

# SECTION 4(F) EVALUATION

West Valley  
Connector Project



March 2020





## Revision Log

Date	Description
April 2018	Original report prepared
January 2020	Project schedule update Content update Mitigation measures update



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## LIST OF ACRONYMS

ACHP	Advisory Council on Historic Preservation
ADA	American with Disabilities Act
ASR	Archaeological Survey Report
APE	Area of Potential Effects
APN	Assessor's Parcel Number
BRT	Bus-Rapid Transit
BMP	Best Management Practice
BSA	Biological Study Area
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNG	compressed natural gas
EA	Environmental Assessment
EIR	Environmental Impact Report
EVVMF	East Valley Vehicle Maintenance Facility
FTA	Federal Transit Administration
GIS	Geographic Information Systems
HPSR	Historic Property Survey Report
HRER	Historical Resources Evaluation Report
MOU	Memorandum of Understanding
mph	miles per hour
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
O&M	operations and maintenance

ROW	Right-of-Way
RTP	Regional Transportation Plan
SBCTA	San Bernardino County Transportation Authority
sbX	San Bernardino Valley Express
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SOIS	Secretary of the Interior’s Standards
SHPO	State Historic Preservation Officer
SR	State Route
TCE	Temporary Construction Easement
TSP	Transit Signal Priority
U.S.C.	United States Code
USGS	United State Geological Survey
WVC	West Valley Connector
WVVMF	West Valley Vehicle Maintenance Facility

## **1.0 INTRODUCTION**

This Section 4(f) Evaluation identifies the Section 4(f) resources in and near the West Valley Connector (WVC) Project (the WVC Project or the proposed project) study area. The objectives of this analysis are to describe the regulatory setting, affected environment, impacts on Section 4(f) resources, and measures to minimize harm to the affected resources.

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

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

The project is subject to state and federal environmental review requirements because it involves the use of federal funds from FTA. An Environmental Impact Report (EIR)/ Environmental Assessment (EA) has been prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency. This Section 4(f) Evaluation has been prepared as part of the technical analysis required to support the EIR/EA.

The proposed project would have a “use” of property protected by Section 4(f) as defined in *Code of Federal Regulations (CFR) 774.17* (see Section 6.0); therefore, documentation of compliance with Section 4(f) is required.

The following technical reports, prepared as part of the environmental document for the project, were used in support of the evaluation presented in this report:

- Air Quality Study, March 2020
- Noise & Vibration Technical Study, March 2020

- Biological Study Report, March 2020
- Historic Property Survey Report, July 2018
- Historical Resources Evaluation Report, July 2018
- Archaeological Survey Report, July 2018
- Community Impact Report, March 2020
- Finding of Effect, January 2020.

## 1.1 Project Location and Setting

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

## 1.2 Purpose and Need

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

The proposed project would address the growing traffic congestion and travel demands of the nearly one million people that would be added to Los Angeles and San Bernardino County by 2040 per Southern California Association of Government's (SCAG) 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) growth forecast. Improved rapid transit along the project corridor would help Omnitrans/SBCTA achieve its long-range goals to cost effectively enhance lifeline mobility and accessibility, improve transit operations, increase ridership, support economic growth and redevelopment, conserve nonrenewable resources, and improve corridor safety.

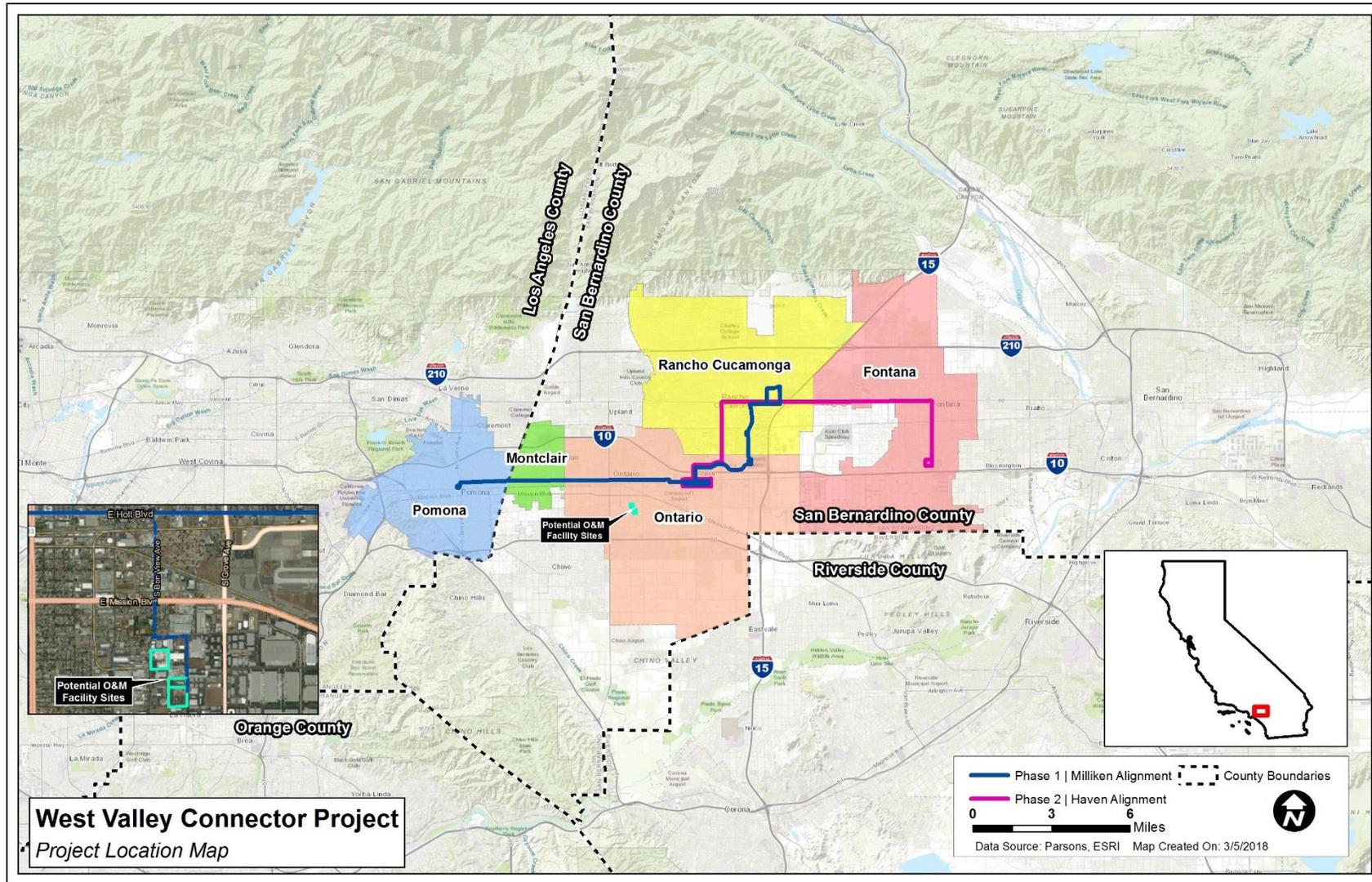


Figure 1-1: Project Location Map

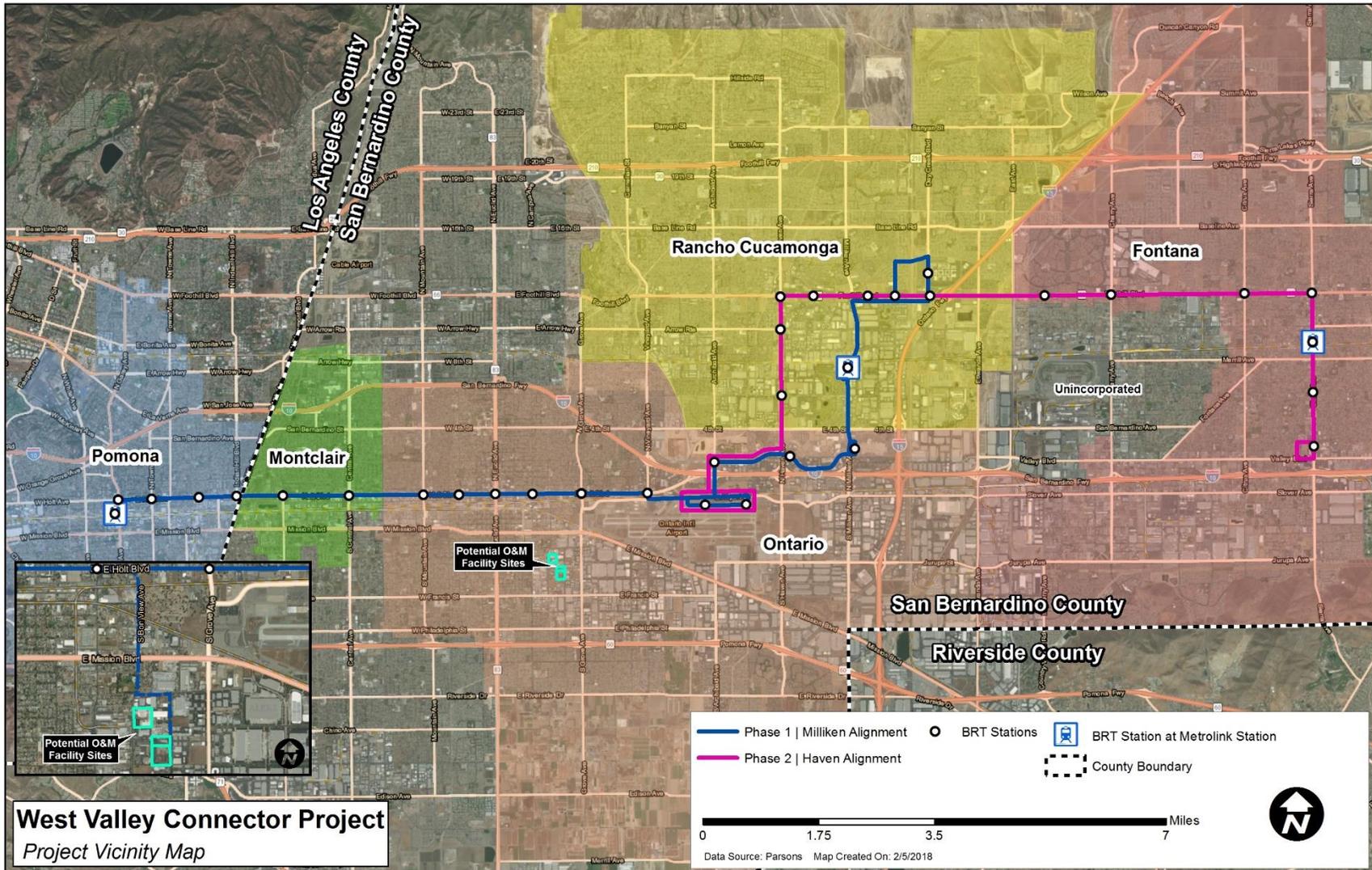


Figure 1-2: Project Vicinity Map

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## Section 4(f) Evaluation

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

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

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

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

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## 2.0 PROJECT DESCRIPTION

### 2.1 Proposed Project

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

The project alignment consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink Station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. The Phase I/Milliken Alignment would begin construction in 2020 and is proposed to have 10-minute peak and 15-minute off-peak headways. Completion is anticipated in late 2023. 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, 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.

## **2.2 Project Alternatives**

Many alternatives were considered during the project development phase of the project. A No Build Alternative and two build alternatives (Alternatives A and B) were analyzed 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. The project alternatives are described in detail below.

### **2.2.1 No Build Alternative**

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

### **2.2.2 Build Alternatives**

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

Section 4(f) Evaluation

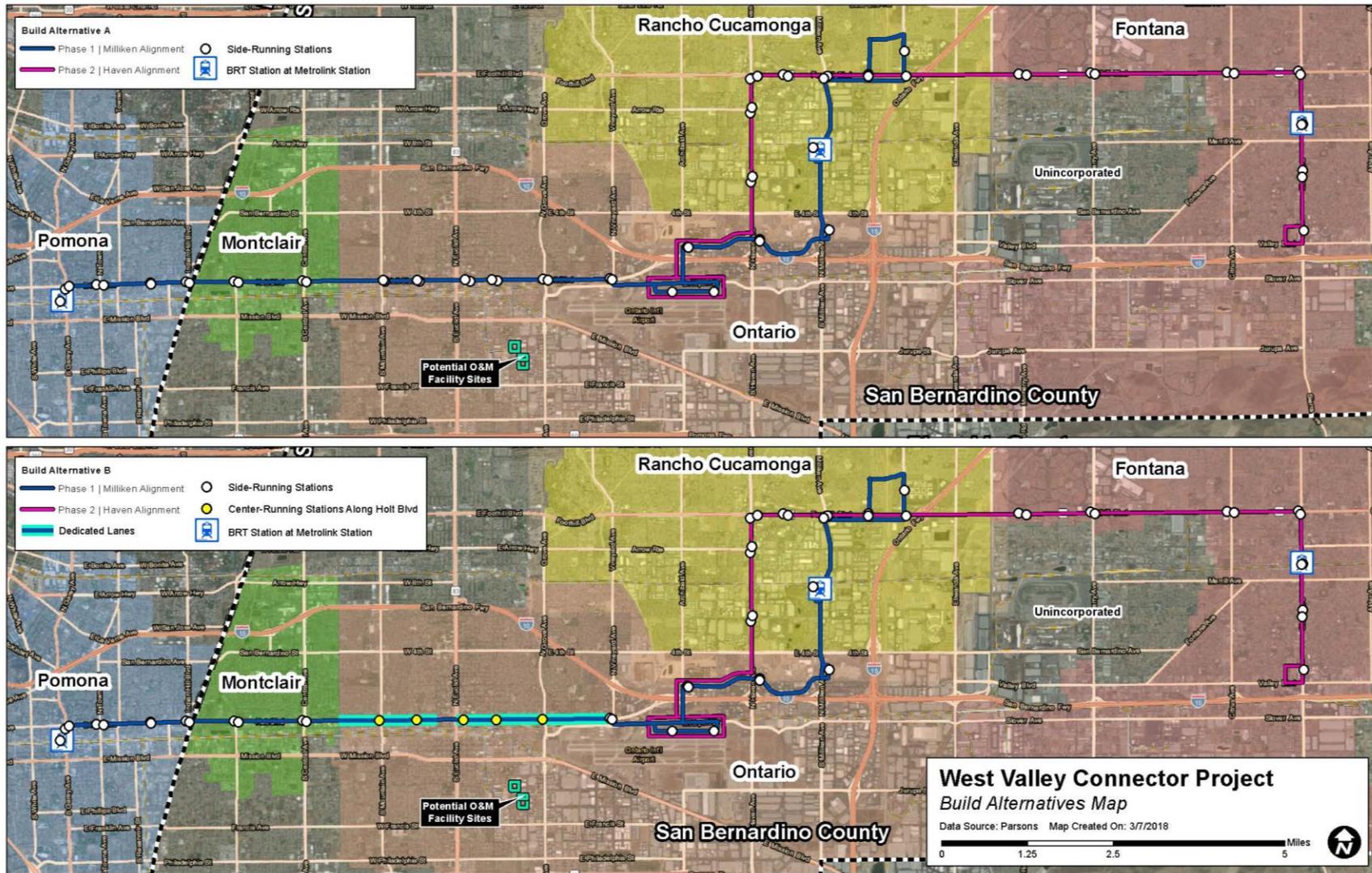


Figure 2-1: Build Alternatives Map

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

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

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

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

## **2.3 Design Features of Build Alternatives**

### **2.3.1 Bus Rapid Transit Stations**

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

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

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

**Table 2-1: Stations along Phase I/Milliken Alignment**

City	Stations
Pomona	<ul style="list-style-type: none"> <li>• Pomona Regional Transit Center Station</li> <li>• Holt Avenue/Garey Avenue</li> <li>• Holt Avenue/Towne Avenue</li> <li>• Holt Avenue/Clark Avenue</li> <li>• Holt Avenue/Indian Hill Boulevard</li> </ul>
Montclair	<ul style="list-style-type: none"> <li>• Holt Boulevard/Ramona Avenue</li> <li>• Holt Boulevard/Central Avenue</li> </ul>
Ontario	<ul style="list-style-type: none"> <li>• Holt Boulevard/Mountain Avenue*</li> <li>• Holt Boulevard/San Antonio Avenue*</li> <li>• Holt Boulevard/Euclid Avenue*</li> <li>• Holt Boulevard/Campus Avenue*</li> <li>• Holt Boulevard/Grove Avenue*</li> <li>• Holt Boulevard/Vineyard Avenue</li> <li>• Ontario International Airport</li> <li>• Inland Empire Boulevard/Archibald Way</li> <li>• Inland Empire Boulevard/Porsche Way</li> <li>• Ontario Mills</li> </ul>
Rancho Cucamonga	<ul style="list-style-type: none"> <li>• Rancho Cucamonga Metrolink Station</li> <li>• Foothill Boulevard/Milliken Avenue</li> <li>• Foothill Boulevard/Rochester Avenue</li> <li>• Victoria Gardens between North and South Main Street</li> </ul>
<p>Note: * denotes the center-running stations to be constructed under Alternative B.</p>	

Source: 30% Preliminary Engineering Design, Parsons 2017.

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

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

Source: 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 fee on the bus. Side-running stations would also include various amenities.

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

### *Center Platform Stations*

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

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

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

### **2.3.2 sbX Bus Operations**

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

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

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

sbX buses would operate from 6:00 a.m. to 8:00 p.m. with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday. From the Pomona Metrolink Transit Center station to Inland Empire Boulevard, the sbX buses would operate on 10-minute peak headways and 15-minute off-peak headways. Additional service hours, including weekend service, may be added if additional operating funds become available in the future.

### **2.3.3 Operations and Maintenance**

#### ***Fleet Composition***

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

#### ***Maintenance Requirements and Associated Facilities***

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

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

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

### Facility Components

Conceptually, the new O&M facility would be built on an approximate 5-acre site. The Level I facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to provide Level II service, which will include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Figure 2-2 shows the conceptual site plan of the Level II facility.

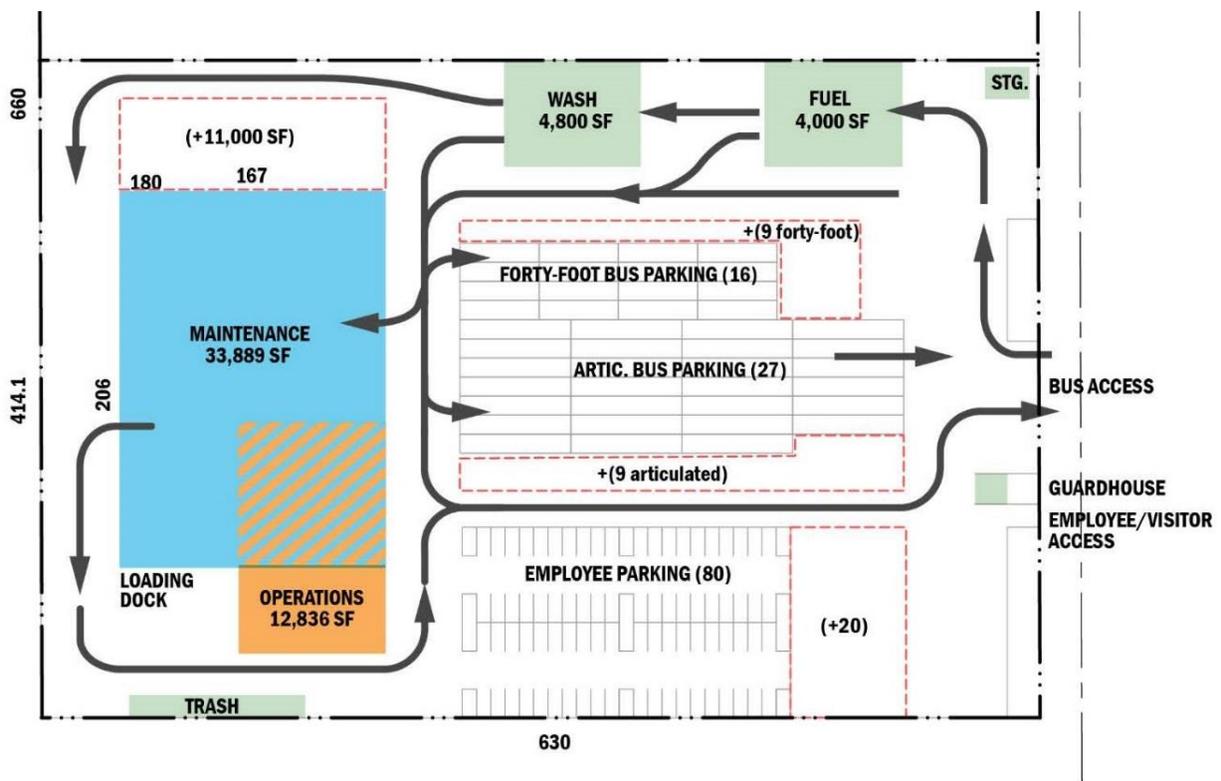


Figure 2-2: O&M Facility Conceptual Site Plan

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## Section 4(f) Evaluation

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

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

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

### Potential Sites

Three sites were analyzed for the placement of the new O&M facility (see Figure 2-3). All are owned by the City of Ontario and are located in the industrial zoned area, slightly more than a mile from the proposed BRT corridor alignment on Holt Boulevard:

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

Site 3, depicted in Figure 2-3, the preferred site of the City of Ontario, was selected as the potential future location for construction of the new O&M facility.

## 2.4 Implementation Schedule

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

- Completion of the environmental compliance phase (2020)
- Completion of Preliminary Engineering (2020)
- Completion of Final Design (2021)
- Completion of O&M facility (2023)
- Completion of Construction of Phase I/Milliken Alignment and testing (2023)
- System operation (begin revenue operation in 2023)
- Construction of Phase II/Haven Alignment is scheduled to occur after completion of the Phase I/Milliken Alignment pending funding availability

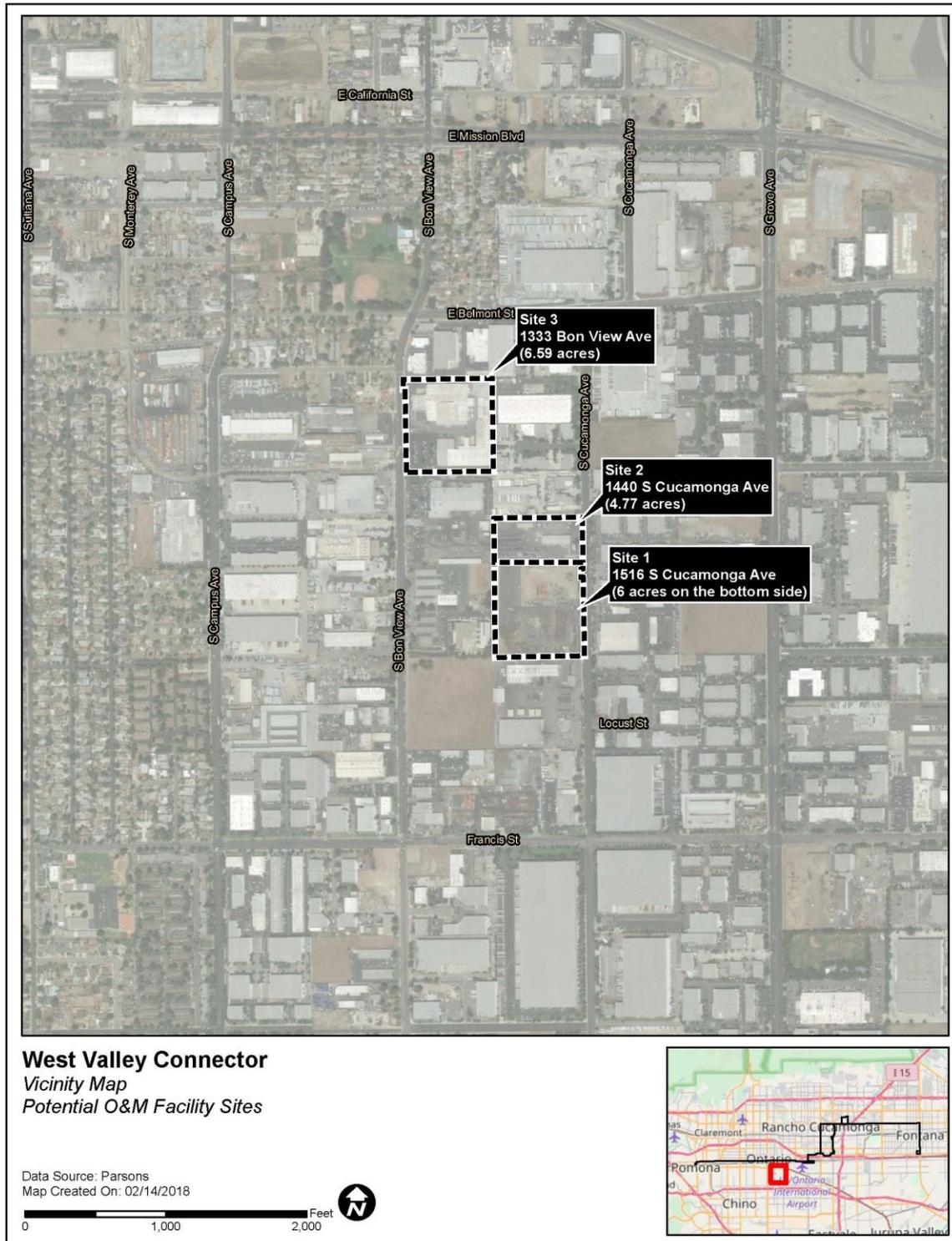


Figure 2-3: Site 3 was selected for the Potential O&M Facility Site

## 3.0 REGULATORY SETTING

Section 4(f) of the Department of Transportation Act of 1966 (49 United States Code [U.S.C.] 303) declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) permits use of land from a publicly owned significant park, recreation area, or wildlife and waterfowl refuge, and historic sites only if:

- 1) There is no prudent and feasible alternative to using that land; and
- 2) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

Coordination with the Department of Agricultural and Department of Housing and Urban Development is not required for the project because there would be no impacts to National Forest System lands or federal funding from the Department of Housing and Urban Development. Because historic sites are involved coordination with the State Historic Preservation Officer is needed.

### 3.1 Determining Section 4(f) Resources

There are two steps in determining whether Section 4(f) applies to a federal transportation project:

- 1) The project must involve a resource that is protected by the provisions of Section 4(f)
- 2) There must be a “use” of that resource.

Section 4(f) protects the following properties:

- Publicly owned and accessible parklands and recreational lands;
- Public wildlife/waterfowl refuges, regardless of public access; and
- Historic sites, regardless of ownership.

Significance for parks, recreation areas, and wildlife/waterfowl refuges is determined by the official with jurisdiction. When the official with jurisdiction determines that a park, recreation area, or wildlife and waterfowl refuge is not significant, FTA reviews the determination for reasonableness per 23 CFR 774.11(c). In the absence of a significance determination by

the official with jurisdiction, FTA assumes the resource is significant and applies the requirements of Section 4(f). Historic sites listed on, or eligible for listing on the National Register of Historic Places (NRHP) are significant properties for Section 4(f) purposes.

## 3.2 Section 4(f) Use

As defined in 23 CFR Section 774.17, a “use” of a protected Section 4(f) property occurs when any of the following conditions are met:

**Direct Use:** Land is permanently incorporated into a transportation facility through partial or full acquisition.

**Temporary Occupancy:** There is a temporary use of land that is adverse in terms of the statute’s preservation purpose as determined by the criteria in 23 CFR 774.13(d).

**Constructive Use:** There is a constructive use of a Section 4(f) property as determined by the criteria in 23 CFR 774.15. There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, and/or attributes that qualify a property for protection under Section 4(f) are substantially impaired.

### 3.2.1 Direct Use

A direct use of a Section 4(f) resource takes place when part or all of the property designated for protection under Section 4(f) is permanently incorporated into a transportation project (23 CFR Section 774.17). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed the regulatory limits noted below.

### 3.2.2 Temporary Occupancy

A temporary occupancy of a Section 4(f) property occurs when there is temporary use of a protected property for construction-related activities and when that temporary occupancy is not considered adverse in terms of the preservationist purposes of the Section 4(f) statute.

If the following five conditions set forth in 23 CFR Section 774.13(d) can be satisfied, Section 4(f) does not apply.

- 1) The duration of the occupancy must be temporary (i.e., shorter than the period of construction) and does not involve a change in ownership of the property.
- 2) The scope of the work must be minor, with only minimal changes to the protected resource.
- 3) There are no anticipated permanent adverse physical impacts to the protected resource and no temporary or permanent interference with the activities, features, attributes of the resource.

## Section 4(f) Evaluation

- 4) The land being used must be fully restored to a condition that at least equals the condition that existed prior to the proposed project.
- 5) There must be documented agreement by the appropriate officials having jurisdiction over the Section 4(f) resource regarding the above conditions.

### 3.2.3 Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource in the transportation facility, but the proximity of the project to the Section 4(f) property results in impacts (i.e., noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (23 CFR Section 774.15).

## 3.3 *De Minimis* Impacts Determination

The requirements of Section 4(f) determine if the project would adversely affect features, attributes, or activities qualifying the property for protection under Section 4(f), and the official with jurisdiction has concurred with this determination after there has been an opportunity for public review and comment. The provisions allow for avoidance, minimization, mitigation, and enhancement measures to be considered in making the *de minimis* determination. The official(s) with jurisdiction over the resource must be informed of FTA's intent to make a *de minimis* impact determination. 23 CFR 774.17 defines a *de minimis* impact as follows:

- For parks, recreation areas, and wildlife/waterfowl refuges, a *de minimis* impact is one that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f), and the official with jurisdiction has concurred with this determination after there has been a chance for public review and comment [Note: For parks, recreation areas, and wildlife/waterfowl refuges, a public notice on the intent of making a *de minimis* impact finding and opportunity for public comment concerning the effects is required];
- For historic sites, a *de minimis* finding may be made when the following occur:
  - The process required by Section 106 of the National Historic Preservation Act of 1966 results in a determination of “no adverse effect” or “no historic properties affected,” with concurrence from the SHPO;
  - The SHPO is informed of FTA's intent to make a *de minimis* impact finding based on the agency's written concurrence in the Section 106 determination; and
  - FTA has considered the views of any consulting parties, including the Advisory Council on Historic Preservation (ACHP), if participating in the Section 106 consultation.

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## 4.0 DESCRIPTION OF THE PROPOSED CONSTRUCTION ACTIVITIES

### 4.1 Construction Scenario

#### 4.1.1 Alternative A

For the proposed action under Alternative A, construction work within the existing street ROW would occur. The proposed action would require construction of bus shelters and pylons for side-running stations.

New sbX bus shelters, as well as reconstruction of curbs and gutters in some locations, would be installed along the length of the project corridor. Station construction would involve installing components such as canopies, ticket vending equipment, drinking fountains, railings, lighting, signage, and station furniture. Construction of some side-running stations would require alteration of existing sidewalk widths. Stations could be constructed simultaneously with the various segments of the alignment; however, the Contractor may elect to construct them sequentially. Construction of the Phase I/Milliken Alignment is scheduled to be completed and testing to begin in 2023. The Phase II/Haven Alignment is scheduled to occur after completion of the Phase I/Milliken Alignment, pending funding availability.

#### 4.1.2 Alternative B (Preferred Alternative)

For the proposed action under Alternative B, construction work within and adjacent to the existing street ROW would occur. The proposed action would require reconstruction of Holt Boulevard to accommodate exclusive bus lanes, construction of bus shelters and pylons for side running stations.

New sbX bus shelters, center-running stations as well as reconstruction of curbs and gutters in some locations, would be installed along the length of the project corridor. Station construction would involve installing components such as canopies, ticket vending equipment, drinking fountains, railings, lighting, signage, and station furniture. Construction of some side-running stations would require alteration of existing sidewalk widths. Stations could be constructed simultaneously with the various segments of the alignment; however, the Contractor may elect to construct them sequentially. Construction of the Phase I/Milliken Alignment is anticipated to be completed and testing to begin in 2023. The Phase II/Haven Alignment is scheduled to occur after completion of the Phase I/Milliken Alignment, pending funding availability.

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## **5.0 DESCRIPTION OF SECTION 4(F) PROPERTIES**

### **5.1 Study Area**

The following section describes the use of Section 4(f) properties. An assessment has been made as to whether any permanent or temporary occupancy of a property would occur and whether the proximity of the project would cause any effects (e.g., disruption, noise, vibration, or aesthetic) that would substantially impair the features or attributes that qualify the resources for protection under Section 4(f) and, therefore, constitute a use.

Section 4(f) resources in the project study area were identified if they were:

- Existing publicly owned recreational and park resources, including local, regional, and State resources;
- Publicly owned wildlife and waterfowl refuges and conservation areas; or
- NRHP listed or eligible historic properties.

Different study areas were used to conduct research and determine the presence of Section 4(f) properties, which varies by the resource, consistent with the study area in the respective technical reports prepared for the environmental document, and which are further described below.

#### **5.1.1 Public Parks and Recreational Areas**

The study area for public parks and recreational areas is 0.5 mile from the project alignment as defined in the Community Impact Report (April 2018) prepared for this project. Parsons planners reviewed the parks and recreation element of each of the applicable jurisdiction's general plan to determine the presence of public parks and recreational areas. In addition, a review of existing online geographic information system (GIS) maps of local parks resources was conducted.

#### **5.1.2 Wildlife and Waterfowl Refuges**

The study area for wildlife and waterfowl refuges is the Biological Study Area (BSA) developed for this project as defined in the Biological Study Report (April 2018). The BSA is defined as the area within a 500-foot buffer from the project centerline. A review of United States Geological Survey (USGS) San Dimas, Guasti, and Fontana 7.5-minute quadrangle maps, a literature and database review, and a field survey were conducted by a professional biologist.

#### **5.1.3 Cultural Resources**

The study area for historic sites is the Area of Potential Effects (APE) developed for this project in accordance with 36 CFR 800.4(a)(1). The APE is the geographic area or areas

within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, including archaeological sites. The APE incorporates the direct impact area for architectural and archaeological resources, and one parcel beyond the proposed ROW for the built environment (history and architecture). Historic sites were identified by cultural resources specialists in history, architecture, and archaeology who reviewed local historic landmark inventories and archaeological records, conducted background research, and performed field surveys of the project’s APE as described in the Historic Property Survey Report (HPSR) (July 2018), Archaeological Survey Report (ASR) (July 2018), and Historic Resources Evaluation Report (HRER) (July 2018).

## 5.2 Identification of Section 4(f) Properties

Table 5-1 contains a summary of the resources that were identified in the study areas, based on a combination of various background informational sources reviewed and onsite field reviews conducted, as discussed briefly in Section 5.1.1. As a result, 33 public parks and 33 public schools with recreational areas, 9 NRHP listed and/or eligible properties, and no wildlife and waterfowl refuges have been identified. See Figure 5-1 for a visual display of the Section 4(f) resources identified and the study area boundaries. Section 5.3 describes the Section 4(f) resources in the geographical study area boundary for each resource.

**Table 5-1: Summary of Properties Subject to Section 4(f) Consideration**

Type of Property	Geographic Location to Project	Number of Properties Identified
Public Parks	Within 0.5 mile	33
Public Schools with Recreational Areas	Within 0.5 mile	33
Wildlife and Waterfowl Refuges	Within 500 feet	0
NRHP listed or eligible Historic Architectural Properties	Within Architectural APE	9
NRHP listed or eligible Archaeological Properties	Within project footprint	0

## 5.3 Description of Section 4(f) Properties

### 5.3.1 Public Parks and Public Schools with Recreational Facilities

Table 5-2 lists the parks and schools located within 0.5 mile of the proposed West Valley Connector corridor. The identification numbers (ID No.) associated with each park and school in Table 5-2 correspond to the feature numbers labeled in Figure 5-1.

**Table 5-2: List of Parks and Schools within the Section 4(f) Study Area**

<b>ID No.</b>	<b>City</b>	<b>Park/School Name</b>	<b>Map Sheet No.</b>
P-1	Pomona	Central Park	Sheet 1 of 9
P-2	Pomona	Centennial Park	Sheet 1 of 9
P-3	Pomona	Garfield Park	Sheet 1 of 9
P-4	Montclair	Sunset Park	Sheet 2 of 9
P-5	Montclair	Saratoga Park	Sheet 2 of 9
P-6	Montclair	Kingsley Park	Sheet 2 of 9
P-7	Ontario	James R. Bryant Park	Sheet 2 of 9
P-8	Ontario	Ontario Dog Park	Sheet 3 of 9
P-9	Ontario	Euclid Avenue Parkway	Sheet 3 of 9
P-10	Ontario	Nugent's Park	Sheet 3 of 9
P-11	Ontario	Sam Alba Park	Sheet 3 of 9
P-12	Ontario	Veterans Memorial Park	Sheet 3 of 9
P-13	Ontario	James Galanis Park	Sheet 3 of 9
P-14	Ontario	Cucamonga-Guasti Regional Park	Sheet 4 of 9
P-15	Ontario	Ontario Motor Speedway Park	Sheet 4 of 9
P-16	Ontario	Carpenter's Union Park	Sheet 4 of 9
P-17	Rancho Cucamonga	Ralph M. Lewis Park	Sheet 6 of 9
P-18	Rancho Cucamonga	West Greenway Park	Sheet 6 of 9
P-19	Rancho Cucamonga	Milliken Park	Sheet 6 of 9
P-20	Rancho Cucamonga	Mountain View Park	Sheet 6 of 9
P-21	Rancho Cucamonga	Victoria Arbors Park	Sheet 6 of 9
P-22	Rancho Cucamonga	Garcia Park	Sheet 7 of 9
P-23	Fontana	Patricia Murray Park	Sheet 7 of 9
P-24	Fontana	McDermontt Sports Complex & McDermontt Park West	Sheet 7 of 9
P-25	Fontana	Northgate Park	Sheet 8 of 9
P-26	Fontana	Cypress Park	Sheet 8 of 9
P-27	Fontana	Seville Park	Sheet 8 of 9
P-28	Fontana	Bill Martin Park	Sheet 8 of 9
P-29	Fontana	Miller Park	Sheet 8 of 9
P-30	Fontana	Santa Fe Park	Sheet 8 of 9
P-31	Fontana	Veteran's Park	Sheet 8 of 9
P-32	Fontana	Jack Bulik Park	Sheet 9 of 9
P-33	Ontario	Bon View Park	Sheet 10 of 10
S-1	Pomona	Catholic Girls High School	Sheet 1 of 9
S-2	Pomona	Saint Pauls School	Sheet 1 of 9
S-3	Pomona	Western University of Health Sciences	Sheet 1 of 9

**Table 5-2: List of Parks and Schools within the Section 4(f) Study Area**

<b>ID No.</b>	<b>City</b>	<b>Park/School Name</b>	<b>Map Sheet No.</b>
S-4	Pomona	San Antonio Elementary School	Sheet 1 of 9
S-5	Pomona	Kingsley Elementary School	Sheet 1 of 9
S-6	Pomona	Village Academy High School	Sheet 1 of 9
S-7	Pomona	Park West High School	Sheet 1 of 9
S-8	Montclair	Lehigh Elementary School	Sheet 2 of 9
S-9	Montclair	Montera Elementary School	Sheet 2 of 9
S-10	Montclair	Kingsley Elementary School	Sheet 2 of 9
S-11	Ontario	University of La Verne College of Law	Sheet 3 of 9
S-12	Ontario	Lincoln Elementary School	Sheet 3 of 9
S-13	Ontario	Ray Wiltsey Middle School	Sheet 3 of 9
S-14	Ontario	Mariposa Elementary School	Sheet 3 of 9
S-15	Ontario	Ontario Center School	Sheet 4 of 9
S-16	Ontario	Argosy University Inland Empire	Sheet 4 of 9
S-17	Ontario	Platt College Ontario	Sheet 4 of 9
S-18	Rancho Cucamonga	Upland Christian Academy	Sheet 6 of 9
S-19	Rancho Cucamonga	Coyote Canyon Elementary School	Sheet 6 of 9
S-20	Rancho Cucamonga	Terra Vista Elementary School	Sheet 6 of 9
S-21	Rancho Cucamonga	Sacred Heart Parish School	Sheet 6 of 9
S-22	Rancho Cucamonga	Perdew Elementary School	Sheet 7 of 9
S-23	Fontana	West Heritage Elementary School	Sheet 7 of 9
S-24	Fontana	East Heritage Elementary School	Sheet 7 of 9
S-25	Fontana	Almond Elementary	Sheet 7 of 9
S-26	Fontana	Desert Sands Charter High School	Sheet 9 of 9
S-27	Fontana	Randall-Pepper School	Sheet 9 of 9
S-28	Fontana	Westech College	Sheet 9 of 9
S-29	Fontana	Cypress Elementary School	Sheet 9 of 9
S-30	Fontana	Almeria Middle School	Sheet 8 of 9
S-31	Fontana	Tokay Elementary School	Sheet 8 of 9
S-32	Fontana	Fontana Middle School	Sheet 8 of 9
S-33	Fontana	Chaffey College	Sheet 8 of 9

Source: WVC Community Impact Report, April 2018

## 5.4 Wildlife and Waterfowl Refuges

No wildlife and waterfowl refuges were identified in the BSA.

## 5.5 Cultural Resources

### 5.5.1 Historic Properties

Identification of historic properties is documented in the project's HPSR, HRER, and ASR.

Historic properties that are listed in or eligible for the NRHP under Criteria A, B, or C are generally important for preservation in place and are considered Section 4(f) resources. Properties eligible for or listed in the NRHP under Criterion A are important for their associations with historically important events, while those eligible or listed under Criterion B are important for their associations with historically important people. Properties that are eligible for or listed on the NRHP under Criterion C are those that represent the work of a master; are good representatives of a particular type, style, or method of construction; or have high artistic value. Generally, Criterion C applies to buildings or structures. Criterion D of the NRHP (i.e., the potential to yield important data) may or may not be judged to be important for its preservation in place, a requirement for an NRHP property to be considered a Section 4(f) resource, and which is made on a case-by-case basis. In addition to meeting significance criteria, an NRHP property must retain sufficient integrity in terms of its location, design, setting, materials, workmanship, feeling, and association. Five NRHP eligible or listed properties were previously identified within the APE. The project team conducted a field review of the previously identified resources and confirmed all five continue to possess sufficient integrity to meet the NRHP criteria as historic properties. An additional four properties within the APE were found to be eligible as a result of the cultural resources evaluations completed for this project. Table 5-3 lists each of the nine NRHP eligible or listed properties that are within the APE and are subject to Section 4(f). The identification numbers (ID No.) associated with each property in Table 5-3 correspond to the feature numbers labeled in Figure 5-1. A description of each property follows.

**Table 5-3: 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 9	Southern Pacific Railroad Depot	100 W. Commercial Street, Pomona	8336-031-90	Eligible	In 2004, the Southern Pacific Railroad 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 2 of 9	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 the 1880s to 1945.
C-3	Sheet 2 of 9	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01 and -02	Eligible	Potentially 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 9	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07	Eligible	Potentially 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 5-3: 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 9	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14	Eligible	Potentially eligible for the NRHP under Criterion C as a distinctive example of a Mid-Century Modern commercial building type reflecting the Google style. Evaluated as part of the cultural resources studies prepared for this project.
C-6	Sheet 3 of 9	Euclid Avenue/ State Route 83	In APE – project alignment crosses Euclid Avenue along Holt Boulevard in Ontario in between N. Laurel Avenue and S. Lemon Avenue	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 9	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17	Eligible	Potentially 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 6, 7, and 8 of 9	National Old Trails Road/ Route 66	In APE – project alignment runs along Foothill Boulevard/Route 66 between Haven Avenue and Sierra Avenue	N/A	Listed	This route is significant under NRHP Criterion A and Criterion C as a representative example of early twentieth century transportation development and highway design and construction. The road is considered a district with many adjacent properties and objects being considered as contributors.

**Table 5-3: 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 9	Malaga Underpass Bridge	Route 66/Foothill Boulevard, Fontana	N/A	Listed	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, April 2018.

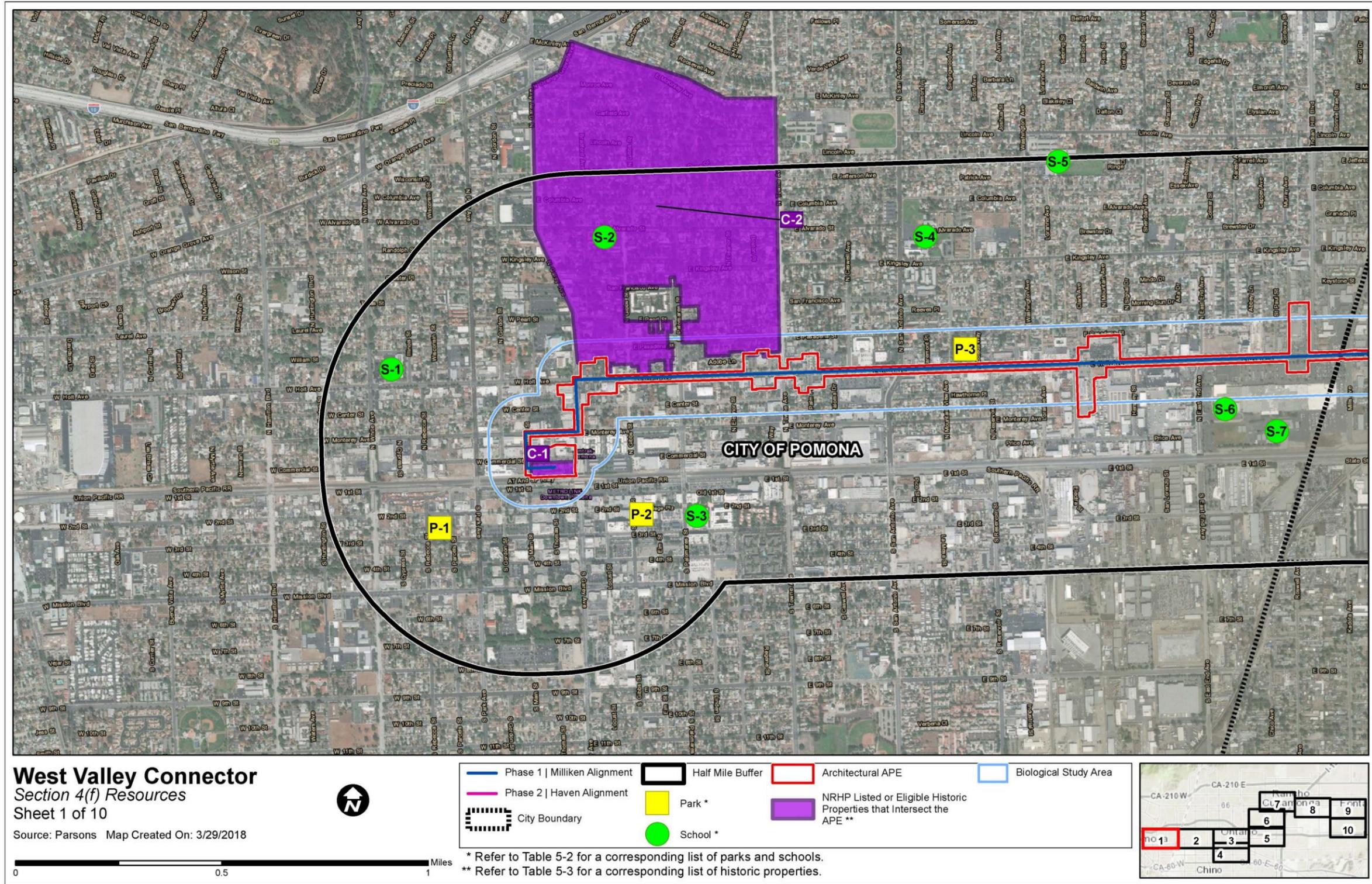


Figure 5-1: Section 4(f) Resources Sheet 1 of 10

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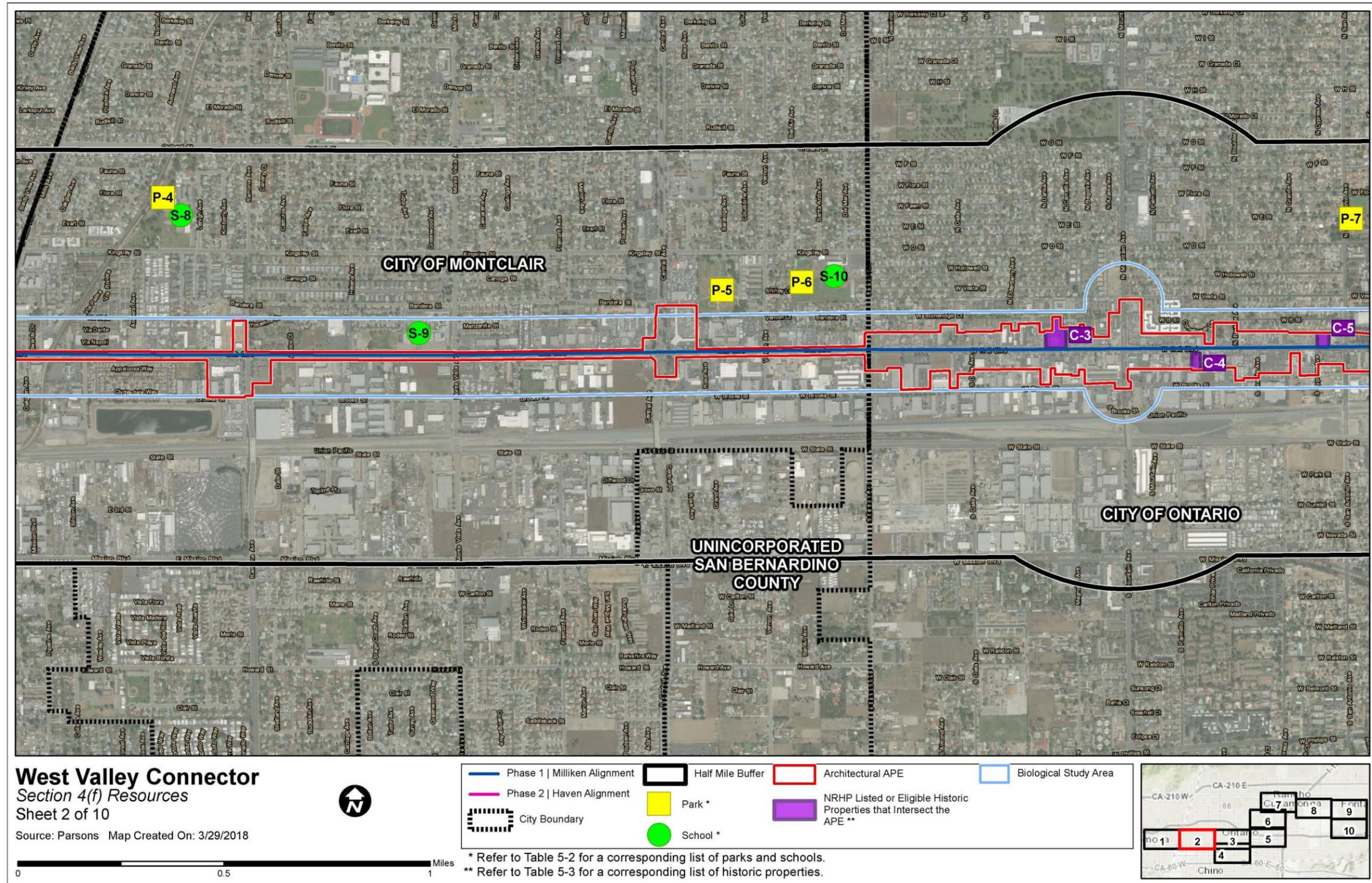


Figure 5-1: Section 4(f) Resources Sheet 2 of 10

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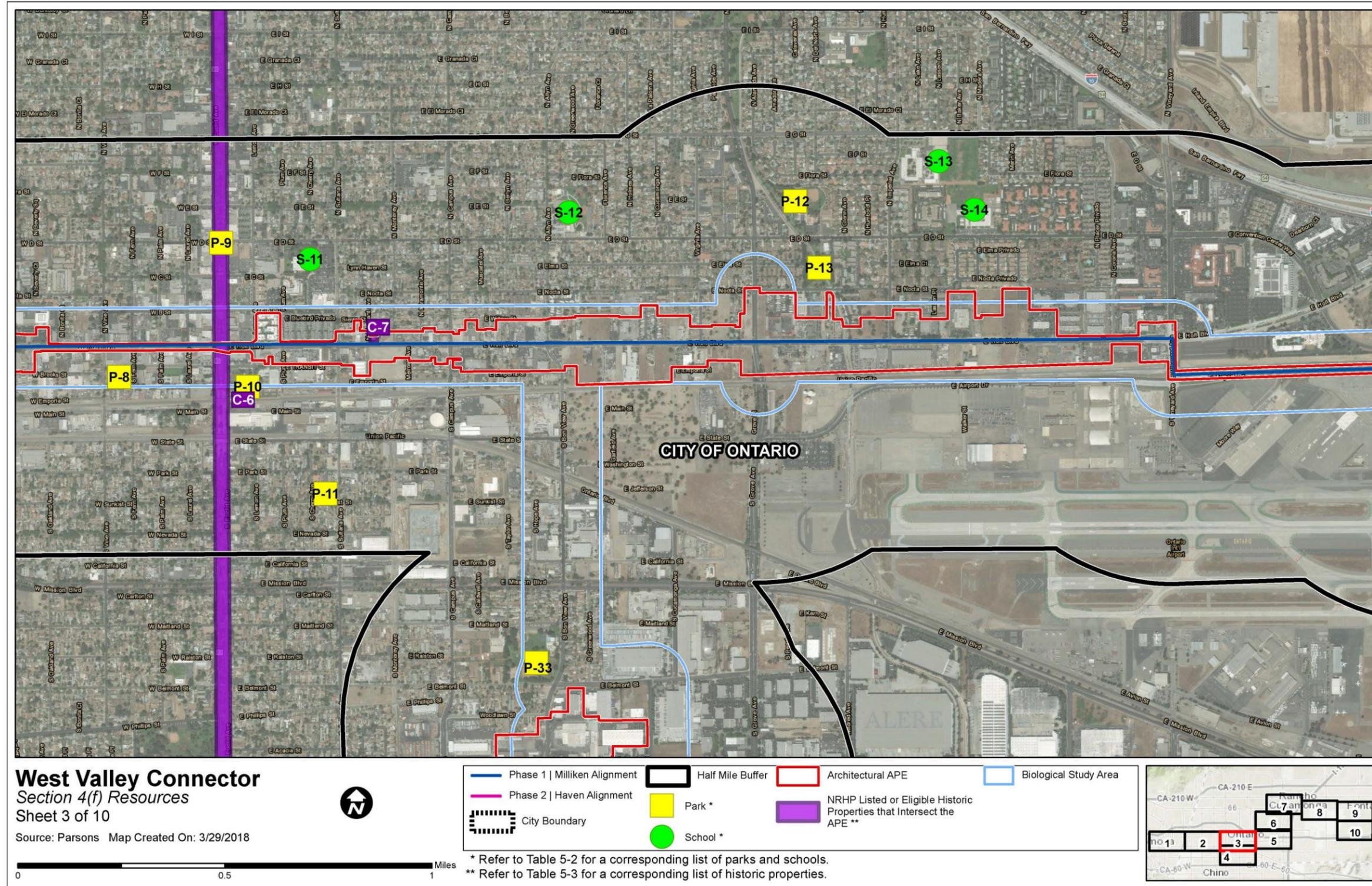


Figure 5-1: Section 4(f) Resources Sheet 3 of 10

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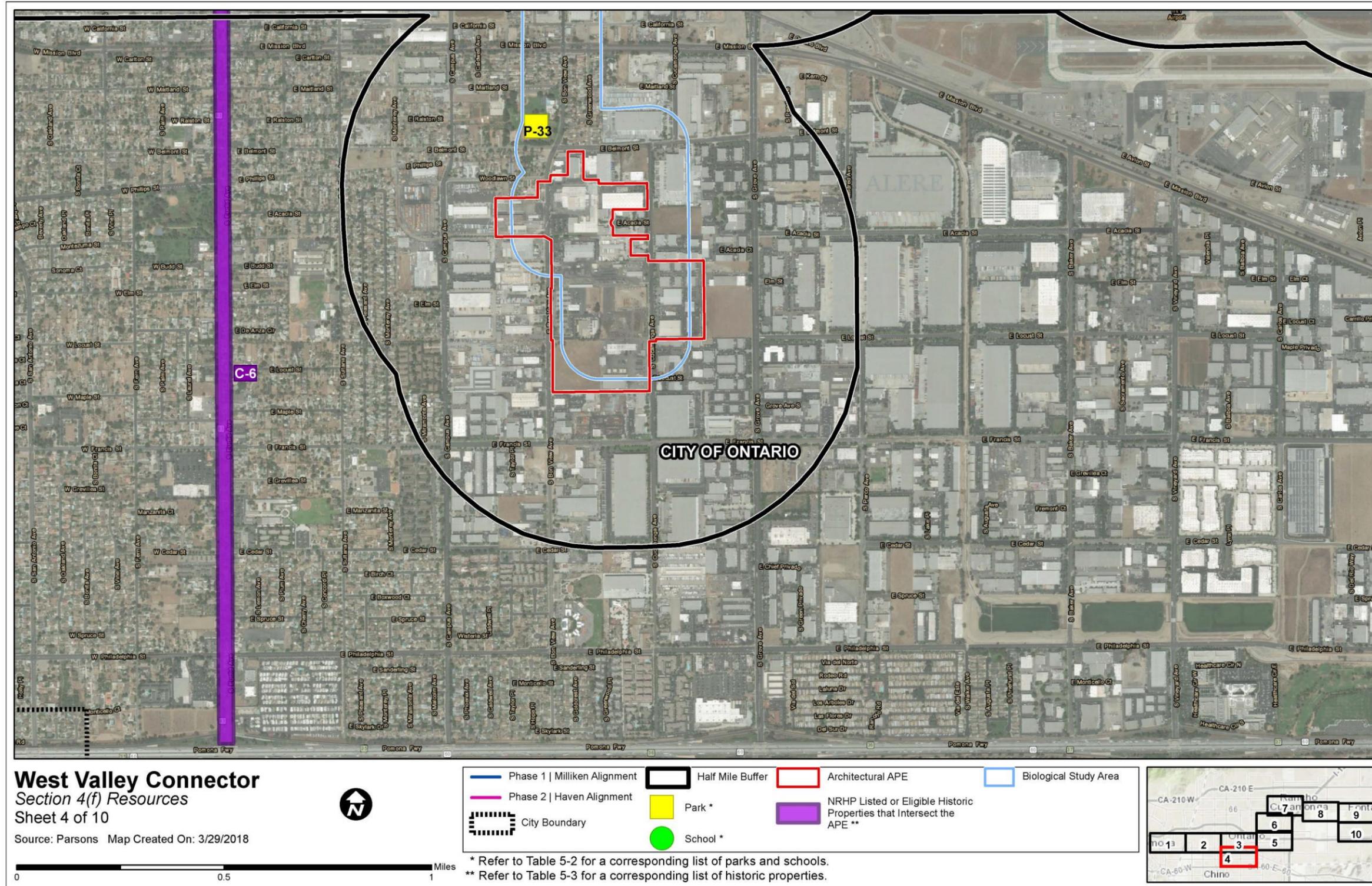


Figure 5-1: Section 4(f) Resources Sheet 4 of 10

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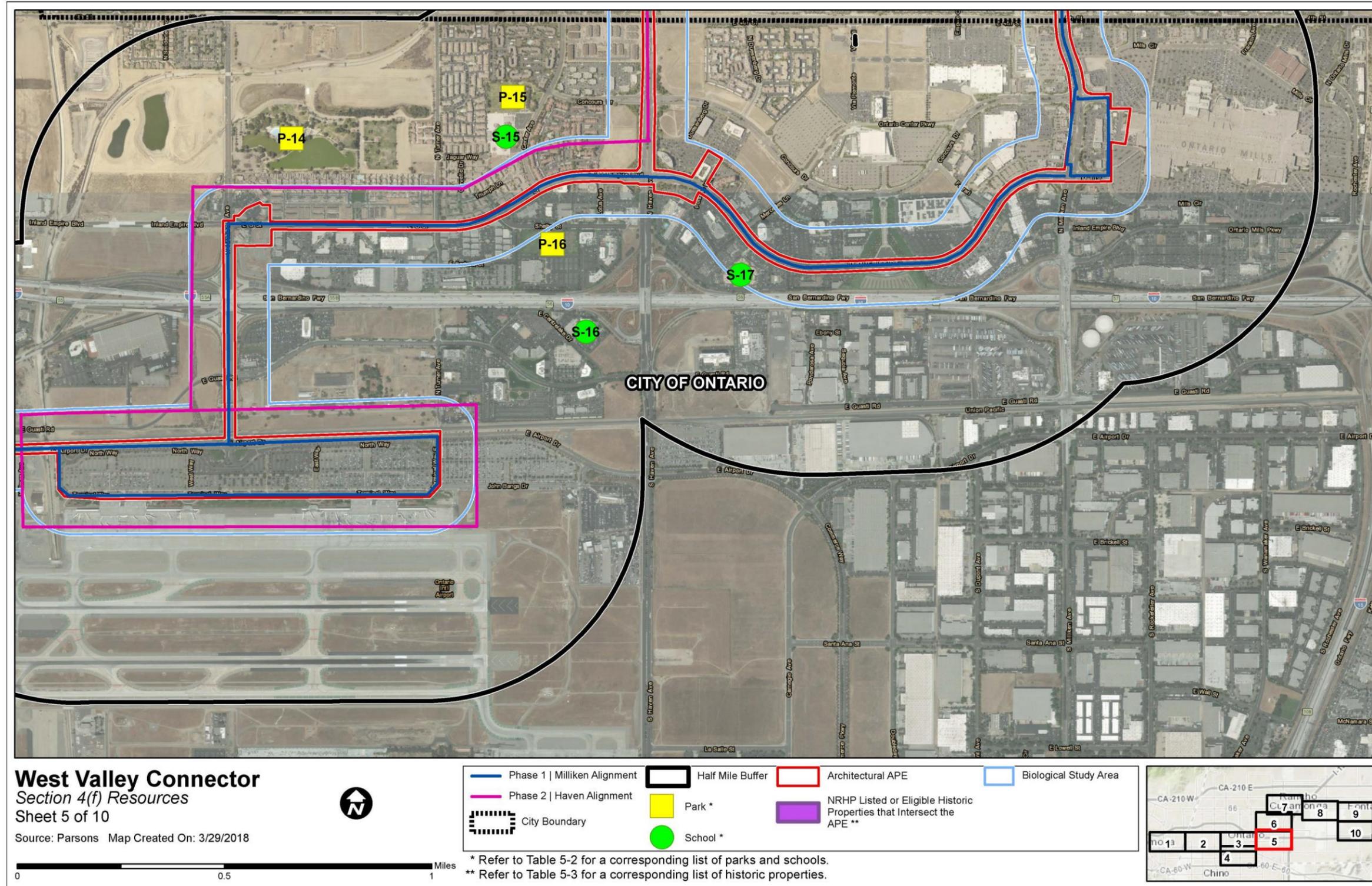


Figure 5-1: Section 4(f) Resources Sheet 5 of 10

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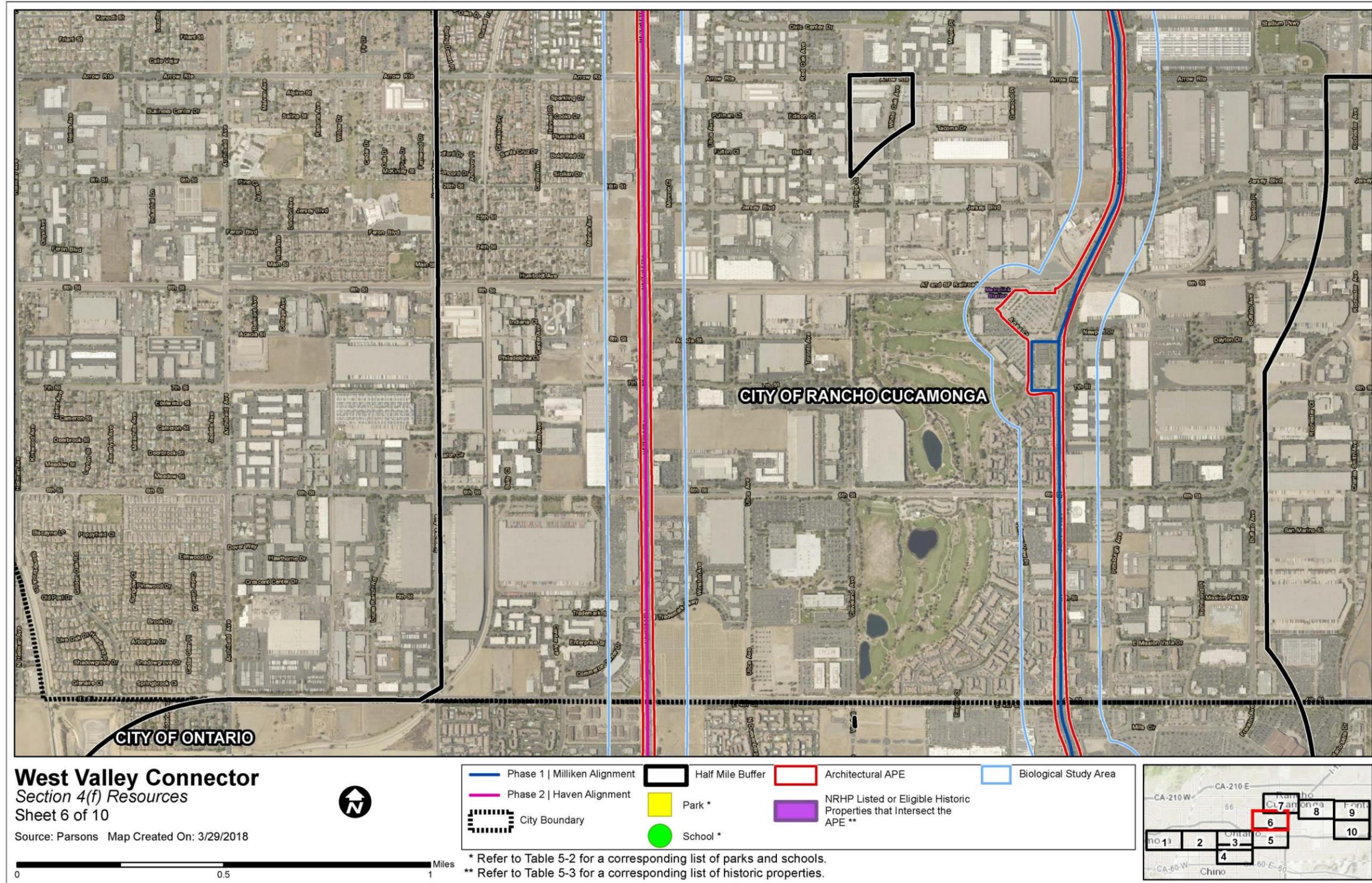


Figure 5-1: Section 4(f) Resources Sheet 6 of 10

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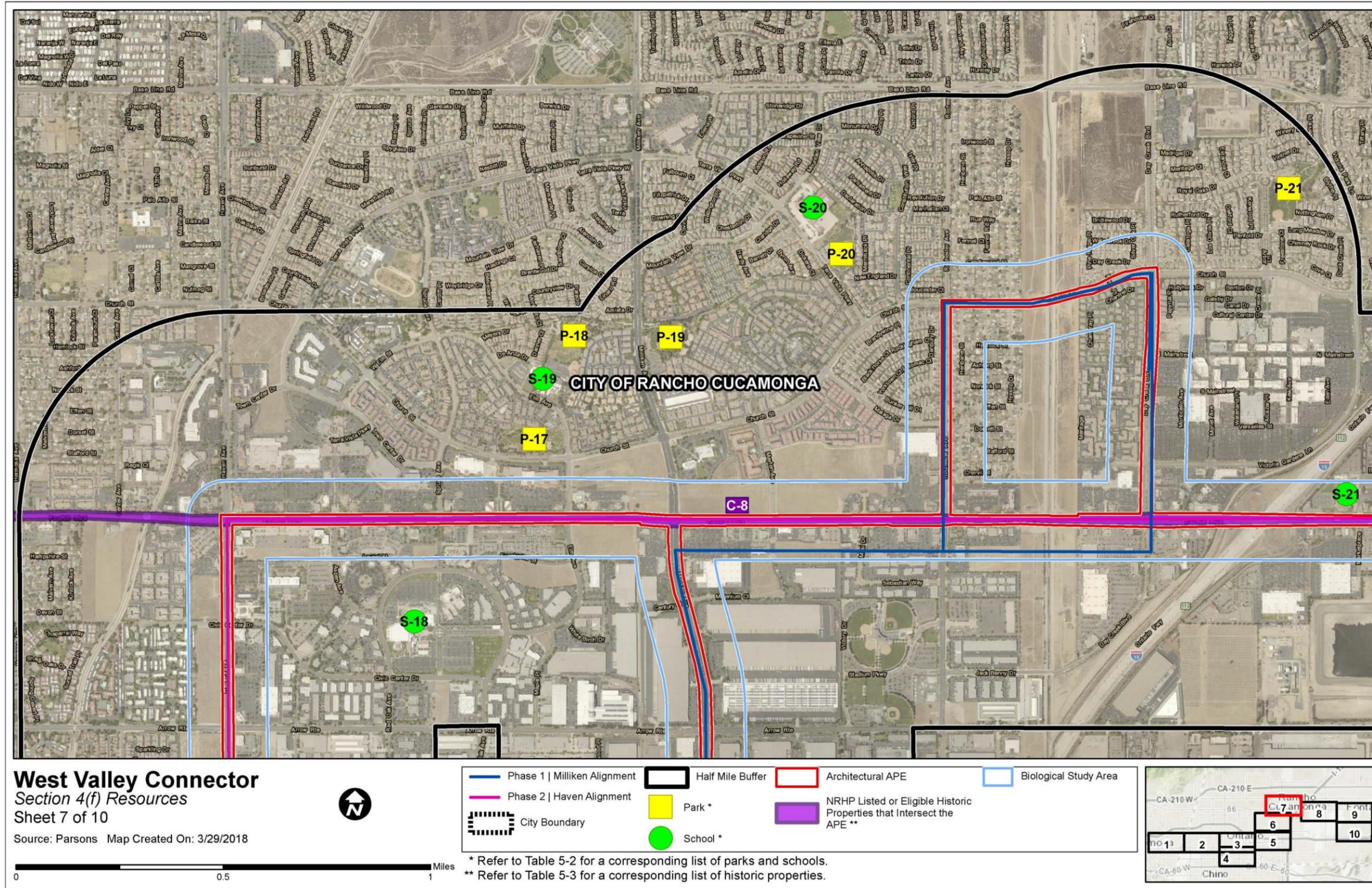


Figure 5-1. Section 4(f) Resources Sheet 7 of 10

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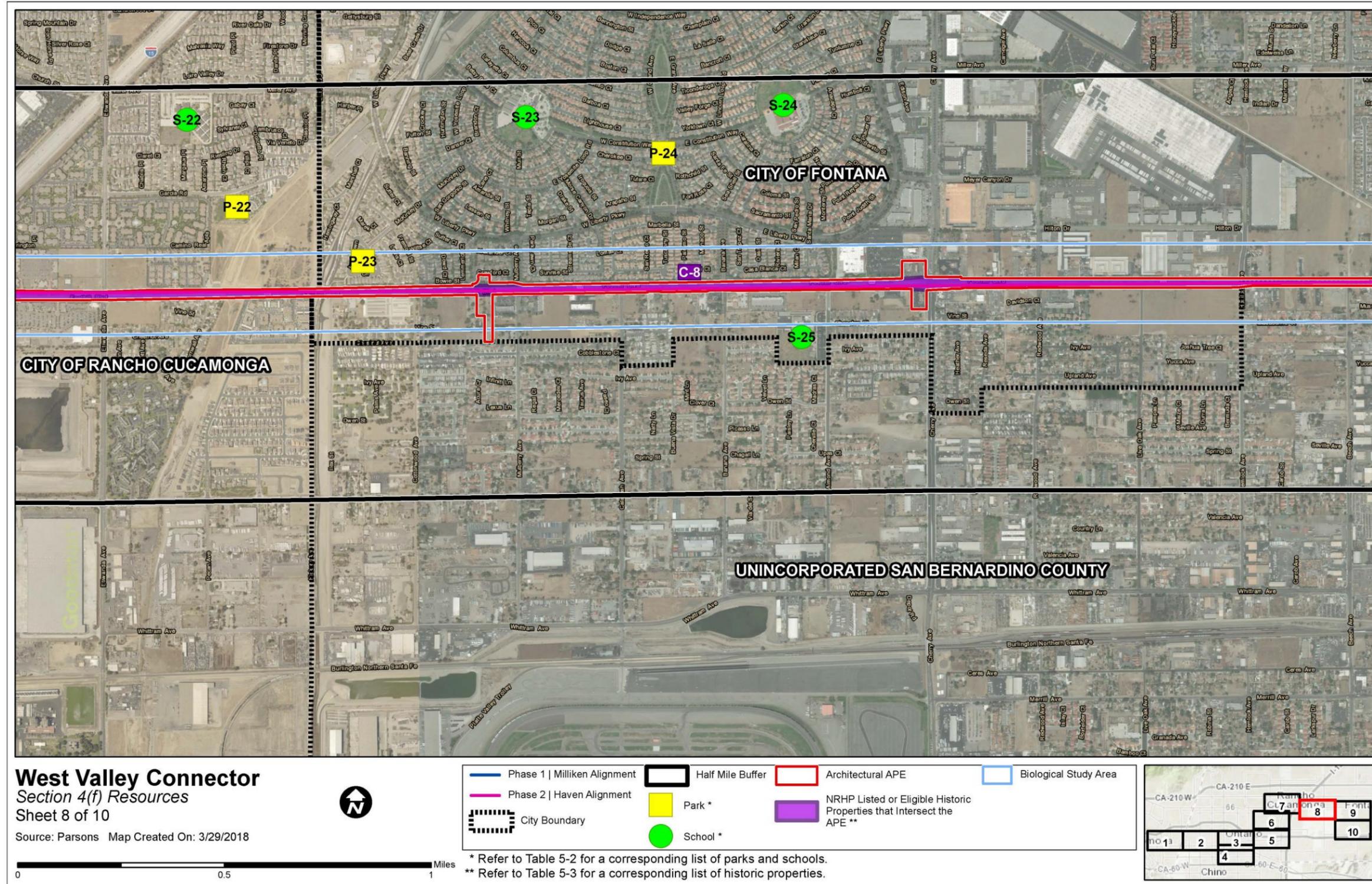


Figure 5-1: Section 4(f) Resources Sheet 8 of 10

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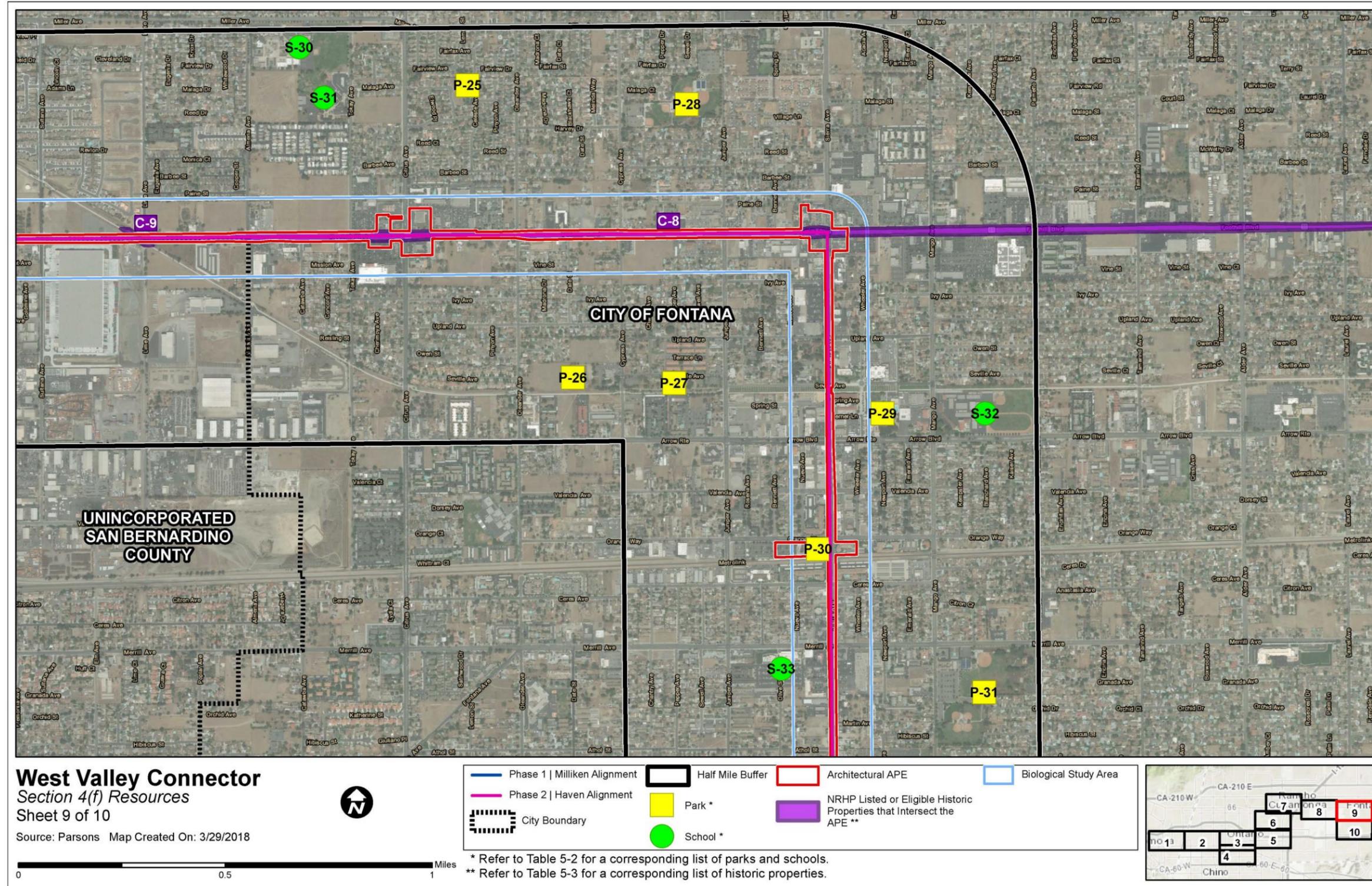


Figure 5-1: Section 4(f) Resources Sheet 9 of 10

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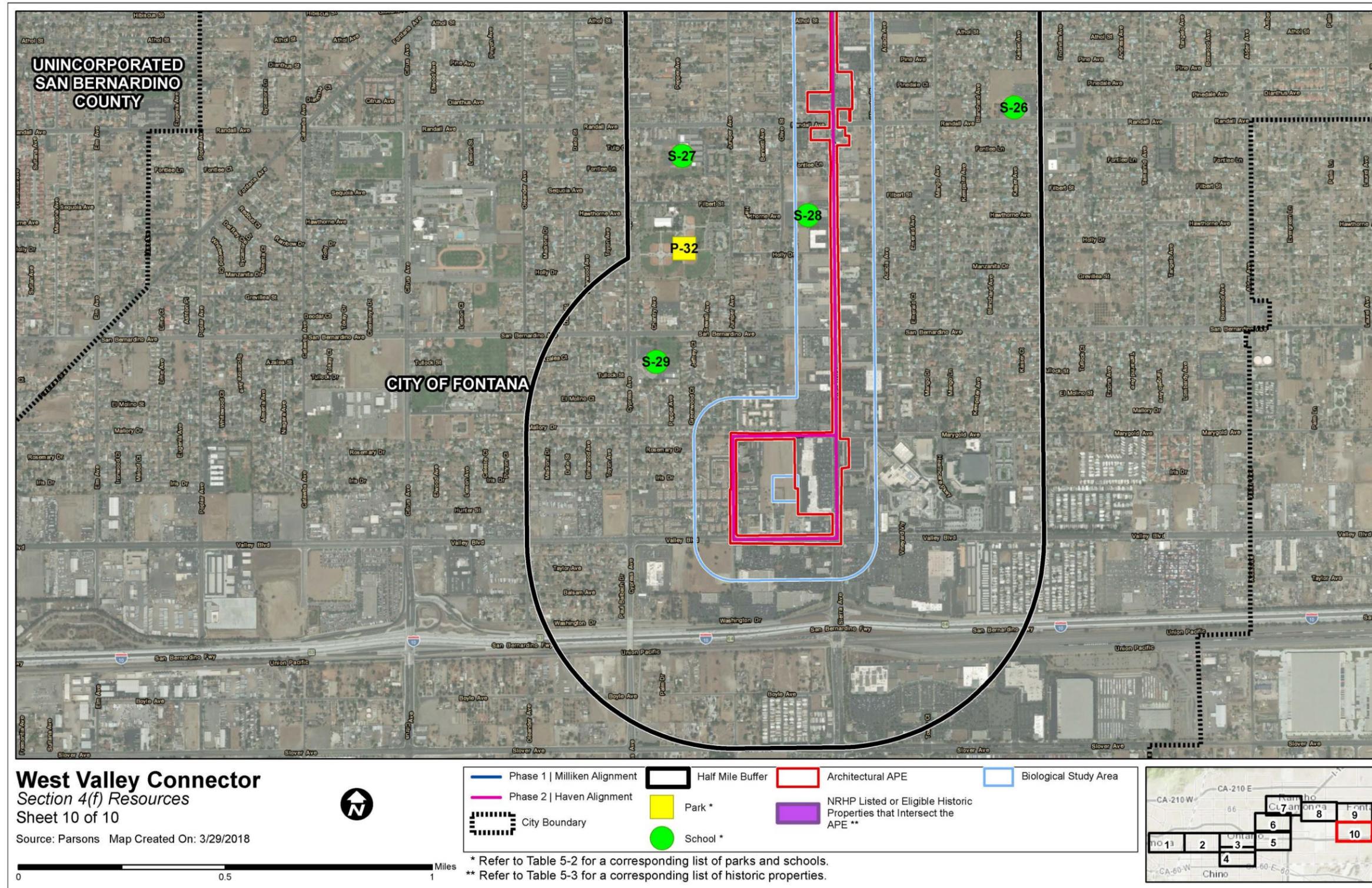


Figure 5-1: Section 4(f) Resources Sheet 10 of 10

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### **Southern Pacific Railroad Depot, Pomona, CA**

Located in the City of Pomona, the Southern Pacific Railroad Depot in 2004 was determined eligible for the NRHP under Criteria A and C at the State level of significance. Built in 1940, and in a design reflecting a Mission Revival architectural style, the station still serves as a rail station and provides an example of the importance of rail lines in the western United States as a means of transporting people and goods.

### **Lincoln Park Historic District, Pomona, CA**

The 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. The main contributors to the district are single-family residences reflecting popular architectural styles spanning from the 1880s to 1945. Prominent designs include residences reflecting the Queen Anne, Shingle, Craftsman Bungalow, Spanish Colonial Revival, Tudor Revival, Mission Revival, and Minimal Tradition architectural styles, among others.

### **Vince's Spaghetti, 1206 West Holt Boulevard, Ontario, CA**

Vince's Restaurant, at 1206 W. Holt Boulevard, Ontario, has been determined eligible for listing in the NRHP under Criteria A and C. It is a property associated with the important theme of roadside-serving uses along a stretch of former U.S. Highway 99 and has had a continuous presence and been under the same family ownership at this location since 1945, a claim no other restaurant establishment in Ontario can make. The building possesses the significant characteristics of a type and period; therefore, it also appears eligible under Criterion C. It is a good example of Mid-Century modern commercial architecture, largely pioneered in southern California, with its character-defining irregular shape, flat roof with overhanging canopy, steel I beam supports, and the mixed use of building materials. In addition, the building's low one-story entry, and the fenestration pattern and dominance of large windows, together unite the façade and combine to emphasize the horizontality of the building which, when paired with its original 1950s roadside neon sign, are all a hallmark of the Mid-Century Modern design aesthetic. The property retains integrity of location, design, setting, materials, feeling, and association.

### **A.C. Moorhead House, 961 West Holt Boulevard, Ontario, CA**

The A.C. Moorhead House at 961 W. Holt Boulevard has been determined eligible for listing in the NRHP under Criteria A and C, which reflects its significance as a rural residence, as well as the period it served as the Orange Grove Inn/Southern House, a once popular roadside restaurant and local landmark attracting motorists traveling along what was then the state highway and U.S. Highway 99. In terms of its architecture, the property is an excellent example of the Queen Anne style. Under Criterion C, the building embodies many of the character-defining features of the Queen Anne style, including an octagonal tower,

steep pitched gable roof, shingles for exterior walls, a large recessed porch, spindle work friezes, and decorative brackets. The A.C. Moorhead House retains much of its integrity, notwithstanding alterations made to the building. The property's integrity of location, design, materials, and workmanship remain largely intact despite the alterations; the original setting, feeling, and association have been slightly compromised over time with the general urbanization of the Holt Boulevard corridor. However, the A.C. Moorhead House retains sufficient integrity to adequately exhibit both its historical significance under Criterion A and its architectural significance under Criterion C.

### **The Grinder Haven, 724 West Holt Boulevard, Ontario, CA**

The building located at 724 W. Holt Boulevard, Ontario, has been determined eligible for listing in the NRHP under Criterion C based on its architecture, as a good example of Mid-Century Modern commercial roadside architecture. D'Elia's Grinder Haven was constructed in 1958 as a drive-in restaurant. It 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 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 colorful neon signage. The property retains integrity of location, design, setting, materials, feeling, and association.

### **Euclid Avenue/State Route 83**

Euclid Avenue/State Route (SR) 83 in Upland and Ontario 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. 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. Character-defining features of the historic property include the landscape, the road itself, two fountains, and a statue. Euclid Avenue/SR-83 has also been designated as a local historic district by the City of Ontario. The boundary of this district is Interstate 10 to the north and G Street to the south. All properties that front this section of Euclid Avenue are included in the 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.

### **Jacob Lerch House, 541 East Holt Boulevard, Ontario, CA**

The Jacob Lerch house located at 541 E. Holt Boulevard in Ontario has been determined eligible for listing in the NRHP under Criteria C at the local level of significance as a distinctive example of the Shingle style of architecture. Built in the first decade of the 20<sup>th</sup> century, the two-story building is a distinctive example of the style, with character-defining features such as the uniform covering of wood shingle siding, including an enclosed wraparound porch, steeply pitched and multi-planed gable roofs, louvered vents, and small casement and sash windows grouped into twos. The Jacob Lerch House retains a good degree of integrity. The location, setting, materials, association, and workmanship remain. The building retains most of its early 20<sup>th</sup> century scale, massing, and historic feeling to its original use, though it has had alterations. Period landscaping is considered a contributing element of the property.

### **CA-SBr-2910H; National Old Trails Road/Route 66**

This is an NRHP property that is a historic road corridor composed of two roads: the 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. Built and designated in 1926, the road was part of the first nationally designated highway system. The route is significant under 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. The road segment is part of a 300-mile-long linear resource in California with many associated properties considered as contributors. These may include the physical features of the road (e.g., bridges, culverts, and guard rails) and other road-related structures. Property contributors also include associated resources purposely located along the highway during its period of significance, such as gasoline service stations, mechanics garages, motels, restaurants, and original signage.

### **Malaga Underpass Bridge**

This bridge was constructed on a 30-degree skew alignment across Route 66/Foothill Boulevard, immediately adjacent to the City of Fontana in 1931 to accommodate Pacific Electric trains passing through the area. The bridge was found eligible for the NRHP under Criterion A due to its importance as a railroad grade separation and its association with historic Route 66. The bridge retains integrity of location and design.

#### **5.5.2 Archaeological Resources**

Archaeological sites that are eligible for listing or are listed in the NRHP may also come under the purview of Section 4(f), if their chief value is preservation in place, rather than their scientific value. An ASR (April 2018), which included a records search and archaeological field surveys, was prepared to determine whether historic archaeological or

prehistoric archaeological resources are present along the project alignment. Two archaeological resources were previously recorded within the project APE. One was a residential site (P-36-007144) that no longer exists, and the other is the NRHP-listed National Old Trails Road/Route 66 (P-36-002910) (now Foothill Boulevard in Fontana). There are an additional 4 resources that are archaeological in nature that were recorded within 0.25 mile of the APE, all of which were historic-age (i.e., 50 years old or older) resources. No prehistoric resources were recorded within 0.25 mile of the APE. Of 91 known resources within 0.25 mile of the APE, 85 are historic-age architectural resources and 6 are historic-age archaeological resources. The 6 historic-age archaeological resources consist of the remains of residences, agricultural sites, utility features, and a road (Route 66). The 2 previously recorded resources and 11 newly identified archaeological resources within the project APE are all historic-age sites with limited surface manifestations of building foundations and remnants of parking lots, all of which the California SHPO concurred with FTA were ineligible for listing in the NRHP on August 7, 2018. Given the nature of these sites and the level of disturbance within the APE, the potential for significant, intact subsurface historic deposits is considered low.

## 6.0 IMPACTS ON SECTION 4(F) PROPERTIES

The No Build Alternative and Alternatives A and B would not result in any permanent use, temporary occupancy, or impairment of land from public parks and recreational areas, wildlife and waterfowl refuges, or archaeological resources.

This section describes how the project build alternatives would affect six NRHP-eligible or listed properties, all Section 4(f) properties. An assessment was made to determine whether any permanent use or temporary use of land from these Section 4(f) properties would result in direct effects that would substantially impair the activities, features, and/or attributes that trigger the provisions of Section 4(f).

The following subsections describe the permanent uses and temporary occupancy of the NRHP-eligible and listed properties from the No Build Alternative and the two build alternatives, Alternative A and Alternative B. In addition to identifying the permanent use and temporary occupancy impacts of the project, the effects on the Section 4(f) properties related to facilities, functions, and activities potentially affected are also addressed. The impacts on accessibility, visual changes, and noise are also evaluated for each project alternative. Table 6-1 summarizes, by build alternative, the permanent use and/or temporary occupancy of all nine NRHP-eligible or listed properties located in the APE. Alternative A would result in the direct use of one NRHP-eligible or listed properties (the Southern Pacific Railroad Depot) and the temporary occupancy of two NRHP-eligible or listed properties (the Southern Pacific Railroad Depot and Route 66). Alternative B would result in the direct use of four NRHP-eligible or listed properties (A.C Moorhead House, Jacob Lerch House, The Grinder Haven, and the Southern Pacific Railroad Depot) and the temporary occupancy of six NRHP-eligible or listed properties (A.C Moorhead House, Jacob Lerch House, Vince's Spaghetti, The Grinder Haven, Southern Pacific Railroad Depot and Route 66). Measures to minimize harm to these Section 4(f) properties are provided in Section 7.0.

Table 6-1: Section 4(f) Impact Summary for Build Alternatives

Property	Alternative A				Alternative B (Preferred Alternative)			
	Direct Use (square feet)	Temporary Occupancy (square feet)	Constructive Use (square feet)	De Minimis Finding	Direct Use (square feet)	Temporary Occupancy (square feet)	Constructive Use (square feet)	De Minimis Finding
Southern Pacific Railroad Depot	4,346	7,841	None	Yes	4,346	7,841	None	Yes
Lincoln Park Historic District	None	None	None	N/A	None	None	None	N/A
Vince's Spaghetti	None	None	None	N/A	None	2,222	None	Yes
A.C. Moorhead House	None	None	None	N/A	274	1,363	None	Yes
The Grinder Haven	None	None	None	N/A	1,747	1,721	None	Yes
Euclid Avenue/ SR-83	None	None	None	N/A	None	None	None	N/A
Jacob Lerch House	None	None	None	N/A	35	353	None	Yes
National Old Trails Road/Route 66	None	9,239	None	Yes	None	9,239	None	Yes
Malaga Underpass Bridge	None	None	None	N/A	None	None	None	N/A

Source: Parsons, 2018

## 6.1 No Build Alternative

The No Build Alternative would not construct any of the improvements proposed in Alternative A and Alternative B; therefore, it would not result in the permanent use, temporary occupancy, or impairment of land from any Section 4(f) properties, including any NRHP listed or eligible properties.

## 6.2 Build Alternatives

The following subsections describe the use of six NRHP eligible or listed properties under each build alternative (Southern Pacific Railroad Depot, A.C. Moorhead House, Jacob Lerch House, Vince's Spaghetti, The Grinder Haven, and National Old Trails Road/Route 66). The build alternatives would not require use of the remaining three NRHP properties (Malaga Underpass Bridge, Euclid Avenue/SR-83, and Lincoln Park Historic District). An evaluation was also done to determine if indirect impacts from the build alternatives would result in substantial impairment of these properties. This is more formally referred to as a constructive use under Section 4(f). That analysis did not identify any proximity impacts resulting from the build alternatives that would be so severe that the activities, features, and/or attributes that qualify these properties for protection under Section 4(f) would be substantially impaired. The proximity impacts of the build alternatives in the vicinity of these properties would not meaningfully reduce or remove the values of these properties in terms of their Section 4(f) significance; therefore, the build alternatives were determined not to result in substantial impairment of any properties protected under Section 4(f).

### 6.2.1 Southern Pacific Railroad Depot, Pomona

#### *Significance of Property*

The Southern Pacific Railroad Depot, located at 100 West Commercial Street in Pomona (APN 8336-031-90), was determined eligible for the National Register in 2004 under NRHP Criteria A and C. It is owned by the City of Pomona.

#### *Application of Section 4(f) Criteria for Use*

##### **Direct Use**

Alternatives A and B would require direct use of approximately 4,356 square feet of the Southern Pacific Railroad Depot parcel, which consists of a portion of a lawn, sidewalk, a small sliver of the parking lot that is used for motorcycles, and approximately four trees to accommodate a BRT station and a new bus pad to be placed northwest of the depot station building (see Figure 6-1). This minor proposed direct use would not adversely affect any of the activities, features, or attributes of the Southern Pacific Railroad Depot. Alternatives A and B would not materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its historic and architectural

significance without any impacts to its integrity, with respect to its location, design, setting, materials, workmanship, feeling, or association.

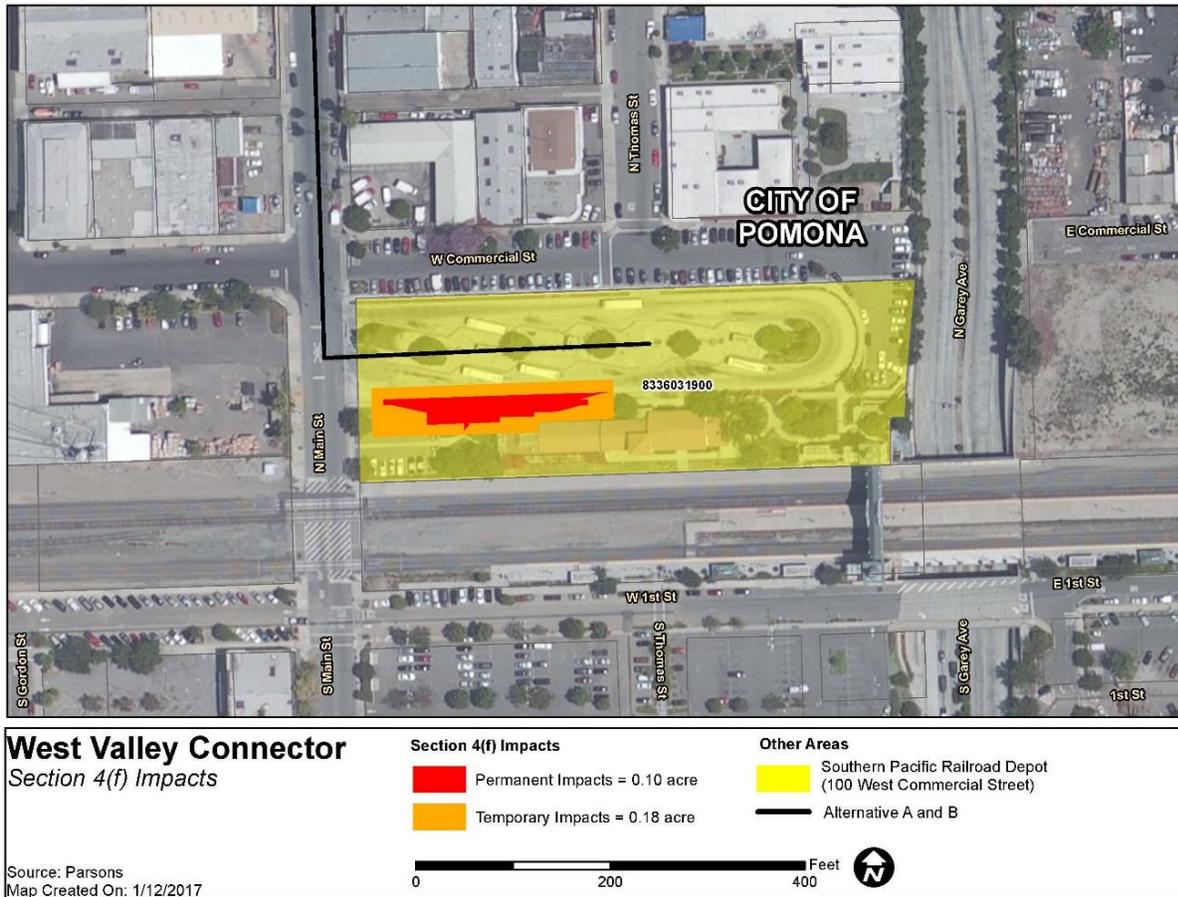


Figure 6-1: Alternative A and B Impacts to Southern Pacific Railroad Depot

### Temporary Occupancy

Alternatives A and B would require temporary occupancy of approximately 7,841 square feet of the Southern Pacific Railroad Depot property to construct the new BRT station and to reconstruct the sidewalk located northwest of the Southern Pacific Railroad Depot station building (see Figure 6-1). The affected area consists of the front lawn, sidewalk, and a small portion of the parking lot. This minor proposed temporary occupancy would not adversely affect any of the activities, features, or attributes of the Southern Pacific Railroad Depot. A TCE would be required. Access to the Southern Pacific Railroad Depot would be maintained at all times during project construction.

### Constructive Use

The build alternatives would not result in a constructive use of the Southern Pacific Railroad Depot. An indirect impact would be considered a constructive use under Section 4(f) if the

impact were so severe that the public did not have access to the Southern Pacific Railroad Depot and/or activities occurring within the Southern Pacific Railroad Depot were severely affected by the project's impacts. Potential indirect impacts related to the build alternatives are discussed below.

### *Accessibility*

Vehicular and pedestrian access to the Southern Pacific Railroad Depot would be maintained at all times during construction and operation of the build alternatives. A small sliver of the designated parking lot used for motorcycles at the Southern Pacific Railroad Depot would be impacted as result of the build alternatives.

### *Visual*

Visual impacts 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 Southern Pacific Railroad 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 be considered a Section 4(f) constructive use.

### *Noise and Vibration*

Indirect noise and vibration impacts as a result of the build alternatives are not expected to result in a constructive use of Southern Pacific Railroad Depot. According to the Noise and Vibration Technical Study (April 2018), no BRT operational noise or vibration impacts are anticipated at any of the sensitive receptors of the proposed alignment; therefore, 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. BMPs would be incorporated to minimize these short-term, temporary impacts. These include 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 (see Section 7.1.1). 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 Southern Pacific Railroad Depot. The proposed project would not result in a Section 4(f) constructive use of the Southern Pacific Railroad Depot due to indirect noise and vibration impacts.

### *Applicability of Section 4(f)*

Neither build alternative would result in direct and temporary occupancy of the parcel on which the Southern Pacific Railroad Depot sits. No constructive use of this resource is anticipated under either build alternative.

Both build alternatives would result in a direct use of 4,356 square feet of the parcel on which the Southern Pacific Railroad Depot is located in the form of permanent impact, but which would not diminish the original parcel size. The area to be impacted consists primarily of existing sidewalks and landscaping, changes that do not detract or alter any of the character-defining features of the station property that qualify it as a resource under Section 4(f). The sidewalks would also be reconstructed.

Both build alternatives would result in temporary occupancy of 7,841 square feet of the parcel on which the Southern Pacific Railroad Depot sits; however, work would be minor in scope, and there are no anticipated permanent adverse physical effects or other interference with the activities or purpose of the resource. The affected area would consist of a small portion of the parking lot, sidewalks, and existing landscaping. The existing sidewalks would be connected to the new sidewalks to match pre-project conditions. Any disturbed turf grass and landscaping would be replaced in the TCE areas to match pre-project conditions in consultation with the property owner during and at the completion of construction. By doing so, the land used as a TCE would have a similar function and value as it did prior to project construction. Temporarily disturbed areas would be fully restored to pre-project conditions once temporary impacts are complete. Temporary occupancy of the parcel on which the Southern Pacific Railroad Depot sits would be considered a *de minimis* impact.

### ***Documentation of Consultation***

SBCTA will continue to coordinate with the City of Pomona regarding potential project impacts and potential avoidance and minimization measures to be implemented during construction on the Southern Pacific Railroad Depot parcel. SBCTA and FTA coordinated and consulted with the SHPO, the official with jurisdiction, regarding potential effects of the project on historic properties under 36 CFR 800.5., and on proposed avoidance and mitigation measures.

The SHPO was informed in writing on January 7, 2020, that its concurrence in a finding of no adverse effect for historic properties under Section 106 of the NHPA would be used as a basis for making a *de minimis* impact determination under 23 CFR 774.5(b)(2). On March 19, 2020, SHPO concurred with FTA's no adverse effect finding. The SHPO correspondence is included as Appendix A.

### **6.2.2 Vince's Spaghetti, 1206 West Holt Boulevard, Ontario, CA**

#### ***Significance of Property***

Vince's Spaghetti, located at 1206 West Holt Boulevard in Ontario (APNs 1010-543-01 and -02), has been determined eligible for the National Register under Criteria A and C.

Application of Section 4(f) Criteria for Use

Direct Use

The build alternatives would not require any direct use of land from the two parcels on which Vince’s Spaghetti sits.

Temporary Occupancy

Alternative A would not require any temporary occupancy of land from the two parcels on which Vince’s Spaghetti sits.

Alternative B would require temporary occupancy of approximately 2,222 square feet of the two parcels on which Vince’s Spaghetti sits to reconstruct the driveways and the sidewalk on the southern end of Holt Boulevard (see Figure 6-2). The affected area would be the two driveways and a small sliver of the parking lot. This minor proposed temporary occupancy would not adversely affect any of the activities, features, or attributes of Vince’s Spaghetti. A TCE would be required. Access to the restaurant would be maintained at all times during project implementation. No impacts to parking spaces within the two lots are anticipated.

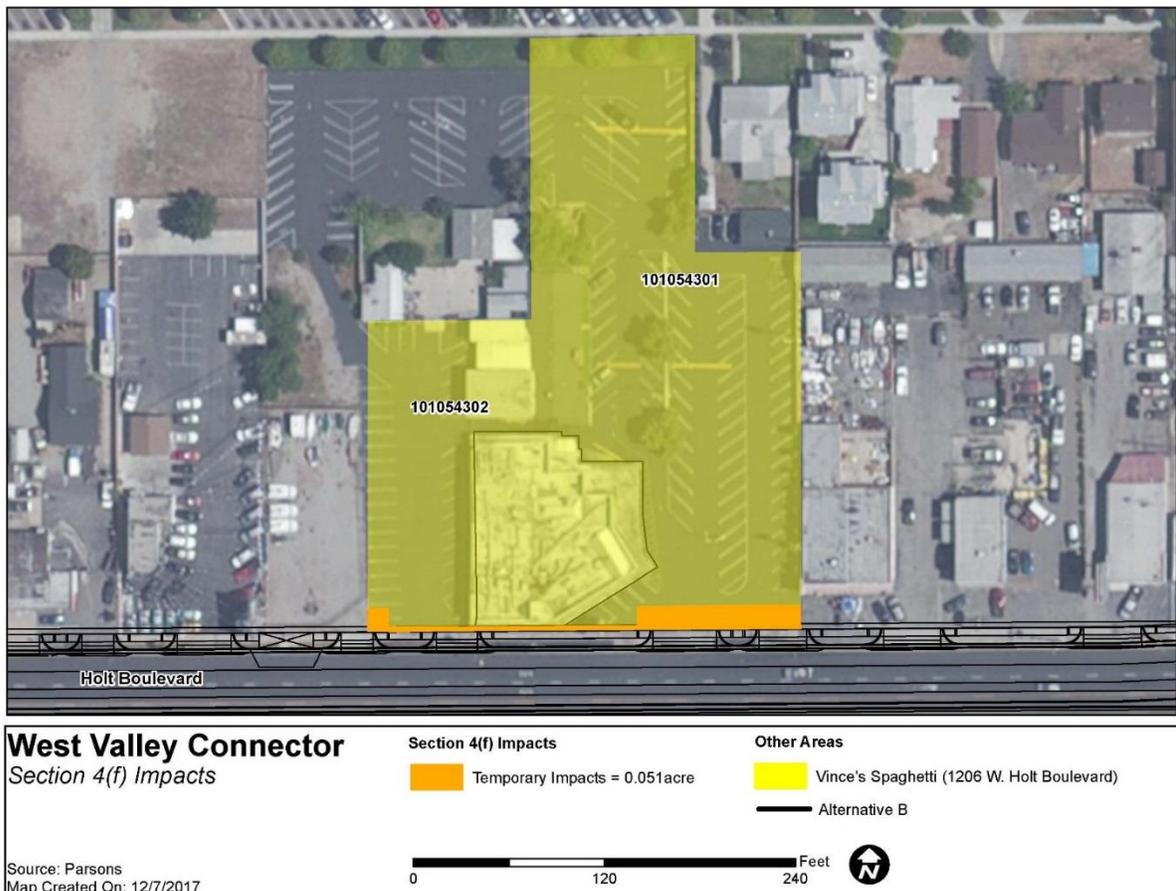


Figure 6-2: Alternative B Impacts to Vince’s Spaghetti

## Constructive Use

The build alternatives would not result in a constructive use of Vince's Spaghetti. An indirect impact would be considered a constructive use under Section 4(f) if the impacts were so severe that the public did not have access to Vince's Spaghetti and/or activities occurring within the property were severely affected by the project's impacts. Potential indirect impacts related to both build alternatives are discussed below.

### *Accessibility*

Vehicular and pedestrian access to Vince's Spaghetti would be maintained at all times during construction and operation of the build alternatives. No impacts to designated parking at Vince's Spaghetti would result from either build alternative.

### *Visual*

Visual impacts during construction would be typical of roadway construction projects, including construction fencing, construction equipment, and material stockpiles, which would collectively temporarily disturb Vince's Spaghetti parking lot area. 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 a Section 4(f) constructive use.

### *Noise and Vibration*

Indirect noise and vibration impacts as a result of the build alternatives are not expected to result in a constructive use of Vince's Spaghetti. According to the Noise and Vibration Technical Study (April 2018), no BRT operational noise or vibration impacts are anticipated at any of the sensitive receptors of the proposed alignment; therefore, 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. It is anticipated that ground-borne vibration from construction activities could exceed the building damage criteria under Alternative B; however, there should only be isolated cases where it is necessary to use vibratory compaction rollers close to buildings. BMPs would be incorporated to minimize these short-term, temporary impacts. These include 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 (see Section 7.1.1). 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. The proposed project would not result in a Section 4(f) constructive use of Vince's Spaghetti due to indirect noise and vibration impacts.

### ***Applicability of Section 4(f)***

Alternative A would not result in direct use, temporary occupancy, or constructive use of either of the two parcels on which Vince's Spaghetti sits.

Alternative B would result in temporary occupancy of the two parcels on which Vince's Spaghetti sits. No direct use or constructive use of this resource is anticipated under Alternative B. Alternative B would result in temporary occupancy of approximately 2,222 square feet of the parcels on which Vince's Spaghetti sits; however, work would be minor in scope, and there are no anticipated permanent adverse physical effects or other interference with the activities or purpose of the resource. Temporarily disturbed areas would be fully restored to pre-project conditions once temporary impacts are complete. Temporary occupancy of Vince's Spaghetti would be considered a *de minimis* impact.

### **Documentation of Consultation**

SBCTA and FTA have coordinated and consulted with the SHPO, the official with jurisdiction, regarding potential effects of the project on historic properties under 36 CFR 800.5., and on proposed avoidance and mitigation measures.

The SHPO was informed in writing on January 7, 2020, that its concurrence in a finding of no adverse effect for historic properties under Section 106 of the NHPA would be used as a basis for making a *de minimis* impact determination under 23 CFR 774.5(b)(2). On March 19, 2020, SHPO concurred with FTA's no adverse effect finding. The SHPO correspondence is included as Appendix A.

### **6.2.3 A.C. Moorhead House, 961 West Holt Boulevard, Ontario, CA**

#### ***Significance of Property***

The A.C. Moorhead House, located at 961 West Holt Boulevard in Ontario (Assessor Parcel Number [APN] 1011-141-07), has been determined eligible for the National Register under Criteria A and C.

#### ***Application of Section 4(f) Criteria for Use***

##### **Direct Use**

Alternative A would not require any direct use of land from the parcel on which the A.C. Moorhead House sits.

Alternative B would require partial acquisition of a 274-square-foot strip of the A.C. Moorhead House parcel, which consists of a portion of the front lawn and landscaping, which is not itself original, to accommodate a new sidewalk on the southern-end of Holt Boulevard (see Figure 6-3). The current lot size of the A.C. Moorhead House is 0.5539 acre, and the new lot size would be 0.5476 acre. This minor proposed direct use would not

adversely affect any of the activities, features, or attributes of the A.C. Moorhead House. 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 impacts to the property’s overall integrity with respect to its location, design, setting, materials, workmanship, feeling, or association.

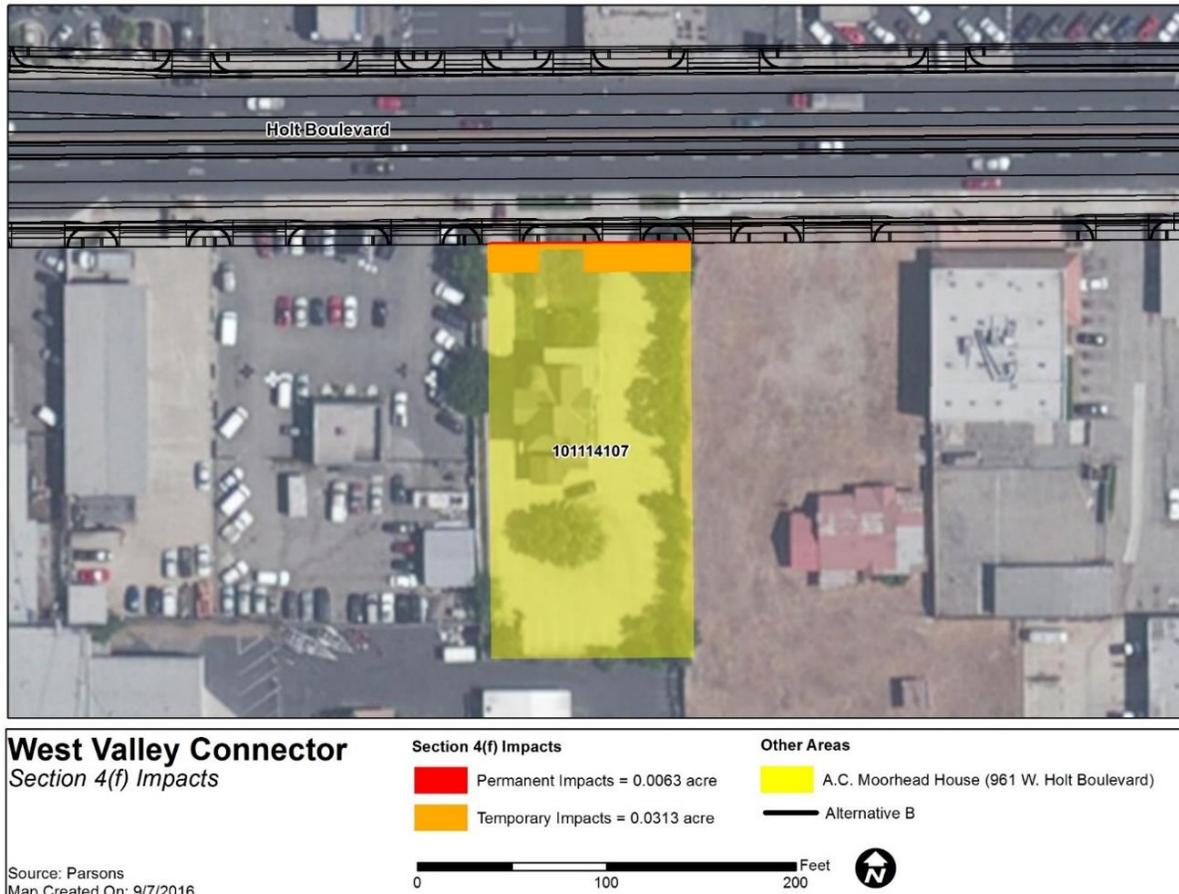


Figure 6-3: Alternate B Impacts to A.C Moorhead House

### Temporary Occupancy

Alternative A would not require any temporary occupancy of land from the A.C. Moorhead House.

Alternative B would require a temporary occupancy of a 1,363-square-foot area of the A.C. Moorhead House parcel to reconstruct the sidewalk on the southern-end of Holt Boulevard and to reconstruct the two driveways (see Figure 6-3). The affected area consists of the two driveways, the front lawn, and landscaping, none of which is considered historic. This minor proposed temporary occupancy would not adversely affect any of the activities, features, or attributes of the A.C. Moorhead House. A temporary construction

easement (TCE) would be required. Access to the A.C. Moorhead House would be maintained at all times during project construction.

### Constructive Use

The build alternatives would not result in a constructive use of the A.C. Moorhead House. An indirect impact would be considered a constructive use under Section 4(f) if the impact were so severe that the public did not have access to the A.C. Moorhead House and/or activities occurring within the A.C. Moorhead House were severely affected by the project's impacts. Potential indirect impacts related to the build alternatives are discussed below.

#### *Accessibility*

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 impacts to designated parking at the A.C. Moorhead House would result from the build alternatives.

#### *Visual*

Visual impacts 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 a Section 4(f) constructive use.

#### *Noise and Vibration*

Indirect noise and vibration impacts as a result of the build alternatives are not expected to result in a constructive use of the A.C. Moorhead House. According to the Noise and Vibration Technical Study (April 2018), no BRT operational noise or vibration impacts are anticipated at any of the sensitive receptors of the proposed alignment; therefore, 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. It is anticipated that ground-borne vibration from construction activities could exceed the building damage criteria under Alternative B; however, there should only be isolated cases where it is necessary to use vibratory compaction rollers close to buildings. Best management practices (BMPs) will be incorporated to minimize these short-term, temporary impacts. These include 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 (see Section 7.1.1). 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. The

proposed project would not result in a Section 4(f) constructive use of the A.C. Moorhead House due to indirect noise and vibration impacts.

### ***Applicability of Section 4(f)***

Alternative A would not result in direct use, temporary occupancy, or constructive use of the parcel on which the A.C. Moorhead House sits.

Alternative B would result in direct and temporary occupancy of the parcel on which the A.C. Moorhead House sits. No constructive use of this resource is anticipated under Alternative B.

Alternative B would require direct use of a 274 square-foot-strip of the parcel on which the A.C. Moorhead House sits in the form of permanent acquisition, which represents 1.1 percent of the parcel's pre-project size. Given its small area, the proposed 274-square-foot acquisition of the A.C. Moorhead House parcel is considered a *de minimis* impact. In addition, the area to be acquired is primarily the two driveways and landscaping, which does not contribute to the historic architectural significance of the building itself, which is setback from Holt Boulevard and that qualifies the A.C. Moorhead House as a resource under Section 4(f). The two driveways would also be reconstructed. Given that the five conditions set forth in 23 CFR Section 774.13(d) are satisfied, and the proposed acquisition would not adversely affect the activities, features, or attributes of the A.C. Moorhead House, Section 4(f) does not apply.

In addition, Alternative B would result in a temporary occupancy of a 1,363-square-foot portion of the parcel on which the A.C. Moorhead House sits; however, work would be minor in scope, and there are no anticipated permanent adverse physical effects or other interference with the activities or purpose of the resource. Temporarily disturbed areas would be fully restored to pre-project conditions once temporary impacts are complete. Temporary occupancy of the parcel on which the A.C. Moorhead House sits would be considered a *de minimis* impact.

### **Documentation of Consultation**

SBCTA and FTA have coordinated and consulted with the SHPO, the official with jurisdiction, regarding potential effects of the project on historic properties under 36 CFR 800.5., and on proposed avoidance and mitigation measures.

The SHPO was informed in writing on January 7, 2020, that its concurrence in a finding of no adverse effect for historic properties under Section 106 of the NHPA would be used as a basis for making a *de minimis* impact determination under 23 CFR 774.5(b)(2). On March 19, 2020, SHPO concurred with FTA's no adverse effect finding. The SHPO correspondence is included as Appendix A.

Formal consultation with the SHPO to confirm concurrence on the *de minimis* impact finding for the A.C. Moorhead House, including revision to any minimization and mitigation measures proposed, will occur both prior to and during the public review stage of the Draft EIR/EA. For the final environmental document, a SHPO concurrence letter will be included as an appendix to the Section 4(f) Evaluation.

#### **6.2.4 The Grinder Haven, 724 West Holt Boulevard, Ontario, CA**

##### ***Significance of Property***

The Grinder Haven, located at 724 West Holt Boulevard in Ontario (APN 1048-604-14), has been determined eligible for the National Register under Criterion C.

##### ***Application of Section 4(f) Criteria for Use***

###### **Direct Use**

Alternative A would not require any direct use of land from the parcel on which The Grinder Haven sits.

Alternative B would require partial acquisition of a 1,747-square-foot strip of The Grinder Haven parcel, which consists of a portion of the driveway and surface parking lot area, which is not actually used for parking, to accommodate a new sidewalk (see Figure 6-4). The current lot size of the drive-in restaurant is 0.5165 acre, and the new lot size would be 0.4764 acre. This minor proposed direct use would not adversely affect any of the activities, features, or attributes of The Grinder Haven. Alternative B would not materially impair the building or its historic neon sign (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its significance without any substantive impacts to the property's overall integrity with respect to its location, design, setting, materials, workmanship, feeling, or association

###### **Temporary Occupancy**

Alternative A would not require any temporary occupancy of land from the parcel on which The Grinder Haven sits.

Alternative B would require temporary occupancy of approximately 1,721 square feet of the parcel on which The Grinder Haven sits to reconstruct the driveways and the sidewalk on Holt Boulevard (see Figure 6-4). The affected area would be the two driveways and a small sliver of the parking lot. This minor proposed temporary occupancy would not adversely affect any of the activities, features, or attributes of The Grinder Haven, a building that is set back more than 75 feet from the proposed construction work. A TCE would be required. Access to The Grinder Haven would be maintained at all times during project construction. No impacts to parking spaces within the lot are anticipated.



Figure 6-4: Alternate B Impacts to The Grinder Haven

**Constructive Use**

The build alternatives would not result in a constructive use of The Grinder Haven. An indirect impact would be considered a constructive use under Section 4(f) if the impact were so severe that the public did not have access to The Grinder Haven and/or activities occurring within the property were severely affected by the project's impacts. Potential indirect impacts related to both build alternatives are discussed below.

*Accessibility*

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

*Visual*

Visual impacts 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 visual changes associated with the build alternatives would not be considered a Section 4(f) constructive use.

### *Noise and Vibration*

Indirect noise and vibration impacts as a result of the build alternatives are not expected to result in a constructive use of The Grinder Haven. According to the Noise and Vibration Technical Study (April 2018), no BRT operational noise or vibration impacts are anticipated at any of the sensitive receptors of the proposed alignment; therefore, 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. It is anticipated that ground-borne vibration from construction activities could exceed the building damage criteria under Alternative B; however, there should only be isolated cases where it is necessary to use vibratory compaction rollers close to buildings. BMPs would be incorporated to minimize these short-term, temporary impacts. These include 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 (see Section 7.1.1). 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 proposed project would not result in a Section 4(f) constructive use of The Grinder Haven due to indirect noise and vibration impacts.

### *Applicability of Section 4(f)*

Alternative A would not result in direct use, temporary occupancy, or constructive use of the parcel on which The Grinder Haven sits.

Alternative B would result in direct and temporary occupancy of the parcel on which The Grinder Haven sits. No constructive use of this resource is anticipated under Alternative B.

Alternative B would require direct use of approximately 1,747 square feet of the parcel on which The Grinder Haven sits in the form of permanent acquisition, which represents 0.08 percent of the historic property's pre-project square footage. Given this small area, this is considered a *de minimis* impact. In addition, the area to be acquired is a portion of the surface area that is not actually used for parking, nor involves the restaurant portion that qualifies the resource for protection under Section 4(f).

In addition, Alternative B would result in temporary occupancy of approximately 1,721 square feet of the parcel on which The Grinder Haven sits; however, work would be minor in scope, and there are no anticipated permanent adverse physical effects or other interference with the activities or purpose of the resource. Temporarily disturbed areas

would be fully restored to pre-project conditions once temporary impacts are complete. Temporary occupancy of The Grinder Haven would be considered a *de minimis* impact.

### **Documentation of Consultation**

SBCTA and FTA have coordinated and consulted with the SHPO, the official with jurisdiction, regarding potential effects of the project on historic properties under 36 CFR 800.5., and on proposed avoidance and mitigation measures.

The SHPO was informed in writing on January 7, 2020, that its concurrence in a finding of no adverse effect for historic properties under Section 106 of the NHPA would be used as a basis for making a *de minimis* impact determination under 23 CFR 774.5(b)(2). On March 19, 2020, SHPO concurred with FTA's no adverse effect finding. The SHPO correspondence is included as Appendix A.

#### **6.2.5 Jacob Lerch House, 541 East Holt Boulevard, Ontario, CA**

##### ***Significance of Property***

The Jacob Lerch House, located at 541 East Holt Boulevard in Ontario (APN 1048-523-17), has been determined eligible for the National Register under Criterion C.

##### ***Application of Section 4(f) Criteria for Use***

###### **Direct Use**

Alternative A would not require any direct use of land from the parcel on which the Jacob Lerch House sits.

Alternative B would require partial acquisition of approximately 35 square feet of the Jacob Lerch House parcel, which consists of a portion of the front lawn, to accommodate a curb return located northeast of the intersection of Holt Boulevard/Pleasant Avenue (see Figure 6-5). The original lot size of the Jacob Lerch House is 0.1652 acre, and the new lot size would be 0.1644 acre. This minor proposed direct use would not adversely affect any activities or historic features or attributes of the Jacob Lerch House. Alternative B would not materially impair the building (i.e., demolish or substantially alter the physical characteristics). The building would continue to convey its significance without any substantive impacts to the property's overall integrity, with respect to its location, design, setting, materials, workmanship, feeling, or association.

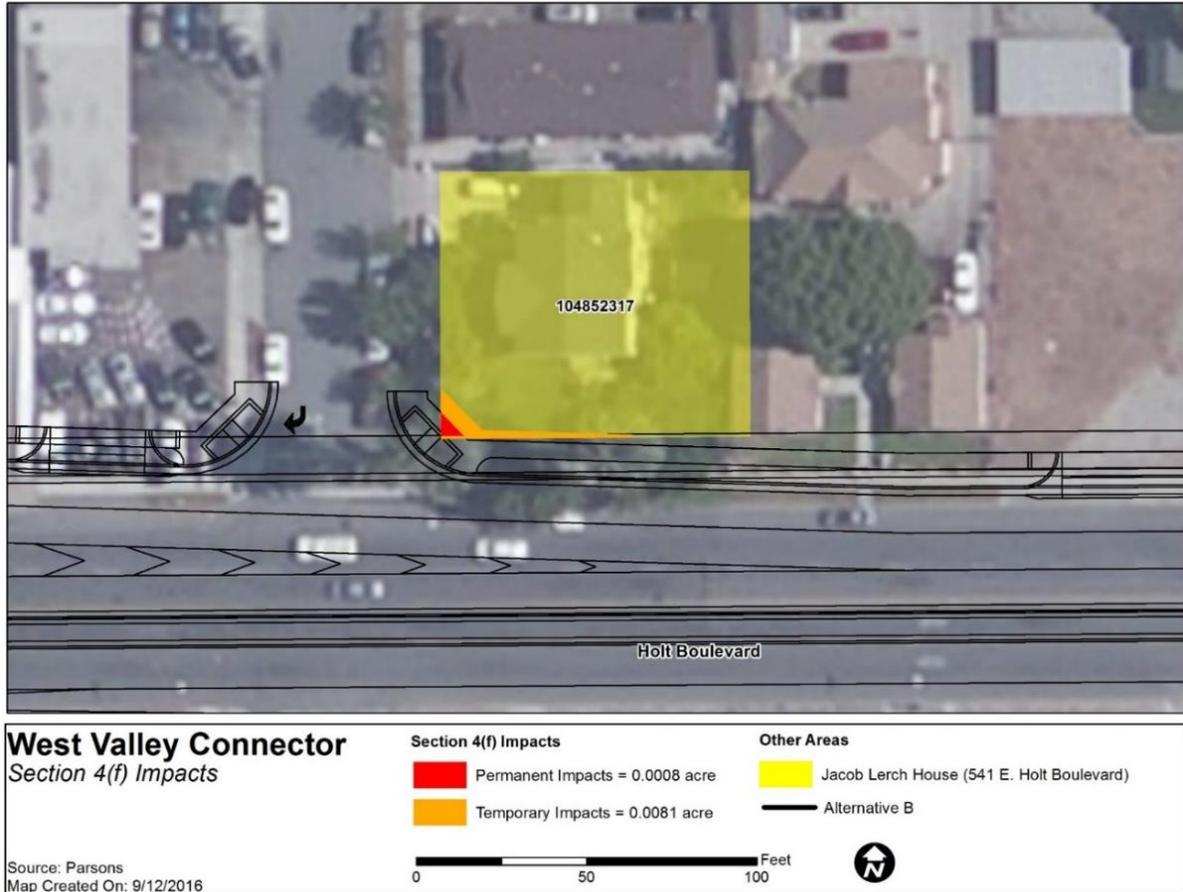


Figure 6-5: Alternate B Impacts to Jacob Lerch House

### Temporary Occupancy

Alternative A would not require any temporary occupancy of land from the parcel on which the Jacob Lerch House sits.

Alternative B would require the temporary occupancy of approximately 353 square feet of the parcel on which the Jacob Lerch House sits to reconstruct the sidewalk on the northern end of Holt Boulevard (see Figure 6-5). The affected area consists of the front lawn. This minor proposed temporary occupancy would not adversely affect any of the activities, features, or attributes of the Jacob Lerch House. A TCE would be required. Access to the Jacob Lerch House would be maintained at all times during project construction.

### Constructive Use

The build alternatives would not result in a constructive use of the Jacob Lerch House. An indirect impact would be considered a constructive use under Section 4(f) if the impact were so severe that the public did not have access to the Jacob Lerch House and/or activities

occurring within the Jacob Lerch House were severely affected by the project's impacts. Potential indirect impacts related to the build alternatives are discussed below.

#### *Accessibility*

Vehicular and pedestrian access to the Jacob Lerch House would be maintained at all times during construction and operation of either build alternative. No impacts to designated parking at the Jacob Lerch House would result from the build alternatives.

#### *Visual*

Visual impacts during construction would be typical of roadway construction projects, including construction fencing, construction equipment, material stockpiles, and vegetation removal, which will 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 be considered a Section 4(f) constructive use.

#### *Noise and Vibration*

Indirect noise and vibration impacts as a result of the build alternatives are not expected to result in a constructive use of the Jacob Lerch House. According to the Noise and Vibration Technical Study (April 2018), no BRT operational noise or vibration impacts are anticipated at any of the sensitive receptors of the proposed alignment; therefore, 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. It is anticipated that ground-borne vibration from construction activities could exceed the building damage criteria under Alternative B; however, there should only be isolated cases where it is necessary to use vibratory compaction rollers close to buildings. BMPs would be incorporated to minimize these short-term, temporary impacts. These include 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 (see Section 7.1.1). 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. The proposed project would not result in a Section 4(f) constructive use of the Jacob Lerch House due to indirect noise and vibration impacts.

#### ***Applicability of Section 4(f)***

Alternative A would not result in direct use, temporary occupancy, or constructive use of the parcel on which the Jacob Lerch House sits.

Alternative B would result in direct and temporary occupancy of the parcel on which the Jacob Lerch House sits. No constructive use of this resource is anticipated under Alternative B.

Alternative B would require direct use of approximately 35 square feet of the parcel on which the Jacob Lerch House sits in the form of permanent acquisition, which represents 0.5 percent of the historic property's pre-project square footage. Given this small area, this is considered a *de minimis* impact. In addition, the area to be acquired is primarily a portion of the front lawn, which does not contribute to the historic architectural significance of the building itself that qualifies the Jacob Lerch House as a resource under Section 4(f). Measures have been developed in concert with the City of Ontario and the SHPO to relocate or replace two Canary Island date palms, depending on their condition, as determined by a certified arborist, and reconstruct a curb-high historic wall feature and associated columns adjacent to the existing sidewalk.

In addition, Alternative B would result in temporary occupancy of approximately 353 square feet of the parcel on which the Jacob Lerch House sits; however, work would be minor in scope, and there are no anticipated permanent adverse physical effects or other interference with the activities or purpose of the resource. Temporarily disturbed areas would be fully restored to pre-project conditions once temporary impacts are complete. Temporary occupancy of the Jacob Lerch House would be considered a *de minimis* impact.

### Documentation of Consultation

SBCTA has been coordinating with the City of Ontario regarding potential project impacts and potential avoidance and minimization measures to be implemented during construction at the Jacob Lerch House. SBCTA and FTA have coordinated and consulted with the SHPO, the official with jurisdiction, regarding potential effects of the project on historic properties under 36 CFR 800.5., and on proposed avoidance and mitigation measures.

The SHPO was informed in writing on January 7, 2020, that its concurrence in a finding of no adverse effect for historic properties under Section 106 of the NHPA would be used as a basis for making a *de minimis* impact determination under 23 CFR 774.5(b)(2). On March 19, 2020, SHPO concurred with FTA's no adverse effect finding. The SHPO correspondence is included as Appendix A.

### 6.2.6 National Old Trails Road/Route 66, Foothill Boulevard from Haven Avenue to Sierra Avenue, Rancho Cucamonga and Fontana, CA

#### *Significance of Property*

This route is significant under Criteria A and C of the NRHP as a representative example of important state and local trends in 20<sup>th</sup> century transportation development and highway

design and construction. The road segment is part of a 300-mile-long linear resource in California with many associated properties considered as contributors. These may include the physical features of the road (e.g., bridges, culverts, and guard rails) and other road-related structures. Property contributors also include associated resources purposely located along the highway during its period of significance, such as gasoline service stations, mechanics garages, motels, restaurants, and original signage.

### *Application of Section 4(f) Criteria for Use*

#### **Direct Use**

The build alternatives would not require any direct use of land from the National Old Trails Road/Route 66, hereafter referred to as Route 66.

#### **Temporary Occupancy**

Both build alternatives would require temporary occupancy of approximately 9,239 square feet of Route 66 to construct bus pads at 14 proposed side-running stations along Foothill Boulevard between Haven Avenue and Sierra Avenue. Figure 6-6 provides an example of where typical bus pads would be constructed on Route 66. 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 totals approximately 660 square feet. The excavation depth to install a bus pad is approximately 2.5 feet depending on the existing pavement conditions. This minor proposed temporary occupancy would not permanently affect any activities, features, or attributes of Route 66. The bus pads would not change the character or integrity of Route 66.

# Section 4(f) Evaluation

30% SUBMITTAL - FOR REVIEW ONLY

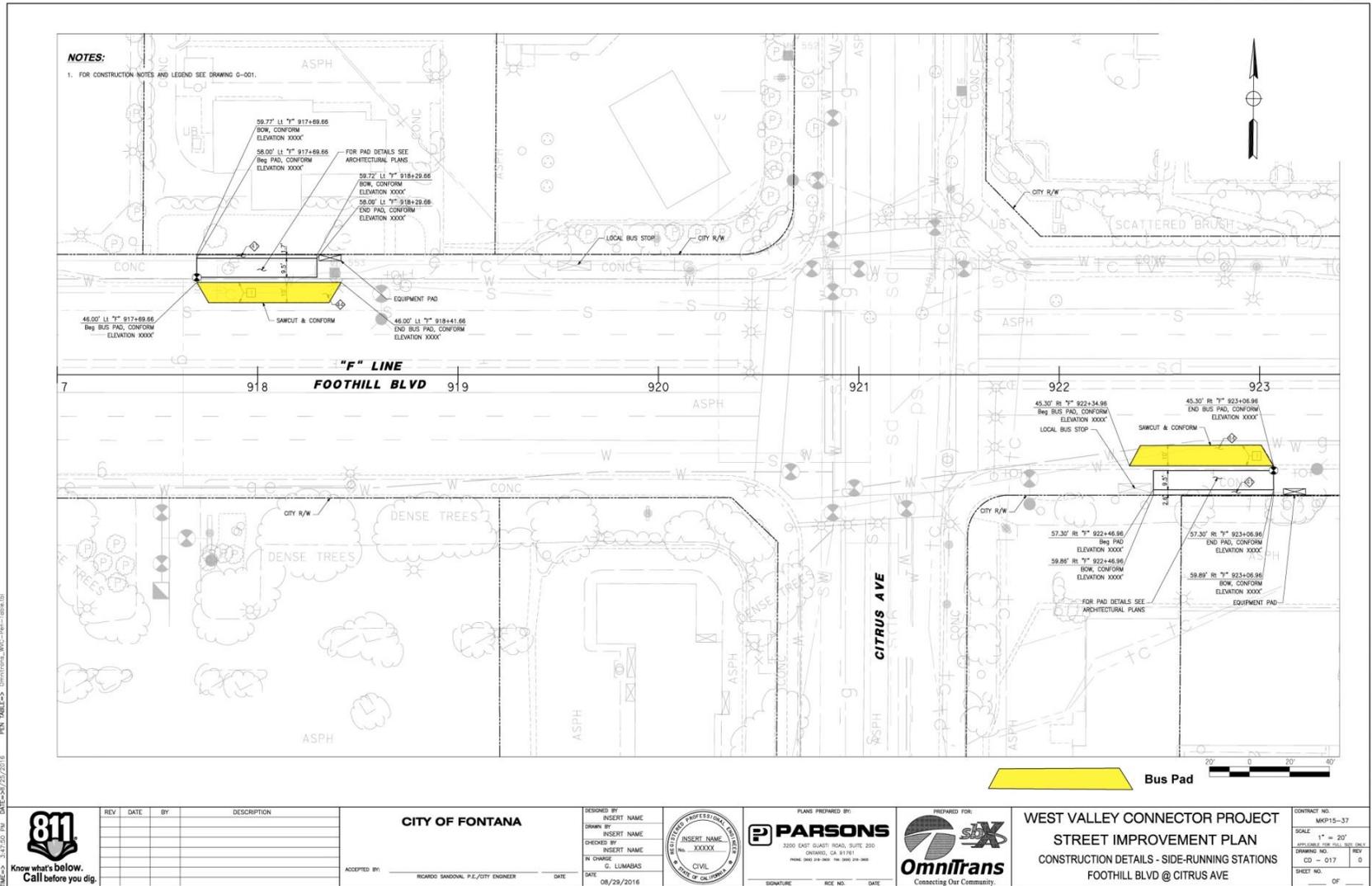


Figure 6-6: Typical Bus Pad Locations for Side-Running Stations along Route 66

## Constructive Use

The build alternatives would not result in a constructive use of Route 66. An indirect impact would be considered a constructive use under Section 4(f) if the impact were so severe that the public did not have access to the roadway and/or activities occurring within the roadway were severely affected by the project's impacts. Potential indirect impacts related to the build alternatives are discussed below.

### *Accessibility*

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

### *Visual*

Visual impacts 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 the City of Rancho Cucamonga or the City of Fontana because it is already being used as an existing roadway. The construction of side-running stations on Route 66 would be consistent with the look and design of the existing streetscape in this area.

### *Noise and Vibration*

Indirect noise and vibration impacts as a result of the build alternatives are not expected to result in a constructive use of Route 66. According to the Noise and Vibration Technical Study (April 2018), no BRT operational noise or vibration impacts are anticipated at any of the sensitive receptors of the proposed alignment; therefore, no noise or vibration impacts resulting from the proposed project operations are anticipated. During construction, the project would generate noise and vibration impacts typical of construction activities and from using construction equipment and vehicles. BMPs would be incorporated to minimize these short-term, temporary impacts. These include 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 (see Section 7.1.1). 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, or activities on, Route 66. The proposed project would not result in a Section 4(f) constructive use of Route 66 due to indirect noise and vibration impacts.

### *Applicability of Section 4(f)*

Both build alternatives would result in temporary occupancy of Route 66. No direct use or constructive use of this resource is anticipated under either build alternative. Both build alternatives would result in a temporary occupancy of approximately 9,239 square feet of Route 66; however, work would be minor in scope, and there are no anticipated permanent

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## Section 4(f) Evaluation

adverse physical effects or other interference with the activities or purpose of the resource. Temporarily disturbed areas would be fully restored to pre-project conditions once temporary impacts are complete. Temporary occupancy of Route 66 would be considered a *de minimis* impact.

### Documentation of Consultation

SBCTA and FTA have coordinated and consulted with the SHPO, the official with jurisdiction, regarding potential effects of the project on historic properties under 36 CFR 800.5., and on proposed avoidance and mitigation measures.

The SHPO was informed in writing on January 7, 2020, that its concurrence in a finding of no adverse effect for historic properties under Section 106 of the NHPA would be used as a basis for making a *de minimis* impact determination under 23 CFR 774.5(b)(2). On March 19, 2020, SHPO concurred with FTA's no adverse effect finding. The SHPO correspondence is included as Appendix A.

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## 7.0 AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

### 7.1 Minimization and Mitigation Measures

Several common measures have been identified during development of the environmental studies to minimize potential impacts in the WVC Project area, including areas in which Section 4(f) properties are located, and are discussed in more detail in Section 7.1.1.

Planning efforts regarding reducing the size of parcel acquisition will continue during Preliminary Engineering to refine the initial concept designs used in the WVC EIR/EA analysis.

Alternative A would not result in adverse impacts to the activities, features, or attributes of Section 4(f) properties. Alternative B would require the direct use and/or temporary occupancy of six NRHP eligible or listed properties (Southern Pacific Railroad Depot; Vince's Spaghetti; A.C Moorhead House; The Grinder Haven; Jacob Lerch House; and National Old Trails Road/Route 66) that are protected Section 4(f) properties. Both common and property-specific measures to avoid, minimize and mitigate harm to these properties are specified below. None of the effects on historic properties under 36 CFR 800.5 were found by FTA to be adverse, and the California SHPO, the official with jurisdiction, during the consultation process under Section 106, concurred with FTA's finding on March 19, 2020. The SHPO was informed in writing on January 7, 2020, that its concurrence in a finding of no adverse effect for historic properties under Section 106 of the NHPA would be used as a basis for making a *de minimis* impact determination under 23 CFR 774.5(b)(2). The SHPO correspondence is included as Appendix A.

#### 7.1.1 Common Measures to Minimize Harm

Several common measures have been identified during development of the technical studies and the Draft EIR/EA to minimize potential project impacts to Section 4(f) properties.

##### *Common Visual Measures*

For common visual measures to minimize harm, please see Chapters 4 and 5 of the Final EIR/EA. The measures relevant to Section 4(f) properties are as follows:

- Tree removal will be minimized to the greatest extent possible.
- All lighting at the stations shall include shielding and directionality to limit the extent of glare.
- Trees will be replaced at a 1:1 ratio with a minimum size of 36-inch box for all street trees and 24-inch box for any replacements associated with adjacent property owners.

- The project will meet any currently established City requirements for streetscape design for roadways within the project area that are disturbed by project construction and work with community stakeholders to ensure implementation.
- Within the Holt Boulevard/Euclid Avenue intersection, any work will comply with requirements of the historic designations of the roadway regarding landscape and other contributing factors.

### *Common Noise and Vibration Measures*

For common noise measures to minimize harm, please see Chapters 4 and 5 of the Draft EIR/EA. The measures relevant to Section 4(f) properties are as follows:

- All equipment shall have sound-control devices. Each internal combustion engine shall be equipped with a muffler of a type recommended by the manufacturer.
- Construction methods or equipment that will provide the lowest level of noise impact will be used.
- Idling equipment shall be turned off.
- Truck loading, unloading, and hauling operations shall be restricted through residential neighborhoods to the greatest possible extent.
- Temporary noise barriers shall be used, as necessary and practicable, to protect sensitive receptors against excessive noise from construction activities.
- Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturers' recommended noise abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational.
- All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding).
- Construction activities shall be minimized in residential areas during evening, nighttime, weekend, and holiday periods. Coordination with each city shall occur before construction can be performed in noise-sensitive areas.
- Construction lay-down or staging areas shall be selected in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 100 feet from any noise-sensitive land use (e.g., residences).
- Noise and vibration monitoring will be conducted during construction. Contractors must modify and/or reschedule construction activities if monitoring determines that maximum limits are exceeded.
- Hours of vibration-intensive activities, such as vibratory rollers, will be restricted to minimize adverse impacts to the residents (e.g., weekdays during daytime hours only when most residents are away from home).
- When possible, the use of construction equipment that creates high vibration levels, such as vibratory rollers operating within 20 feet of commercial buildings, within 26 feet

of residential buildings, and within 36 feet of sensitive land uses, such as historic properties, will be limited.

- Contractors will be required to have a plan in place to use alternative procedures of construction, selecting the proper combination of equipment and techniques to generate the least overall vibration, in those cases where vibration from construction activities would exceed the established thresholds for buildings susceptible to vibration damage. The owner of a building close enough to a construction vibration source will be entitled to a preconstruction building inspection to document the condition of that structure.

### 7.1.2 Specific Measures to Minimize Harm

#### *Southern Pacific Railroad Depot*

The affected area of the historic property consists of a small area currently used as a parking lot, sidewalks, and landscaping; the project proposes a new bus pad, sbX platform, and sidewalks with ramps (see Figure 6-1). The existing sidewalks will be connected to the new sidewalks 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 during and at the completion of construction. Alterations to the property will adhere to the Secretary of the Interior's Standards (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 the property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided. The new work will protect the historic integrity of the property and its environment. Project features will not damage or destroy any character-defining materials or features associated with the historic property.

#### *Vince's Spaghetti*

The affected area of the historic property consists of a small sliver involving two driveways and two parking lots for purposes of reconstructing the driveways and the sidewalk on the southern end of Holt Boulevard (see Figure 6-2). 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 adhere to the SOIS for the Treatment of Historic Properties (36 CFR 68) to protect the historic integrity of the property and its environment.

#### *A.C. Moorhead House*

The affected area of the historic property consists of the two driveways, the front lawn, and landscaping (see Figure 6-3). The two driveways will be reconstructed, and turf grass and landscaping will be replaced. Original landscaping on the property will be retained.

Alterations to the property 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 the property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided. The new work will protect the historic integrity of the property and its environment. Project features will not be close to the historic building, and they will not damage or destroy any character-defining materials or features associated with the historic property.

### *The Grinder Haven*

The affected area of the historic property consists of both driveways from Holt Boulevard and a portion of an asphalt parking lot (see Figure 6-4). The portion necessitated by the project will not adversely affect character-defining features of the historic property. A free-standing historic neon sign near the edge of the property, between the two driveways, will be retained. The sign will be carefully removed and protected during construction and reinstalled elsewhere on the same property in a similar orientation as it is currently. Alterations to the property will adhere to the SOIS for the Treatment of Historic Properties (36 CFR 68) and will be carried out under the direct supervision of a person meeting the Secretary of the Interior's professional qualifications for Historic Architecture found at 36 CFR 61. 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 the property shall be retained and preserved. The alteration of features that characterize a property shall be avoided. 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.

### *Jacob Lerch House*

The affected area of the historic property consists of a portion of the lawn and two Canary Island date palms and a curb-high wall immediately adjacent to the sidewalk (see Figure 6-5). 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 with date palms relocated on the property or replaced in-kind, depending on their condition. In addition, the historic period curb-high rock wall feature and associated columns adjacent to the sidewalk will be reconstructed. Alterations to the property will adhere to the SOIS for the Treatment of Historic Properties (36 CFR 68) and must be reviewed and approved by a California-licensed Historic Architect. 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 the property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided. The new work will protect the historic

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## Section 4(f) Evaluation

integrity of the property and its environment. Project features will not be close to the historic building, and they will not damage or destroy character-defining materials or features associated with the historic property.

### *National Old Trails Road/Route 66*

The affected area of the historic linear property consists of small pavement areas needed to construct bus pads. Alterations to the property 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 the property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided. The new work will protect the historic integrity of the property and its environment. Project features will not damage or destroy any character-defining materials or features associated with the historic property.

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## 8.0 REFERENCES

Federal Highway Administration. 2012. *Section 4(f) Policy Paper*. July.

Federal Transit Administration. 2016. *Section 4(f) Evaluations, SOP No. 18*. August.

Parcel Quest. 2016. Website: <http://www.parcelquest.com/>. Site Accessed December 2016.

*West Valley Connector Project Archaeological Survey Report*, July 2018.

*West Valley Connector Project Biological Study Report*, April 2018.

*West Valley Connector Project Community Impact Report*, April 2018.

*West Valley Connector Project Finding of Effect*, January 2020.

*West Valley Connector Project Historic Property Survey Report*, July 2018.

*West Valley Connector Project Historical Resources Evaluation Report*, July 2018.

*West Valley Connector Project Noise and Vibration Technical Study*, April 2018.

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## **APPENDIX A**

### **KEY CORRESPONDENCE**

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

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

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Suite 15-300  
San Francisco, CA 94103-6701  
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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**

Property #	Historic Property Name	Address/Location	Parcel Number	Eligibility Criteria	Period of Significance
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

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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  
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- 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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## Appendix A – Key Correspondence



Mr. Tellis  
February 4, 2020  
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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 flourish extending to the right.

Julianne Polanco  
State Historic Preservation Officer



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

REGION IX  
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**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.

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<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.

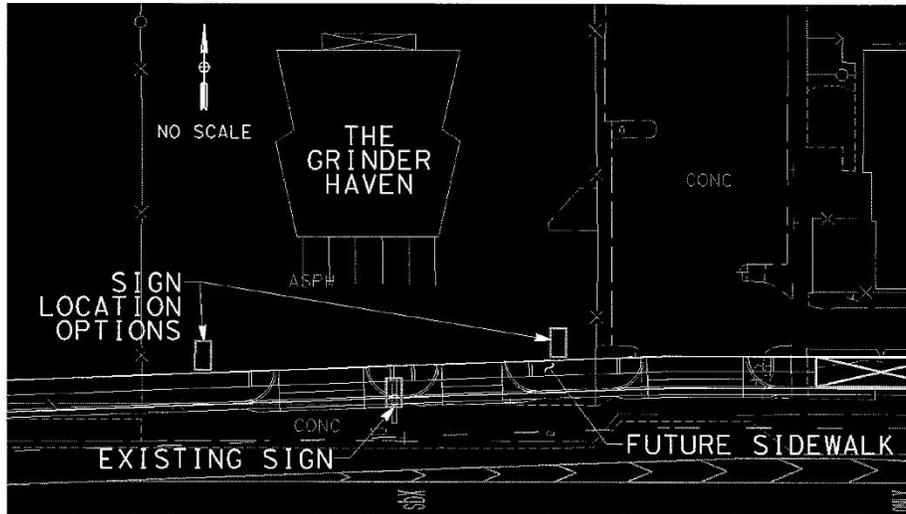


Figure 1 - The historic sign could be relocated to either site on The Grinder Haven parcel, as indicated.

**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.

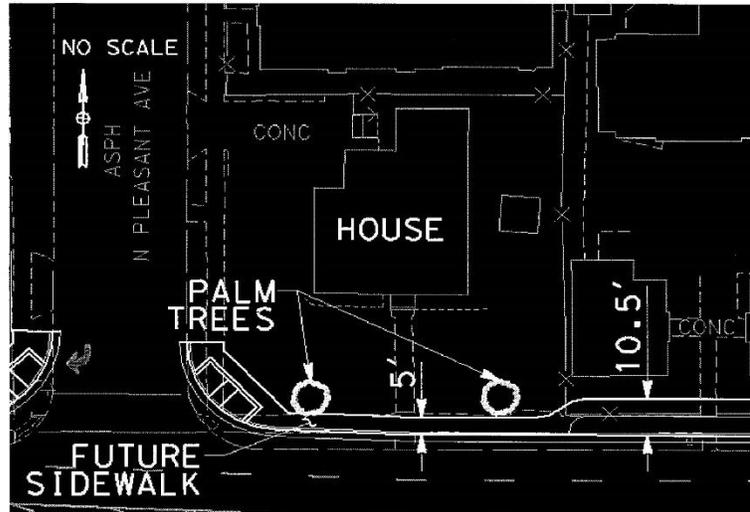


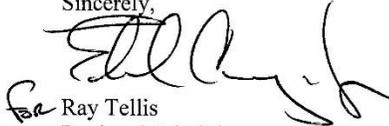
Figure 2 - The City of Ontario reviewed but did not accept plans which would have removed a proposed parkway, which would have left the two historic date palms in their current location.

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,  
  
Ray Tellis  
Regional Administrator

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

## Appendix A – Key Correspondence



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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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