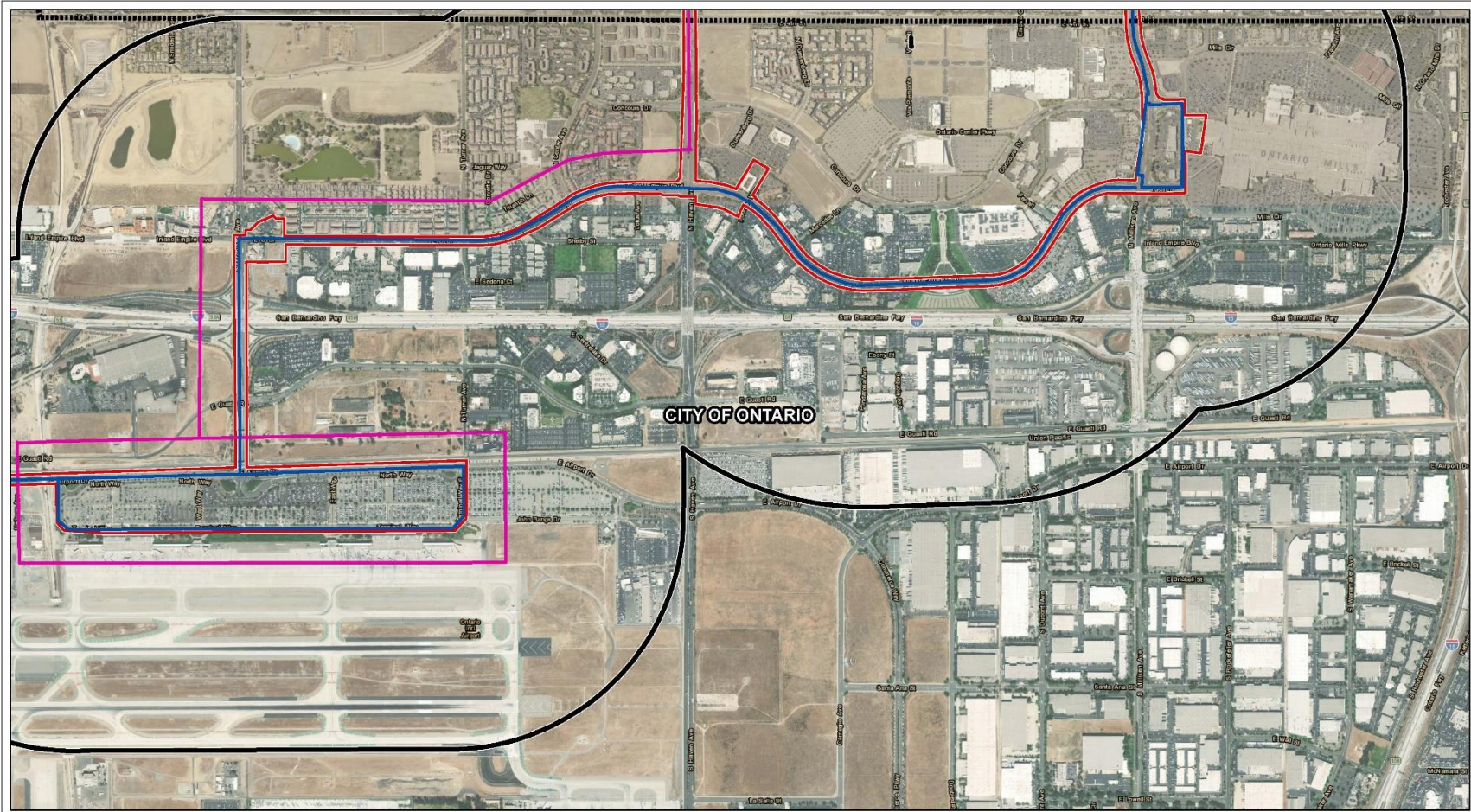
Source: Parsons Map Created On: 12/19/2019



- Phase 1 | Milliken Alignment
- Phase 2 | Haven Alignment
- City Boundary
- Half Mile Buffer
- Architectural APE
- NRHP Listed or Eligible Historic Properties that Intersect the APE \*

\* Refer to Table 4-1 for a corresponding list of historic properties.





**West Valley Connector**  
Historic Properties  
Sheet 5 of 10

Source: Parsons Map Created On: 12/19/2019



Phase 1   Milliken Alignment	Half Mile Buffer	NRHP Listed or Eligible Historic Properties that intersect the APE *
Phase 2   Haven Alignment	Architectural APE	
City Boundary		

\* Refer to Table 4-1 for a corresponding list of historic properties.

