3-5 CULTURAL RESOURCES

Changes Since the Draft EIS/EIR

Subsequent to the release of the Draft EIS/EIR in April 2004, the Gold Line Phase II project has undergone several updates:

Name Change: To avoid confusion expressed about the terminology used in the Draft EIS/EIR (e.g., Phase I; Phase II, Segments 1 and 2), the proposed project is referred to in the Final EIS/EIR as the Gold Line Foothill Extension.

Selection of a Locally Preferred Alternative and Updated Project Definition: Following the release of the Draft EIS/EIR, the public comment period, and input from the cities along the alignment, the Construction Authority Board approved a Locally Preferred Alternative (LPA) in August 2004. This LPA included the Triple Track Alternative (2 LRT and 1 freight track) that was defined and evaluated in the Draft EIS/EIR, a station in each city, and the location of the Maintenance and Operations Facility. Segment 1 was changed to extend eastward to Azusa. A Project Definition Report (PDR) was prepared to define refined station and parking lot locations, grade crossings and two rail grade separations, and traction power substation locations. The Final EIS/EIR and engineering work that support the Final EIS/EIR are based on the project as identified in the Final PDR (March 2005), with the following modifications. Following the PDR, the Construction Authority Board approved a Revised LPA in June 2005. Between March and August 2005, station options in Arcadia and Claremont were added.

Changes in the Discussions: To make the Final EIS/EIR more reader-friendly, the following format and text changes have been made:

Discussion of a Transportation Systems Management (TSM) Alternative has been deleted since the LPA decision in August 2004 eliminated it as a potential preferred alternative.

Discussions of the LRT Alternatives have eliminated the breakout of the two track configurations used in the Draft EIS/EIR (Double Track and Triple Track). The Final EIS/EIR reports the impacts of a modified triple track configuration (2 LRT tracks and 1 freight track with two rail grade separations) but focuses on the phasing/geographic boundaries included in the LPA decisions.

Two LRT alternatives in the Final EIS/EIR are discussed under the general heading "Build Alternatives," and are defined as:

1. Full Build (Pasadena to Montclair) Alternative: This alternative would extend LRT service from the existing Sierra Madre Villa Station in Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont, terminating in Montclair. The cities from Pasadena to Azusa are also referred to in the Final EIS/EIR as Segment 1. The cities from Glendora to Montclair are also referred to in the Final EIS/EIR as Segment 2. Key changes from the Draft EIS/EIR are the inclusion of Azusa in Segment 1, the elimination of the Pacific Electric right-of-way option between Claremont and Montclair, the inclusion of a 24-acre Maintenance and Operations facility in Irwindale (the site is smaller than in the Draft EIS/EIR), and the addition of two rail grade separations. Note that the Maintenance and Operations Facility is located in Segment 1 but is part of the Full Build Alternative. In other words, it would not be constructed as an element of the Build LRT to Azusa Alternative (described below). The length of the alternative is approximately 24 miles. One station (and parking) would be located in each city, except for

Azusa, which would have two. There are two options for the station locations in Arcadia and Claremont. Segment 1 would include 2 LRT tracks throughout and 1 freight track between the Miller Brewing Company in Irwindale and the eastern boundary of Azusa. The freight track that now exists west of Miller Brewing, which serves a single customer in Monrovia, would be removed from service following relocation of that customer by the City of Monrovia. Segment 2 would include two LRT tracks throughout and 1 freight track between the eastern boundary of Azusa and Claremont. In Claremont, the single freight track joins up with the double Metrolink tracks (which are also used for freight movement) and continues through to Montclair (and beyond). This alternative also includes two railroad grade separations (in Azusa and in Pomona) so that LRT tracks would pass above the at-grade freight track. These allow the LRT and freight services to operate independently (thus eliminating the time-constrained double track option discussed in the Draft EIS/EIR). Implementation of the alternative would include relocation of the existing freight track within the rail right-of-way, but there would be no changes in the service provided to customers. The alternative includes 8 new traction power substations in Segment 2, as well as the 8 in Segment 1.

2. Build LRT to Azusa Alternative: This alternative (also referred to as Segment 1) would extend LRT service from the existing Sierra Madre Villa Station in Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, and to the eastern boundary of Azusa. (The main change from the Draft EIS/EIR is the inclusion of the City of Azusa.) The length of the alternative is approximately 11 miles. One station (and parking facility) would be located in each city, except for Azusa, which would have two. There are two options for the station location in Arcadia. Segment 1 would include two LRT tracks throughout and 1 freight track between the Miller Brewing Company in Irwindale and the eastern boundary of Azusa. The freight track that now exists west of Miller Brewing, which serves a single customer in Monrovia, would be removed from service following relocation of that customer by the City of Monrovia. This alternative also includes the railroad grade separation in Azusa so that LRT tracks would pass above the at-grade freight track. This allows the LRT and freight services to operate independently (thus eliminating the time-constrained double track option discussed in the Draft EIS/EIR). Implementation of the alternative would include relocation of the existing freight track within the rail right-of-way, but there would be no changes in the service provided to customers. The alternative also includes 8 new traction power substations.

As in the Draft EIS/EIR, impact forecasts use 2025 conditions, except for traffic impacts, which reflects a 2030 forecast based on the recently adopted 2004 SCAG Regional Transportation Plan.

Summary of Impacts

The No Build Alternative would have no impact on cultural resources.

For the Build Alternatives, impacts would be not adverse/less than significant. The historic depots at Monrovia, Azusa, San Dimas, and Claremont would be retained. ~~New parking structures~~ Surface parking that is planned as part of the Foothill Extension for the Monrovia and Azusa downtown stations would have no adverse effect to the depots. The planned station and parking at San Dimas are now located more than two blocks away from the San Dimas depot. The planned parking at Claremont would be about one block from the depot and would be designed to avoid adverse impacts to the depots' setting. Two bridges and one pedestrian tunnel appear to have historical or architectural significance at the local level. The project includes requirements that ~~it is assumed that~~ modifications ~~can~~ will be made in accordance with the Secretary of Interior's Standards such that the impacts would be not adverse/less than significant.

3-5.1 Existing Conditions

3-5.1.1 Regulatory Framework

a. Section 106 of the National Historic Preservation Act

The National Environmental Policy Act (NEPA) requires that federal agencies integrate the NEPA process with other environmental laws. Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) requires that impacts on significant cultural resources, hereafter called historic properties, be taken into consideration in any federal undertaking. "Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (National Register) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the National Register criteria" [36 CFR §800.16(l)].

Cultural resources studies for the proposed ~~Metro~~ Gold Line ~~Phase II~~ Foothill Extension - Pasadena to Montclair are subject to the procedures of and review of the Federal Transit Administration (FTA) in consultation with the California State Historic Preservation Officer (SHPO). These studies are shaped by the Advisory Council on Historic Preservation (ACHP) regulations (36 CFR Part 800) for implementing Section 106. Section 106 studies provide the information necessary to satisfy legal requirements for environmental documents under NEPA.

b. California Environmental Quality Act

According to the California Environmental Quality Act (Public Resources Code, Section 21084.1), historical resources include any resource listed, or determined to be eligible for listing, in the California Register of Historical Resources (California Register). Properties listed in or determined eligible for listing in the National Register, such as those identified in the Section 106 process, are automatically listed in the California Register. Therefore, all “historic properties” under federal preservation law are automatically “historical resources” under state preservation law. Historical resources are also presumed to be significant if they are included in a local register of historical resources or identified as significant in a qualified historical resource survey. Section 15064.5 of the CEQA Guidelines sets forth the criteria and procedures for determining significant historical resources, and the potential effects of a project on such resources.

CEQA also categorizes paleontological resources as cultural resources and requires an impact evaluation to such resources. Impacts to paleontological resources fall under CEQA only and are not considered historic properties to be evaluated under NEPA or the Section 106 process.

3-5.1.2 Compliance Methodology

The following cultural resources sections summarize the Section 106 and CEQA process and determinations, to date, and are subject to change following SHPO review and concurrence. Details may be found in the Section 106 technical documents that have been submitted to the SHPO and other consulting parties, and are also available for public review with other technical reports prepared for this EIR/EIS. The cultural resources technical documents include the Historic Property Survey and Effects Report (HPSER) and Archaeological Survey Report (ASR).

Section 106 regulations prescribe the following steps, which are described in this and subsequent sections:

- determine and document the area of potential effects
- identify consulting parties
- identify potential historic properties
- evaluate significance of potential historic properties by applying National Register eligibility criteria in consultation with SHPO or Indian tribes, as appropriate
- assess effects on historic properties by applying ACHP criteria of adverse effect
- develop avoidance and mitigation measures if necessary
- document the process.

These steps are adequate to comply with Section 15064.5 of the CEQA guidelines, because the Section 106 guidelines have more rigorous review requirements. For example, CEQA does not require careful delineation of a study area such as the area of potential effects, and does not require consultation with the SHPO.

For the proposed project, only two properties were identified that meet California Register criteria but do not meet National Register criteria. Therefore, unless otherwise stated, there is no difference between the compliance methodology for "historic properties" under federal law and "historical resources" under state law. For the purposes of this environmental document, the term "historic properties" will hereafter be used to represent both the federal term "historic properties" and state term "historical resources," unless otherwise appropriate.

a. The Area of Potential Effects

As defined in the Section 106 regulations, the Area of Potential Effects (APE), Figures 3-5.1 to 3-5.17, means "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects cause by the undertaking" [36 CFR §800.16(d)]. While the CEQA Guidelines do not require delineation of an analogous study area, the APE does take into account all properties with historical resources that may be significantly affected by the project.

b. Definition

On September 16, 2003, FTA consulted with the SHPO to determine and document and define the APE. In a letter dated November 5, 2003, SHPO concurred with the APE definition for the proposed project as follows:

The Federal Transit Administration (FTA) has identified ~~sixteen~~ 17 Areas of Potential Effects (APEs) that are located along the proposed project corridor. These project APEs would be delineated to:

- Include all parcels directly affected by or adjacent to proposed station areas, construction staging areas, and acquisition areas that are not part of the existing railroad right-of-way.

- Include all bridges that require alterations other than track work for the proposed project.

- Those areas of ground that would be disturbed during project construction, excluding railroad tracks, ballast, ties, and equipment less than 50 years of age.

The APE boundaries shown on Figures 3-5.1 to 3-5.17 (Area of Potential Effects Maps), were based on an application of the above definition to the detailed conceptual-preliminary information available. In the 2004 Draft EIS/EIR, there were eighteen APE maps. For the 2005 Final EIS/EIR, there are seventeen APEs, which have been revised to reflect recent design changes. The 2005 changes are shown in highlighted yellow and are entitled Expanded APE Boundary and Area (2005). The APE boundary depicts a worst-case affected area. The APE boundary is subject to change, pending final FTA and SHPO consultation.

Figures 3-5.1 through 3-5.17 show the Areas of Potential Effect for the proposed stations and parking locations.

Figures 3-5.8 and 3-5.9 show the Areas of Potential Effect for two proposed railroad grade separations that were developed subsequent to the DEIS/DIER. These grade separations would allow the LRT line to pass over the freight line.

Sources: C&C Aerial Mapping Corp., July 15, 2003; Jones & Stokes Associates, 2004.

0 75 150 Feet

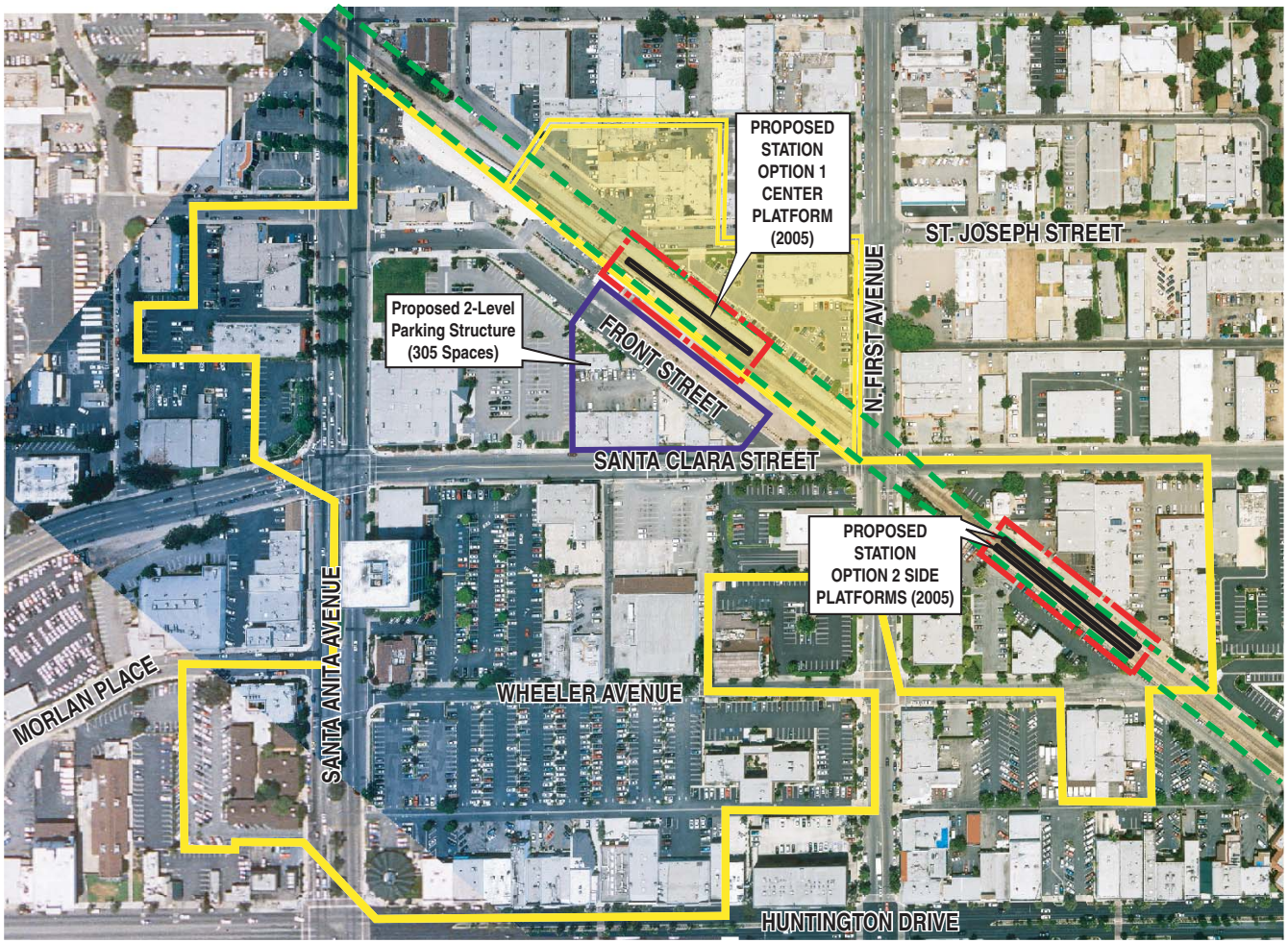
Gold Line Phase II Extension
Area of Potential Effects Map

LEGEND

APE Boundary (2004, unchanged in 2005)

Railroad Right of Way

Figure 3-5.1: APE Map for the Colorado Blvd. Overcrossing in Arcadia



Gold Line Phase II Extension
Area of Potential Effects Map

2005 APE Note: There are no historic properties identified in the Arcadia Station APE.

LEGEND

0 132 264 Feet

- Station Boundary
- APE Boundary (2004)
- Railroad Right of Way
- Proposed Parking (2005)
- Expanded APE Boundary and Area (2005)

Figure 3-5.2: APE Map for the Arcadia Station Options

Sources: C&C Aerial Mapping Corp., July 15, 2003; Jones & Stokes Associates, 2004.

0 50 100 Feet

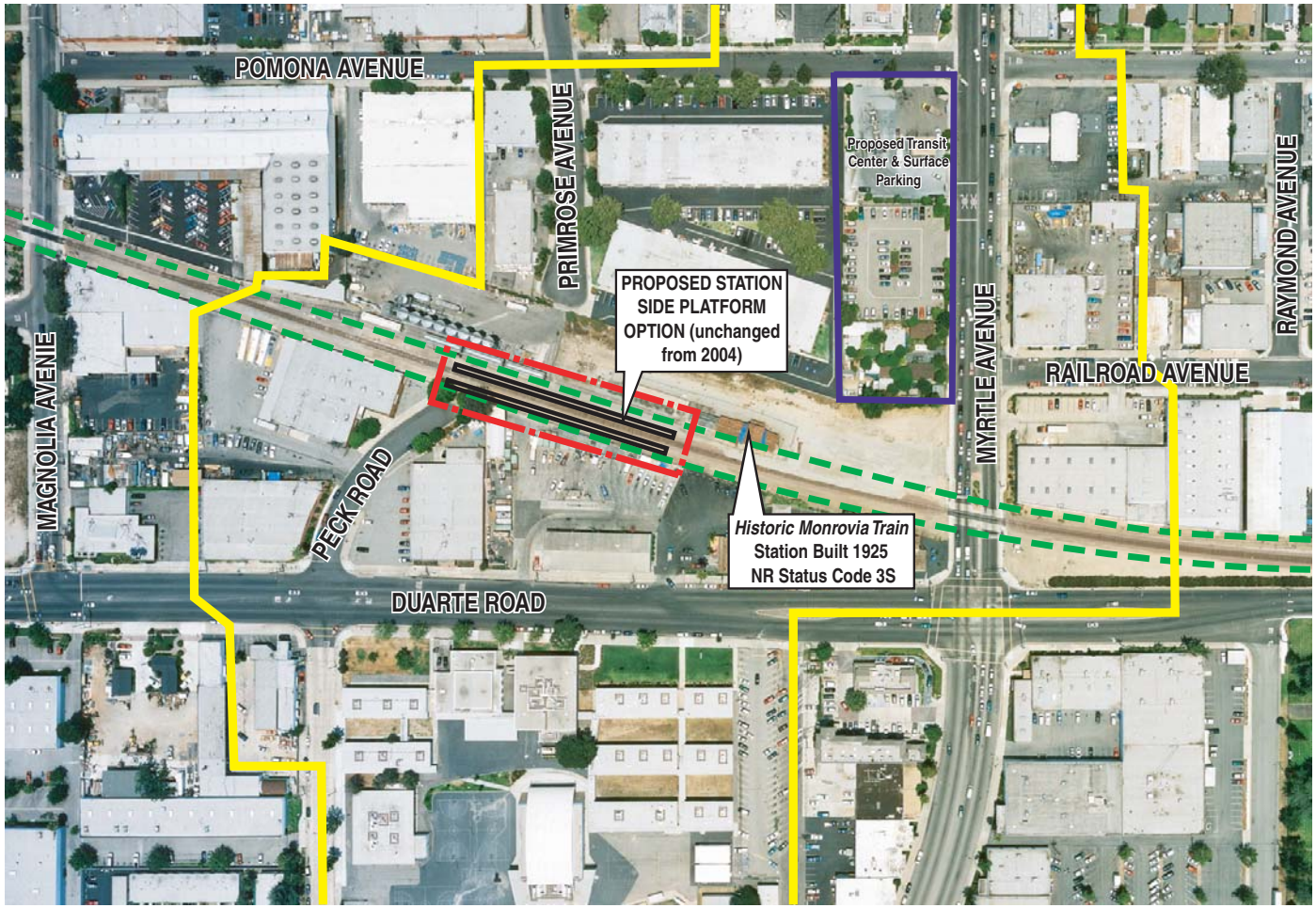
Gold Line Phase II Extension
Area of Potential Effects Map

LEGEND

APE Boundary (2004, unchanged in 2005)

Railroad Right of Way

Figure 3-5.3: APE Map for the Monrovia Pedestrian Tunnel



Gold Line Phase II Extension Area of Potential Effects Map

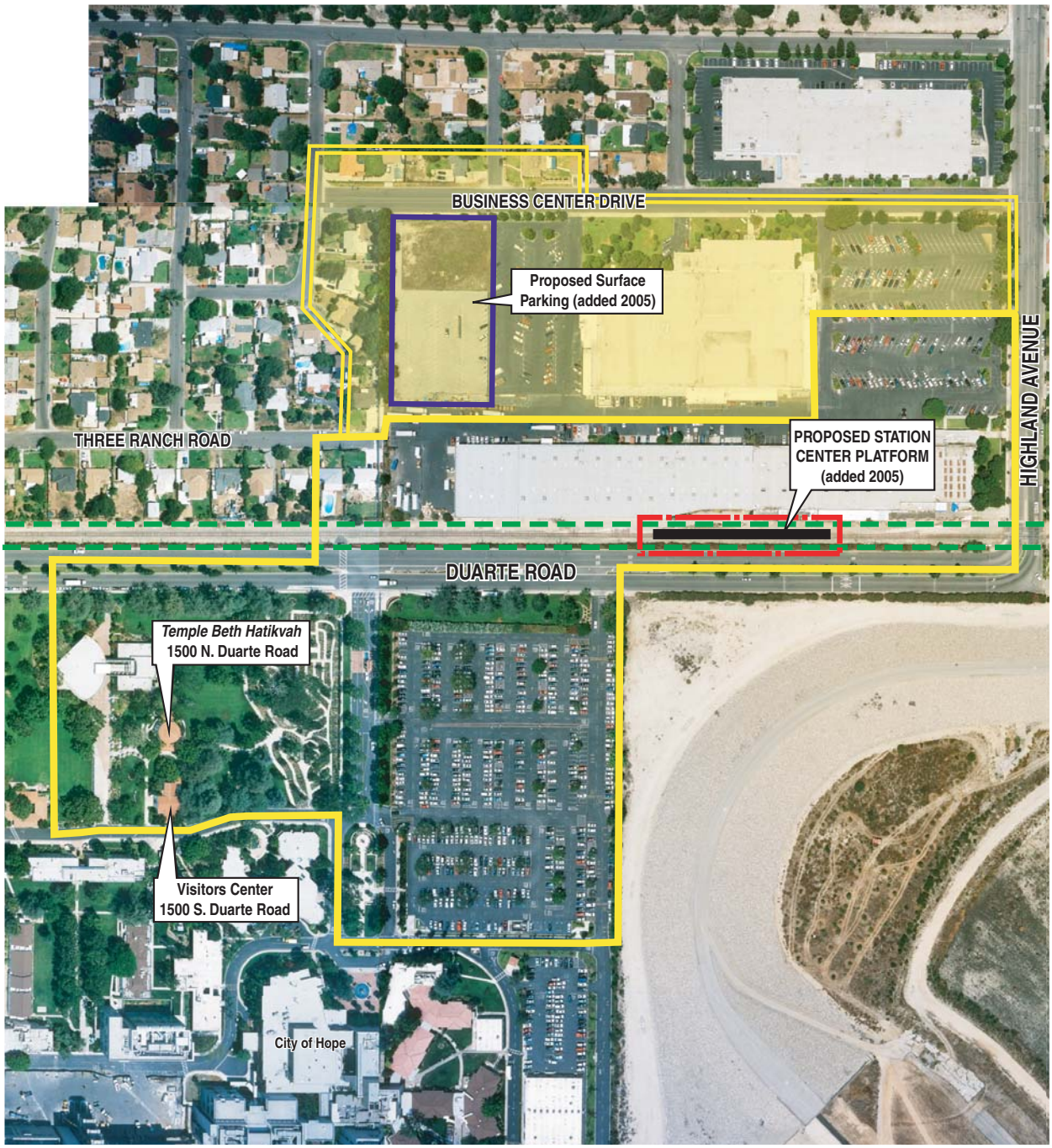
LEGEND

- Station Boundary
- APE Boundary (2004, unchanged in 2005)
- Railroad Right of Way
- Proposed Parking (2005)

0 132 264 Feet

2005 APE Note: The parking structure formerly proposed to be south of the side platform option has been eliminated thereby reducing any unrelated proximity impacts on the Historic Monrovia Train Station.

Figure 3-5.4: APE Map for Monrovia Station



Sources: C&C Aerial Mapping Corp., July 15, 2003; Jones & Stokes Associates, 2004.

Gold Line Phase II Extension Area of Potential Effects Map

2005 APE Note: The parking structure formerly proposed south of Duarte Road has been eliminated thereby reducing any related proximity impacts on the historic Temple Beth Hatikvah and Visitors Center

LEGEND

- Station Boundary
- APE Boundary (2004)
- Railroad Right of Way
- Proposed Parking (2005)
- Expanded APE Boundary and Area (2005)

0 264 528 Feet

Figure 3-5.5: APE Map for Duarte Station

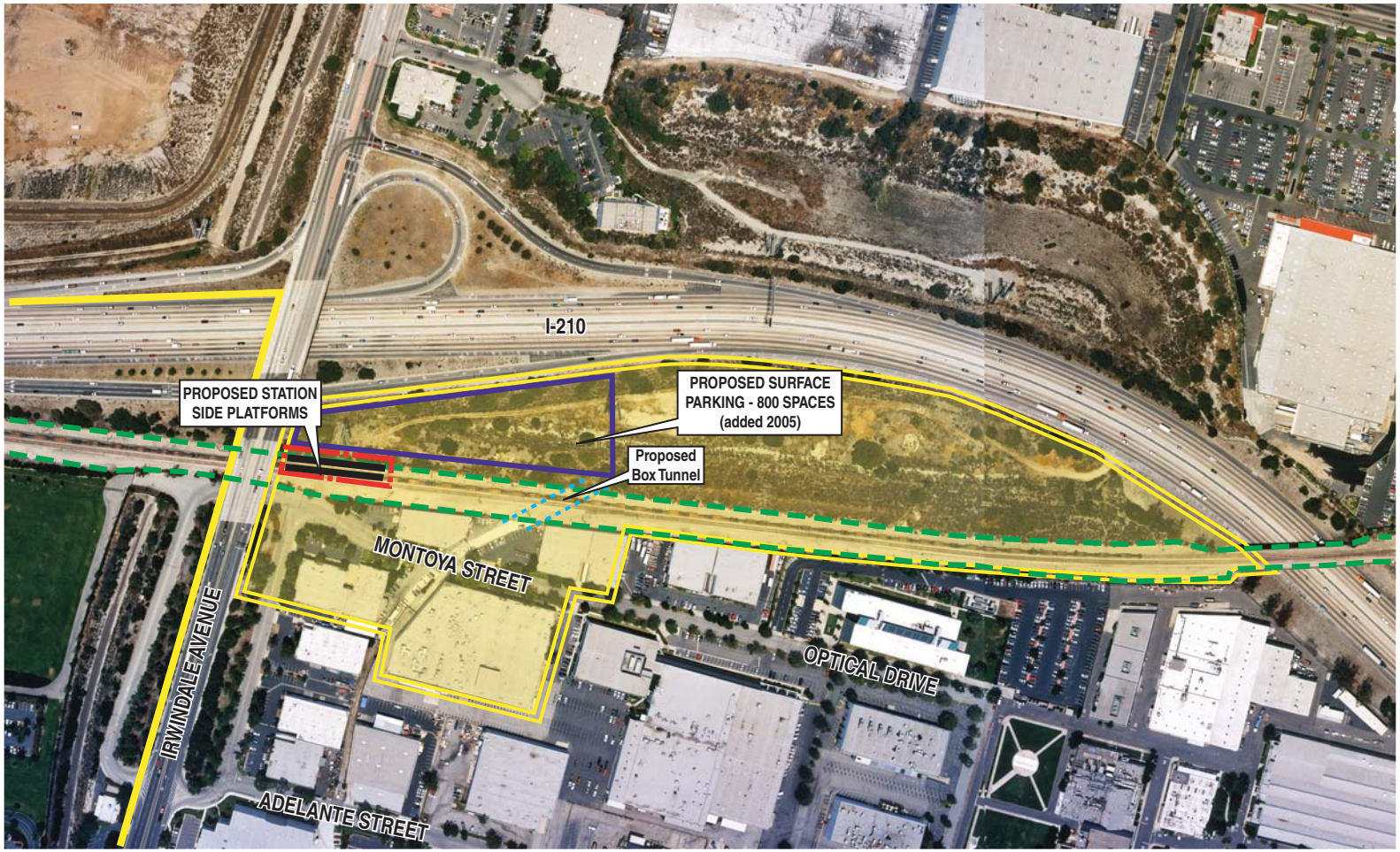
Gold Line Phase II Extension
Area of Potential Effects Map

LEGEND
- Proposed Maintenance Facility Boundary
- APE Boundary (2004, unchanged in 2005)
- Railroad Right of Way

0 0.1 0.2 Miles

2005 APE Note: There are no historic properties in the Irwindale Maintenance Facility APE.

Figure 3-5.6: APE Map for the Irwindale Maintenance Facility



Gold Line Phase II Extension Area of Potential Effects Map

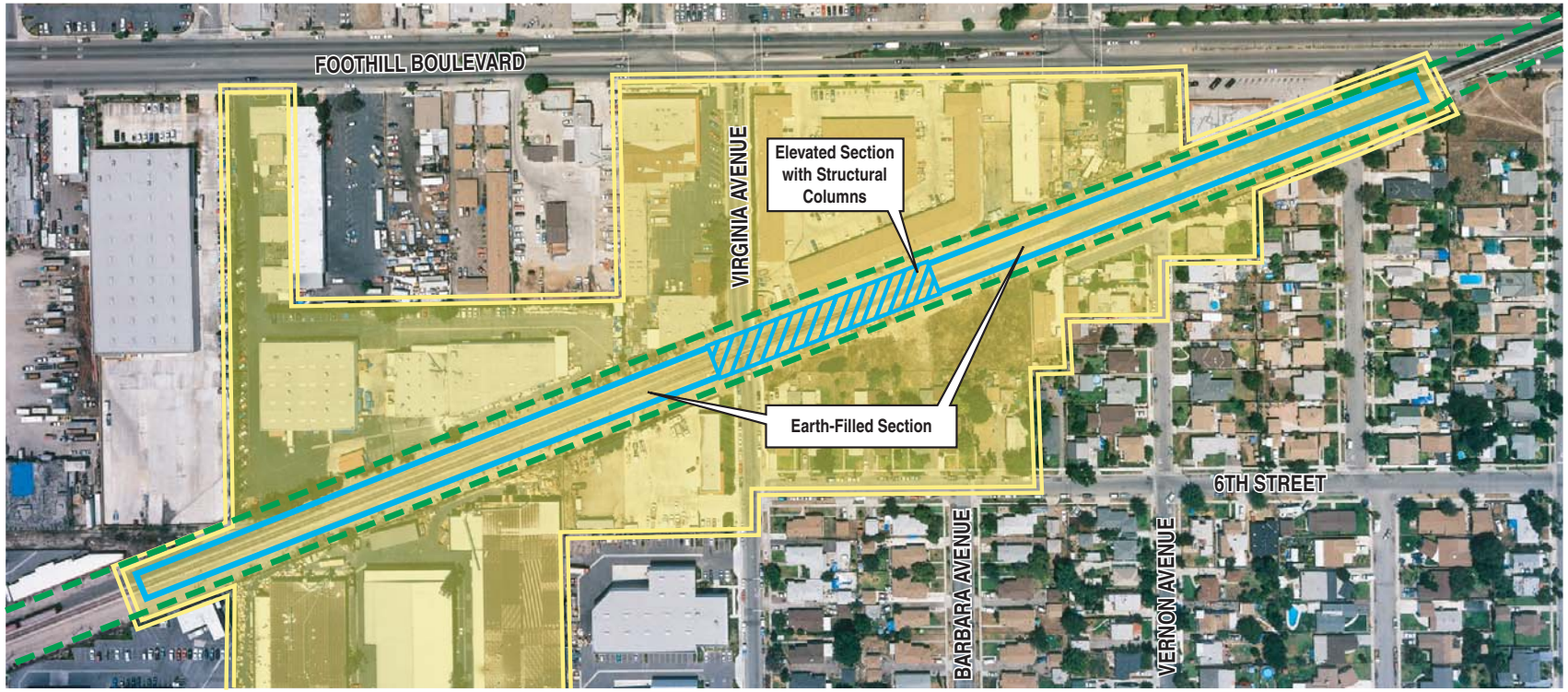
2005 APE Note: The proposed site of the Irwindale Station was changed from the west (2004) to the east (2005) side of Irwindale Avenue. No historic properties were identified within either APE.

LEGEND

- Station Boundary
- APE Boundary (2004)
- Railroad Right of Way
- Proposed Parking (2005)
- Expanded APE Boundary and Area (2005)

0 150 300 Feet

Figure 3-5.7: APE Map for the Irwindale Station



Gold Line Phase II Extension
Area of Potential Effects Map

2005 APE Note: The proposed Azusa Flyover and APE Boundary has been added for 2005.

0 277 554 Feet

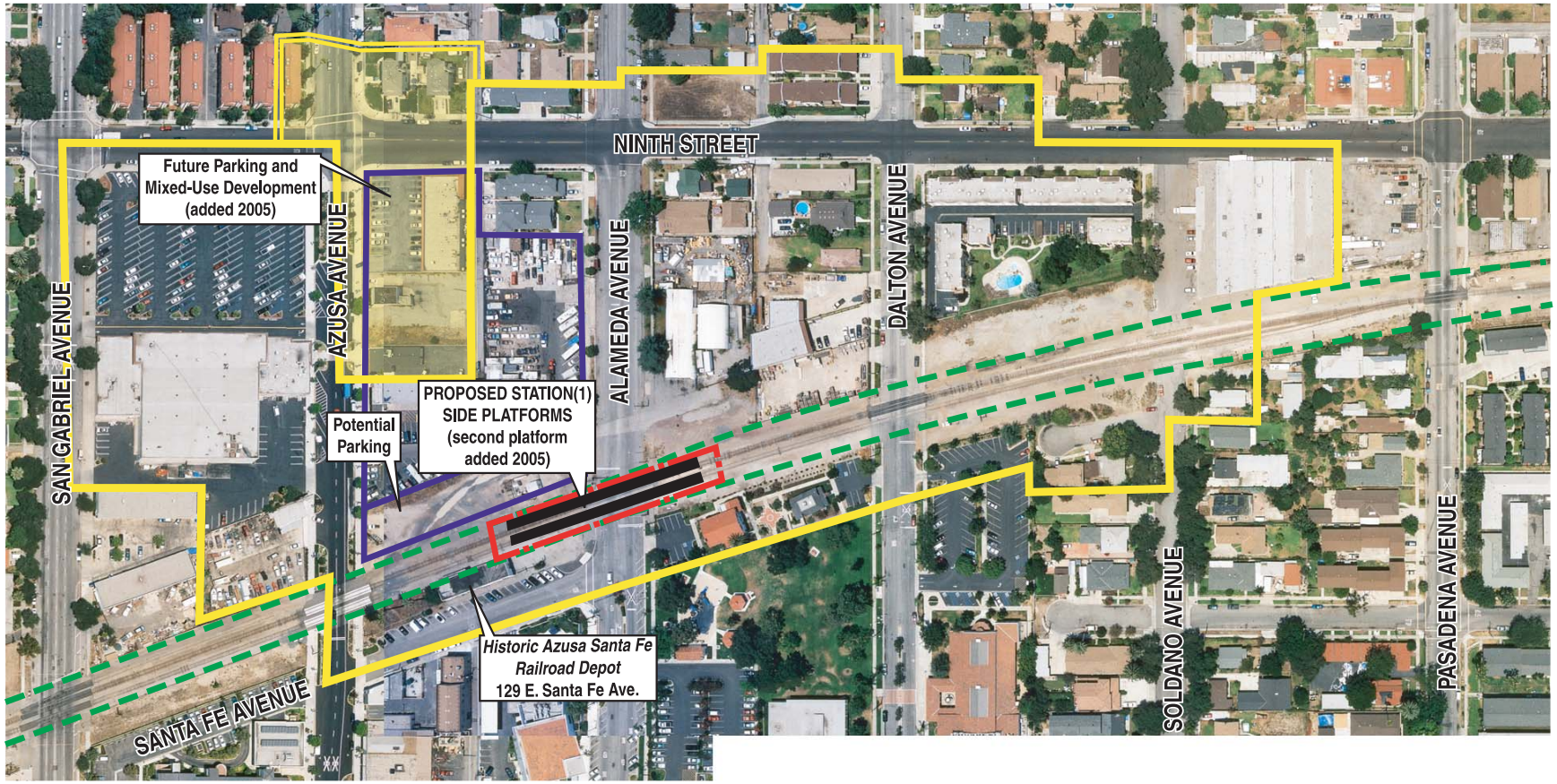
LEGEND

Flyover Boundary

Railroad Right of Way

Expanded APE Boundary and Area (2005)

Figure 3-5.8: APE Map for the Azusa Flyover



Gold Line Phase II Extension
Area of Potential Effects Map

LEGEND
- Station Boundary
- APE Boundary (2004)
- Railroad Right of Way
- Potential Parking
- Expanded APE Boundary and Area (2005)

0 264 528 Feet

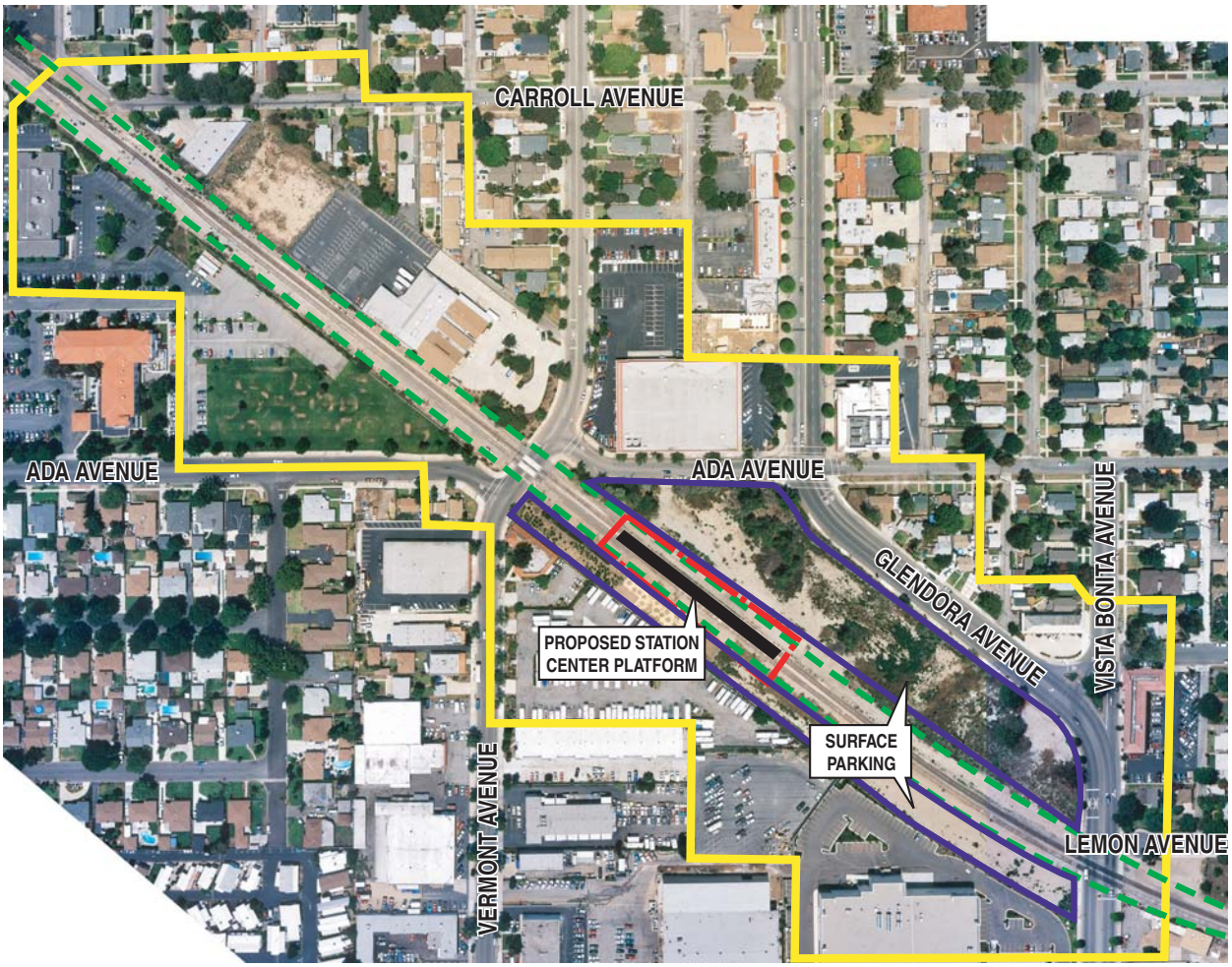
2005 APE Note: One of the proposed potential parking sites east of Alameda Avenue has been moved east of Azusa Avenue. An additional side platform has been added to the proposed 2004 platform.

Figure 3-5.9: APE Map for Azusa - Alameda Avenue Station

Gold Line Phase II Extension
Area of Potential Effects Map

2005 APE Note: There are no historic properties identified in the Azusa-Citrus Avenue Station APE.

Figure 3-5.10: APE Map for Azusa - Citrus Avenue Station



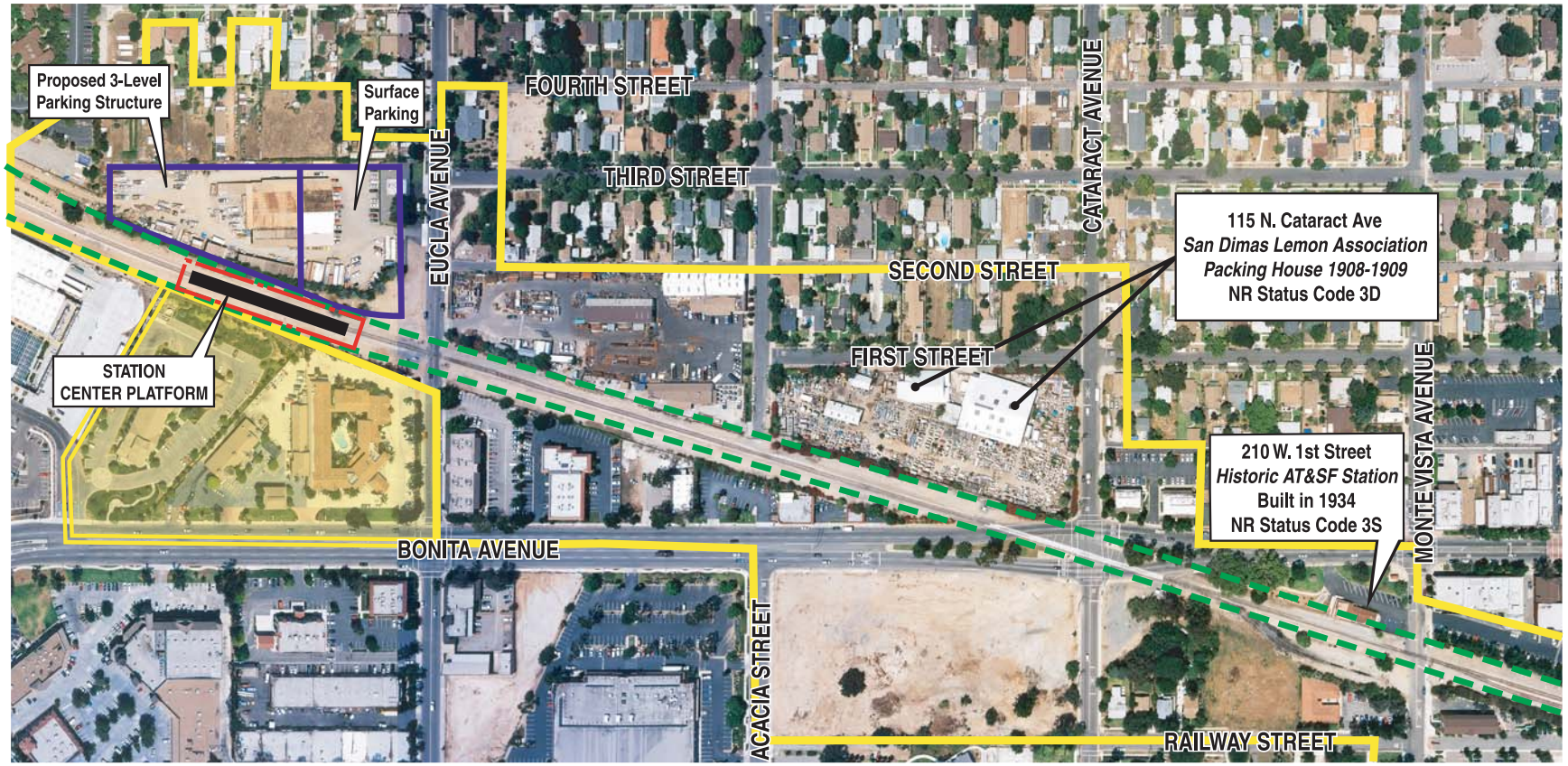
Gold Line Phase II Extension
Area of Potential Effects Map

0 264 528 Feet

LEGEND
- Station Boundary
- APE Boundary (2004, unchanged in 2005)
- Railroad Right of Way
- Potential Parking

2005 APE Note: The parking structure located at the northwest corner of Vermont Avenue and Rail ROW has been eliminated. There are no historic properties in the Glendora Station APE.

Figure 3-5.11: APE Map for Glendora Station



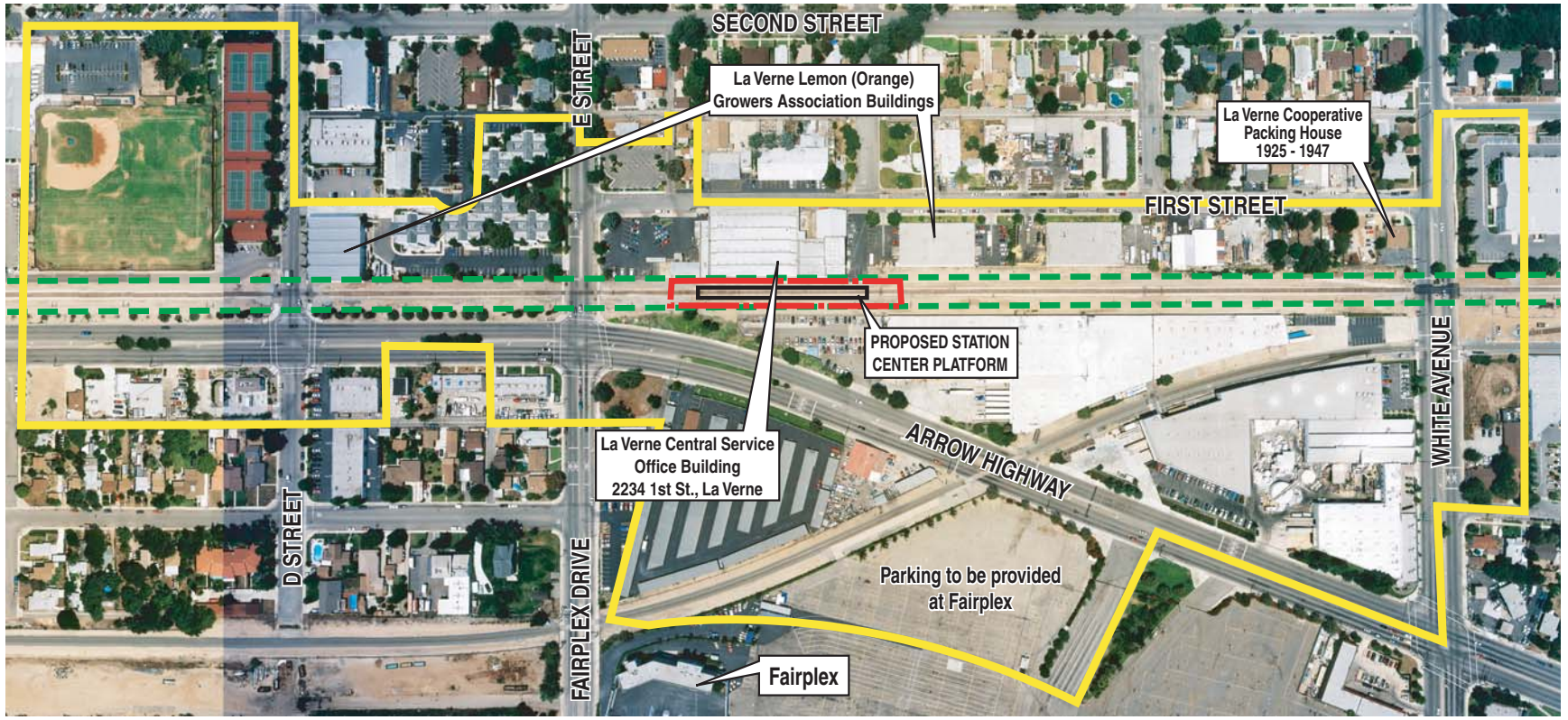
Gold Line Phase II Extension
Area of Potential Effects Map

LEGEND
- Station Boundary
- APE Boundary (2004)
- Railroad Right of Way
- Potential Parking
- Expanded APE Boundary and Area (2005)

0 264 528 Feet

2005 APE Note: The proposed parking and station options east of Eucla Avenue have been eliminated thereby reducing any related proximity on the San Dimas Lemon Association Packing house or the Historic AT&SF Station.

Figure 3-5.12: APE Map for the San Dimas Station



Gold Line Phase II Extension
Area of Potential Effects Map

LEGEND
- Proposed Station Boundary
- APE Boundary (2004, unchanged in 2005)
- Railroad Right of Way

0 132 264 Feet

2005 APE Note: The proposed site of D Street Station and E Street Station have been eliminated thereby reducing any related proximity on the La Verne Lemon Growers Association Buildings.

Figure 3-5.13: APE Map for the La Verne Station

Gold Line Phase II Extension Area of Potential Effects Map

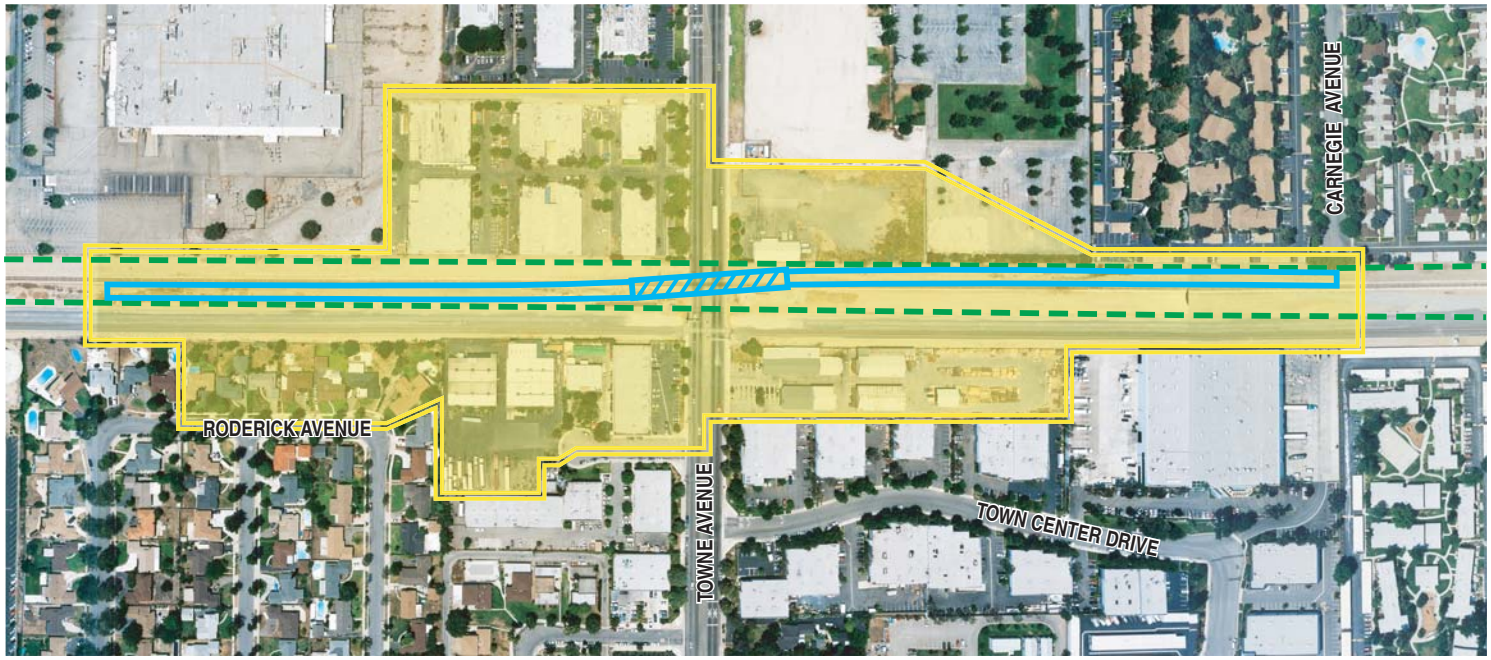
LEGEND

- Proposed Station Boundary
- APE Boundary (2004, unchanged in 2005)
- Railroad Right of Way
- Potential Parking

0 264 528 Feet

2005 APE Note: The proposed parking located south of Bonita Avenue has been revised to a 2 -level parking structure.

Figure 3-5.14: APE Map for the Pomona - Garey Avenue Station



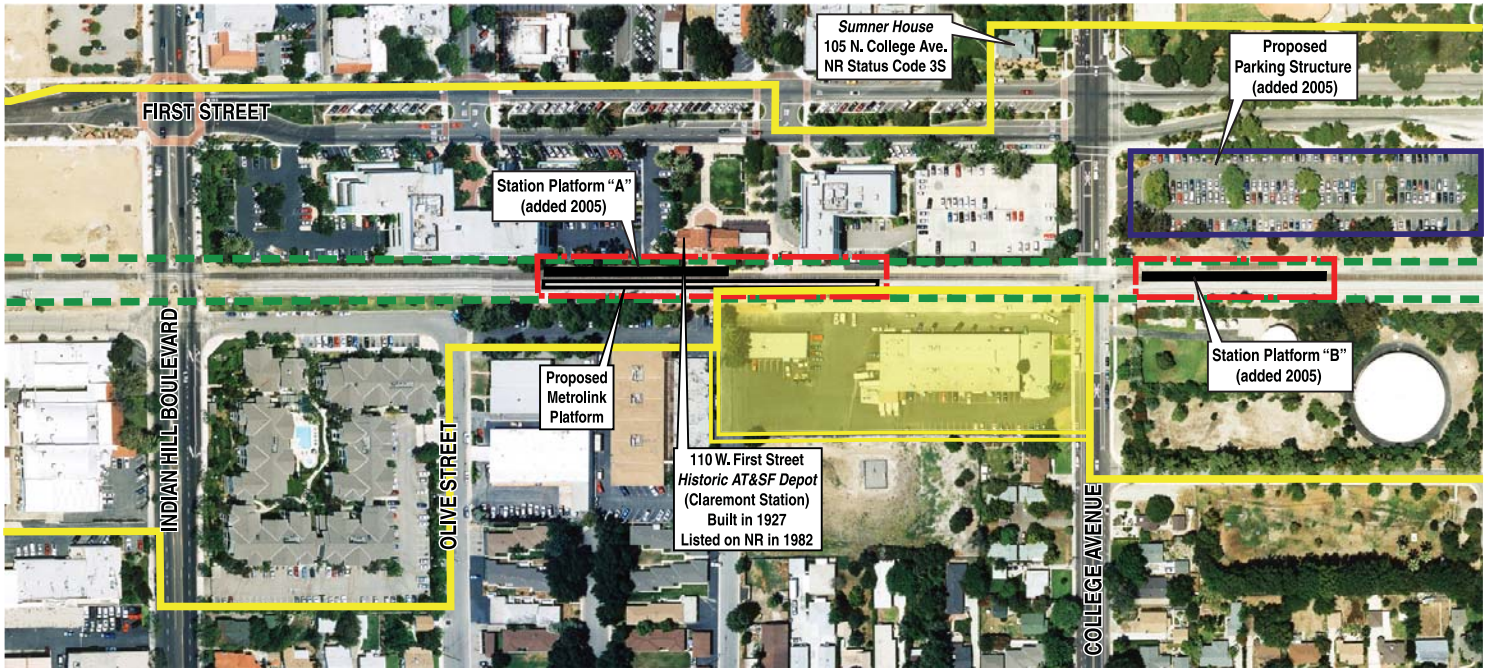
Gold Line Phase II Extension
Area of Potential Effects Map

2005 APE Note: The proposed Pomona Flyover and APE Boundary has been added for 2005.

LEGEND
- Flyover Boundary
- Railroad Right of Way
- Expanded APE Boundary and Area (2005)

0 277 554 Feet

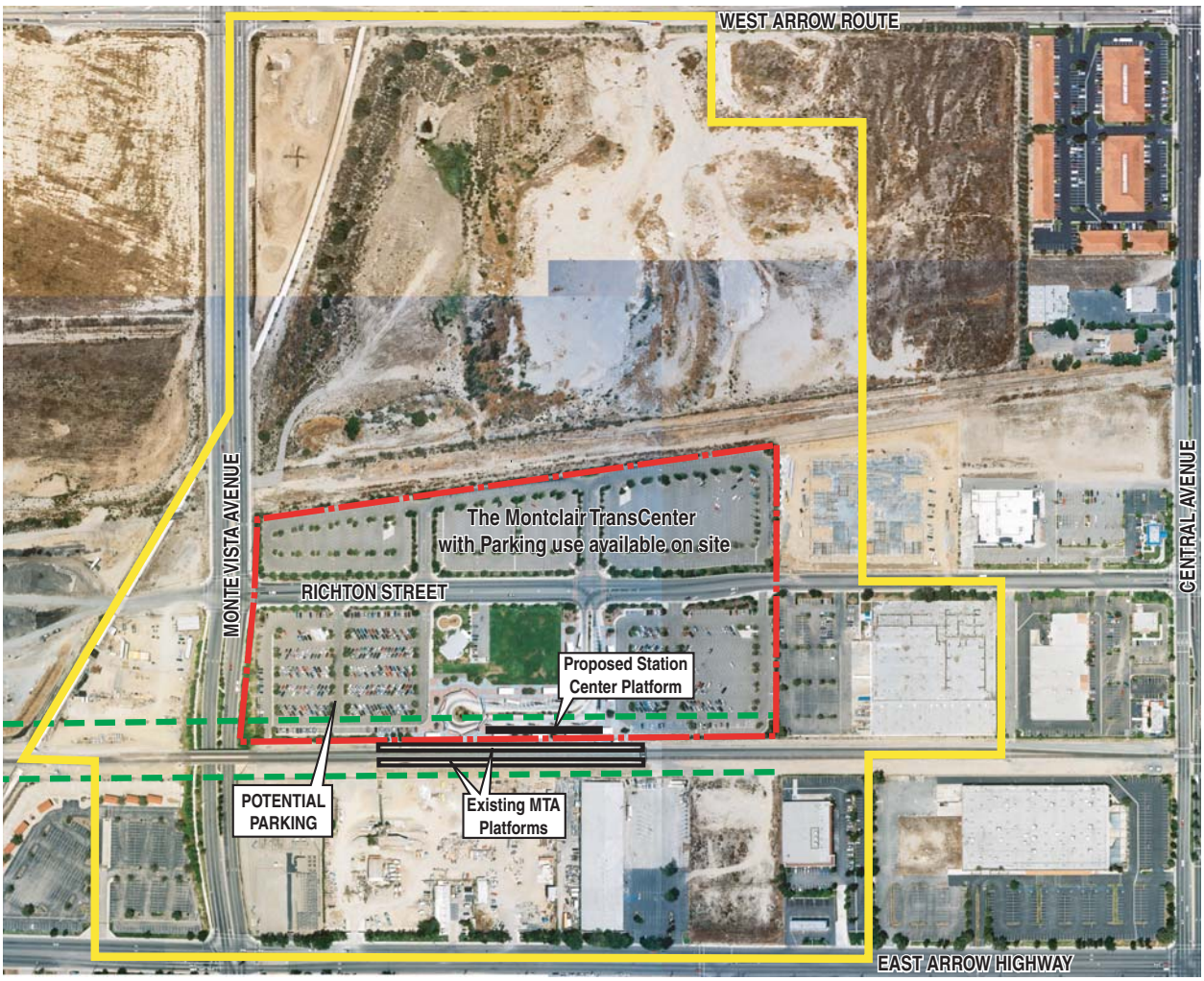
Figure 3-5.15: APE Map for the Pomona Flyover



Gold Line Phase II Extension
Area of Potential Effects Map

2005 APE Note: The parking structure formerly proposed to be west of Indian Hill Boulevard and north of the ROW has been eliminated thereby reducing any related proximity impacts on the Historic Packing House. The proposed 2004 Platforms have been eliminated and a proposed 2005 Platform has been added south of the Historic AT&SF Depot (Claremont Station).

Figure 3-5.16: APE Map for Claremont Station



Gold Line Phase II Extension
Area of Potential Effects Map

0 264 528 Feet

LEGEND

- Station Boundary
- APE Boundary (2004 unchanged in 2005)
- Railroad Right of Way

2005 APE Note: There are no historic properties identified in the Montclair Station APE.

Figure 3-5.17: APE Map for the Montclair Station

c. Identify Consulting and Interested Parties

The Section 106 regulations require that a federal agency evaluate all properties within the APE and identify historic properties by gathering information from consulting parties, applying the National Register Criteria, and seeking concurrence from the SHPO or Indian tribe, as appropriate. During the preparation of this EIS/EIR, FTA identified the following consulting parties for historic properties within the APE:

- California SHPO - Dr. Knox Mellon
- Gabrielino Cahuilla Luiseno - Samuel H. Dunlap
- Beverly Salazar Folkes
- Ti'At Society - Cindi Alvitre
- Island Gabrielino Group – John Jeffredo
- John Valenzuela
- Gabrieleno/Tongva Indians of California – Robert F. Dorame, Chairperson
- Gabrieleno/Tongva Tribal Council – Anthony Morales, Chairperson
- Gabrielino/Tongva - Craig Torres
- Coastal Gabrieleno Diegueno - Jim Velasques
- Alfred L. Valenzuela.

FTA sent a letter to the California SHPO on September 16, 2003, initiating Section 106 consultation. Notice of Preparation (NOP) letters were sent to the listed Native American groups and individuals on July 30, 2003.

In addition, five Scoping meetings (four for the general public and one for agencies) were held in an open house format with information stations and illustrated display boards. The meetings were staffed by members representing the Authority and the project consultant team, all of whom were well versed about the proposed project and potential environmental impacts. In addition to answering questions at the meeting, staff invited attendees to submit their comments in writing. Comment forms were provided at each Scoping meeting. Chinese and Spanish interpreters were present at the meeting for non-English speaking members of the public. Public Scoping Meetings were held in the cities of San Dimas, Claremont, South Pasadena, and Arcadia during the weeks of July 14 and 21, 2003. A meeting for public agencies was held on July 22, 2003 at the Authority Offices in South Pasadena. Letters were sent to other potentially interested parties on November 7, 2003, and May 23 & 31, 2005, including the following:

- AIA Los Angeles
- Arcadia Historical Society
- Azusa Historical Society
- California Historical Society
- California Preservation Foundation
- California State Railroad Museum
- Chinese Historical Society

- Claremont Heritage, Inc.
- City of Arcadia Development Services Department
- City of Azusa Community Development Department
- City of Claremont Planning Department
- City of Duarte Community Development Department
- City of Glendora Planning Department
- City of Irwindale Planning Department
- City of La Verne
- City of Los Angeles Community Redevelopment Agency
- City of Los Angeles Cultural Heritage Commission
- City of Los Angeles Planning Department
- City of Monrovia Community Development Department
- City of Montclair Community Development Department
- City of Pomona Planning Department
- City of San Dimas
- Cooper Museum/Chaffey Communities Cultural Center
- Duarte Historical Society, Museum & Friends of the Duarte Library
- Glendora Community Conservancy
- Glendora Historical Society
- Historical Society of Pomona Valley
- Historical Society of Southern California
- La Verne Heritage Foundation
- Lomita Railroad Museum
- Los Angeles City Historical Society
- Los Angeles Conservancy
- Los Angeles County Historic Landmarks and Records Commission
- Los Angeles Forum for Architecture and Urban Design
- Los Angeles Railroad Heritage Foundation
- Monrovia Historical Society
- Monrovia Old House Preservation Group
- Pacific Railroad Society
- Pasadena Heritage
- Pomona Heritage

- Rivers and Mountains Conservancy
- San Bernardino Railroad Historical Society
- San Dimas Historical Society
- San Dimas Pacific Railroad Museum
- Sierra Club, Los Angeles Chapter
- Sierra Madre Historical Society
- Society of Architectural Historians, Southern California Chapter
- Southern Pacific Historical & Technical Society
- Train Riders Association of Southern California
- Train Web, Inc.
- The Transit Coalition
- The Transportation and Land Use Collaborative of Southern California
- Travel Town Transportation Museum
- Wheel Clicks.

d. National Register Criteria for Evaluation

In order for a property to be considered for inclusion in the National Register it must meet the criteria for evaluation set forth in 36 CFR Part 60.4, as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, setting, materials, workmanship, feeling, and association and

(a) that are associated with events that have made a significant contribution to the broad patterns of our history; or

(b) that are associated with the lives of persons significant in our past; or

(c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

(d) that have yielded, or may be likely to yield, information important in prehistory or history.

Among other criteria considerations, a property that has achieved significance within the last 50 years is not considered eligible for inclusion in the National Register unless certain exceptional conditions are met. The 50-year age criterion for the proposed project has been set at 1954.

e. California Register Criteria for Evaluation

All properties listed in or determined eligible for the National Register are automatically listed in the California Register, and are therefore historical resources for the purposes of CEQA. In addition, Section 15064.5 of the CEQA Guidelines states that the term “historical resources” shall include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852), including the following:

   (a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

   (b) Is associated with the lives of persons important in our past;

   (c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

   (d) Has yielded, or may be likely to yield, information important in prehistory or history.
4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

As with the National Register, a property that has achieved significance within the last 50 years is not considered eligible for the California Register unless it is of exceptional importance.

f. Identifying Historic Properties

For the proposed project, surveys have been undertaken and documentation prepared in accordance with the Secretary of Interior's Standards and Guidelines for Identification of Historic Properties (48 FR 44716), using personnel who meet the Secretary of Interior's Professional Standards (48 FR 22716) in the fields of ethnography, pre-historic archaeology, historic archaeology, architectural history, and history. For the purposes of this document, the broad pool of cultural resources within the APE that require evaluation for National Register eligibility may be categorized into two major types, as follows:

1. Archaeological Resources, which include resources that represent important evidence of past human behavior, including portable artifacts such as arrowheads or tin cans; non-portable “features” such as cooking hearths, foundations, and privies; or residues such as food remains and charcoal. Archaeological remains can be virtually any age, from yesterday's trash to prehistoric deposits thousands of years old.

2. Historic and Architectural Resources, which include man-made features that comprise the recognizable built environment. This category typically includes extant, above-ground buildings and structures that date from the earliest territorial settlements until the present day.

3-5.1.3 Archaeological Resources

a. Identification Methodology

Archival Research

A records and literature search was undertaken for both Los Angeles County and San Bernardino County. On October 7, 2003, archival research was done by the Archaeological Information Center for Montclair in San Bernardino. On October 15, 2003, archival research was done by the South Central Coastal Information Center for cities within Los Angeles County to determine the proximity of previously documented prehistoric and historical archaeological resources to the APE and to help establish a context for resource significance. The records of the Archaeological Information Center, South Central Coastal Information Center, and California Historical Resources Inventory System were consulted and appropriate site records obtained. Numerous previous studies of archaeological resources in and adjacent to the APE were also reviewed. These resources were examined by Mark Robinson of Applied Earthworks, and now with Jones & Stokes, in order to identify previously recorded prehistoric or historical archaeological sites, and to assess the general potential of the area to contain archaeological deposits. The following inventories and sources were consulted:

- The National Register of Historic Places, National Register Information System
- California Register of Historical Resources
- California Office of Historic Preservation Historical Resources Inventory System
- California Historical Landmarks
- California Points of Historical Interest
- South Central Coastal Information Center.

Research was also conducted using topographic maps, geologic information. In addition, available local, regional, and railroad histories were consulted.

b. Prehistoric and Historical Archaeological Resources Identified

The records search, field reconnaissance, and subsequent research identified one prehistoric archaeological site within the Project APE. Site CA-LAN-75, the Mud Springs site, extends for about 500 meters (1,640 feet) on both sides of the ATSF right-of-way at the intersection of San Dimas Canyon Road and the Arrow Highway, in San Dimas. Recorded in 1951, with site record updates in 1965, 1980, and 1986, the Mud Springs site is reported to be a large, open-air occupation site. Artifacts reported within the site included scrapers, hammer stones, cores, knives, drills, gravers, and waste flakes, as well as milling slabs, metates, pestles, cogstones and stone discs. Possible fire hearth features were also reported. The site also appears to have a historical and possibly proto-historic component, with glass, historical ceramics, coins, metal objects and marbles also reported. Site records for CA-LAN-75 indicate that large portions of the site have been destroyed by development. However, the extent and nature of this reported damage is not clear.

The extent of the site and the range of the assemblage, as well as its location near a large spring, which is known to have been utilized both prehistorically and in the early Euro-American Period, indicate that the Mud Springs site is an important and significant cultural resource. The presence of cogstones and discoidals suggests that the site could date to the Early Archaic Period (8,000-4,000 Years Before Present), while obsidian hydration rinds measured in 1986 suggest the site also has a much more recent component. Although poorly understood at this time, the Mud Springs site has a high potential to contain deeply buried stratified deposits, and perhaps even human remains.

3-5.1.4 Historic and Architectural Resources

a. Identification Methodology

Records Search

A background research survey was undertaken to identify previously documented historic and architectural resources within and near the APE and to help establish a context for resource significance. National, state and local inventories of architectural/historic resources were examined in order to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles. The following inventories and sources were consulted:

- The National Register of Historic Places, National Register Information System
- California Register of Historical Resources
- California Office of Historic Preservation Historical Resources Inventory System
- California Historical Landmarks
- California Points of Historical Interest
- City of San Dimas Community History web site: www.colapublib.org/history/sandimas
- City of Claremont Historic-Cultural Monuments.

Field Survey

A field survey of all properties within the APE was undertaken according to standard Section 106 regulations and related procedures. Jessica Feldman, Carrie Chasteen, Alma Carlisle, and David Greenwood, who are qualified architectural historians, conducted field investigations on multiple occasions in 2003. In 2005, David Greenwood conducted field investigations and permit research for the Expanded APE Boundary Area, and the Azusa and Pomona rail grade separation locations. During the field investigations, the boundaries of the APE were confirmed, and an assessment was made of all extant buildings and structures within the APE to determine if their age and integrity warranted application of National Register criteria.

The field survey of historic and architectural resources included the following steps:

- A field survey consisting of a visual onsite examination of every parcel within the APE, including an assessment of integrity.
- Identification of the age of all major buildings, structures, objects, and potentially coherent districts located within the APE.
- Photography of each potential district feature, major structure, building, or object within the APE.

- Review in the field of previous survey data, comments from interested parties, and lists of significant historic properties.
- Following the field survey, site-specific research was conducted from the following sources:
- Los Angeles County Assessor's Archives
- City Directories of Los Angeles County, California, and
- City Building Permits

In addition, information was requested from John Signor, Railroad Historian.

b. Significant Historic and Architectural Resources Identified

The results of the records search, background research and field survey by qualified architectural historians was recorded on California Historic Resource Inventory forms (Series DPR 523), and submitted to the California SHPO in February 2004 and is reproduced as a technical document to this EIS entitled: Historic Property Survey and Effects Report. In a letter dated July 1, 2004, SHPO concurred with FTA with the Section 106 identification effort and on properties eligible for inclusion on the NRHP. The records search; field surveys, and subsequent research identified the following, which are described in further detail in subsequent subsections:

- Two individual properties within the boundary of the project were previously listed in the National Register of Historic Places with a National Register status code of 1S. (Stuart Company Plant and Office Building, in Pasadena, and Atchison Topeka & Santa Fe Railroad Station, in Claremont).
- Seven properties previously determined eligible for the National Register from a previous survey.
- Four properties determined eligible for the National Register as a result of the Gold Line ~~Phase II~~ Foothill Extension Pasadena to Montclair Section 106 identification effort.
- Two properties determined eligible for the California Register as a result of the Gold Line ~~Phase II~~ Foothill Extension Pasadena to Montclair Section 106 identification effort.
- One hundred ~~eleven~~ thirty-nine properties with buildings or structures constructed in or before 1954 that do not meet National Register criteria because either they do not retain integrity from their period of significance, or are not associated with an important historic context.
- The remaining properties in the APE are improved with buildings constructed in or after ~~1955~~ 1954. Such properties are not eligible for the National Register because they possess no known association with an important historic context that would override the National Register's 50-year age criterion consideration.

Properties listed in the National Register or determined eligible for listing in the National Register are automatically listed in the California Register. For the proposed project, only two properties were identified that meet California Register criteria but do not meet National Register criteria. The final determination of historic properties listed below is subject to change as a result of Section 106 consultation with the SHPO regarding National Register eligibility, which is pending submission of the Historic Property Survey and Effects Report.

Table 3-5.1 identifies all properties which are listed in or determined eligible for listing in the National Register and, therefore, are automatically listed in the California Register.

TABLE 3-5.1
PROPERTIES THAT ARE LISTED IN, DETERMINED ELIGIBLE FOR LISTING IN, OR APPEAR TO MEET THE CRITERIA FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES AND THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Address APE Map and Assessor's Parcel Number	Resource Name and Significance	Description	Year Built – Alterations
PASADENA			
3360 E. Foothill Blvd. Pasadena, CA. Parcel No. 5752-024-028 (No APE Map figure for Pasadena)	Historic Name: **Stuart Company Plant and Office Building.** Common Name: Johnson & Johnson/Merck Consumer Pharmaceutical Building. ***Listed on the National Register:*** National Register **status code 1S. (Listed in the National Register of Historic Places)**	Modern Movement	Year Built: 1958 Alterations: Components of the plant have been demolished
ARCADIA			
Bridge No. 53C-0596 Figure 3-5.1	Historic Name: Unknown Common Name: **Colorado Boulevard Overcrossing** Pending SHPO concurrence, this property is eligible for local listing or designation. ~~National Register under Criterion C.~~	Riveted Plate Girder Bridge with Art Deco style abutments located over Colorado Blvd. approximately 0.1 miles west of Santa Anita Ave.	Year Built: 1951* ~~Alterations: Components of the plant have been demolished~~ *This date may be in error. Estimated year built is circa 1930s.
Bridge No. 53C-1733 Figure 3-5.3	Historic Name: Unknown Common Name: **5th Street Pedestrian Undercrossing** Pending SHPO concurrence, this property is eligible for local listing or designation. ~~Pending SHPO concurrence, this property is eligible for the National Register under Criteria A and C at the local level of significance.~~	Reinforced Concrete Box Pedestrian Underpass located at 5th St., approximately 0.2 mile east of State Route 11.	Year Built: 1942 Alterations:

TABLE 3-5.1
PROPERTIES THAT ARE LISTED IN, DETERMINED ELIGIBLE FOR LISTING IN, OR APPEAR TO MEET THE CRITERIA FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES AND THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Address APE Map and Assessor's Parcel Number	Resource Name and Significance	Description	Year Built – Alterations
MONROVIA STATION			
1709 Myrtle Avenue, Monrovia, CA; Figure 3-5.4, Parcel No. 8507-003-910	Historic Name: **Monrovia Santa Fe Depot.** Previously evaluated to appear eligible for the National Register: National Register status code 3S. SHPO concurred in a letter dated July 1, 2004, this property is eligible for the National Register (under Criteria A and C) at the state level of significance and is automatically listed in the California Register (under Criteria 1 and 3) ~~Pending SHPO concurrence, this property is eligible for the National Register under Criteria A and C at the state level of significance.~~	Spanish Colonial Revival, 1 & 2-Story Railroad Depot	Year Built: 1925 Alterations: Windows, iron grills, and balconettes have been removed
DUARTE STATION			
1500 (north) Duarte Road, Duarte, CA; Figure 3-5.5, Parcel No. 8533-005-010b	Common Name: **Temple Beth Hatikvah.** SHPO concurred in a letter dated on July 1, 2004; this property is eligible for the National Register (under Criterion C) at the local level of significance and is automatically listed in the California Register (under Criterion 3). ~~Pending SHPO concurrence, this property is eligible for the National Register under Criterion C at the local level of significance~~	Spanish Colonial Revival, 1-Story Round Temple	Year Built: 1930s -- Alterations: No major alterations

TABLE 3-5.1
PROPERTIES THAT ARE LISTED IN, DETERMINED ELIGIBLE FOR LISTING IN, OR APPEAR TO MEET THE CRITERIA FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES AND THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Address APE Map and Assessor's Parcel Number	Resource Name and Significance	Description	Year Built – Alterations
1500 (south) Duarte Road. Duarte, CA; Figure 3-5.5, Parcel No. 8533-005-010	Common Name: **Visitor's Center.** SHPO concurred in a letter dated July 1, 2004; this property is eligible for the National Register (under Criterion C) at the local level of significance and is automatically listed in the California Register (under Criterion 3). ~~Pending SHPO concurrence, this property is eligible for the National Register under Criterion C at the local level of significance~~	Spanish Colonial Revival, 1-Story community center	Year Built: 1930's -- Alterations: Casement windows may have been replaced
AZUSA STATION			
129 E. Santa Fe Avenue. Azusa, CA; Figure 3-5.9, Parcel No. 8608-025-801	Historic Name: **Azusa Santa Fe Railroad Depot.** ***Previously determined eligible for the National Register*: National Register** status code 2S2	Moderne 1-Story Railroad Depot	Year Built: 1887 - 1940 – Alterations: No major alterations to 1940 structure

TABLE 3-5.1
PROPERTIES THAT ARE LISTED IN, DETERMINED ELIGIBLE FOR LISTING IN, OR APPEAR TO MEET THE CRITERIA FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES AND THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Address APE Map and Assessor's Parcel Number	Resource Name and Significance	Description	Year Built – Alterations
SAN DIMAS STATION			
210 W. 1st Street. San Dimas, CA; Figure 3-5.11, Parcel No. 8390-022-900	Historic Name: Atchison Topeka & Santa Fe Railroad Depot. Common Name: **San Dimas Train Station.** Previously evaluated to appear eligible for the National Register: National Register status code 3S. SHPO concurred in a letter dated on July 1, 2004; this property is eligible for the National Register under (Criteria A and C) at the state level of significance and is automatically listed in the California Register (under Criterion 1 and 3).	Spanish Colonial Revival, 1-Story Railroad Depot.	Year Built: 1934 -- Alterations: appears to be unaltered
115 N. Cataract Avenue. San Dimas, CA; Figure 3-5.12, Parcel No. 8386-016-002	Historic Name: **San Dimas Lemon Association Packing House.** Previously evaluated to appear eligible as contributor to a fully documented district: National Register status code 3D. SHPO concurred in a letter dated on July 1, 2004; this property is eligible for the National Register (under Criteria A and C) at the local level of significance and is automatically listed in the California Register (under Criterion 1 and 3).	Industrial Warehouse, 1-Story	Year Built: 1908-1909 -- Alterations: Loading dock enclosure.

TABLE 3-5.1
PROPERTIES THAT ARE LISTED IN, DETERMINED ELIGIBLE FOR LISTING IN, OR APPEAR TO MEET THE CRITERIA FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES AND THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Address APE Map and Assessor's Parcel Number	Resource Name and Significance	Description	Year Built – Alterations
LA VERNE STATION			
Heritage Buildings within the Lordsburg Historic District			
2234 1st Street. La Verne, CA; Figure 3-5.13, Parcel No. 8377-026-003	Common Name: **University of La Verne Central Service Office.** Pending SHPO concurrence, this property is eligible for only the California Register (under Criteria 1 and 3) at the local level of significance	Industrial Large 1-Story Industrial	Year Built: 1920 -- Alterations: Office addition located to west side of the building, metal awning
2016 D Street. La Verne, Ca; Figure 3-5.13, Parcel No. 8377-025-002	Historic Name: La Verne Lemon Association Building. Common Name: **University of La Verne Packing House.** Pending SHPO concurrence, this property is eligible for only the California Register (under Criteria 1 and 3) at the local level of significance	Industrial, 1-Story Industrial	Year Built: 1931 -- Alterations: porch enclosed, windows changed

TABLE 3-5.1
PROPERTIES THAT ARE LISTED IN, DETERMINED ELIGIBLE FOR LISTING IN, OR APPEAR TO MEET THE CRITERIA FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES AND THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Address APE Map and Assessor's Parcel Number	Resource Name and Significance	Description	Year Built – Alterations
POMONA STATION			
120 E. Santa Fe. Pomona, Ca; Figure 3-5.14, Parcel No. 8371-012-809	Historic Name: ~~**Southern Pacific Station**~~ **Atchison Topeka & Santa Fe Railroad Station** ~~Previously evaluated to may become eligible for the National Register: National Register status code 4S . Sn~~. Previously determined National Register Eligible. Code 2S2.	Spanish Mission Style, 1 Story Railroad Depot	Year Built: 1940---Alterations: addition located to east side of railroad depot
CLAREMONT STATION			
105 N. College Avenue. Claremont, Ca; Figure 3-5.16, Parcel No. 8313-018-017	Historic Name: **Sumner House.** Previously evaluated to appear eligible for the National Register: National Register status code 3S. SHPO concurred in a letter dated on July 1, 2004; this property is eligible for the National Register (under Criteria B and C) at the local level of significance and is automatically listed in the California Register (under Criteria 2 and 3). ~~Criteria B and C at the local level of significance.~~	Queen Anne/Eastlake, 2-Story Residential	Year Built: 1887 -- Alterations: No major alterations

TABLE 3-5.1
PROPERTIES THAT ARE LISTED IN, DETERMINED ELIGIBLE FOR LISTING IN, OR APPEAR TO MEET THE CRITERIA FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES AND THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Address APE Map and Assessor's Parcel Number	Resource Name and Significance	Description	Year Built – Alterations
510-532 W. 1st Street. Claremont, Ca; Parcel No. 8313-009-904 (Resource is not shown on APE Map, and is no longer near the proposed station platform or parking).	Historic Name: The Packing House **(Corona College Heights Lemon Packing House)** ***Previously determined eligible for the National Register*:** National Register status code 2S	Industrial, 2-Story Commercial	Year Built: 1916-1934 -- Alterations: No major alterations
110 W. 1st Street. Claremont, Ca; Figure 3-5.16, Parcel No. 8313-021-908	Historic Name: **Atchison Topeka & Santa Fe Railroad Station.** Common Name: **Claremont Depot.** ***Listed on the National Register*:** National Register **status code 1S. (Listed in the National Register of Historic Places)**	Mission Revival, 1&2 Story Railroad Depot	Year Built: 1927 -- Alterations: No major alterations.

3-5.1.5 Paleontological Resources

In order to identify the potential for encountering paleontological resources for CEQA compliance, the Division of Geological Sciences of the San Bernardino County Museum (SBCM) completed a literature review and record search for the Foothill Extension project. Previous geological mapping of the Gold Line Extension between Sierra Madre Villa in Pasadena and Central Avenue in Montclair indicates that geology along the alignment consists primarily of Quaternary alluvial sediments, either as fan deposits or alluvium from drainages derived from the San Gabriel Mountains to the north. Marine deposits of the Miocene Topanga Formation occur around the South Hills and the Project area abuts an outcrop of Glendora Volcanics near these hills. Younger deposits extend from San Dimas Wash eastward to the 210 Freeway, then older deposits extend to San Dimas Canyon Road, and younger again extending to west of North Garey Avenue in Pomona. The uppermost younger layers of these alluvial and fan sediments are unlikely to contain vertebrate fossils. Older sediments, which may underlie the younger deposits, are known as the San Dimas Formation and have been known to yield Late Pleistocene vertebrate fossil material in other locations such as the Rancho La Brea asphalt deposits in Los Angeles. Excavations in these areas may expose fossil material. Excavations near the Topanga Formation, known to yield a variety of fossils such as shark, bony fishes, sea turtle, marine birds and marine mammals may encounter similar remains. There is a high potential that monitoring will discover fossils in locations where deeper excavation will take place and expose the older Quaternary sediments between Pasadena and Duarte and between Glendora and La Verne where these sediments occur, and near South Hills where marine Middle Miocene Topanga Formation occurs. No fossil remains will be encountered in the volcanic outcrop.

3-5.2 Environmental Impacts

3-5.2.1 Evaluation Methodology

The cultural resources analysis is focused on a comparison of potential impacts to cultural resources along segments of corridors, with special attention to station areas where no facilities (LRT stations and parking) would be added to the settings.

3-5.2.2 Impact Criteria

Potential impacts were determined by comparing the effects of the proposed Gold Line ~~Phase II~~ Foothill Extension Project to historic properties against NEPA/Section 106 and CEQA criteria. These criteria are defined in the following subsections.

a. NEPA Impact Criteria

In order to comply with Section 106 of the National Historic Preservation Act, any effects of the proposed undertaking on properties listed in or determined eligible for inclusion in the National Register must be analyzed by applying the Criteria of Adverse Effect [36 CFR Part 800.5(a)], as follows:

> *(1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's*

eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

(2) Examples of adverse effects. Adverse effects on historic properties include, but are not limited to:

(i) Physical destruction of or damage to all or part of the property;

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;

(iii) Removal of the property from its historic location;

(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

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

The above criteria apply to archaeological, historic and architectural resources.

b. CEQA Impact Criteria

According to relevant part of the *State CEQA Guidelines, California Code of Regulations Title 14, Chapter 3, Part 15064.5:*

(b) a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. [§15064.5 (b)(1)].

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources determined by a lead agency for purposes of CEQA.

3-5.2.3 Construction-Period Impacts

a. No Build Alternative

The only element of the No Build Alternative that would affect historic properties in Phase I is construction of the Eastside LRT Extension, which includes changes to the National Register-listed Union Station. The impacts of the Eastside LRT Extension are addressed in the *Draft Supplemental Environmental Impact Statement /Draft Subsequent Environmental Impact Report* (FTA and LACMTA 2001). The other elements of the No Build Alternative provide for the increase of LRT and bus service and would adversely affect historic resources in Phase I. There are no elements of the No Build Alterative that would affect historic properties in any of the cities in ~~Phase II~~ Foothill Extension Segment 1 or Foothill Extension Segment 2.

b. Build Alternatives

Phase I – The Cities Affected and the Effects

The cities in Phase I are Los Angeles, South Pasadena and Pasadena. There are no physical elements of the Build Alternatives that affect these cities. Since no new construction would take place in the Phase I segment of the Gold Line, no cultural or paleontological resources would be affected in association with the Build Alternatives.

Foothill Extension, Segment 1 – The Cities Affected and the Effects

The cities in ~~Phase II~~ Foothill Extension Segment 1 are Pasadena, Arcadia, Monrovia, Duarte, Irwindale, and Azusa. Potential construction period impacts could occur to archeological and paleontological resource along the ROW and at stations.

Archeological and Paleontological Resources-General

The area of the proposed LRT tracks in Pasadena was already disturbed by construction of I-210. In other cities, construction of the railroad in the ROW and other rail facilities resulted in ground-disturbing activities. Typically, previous ground disturbances reduce the potential for encountering important archeological resources. However, subsurface structural remains or prehistoric sites are potentially present within the Project APE (all cities). Grading for construction may expose buried, unrecorded

cultural resources. The physical removal and destruction of significant structural remains, artifacts and features at this location, if found in settings retaining integrity, would result in an adverse effect finding under Section 106 and a significant effect under CEQA.

Although no paleontological resources have been recorded in the segment, paleontological resources may also be encountered during deep excavations.

Historic Bridges

Sixteen trackway bridges and guideway structures were identified within the proposed rail corridor. The Metrolink Bridge Inspection Report (SCRRA Bridge Book) was used to determine the ages, conditions, and overall design of the existing bridges and guideway structures.

The bridges along the former AT&SF railroad alignment between the cities of Pasadena and Montclair were built as early as 1903 and as late as 1990. They were constructed to span washes, concrete-lined channels and topographic gaps in the landscape, as well as roads and freeways. In most cases, the original material of the bridges was altered during routine maintenance, which generally required the periodic replacement of timber piles, the expansion of bents, and the replacement of ties and rails.

Nine bridges, including one pedestrian tunnel, were constructed ~~previous~~ prior to ~~1959~~ 1954. Of these nine pre-~~1959~~1954 bridges, two appear to have historical or architectural significance. The Colorado Boulevard Overcrossing in Arcadia, constructed in 1951 according to the SCRRA bridge inventory, retains its original board-poured concrete abutments with Art Deco detail. ~~This~~ These design features would indicate that the overcrossing was constructed in the 1930s and that the build date in the SCRRA inventory is incorrect. The 5th Street Pedestrian Undercrossing in Arcadia, constructed in 1942, may be significant on a local level, as well as architecturally significant. In order to comply with Section 106 of the National Historic Preservation Act, these two structures have been evaluated to determine if they are eligible for the California Register of Historical Resources and the National Register of Historic Places.

The remaining seven bridges appear to have been built to the specifications of standard plans published by the railroad. There are many examples still extant, these seven do not appear to have exceptional architectural character and they are not examples of important engineering achievements. Therefore, they are not likely to be eligible for the National Register of Historic Places under Criterion C, nor the California Register of Historical Resources under Criterion 3. Furthermore, these bridges have no known associations with important people or events; therefore, they are not likely to be eligible for the National Register of Historic Places under Criteria A or B or the California Register under Criteria 1 or 2.

The remaining five bridges were constructed in ~~1959~~ 1954 or later and do not appear to have achieved significance within the last fifty years, and are therefore unlikely to meet the requirements for Criterion G of the National Register of Historical Places. No information regarding the construction of two bridges, Rosemead Boulevard and Alta Vista Wash, was obtained.

Foothill Extension, Segment 2 – The Cities Affected and the Effects

The cities in ~~Phase II~~, Foothill Extension Segment 2 are ~~Azusa~~, Glendora, San Dimas, La Verne, Pomona, Claremont, Montclair, and Upland. The potential construction period impacts are the same as described for Foothill Extension Segment 1 cities.

At the Pomona ~~Garey~~ Station, the 1928 USGS 7.5' Claremont Quadrangle indicates potential for three historic structures with archaeological remains within the Project APE. In addition, the Pacific Electric

rail line ran on the south side of the Project APE at this location. Subsurface structural remains or features may potentially be present at these locations.

3-5.2.4 Long-Term Impacts

a. No Build Alternative

The Cities Affected and the Effects

The only element of the No Build Alternative that would ~~effect~~ affect historic properties in Phase I is construction of the Eastside LRT Extension, which includes changes to the National Register Listed Union Station. The impacts of the Eastside LRT Extension are addressed in the *Draft Supplemental Environmental Impact Statement /Draft Subsequent Environmental Impact Report* (FTA and LACMTA 2001). The other elements of the No Build Alternative provide for the increase of LRT and bus service and would adversely affect historic resources in Phase I. There are no elements of the No Build Alterative that would affect historic properties in any of the cities in ~~Phase II~~ Foothill Extension, Segment 1 or Segment 2.

b. Build Alternatives

Phase I – The Cities Affected and the Effects

There are no elements of the Build Alternatives in the cities of Los Angeles, South Pasadena, or to the ~~east~~ west of the Sierra Madre Villa Station in Pasadena, so there would be no effects to historic properties. Increases in LRT service in Phase I would be the result of LACMTA's operating plan to be implemented for those cities following completion of the Eastside Extension.

Foothill Extension, Segment 1 – The Cities Affected and the Effects

The cities in ~~Phase II~~ Foothill Extension Segment 1 are Pasadena, Arcadia, Monrovia, Duarte, Irwindale and Azusa. No long term impacts would result, as described below.

- Archaeological and Paleontological Resources—General

Construction of the railroad in the ROW and other rail facilities resulted in ground-disturbing activities. Typically, previous ground disturbances reduce the potential for encountering important archeological resources. However, subsurface structural remains or prehistoric sites are potentially present within the Project APE (all cities). Grading for construction may expose buried, unrecorded cultural resources. The physical removal and destruction of significant structural remains, artifacts and features at this location, if found in settings retaining integrity, would result in an adverse effect finding under Section 106 and a significant effect under CEQA.

Although no paleontological resources have been recorded in the segment, paleontological resources may also be encountered during deep excavations.

Pasadena:

Stuart Company Plant and Office Building

The Stuart Company Plant and Office Building (Johnson & Johnson/Merck Consumer Pharmaceutical Building), 3360 E. Foothill Blvd., Pasadena) is a Modern Movement structure built in 1958. It was listed on the National Register of Historic Places in 1998.

The proposed LRT tracks would be located approximately 200 feet to the south within the existing median of I-210. Therefore there would be no change to this historic property or its setting. Under Section 106, application of the Criteria for Adverse Effect to the proposed project's effects on the Stuart Company Plant and Office Building would result in a finding of "no effect" on this historic property. Under CEQA, there would be "no effect" on this historical resource.

Arcadia:

The Colorado Boulevard Overcrossing

The Colorado Boulevard Overcrossing in Arcadia, (APE Figure 3-5.1) was constructed in 1951 according to the SCRRA bridge inventory, retains its original board-poured concrete abutments with Art Deco detail. These design features would indicate that the overcrossing was constructed in the 1930s and that the build date in the SCRRA inventory is incorrect. ~~Pending SHPO concurrence,~~ The SHPO concurred in July 2004 that the Colorado Boulevard Overcrossing would be considered as determined eligible for local listing or designation. For the Build Alternatives, a new bridge would be constructed parallel to the existing Colorado Boulevard Overcrossing.

The proposed parallel overcrossing would not change the present use or otherwise diminish the integrity of the significant historic features of the Colorado Boulevard overcrossing or it's setting in any way.

Subsurface structural remains or prehistoric sites are potentially present within the Project APE. Grading for parking lots or construction in this location may expose buried, unrecorded cultural resources. Two potentially historic structures identified on the 1900 USGS 15' Pomona Quadrangle map are within the Project APE for the proposed parking facilities, but neither is listed in or eligible for the National Register (pending SHPO concurrence). No other cultural resources are presently recorded within the Project APE at this station and proposed parking location.

The 5th Street Pedestrian Undercrossing

The 5th Street Pedestrian Undercrossing in Arcadia, (APE Figure 3-5.2) was constructed in 1942, may be significant on a local level, as well as architecturally significant. Pending SHPO concurrence, the 5th Street Pedestrian Undercrossing would be considered as determined eligible for local listing or designation. For the Build Alternatives, the pedestrian tunnel would be left intact. Framing would be placed around the entrances of the tunnel to allow for a wider berm that is needed to accommodate two LRT tracks (the existing berm accommodates only one track).

The proposed Build Alternatives would not change the present use or otherwise diminish the integrity of the significant historic features of the 5th Street Pedestrian Undercrossing or it's setting in any way.

~~No historic properties were identified in the APE for the Arcadia Station (APE Figure 3-5.1) and thus there would be no effect under NEPA or CEQA. Subsurface structural remains or prehistoric sites are~~

~~potentially present within the Project APE. Grading for parking lots or construction in this location may expose buried, unrecorded cultural resources. Two potentially historic structures identified on the 1900 USGS 15' Pomona Quadrangle map are within the Project APE for the proposed parking facilities, but neither is listed in or eligible for the National Register (pending SHPO concurrence). No other cultural resources are presently recorded within the Project APE at this station and proposed parking location.~~

Monrovia:

Monrovia Santa Fe Depot

The Monrovia Santa Fe Depot, (1709 Myrtle Avenue, Monrovia APE Figure 3-5.2) is a Spanish Colonial Revival structure built in 1925. It was identified in the 1985 City of Monrovia Historic Resources Survey and determined to be National Register status code "3S" or "Appears eligible for listing in the National Register as a separate property." ~~Pending~~ SHPO has concurred, in a letter dated July 1, 2004, ~~concurrence,~~ this property is ~~considered as~~ determined eligible for the National Register (under Criterion C) and ~~would be~~ is automatically listed in the California Register (under Criterion 3).

~~Under Section 106, only Criteria of Adverse Effect example *v Introduction of visual, atmospheric, or audible elements* warrants discussion with regard to the application of the Criteria for Adverse Effect to the Monrovia Santa Fe Depot, as follows:~~

For the Build Alternatives, the proposed LRT station side platforms would be located approximately ~~20~~ 35 feet to the southwest of the historic station. Although a new structural element, it would be compatible with the historic use and railroad setting of the depot. ~~A proposed four level parking structure would be approximately 60 feet to the southwest on the opposite side of the rail ROW and would not change the present use or otherwise alter the Monrovia Santa Fe Depot.~~ The Monrovia Santa Fe Depot is currently being restored by the City of Monrovia, for incorporation into a transit center project that will jointly serve the Foothill Extension and Foothill Transit.

~~Atmospheric and audible elements would continue to be generated by train traffic and vehicular traffic near the Monrovia Santa Fe Depot, with no substantial change from current conditions. The proposed parking structure would result in the introduction of a new visual element in the setting, but this would not be adverse if it is properly designed and landscaped. The historic depot's southern trackside façade features the most elaborate decorative elements on the building. The proposed parking structure would be located across the railroad tracks and would not obscure views of the station's primary elevations. To avoid potential adverse impacts, the proposed parking structure's design, scale, and landscape would be constructed as to not diminish the integrity of the Monrovia Santa Fe Depot's setting, feeling, and association.~~

Initial parking for the station would be surface spaces, provided as part of the transit center. This parking would have no adverse effect under Section 106 and a less than significant impact under CEQA. Additional parking would be provided by the City as part of the planned mixed-use development. Specific designs for the mixed-use development are not available. Potential effects/impacts for the additional parking to the historic deport would be determined through the project approval responsibilities of the City of Monrovia.

Under Section 106, application of the Criteria for Adverse Effect to the proposed project's effects on the Monrovia Santa Fe Depot would result in a finding of "no adverse effect" on this historic property. Under CEQA, there would be "no significant effect" on this historical resource.

Duarte:

Temple Beth Hatikvah

Temple Beth Hatikvah or "House of Hope" (1500 (north) Duarte Road, Duarte) was built in the 1930's, and is located within the City of Hope Campus in Duarte, (APE Figure 3-5.3). The temple is a good example of restrained Greek Revival design as interpreted into a semi modern building. ~~Pending~~ SHPO concurred in a letter dated on July 1, 2004, ~~concurrence, this property would be determined~~ that this property is eligible for the National Register (under Criterion C) and ~~would be~~ is automatically listed in the California Register (under Criterion 3). The proposed LRT station platform would be located approximately ~~725~~ 1,500 feet to the northeast, and proposed surface parking ~~structure~~ would be approximately ~~430~~ 1,400 feet to the northeast. Because of these distances, the proposed ~~structures~~ transit facilities would not change the present use or otherwise alter the significant historic features of the Temple Beth Hatikvah or its setting in any way.

Under Section 106, application of the Criteria for Adverse Effect to the proposed project's effects on Temple Beth Hatikvah would result in a finding of "no effect" on this historic property. Under CEQA, there would be "no effect" on this historical resource.

Visitor's Center

The Visitors Center (1500 (south) Duarte Road, Duarte) was built in the 1930's and is located within the City of Hope Campus in Duarte, (APE Figure 3-5.3). The center is a good example of restrained Spanish Colonial Revival design. ~~Pending~~ SHPO concurred in a letter dated July 1, 2004,~~concurrence this property would be determined~~ that this property is eligible for the National Register (under Criterion C) and ~~would be~~ is automatically listed in the California Register (under Criterion 3). The proposed LRT station platform would be located approximately ~~750~~ 1,800 feet to the northeast, and proposed surface parking ~~structure~~ would be approximately ~~440~~ 1,580 feet to the ~~east~~ southwest. Because of these distances, the proposed ~~structures~~ transit facilities would not change the present use or otherwise alter the significant historic features of the Visitor's Center or its setting in any way. Under Section 106, application of the Criteria for Adverse Effect to the Proposed project's effects on the Visitors Center would result in a finding of "no effect" on this historic property. Under CEQA, there would be "no significant effect" on this historical resource.

Irwindale:

No historic properties and no other cultural resources are recorded within the Project APE (Figure 3-5.4, Figure 3-5.5) for the proposed station or Maintenance and Operating Facility. There would be no effect on historic properties under NEPA or on historical resources under CEQA.

Azusa:

Atchison Topeka & Santa Fe Railroad Station (Azusa Santa Fe Railroad Depot)

The Azusa Santa Fe Railroad Depot, located in Azusa, (129 E. Santa Fe Avenue, Azusa APE Figure 3-5.6) was originally built in 1887, but was later reconstructed in 1946. The Azusa Santa Fe Railroad Depot was evaluated in 1998 and determined to be National Register status code "2S2" or "Determined eligible for separate listing in the National Register by a consensus determination." Properties determined eligible for the National Register are automatically listed in the California Register.

The proposed LRT station platform would be located approximately ~~70~~ 25 feet to the northeast, and proposed ~~2-level structure~~ surface parking would be located approximately ~~100~~ 300 feet to the north. The ~~Both~~ proposed platform and surface parking ~~structures~~ would not change the present use or otherwise diminish the integrity of the significant historic features of the Azusa Santa Fe Railroad Depot or it's setting in any way.

Under Section 106, application of the Criteria for Adverse Effect to the proposed project's effects on the Azusa Santa Fe Railroad Depot would result in a finding of "no effect" on this historic property. Under CEQA, there would be "no significant effect" on this historical resource.

Foothill Extension, Segment 2 – The Cities Affected and the Effects

The cities in ~~Phase II~~ Foothill Extension, Segment II are Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair ~~and Upland~~. The potential for impacts to archeological and paleontological resource along the ROW and at stations is discussed for the overall corridor, followed by the impact assessment for historic and archeological resources in each city.

Glendora:

The 1900 USGS 15' series Pomona Quadrangle map indicates a grid of roads and four structures present within the Project APE at that date. No historic properties or other cultural resources are presently recorded within the Project APE (Figure 3-5.8). There would be no effect on historic properties under NEPA or on historical resources under CEQA.

San Dimas:

Atchison, Topeka & Santa Fe Depot (San Dimas Train Station Depot)

The Atchison Topeka & Santa Fe Depot, (210 W. 1st Street, San Dimas, APE Figure 3-5.9) is a Spanish Colonial Revival structure built in 1934. ~~Pending~~ SHPO concurred in a letter dated July 1, 2004, the San Dimas Train Depot property ~~would be considered as determined~~ is eligible for the National Register (under Criterion C) and ~~would be~~ is automatically listed in the California Register (under Criterion 3). The proposed LRT platform would be over ~~approximately 900~~ 2,000 feet to the northwest (across ~~Bonita~~ Eucla Avenue), in the existing rail ROW. ~~and pPossible surface parking,~~ A three-level parking structure would be located ~~approximately 50~~ 2,000 feet to the ~~southwest~~ northwest, ~~across the ROW Eucla Avenue north of Bonita Avenue. Parking would also be located at the existing Park and Ride lot, which is approximately 270 feet to the southeast The proposed elements would not change the present use or diminish the integrity of the significant historic features of the San Dimas Train Station Depot or it's setting in any way.~~ Because of these distances, the proposed structure would not change the present use or otherwise alter the significant historic features of the San Dimas Train Station Depot or it's setting

Under Section 106, application of the Criteria for Adverse Effect to the Proposed project's effects on the San Dimas Train Depot would result in a finding of "no adverse effect" on this historic property. Under CEQA, there would be "no significant effect" on this historical resource.

San Dimas Lemon Association Packing House (Machinery and Equipment Company, Inc.)

The San Dimas Lemon Association Packing House, (115 N. Cataract Avenue, San Dimas, APE Figure 3-5.9) comprise two packinghouses built in 1909 and 1940. Both buildings were surveyed in 1991 and determined to be National Register status code "3D" or "Contributor to a district that has been fully documented according to OHP instructions and appears eligible" under criterion A. ~~Pending~~ SHPO concurred in a letter dated July 1, 2004, both buildings are eligible for the National Register and ~~would be~~ are automatically listed in the California Register. The proposed LRT station platform and parking (under the Full Build (Pasadena to Montclair) Alternative would be located approximately ~~30~~ 1,000 feet to the ~~south~~ north west ~~in the rail ROW~~ of the packing houses. Because of these distances, the proposed transit facilities ~~structures~~ would not change the present use or otherwise alter the significant historic features of the San Dimas Lemon Association Packing House or it's setting in any way.

~~The proposed elements would not change the present use or diminish the integrity of the significant historic features of the San Dimas Lemon Association Packing House or it's setting in any way.~~

Under Section 106, application of the Criteria for Adverse Effect to the proposed project's effects on the San Dimas Lemon Association Packing House would result in a finding of "no effect" on this historic property. Under CEQA, there would be "no significant effect" on this historical resource.

La Verne:

University of La Verne Central Service Office

The University of La Verne Central Service Office (2234 1st Street, La Verne, APE Figure 3-5.11) was built in 1920. It is a contributor to the Heritage Buildings within the Lordsburg Historic District. This warehouse building appears to be eligible for the California Register under Criteria 1 and 3 as part of a historic district. The buildings have been altered and do not retain integrity. However, the buildings are significant to the development of La Verne. Therefore, the buildings are eligible for listing as locally significant on the California Register but are not eligible for listing on the National Register. The proposed ~~re are three~~ location for the LRT platform in the La Verne area would be 180 feet east of E. Street. The E Street station ~~option~~ platform would be located approximately 25 feet to the south, in the rail ROW. ~~The D Street station option would be located approximately 1,000 feet to the west. The LRT platforms in the potential multi-modal station would be located approximately 660 feet to the east.~~ The proposed E Street station platform would not change the present use or otherwise alter the industrial warehouse building in any way.

Because the University of La Verne Central Service Office is not eligible for the National Register of Historic Places, Section 106 does not apply. Under CEQA, there would be "no significant effect" on this historical resource.

La Verne Lemon Association Building

The La Verne Lemon Association Building (2016 D Street, La Verne APE Figure 3-5.11) was built in 1931. It is a contributor to the Heritage Buildings within the Lordsburg Historic District. The industrial warehouse building appears to be eligible for the California Register under Criteria 1 and 3 as part of a historic district. ~~There are three locations for the proposed platforms in the La Verne area.~~ The E Street station ~~option~~ platform would be located approximately 650 feet to the east and would not change the present use or otherwise alter the industrial warehouse building in any way.

Because the La Verne Lemon Association Building is not eligible for the National Register of Historic Places, Section 106 does not apply. Under CEQA, there would be "no significant effect" on this historical resource.

Pomona:

Santa Fe Depot

The S~~outhern Pacific Station~~ Santa Fe Depot, (~~101 West First Street,~~ 120 E. Santa Fe Ave., Pomona APE Figure 3-5.12) is a Spanish Mission style structure built in 1940.~~It was identified in a Historic Resources Survey and determined to be "4S" status code or "May become eligible for listing in the National Register as a separate property~~. ~~Pending SHPO concurrence, this property would be determined eligible for the National Register (under Criterion C) and would be automatically listed in the California Register (under Criterion 3).~~ The Depot is listed on the City of Pomona Index of (Historic) Properties and Districts, and has been determined eligible for the National Register. The proposed LRT center platform would be approximately 850 feet to the west, in the ROW, and a proposed 3-level parking structure would be located approximately 600 feet to the northwest. Because of their distance, both proposed structures would not change the present use or diminish the integrity of the significant historic features of the Southern Pacific Station or its setting in any way.

Under Section 106, application of the Criteria for Adverse Effect to the proposed project's effects on the Southern Pacific Station would result in a finding of "no effect" on this historic property. Under CEQA, there would be "no significant effect" on this historical resource.

Archeological Resources

At the Pomona Station location, the 1928 USGS 7.5' Claremont Quadrangle indicates potential for three historic structures with archaeological remains within the Project APE. In addition, the Pacific Electric rail line ran on the south side of the Project APE at this location. Subsurface structural remains or features may potentially be present at these locations.

Claremont:

Sumner House

The Sumner House was built in 1887 (105 N. College Avenue, Claremont APE Figure 3-5.15). It is a good example of a Queen Anne/Eastlake and was previously evaluated in 1978 with a California Historical Resource Code of "3S" meaning it was previously found to meet National Register criteria. ~~Pending~~ SHPO concurred in a letter dated July 1, 2004, this property ~~would be determined~~ is eligible for the National Register (under Criterion C) and ~~would be~~ is automatically listed in the California Register (under Criterion 3). The proposed station platform would be located over 600 feet to the southwest and would be visually separated from it by First Street and a large commercial building. The proposed 2-level parking structure would be located approximately 140 feet to the southeast on the existing Metrolink parking lot and would not change the present use or diminish the integrity of the significant historic features of the Sumner House or its setting in any way.

Under Section 106, application of the Criteria for Adverse Effect to the Proposed project's effects on The Sumner House would result in a finding of "no effect" on this historic property. Under CEQA, there would be "no significant effect" on this historical resource.

Packing House (Corona College Heights Lemon Packing House)

The Packing House (510-532 W. 1st Street, Claremont, APE Figure 3-5.14) was built from 1916-1934. This structure is the last visible link to Claremont's pioneering history in the citrus industry. The property has a California Historical Resource status code of "2S3," therefore it was previously determined eligible for the National Register of Historic Places and is automatically listed on the California Register of Historical Resources. A proposed 3-level parking structure would be located approximately 35 feet to the east and would not change the present use or otherwise alter the Corona College Heights Lemon Packing House in any way.

Under Section 106, only Criteria of Adverse Effect *example v-Introduction of visual, atmospheric, or audible elements* warrants discussion with regard to the application of the Criteria for Adverse Effect to the Packing House, as follows:

Atmospheric and audible elements would continue to be generated by train traffic and vehicular traffic near the Corona College Heights Lemon Packing House, with no substantial change from current conditions. The proposed parking structure would be located 35 feet east of the historic warehouse, and would result in the introduction of a new visual element but this would not be adverse if it is properly designed and landscaped. The historic warehouse's east façade features no distinctive architectural details. The proposed nearby parking structure would not obscure views of the warehouse's primary elevations. The proposed ~~4~~ 3-level parking structure's design, scale, and landscape would be constructed as to not diminish the integrity of the Corona College Heights Lemon Packing House setting, feeling, and association.

Under Section 106, application of the Criteria for Adverse Effect to the Proposed project's effects on the Corona College Heights Lemon Packing House would result in a finding of "no adverse effect" on this historic property. Under CEQA, there would be "no significant effect" on this historical resource.

Atchison Topeka & Santa Fe Railroad Station (Claremont Depot)

Atchison Topeka & Santa Fe Railroad Station, (Claremont Depot, 110 W. 1st Street, Claremont APE Figure 3-5.14) is a classic Mission Revival structure built in 1927. The Claremont Depot is listed on the National Register of Historic Places and, therefore, is automatically listed on the California Register of Historical Resources. The proposed Gold Line ~~Phase II~~ Foothill Extension Claremont LRT station Option A entrance walk and platform would be located approximately 30 feet to the south and southwest of the historic Atchison Topeka & Santa Fe Railroad Station. The proposed project's station platforms would be would be approximately 3-4 feet in height and constructed with a waiting shelter/canopy, waiting benches, ticket kiosks and centenary wire support poles. While the construction of the new sloped entrance walk and platforms would introduce a visual element to the historic setting, it would be of a scale and size that would not diminish the historic integrity of the historic Atchison Topeka & Santa Fe Railroad Station and would be compatible with it's historic use and setting as a passenger railroad depot. ~~project's platform station would be located approximately 275 feet~~ A three level parking structure would be constructed approximately 930 feet to the east of the Claremont Depot, and would not affect the building or its setting.

Claremont LRT Station Option B would be built 1 block to the east of the historic depot, adjacent to the existing Metrolink parking. The Option B station would have no effect on the historic depot.

Under Section 106, application of the Criteria for Adverse Effect to the Proposed project's effects on Claremont Depot, for either LRT station option, would result in a finding of "no effect" on this historic property. Under CEQA, there would be "no significant effect" on this historical resource.

Archeological Resources

Montclair:

No historic properties were identified within the APE for the Montclair station.

Summary of Impacts for Full Build (Pasadena to Montclair) Alternative

There would be would be no long-term impacts on historic properties in ~~Phase II~~ Foothill Extension Segment 1 and Segment 2 cities.

Summary of Impacts for Build LRT to Azusa Alternative

There would be would be no long-term impacts on historic resources in ~~Phase II~~ Foothill Extension Segment 1 cites.

3-5.2.5 Cumulative Impacts

The Southern California Association of Governments' (SCAG) 2004 Regional Transportation Plan (RTP) Final Program EIR is the most applicable certified planning document that provides a regional cumulative impact assessment for transportation improvements (including the proposed project) through the year 2030. SCAG's analysis of the 2004 RTP concludes that a significant cumulative impact to cultural resources would occur due to a substantial increase in urbanization in the SCAG region by 2030. Impacts to cultural resources resulting from the proposed project, although mitigated to less-than-significant/adverse levels, would contribute to the adverse cumulative impacts detailed in the 2004 RTP EIR.

~~Ongoing development in the study area and region has the potential to create both positive and negatives to cultural resources. There is not a comprehensive listing of properties that are eligible for the National Register of Historic Places or the California Register. In addition, as time passes there are properties that could become eligible for either register. Accordingly, the total pool of historic or potentially historic properties is not well defined and the likelihood of such properties being subject to either negative impacts, or positive restorative efforts, cannot be made. The proposed LRT alternatives would be likely to provide positive incentives for the preservation of historic resources by their utilization of existing historic depots for LRT stations. This utilization would be likely to demonstrate the desirability of re-use and perhaps inspire other preservation efforts in station areas.~~

3-5.2.6 Impacts Addressed by Regulatory Compliance

a. Construction-Period Impacts

Impacts that would arise from construction of any of the alternatives were identified in Section 3-5.2.3, above. Elimination or reduction of these construction period impacts would occur through two steps, as follows: (1) compliance with local, state or federal regulations or permits that have been developed by agencies to manage construction impacts, to meet legally established environmental impact criteria or thresholds, and/or to ensure that actions occurring under agency approvals or permits are in compliance with laws and policies, as described below; (2) implementation of the proposed alternatives with additional construction period mitigation measures. Section 3-5.2.3 identified construction period impacts for which compliance with local, state, and federal regulations, permits, or similar types of requirements would eliminate or reduce such impacts. Grading and construction activities may expose prehistoric or historical archaeological sites or paleontological resources. The proposed project would be implemented with the following accidental find provisions, expressed as mitigation measures, as part of any construction documents.

Regarding archeological resources (NEPA and CEQA):

CR-1 If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.

In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, CEQA 15064.5(e), and the Public Resources Code 5097.98 shall be implemented.

If buried cultural resources appear to be eligible for the National Register of Historic Places, Section 106 consultation shall be initiated with the State Historic Preservation Officer. If required, a Memorandum of Agreement will be developed.

Provisions for the disposition of recovered prehistoric artifacts shall be made in consultation with culturally affiliated Native Americans.

Regarding paleontological resources (CEQA Only):

CR-2 If paleontological materials are encountered, a qualified paleontologist will monitor all remaining excavation work that would extend 10 feet in depth, or more into the ground. The monitor shall be empowered to temporarily halt or divert excavation equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources.

Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.

Recovered specimens shall be curated into a professional, accredited scientific institution with permanent retrievable storage.

A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory would signify completion of the program to mitigate impacts to paleontologic resources.

Physical destruction of an archaeological resource that is eligible for the National Register would result in an adverse effect under Section 106 regulations. However, this potential adverse effect can be mitigated and minimized through Section 106 compliance and the mechanism of a Memorandum of Agreement (MOA) that specifies implementation of mitigation measures. Therefore after mitigation, construction period impacts would be not adverse under NEPA and not significant under CEQA.

If paleontological discoveries are treated as required under CEQA, this regulatory compliance will reduce the impacts to a less than significant level.

Summary of Construction Period Impacts for Full Build (Pasadena to Montclair) Alternative Addressed by Regulatory Compliance

Potential impacts from grading and construction activities may expose prehistoric or historical archaeological sites or paleontological resources. The project would be implemented with the accidental discovery provisions described above. Physical destruction of an archaeological resource, which is eligible for the National Register, would result in an adverse effect under Section 106 regulations. However, this adverse effect can be mitigated and minimized through Section 106 compliance and, if necessary, the mechanism of a Memorandum of Agreement that specifies implementation of mitigation measures, therefore after mitigation, construction period impacts would be not adverse under NEPA and not significant under CEQA.

If paleontological discoveries are treated as required under CEQA, this regulatory compliance will reduce the impacts to a less than significant level.

Summary of Construction Period Impacts for Build LRT to Azusa Alternative, Addressed by Regulatory Compliance

Potential construction period impacts in ~~Phase II~~ Foothill Extension, Segment 1 cites would be the same as described as above and would be reduced by compliance with the accidental discovery provisions described above.

b. Long Term Impacts

There are no long-term impacts to cultural resources associated with the No Build or LRT Alternatives.

3-5.3 Mitigation

3-5.3.1 Construction Period Mitigation

Construction period impacts to cultural and paleontological resources during construction of the Build Alternatives would be eliminated or reduced by complying with the local, state and/or federal regulatory requirements and/or permits for potential archeological and paleontological resources, so no additional measures to mitigate impacts are required.

3-5.3.2 Long Term Mitigations

Section 3-5.2.4 identified no long-term impacts to cultural or paleontological resources due to the proposed project, and no additional measures to mitigate impacts are required.

3-5.4 Impact Results with Mitigation

3-5.4.1 Construction Period

For all alternatives, construction period impacts would be reduced to less than adverse under NEPA and less than significant by compliance with accidental find provisions (regulatory compliance). No further mitigation would be required and there would be no remainder adverse effects under NEPA and no remainder significant impacts under CEQA.

3-5.4.2 Long Term

No long-term impacts to cultural resources would occur, so neither regulatory compliance nor long-term mitigation would be required. Impacts would be less than adverse under NEPA and less than significant under CEQA. However, to ensure that the impacts of new parking structures to historic districts are minimized, the Construction Authority will impose the following condition to the Design-Build contracts.

CR-3 Parking structures that are built within or adjacent to historic districts will be designed in a manner that is sympathetic to the characteristics of the historic district and consistent with the Secretary of the Interiors' Standards for the Treatment of Historic Properties.