

## 3.6 CULTURAL RESOURCES

### 3.6.1 Regulatory Setting

#### 3.6.1.1 State

##### ***California Environmental Quality Act***

According to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21084.1), the term historical resource includes any resource listed, or determined to be eligible for listing, in the California Register of Historical Resources (California Register). Properties listed or eligible for listing in the National Register are automatically listed in the California Register. 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 categorizes paleontological resources as cultural resources and requires an impact evaluation for such resources.

##### ***Process for Identifying Historical Resources***

The CEQA legislation regarding historical resources is as follows:

##### ***CEQA Public Resources Code Section 21084.1***

*A project 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. For purposes of this section, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subsection (k) of Section 5020.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. 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, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.*

#### 3.6.1.2 Regional and Local

This section identifies local planning guidance provided by local ordinances and general plans regarding the protection of historical and cultural resources, including historic districts.

Most of the Cities and Counties in the project vicinity have a plan or policy that recognizes the importance of historic preservation in their respective communities. The list below provides the plans and policies adopted by the cities and counties in the Metro Gold Line Foothill Extension study area. By following the federal and state regulations discussed above, the Metro Gold Line Foothill Extension

project would meet all objectives and policies relevant to cultural resources (i.e., those associated with the character, important landmarks, historic districts and other features identified for protection within these communities).

### ***City of Glendora***

#### **Glendora Community Plan 2025—Chapter 2, Land Use Element—6.0 Planning Considerations, Goals, and Policies—LU-12: Preservation of Existing Historic Neighborhoods**

The City of Glendora considers the preservation of neighborhood character a primary means of preserving the character of the community as a whole. Glendora Community Plan 2025 outlines the city's goals for preserving existing historic neighborhoods:

- *Goal LU-12.1 Provide for regulatory policies, design guidelines, and other methods that promote the preservation of historic neighborhoods and established single-family residential areas.*
- *Goal LU-12.2 Encourage the restoration and rehabilitation of historic resources.*
- *Goal LU-12.3 Increase the level of public education regarding Glendora's historic resources.*
- *Goal LU-12.4 Introduce provisions within the city's municipal code that would enhance and protect historically significant neighborhoods.*
- *Goal LU-12.5 Encourage the creation of neighborhood groups and associations for the purpose of neighborhood preservation and enhancement.*
- *Goal LU-12.6 Ensure that rehabilitation efforts preserve the historical integrity of the original structure.*
- *Goal LU-12.7 Develop design guidelines to preserve neighborhood character and control mansionization.*

#### **City of Glendora Historic Landmark Ordinance—Glendora Municipal Code—Title 21 Zoning—Chapter 21.03, General Regulations—21.03.050, Historic Preservation**

The City of Glendora established the City Historic Landmark Register to preserve structures of local, state, and/or national significance. Listing triggers environmental review of significant modifications to the property.

*A. Purpose. The purpose of this section is to promote the general welfare by providing for the identification, protection, enhancement, perpetuation, and use of improvements and areas within the city that reflect special elements of historical, architectural, archaeological, cultural, or aesthetic heritage for the following reasons:*

- 1. To encourage public knowledge, understanding, appreciation, and use of the city's past;*
- 2. To foster civic pride in the beauty and personality of the city and in the accomplishments of its past;*
- 3. To identify and resolve, as early as possible, conflicts between the preservation of cultural resources and alternative land uses;*

4. *To encourage conservation of building material resources through maintenance and restoration of existing historical structures;*
5. *To promote the enjoyment and use of cultural resources appropriate for the education and recreation of the people of the city;*
6. *To encourage modification of historical buildings that is compatible with the historical character of such buildings;*
7. *To promote awareness of the economic benefits of historic preservation.*

### **Los Angeles County General Plan**

The boundaries of the City of Glendora encompass two “islands” of unincorporated Los Angeles County. Los Angeles County recognizes that cultural resources are an important part of the county’s identity and contribute to the local economy. Policies outlined in the County’s 2011 draft General Plan for the management and preservation of cultural resources are listed below. The following discussion is a portion of Section VIII: Historical, Cultural, and Paleontological Resources, from Chapter 6: Open Space and Conservation Element.

- *Policy C/OS 14.1: Mitigate all impacts from new development on or adjacent to historical and cultural heritage resources sites to the greatest extent feasible.*
- *Policy C/OS 14.2: Support an inter-jurisdictional collaborative system that protects and enhances the county’s cultural heritage resources.*
- *Policy C/OS 14.3: Support the preservation and rehabilitation of historic buildings.*
- *Policy C/OS 14.4: Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).*
- *Policy C/OS 14.5: Promote public awareness of the county’s cultural heritage resources.*
- *Policy C/OS 14.6: Ensure that proper notification and recovery processes are carried out for development on or near historical and cultural heritage resource sites.*

### **City of San Dimas**

#### **City of San Dimas Standards for Historic Preservation**

The City of San Dimas follows the standards known as the “Secretary of the Interior’s Standards for Rehabilitation,” listed below, which were developed by the U.S. Department of Interior. “Rehabilitation” is defined as “the process of returning a property to a state of utility, through repair or alteration, that makes possible an efficient, contemporary use while preserving those portions and features of the property that are significant to its historic, architectural, and cultural values.”

*The 10 standards pertain to historic buildings of all material types, construction types, sizes, and occupancy. They encompass the exterior and the interior, related landscape features, and the building’s site and environment as well as attached, adjacent, or related new construction. The following standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility:*

1. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*
2. *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*
3. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*
4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*
5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*
6. *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*
7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*
8. *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*
9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*
10. *New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment will be unimpaired.*

### ***City of La Verne***

#### **Lordsburg Specific Plan—Chapter 4, Historic Preservation—Preserving the Historic Fabric *La Verne's Preservation Philosophy***

*In defining a preservation strategy to protect and preserve the best of Lordsburg, the citizens, planning commission, and council have set the following principles to guide that philosophy:*

*Preservation should be a positive experience rather than a punitive one; therefore, the Lordsburg preservation strategy should rely on an incentive-based approach that emphasizes voluntary incentive programs over punitive measures to encourage compliance.*

*La Verne’s historic character is not defined so much by an abundance of outstanding individual structures as by a fabric in which none of the individual threads stand out, one where the interweaving of structures from varying periods defines the neighborhood’s charm and appeal. Protecting the neighborhood as a unit becomes the foremost obligation of the plan. “Heritage buildings,” as identified in this plan, are not expressly designated landmarks but instead those properties most suitable for preservation under this specific plan.*

*The fundamental principle of the design guidelines for this district is not to impose a rigid architectural theme or thinking but rather to live by a few simple rules that will preserve the look and feel of Lordsburg:*

- 1. Wherever possible, buildings should be retained that help establish the character and quality of life associated with this neighborhood;*
- 2. Wherever possible, new construction will be allowed that is consistent with neighborhood character and identity;*
- 3. Wherever possible, buildings should be remodeled in a manner consistent with their origin. A 1950s stucco office need not be remodeled to look like an 1895 Victorian; in fact, the two can exist side by side, but future remodeling should allow both to keep their identity.*

#### **La Verne General Plan—Cultural Resources—Vision Highlights—Chapter 1—Past**

*We aim to preserve cultural resources by:*

- 1. Defining, identifying, and documenting our cultural resources;*
- 2. Preserving and protecting our cultural resources;*
- 3. Enhancing and expanding cultural resource programs; and*
- 4. Integrating cultural resources into the fabric of community life.*

*Issues, Goals, and Policies—Implementation Measures*

- a. Define our historical resources as those that fit the State of California’s definitions for such as well as the criteria and regulations for the California Register of Historical Resources.*
- b. Recognize the importance of both tangible and intangible resources, understanding that the tangible resources are the products of intangible values and resources.*

## ***City of Pomona***

### **Pomona General Plan 2011 Update—Chapter 7, Planning Components—7-F, Community Design**

This historic preservation section gives the community an opportunity to focus appropriate attention on the protection of its historical and cultural resources. The purpose of this section is to provide guidance in developing and implementing activities that ensure the identification, designation and protection of cultural resources as part of the City's community planning, development, and permitting processes. In doing so, this component has the potential to enhance the sense of place, improve the quality of life, and provide economic stability for Pomona.

The historic preservation section addresses a variety of issues:

- 1. Preserving the city's important physical connections to the past,*
- 2. Protecting existing historical and cultural resources,*
- 3. Balancing the principles of historic preservation with the need for redevelopment and economic revitalization, and*
- 4. Promoting the benefits of historic preservation through an increased historic tourism economy and reinvestment of individual property tax savings into historical properties.*

### **Pomona Historic Ordinance, Section 5809-13 of the Zoning Ordinance**

The City's Register of Historic Resources was created under the Pomona Historic Ordinance. Listing automatically triggers environmental review of significant modifications to a property. An improvement, natural feature, or site may be designated a Historic Landmark by the Historic Preservation Commission and city council, and any area within the City of Pomona may be designated a Historic District pursuant to Subsection E of Section.5809-13 if the building, or majority of the buildings (in a district), is 50 or more years old or of exceptional quality if less than 50 years old, and it meets one or more of the following criteria:

- It exemplifies or reflects special elements of the City of Pomona's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history;
- It is identified with persons or events significant in local, state, or national history;
- It embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
- It contributes to the significance of a historic area (i.e., a geographically definable area possessing a concentration of historic or scenic properties or thematically related grouping of properties that contribute to each other and are unified aesthetically by plan or physical development);
- It is the work of a notable building, designer, landscape designer, or architect;
- It has a unique location or singular physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the City of Pomona;
- It embodies elements of architectural design, detail, materials, or craftsmanship that represent a significant structural or architectural achievement or innovation;

- It is similar to other distinctive properties, sites, areas, or objects based on a historic, cultural, or architectural motif;
- It reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning;
- It is one of the few remaining examples in the City of Pomona, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.

### ***City of Claremont***

#### **Claremont General Plan, Chapter 2-35, Historic Preservation**

In 1980, the City of Claremont created the Register of Structures of Historic and Architectural Merit of the City of Claremont (City Register). Since then, the City Register has been reviewed and revised with several additions. More than 1,000 properties have been listed since 1980. Listing a property on the City Register triggers environmental review of significant modifications to the property. Construction alternatives, such as relocation, adaptive reuse, and possible mitigation to reduce adverse impacts, are considered under the City's General Plan.

### ***City of Montclair***

#### **Montclair Preservation Ordinance, Title 11, Zoning and Development—Development Standards—Chapter 11.56**

The City of Montclair's Preservation Ordinance established guidelines for the preservation, restoration and protection of historic and cultural resources within the city. The guidelines are considered necessary in order for the public and the City to work together in preserving those elements of Montclair's heritage that may now, or in the future, be endangered. The ordinance is designed to:

- Encourage public knowledge, understanding, and appreciation of the city's past;
- Strengthen civic and neighborhood pride in the beauty and architecture of the past;
- Preserve diverse architectural styles and designs reflecting phases of the city's heritage;
- Promote the enjoyment and use of cultural resources appropriate for the education and restoration of the city;
- Encourage new construction and exterior modification of historical buildings that are compatible with the historical character of such buildings;
- Protect and enhance property values and provide possible added benefits to the city and its inhabitants through the exploration of creative financial incentives for preservation;
- Encourage the adaptive recycling or reuse of existing historic landmarks.

The Historic Preservation Commission was established to oversee compliance with the ordinance. The commission has the following powers and duties:

- Administer the provisions of this chapter;
- Perform such other advisory functions as may be delegated from time to time to the Historic Preservation Commission by the city council;
- Maintain a current register of landmark designations for public use and information.

### **3.6.1.3 Methodology**

#### ***Study Area***

Historical resources can be broken into two major categories: above ground buildings, structures, objects, and districts that may be referred to as “historic and architectural resources”, and prehistoric and historic-era archaeological sites, objects, and districts that may be referred to as “archaeological resources.” The study area is different for each category because of the nature of the resource and its sensitivity to potential project impacts.

#### ***Historic and Archaeological Resources***

The study area for identifying historic and archaeological resources that may be affected by the proposed project include the following:

- All parcels directly affected by or adjacent to proposed station areas, construction staging areas, or acquisition areas containing buildings that are 50 years of age or older and are not part of the existing railroad right-of-way
- All bridges that require alterations other than track work for the proposed project

Figure 3.6-1 through Figure 3.6-30 show the boundaries of the study area for historic architectural resources.



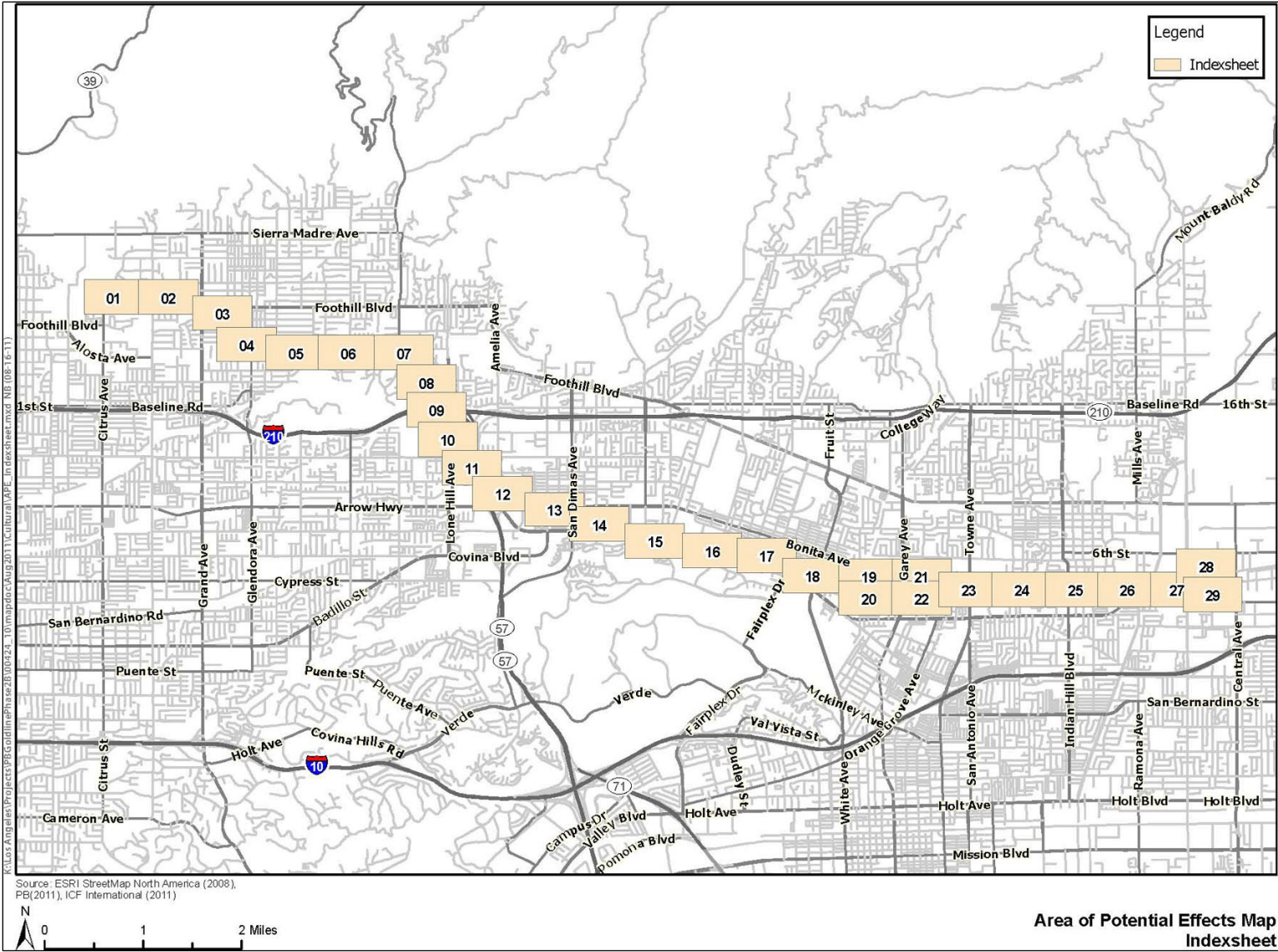


Figure 3.6-1. Area of Potential Effects (Key Map)

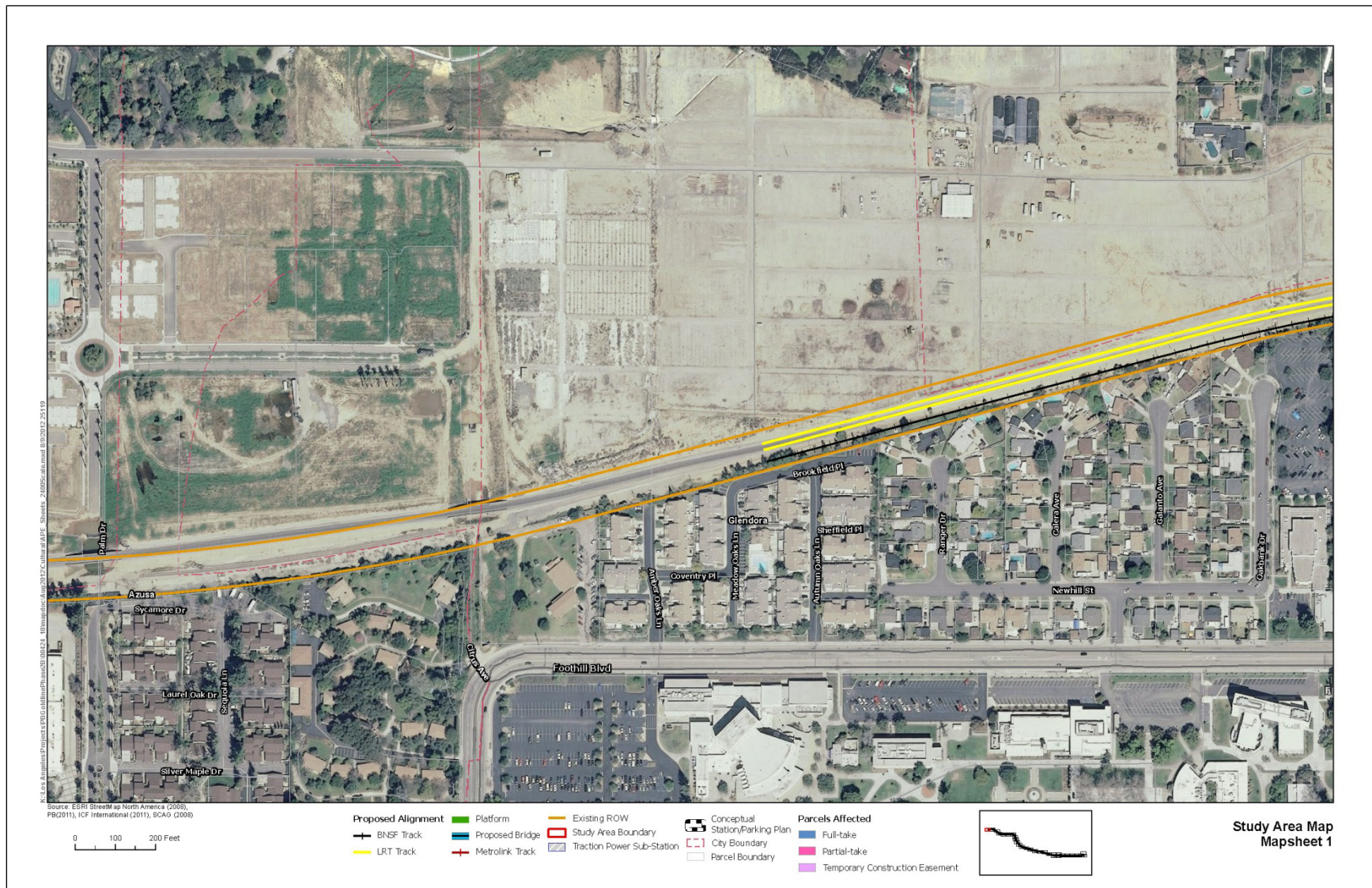


Figure 3.6-2. Area of Potential Effects Map (Area 01)

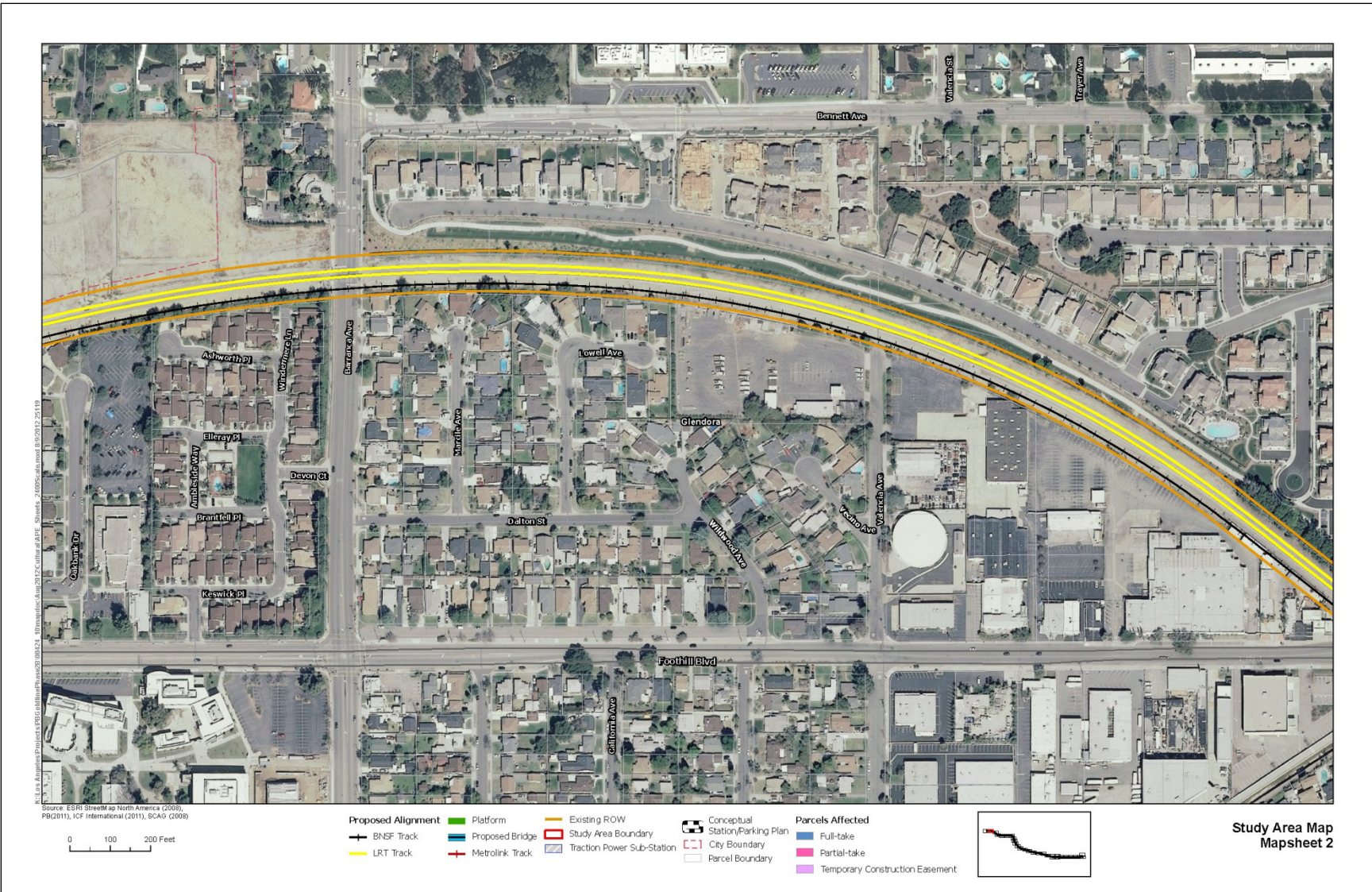


Figure 3.6-3. Area of Potential Effects Map (Area 02)

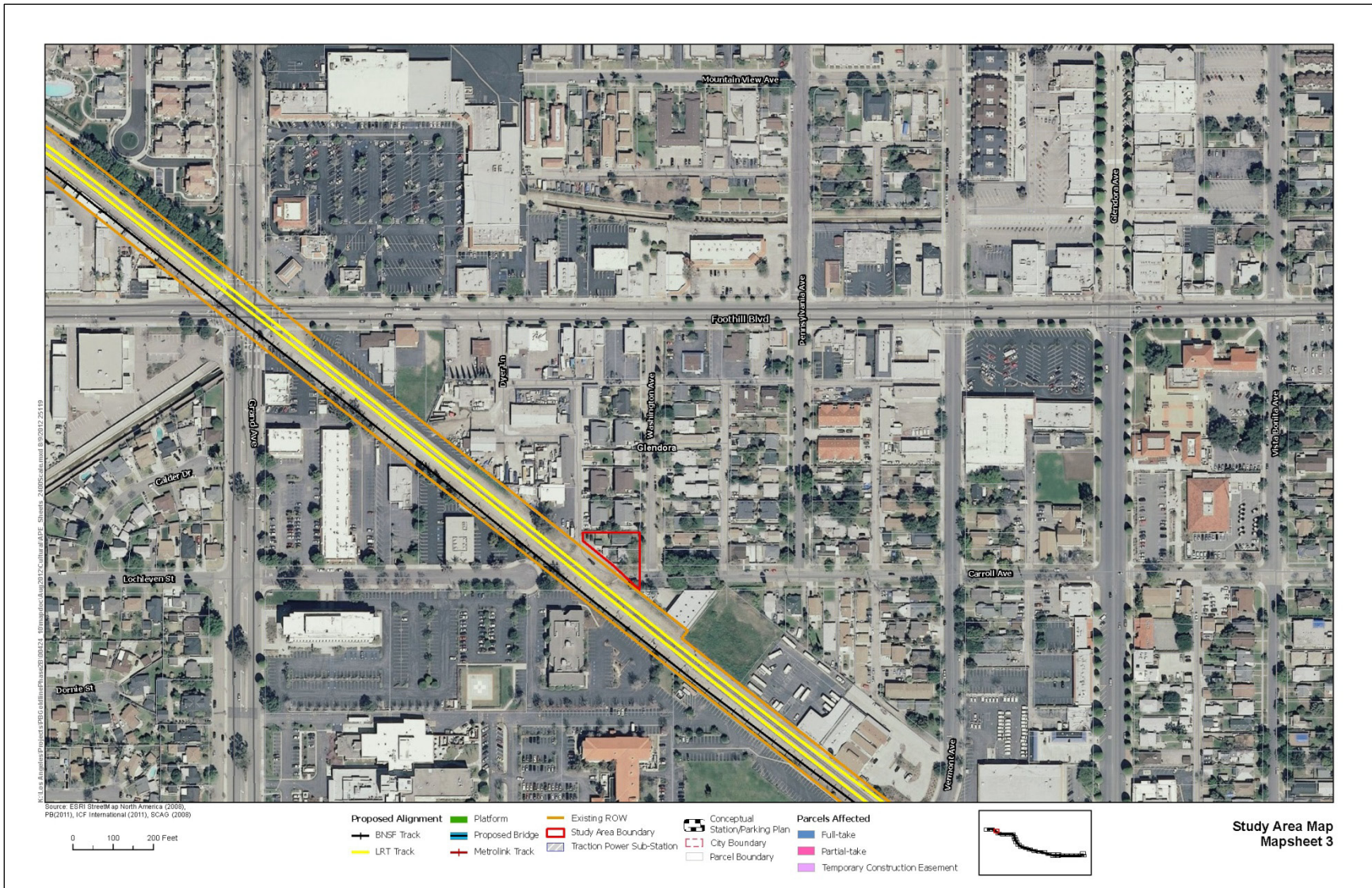


Figure 3.6-4. Area of Potential Effects Map (Area 03)

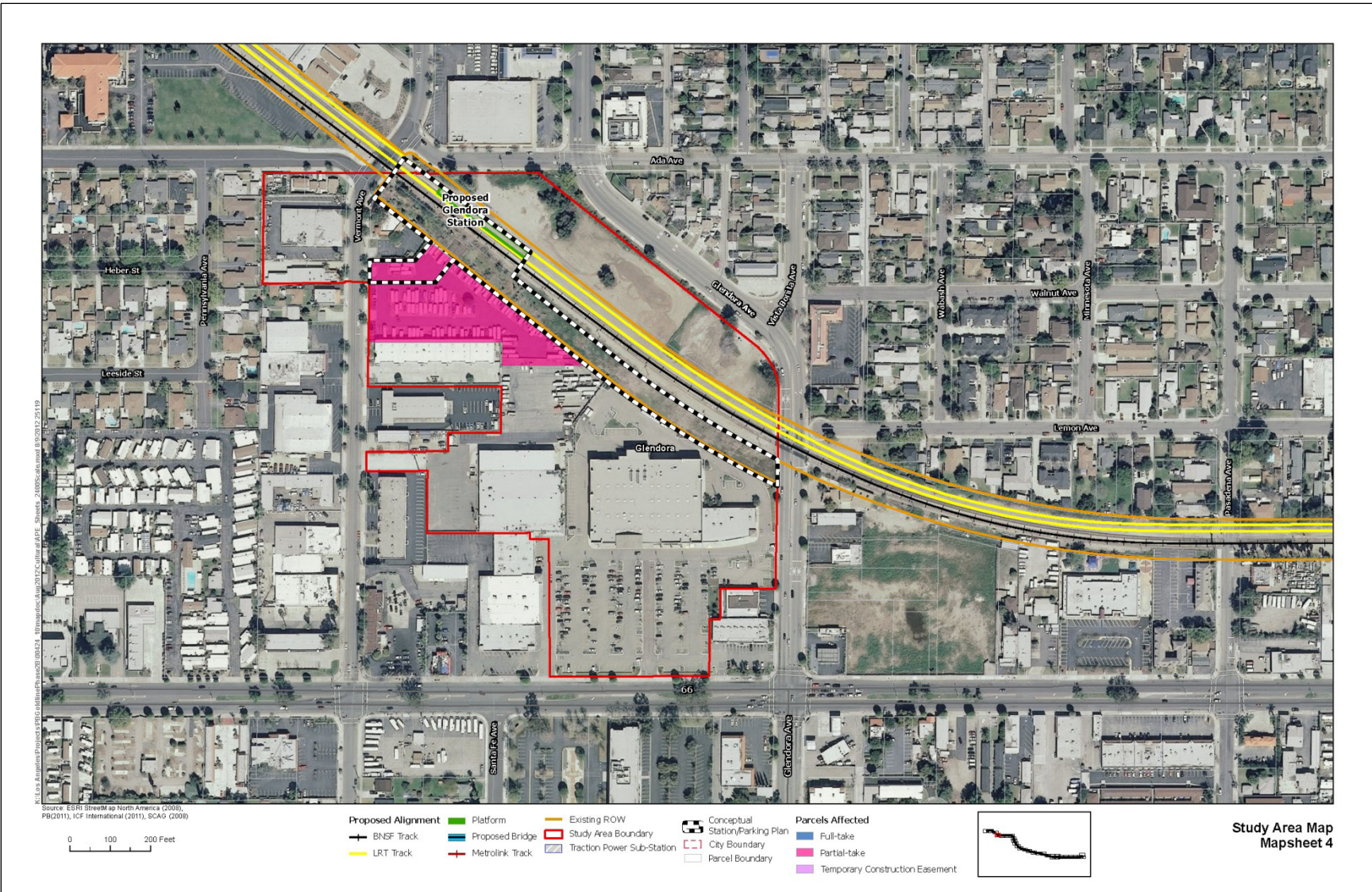


Figure 3.6-5. Area of Potential Effects Map (Area 04)

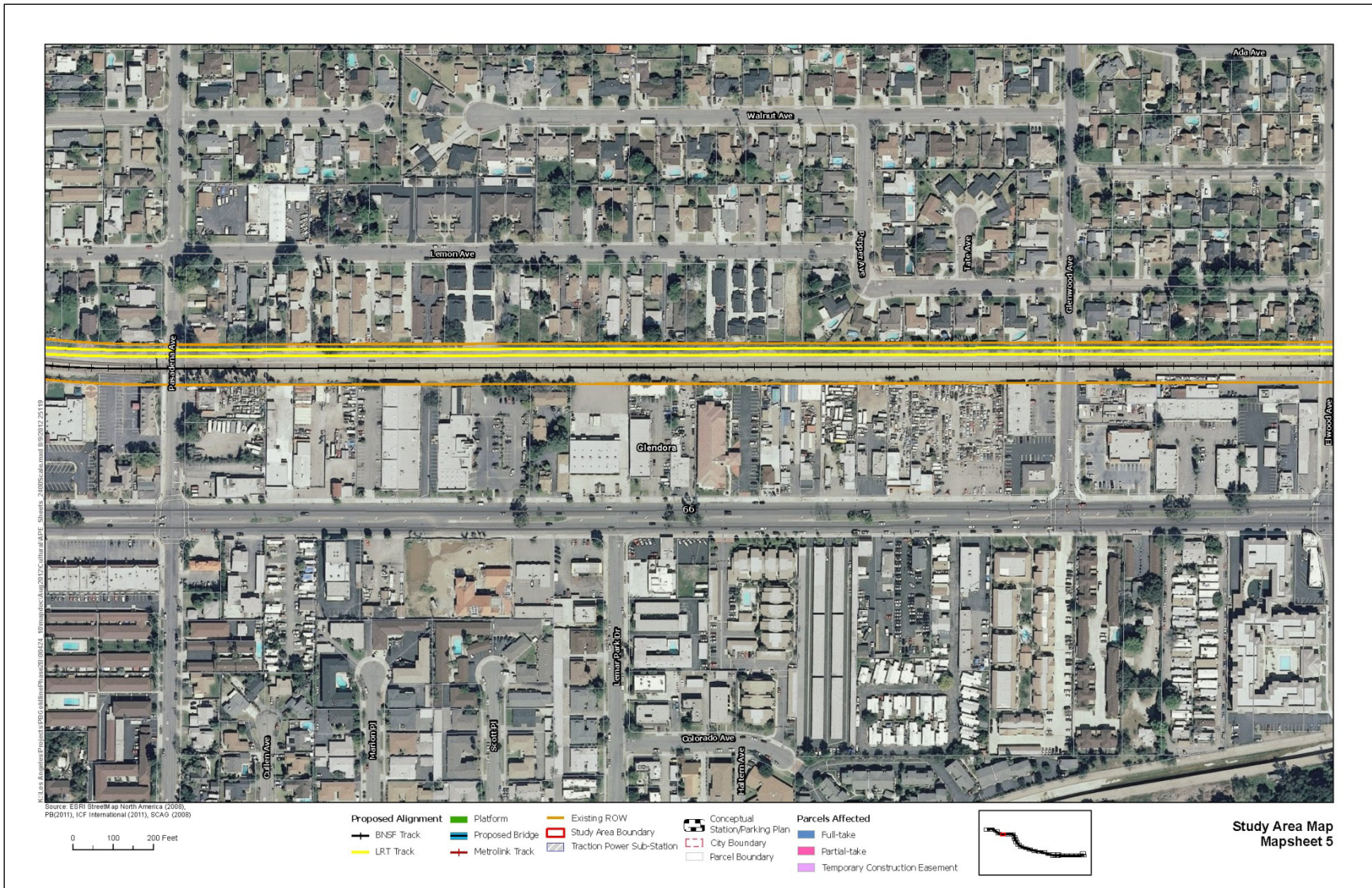


Figure 3.6-6. Area of Potential Effects Map (Area 05)

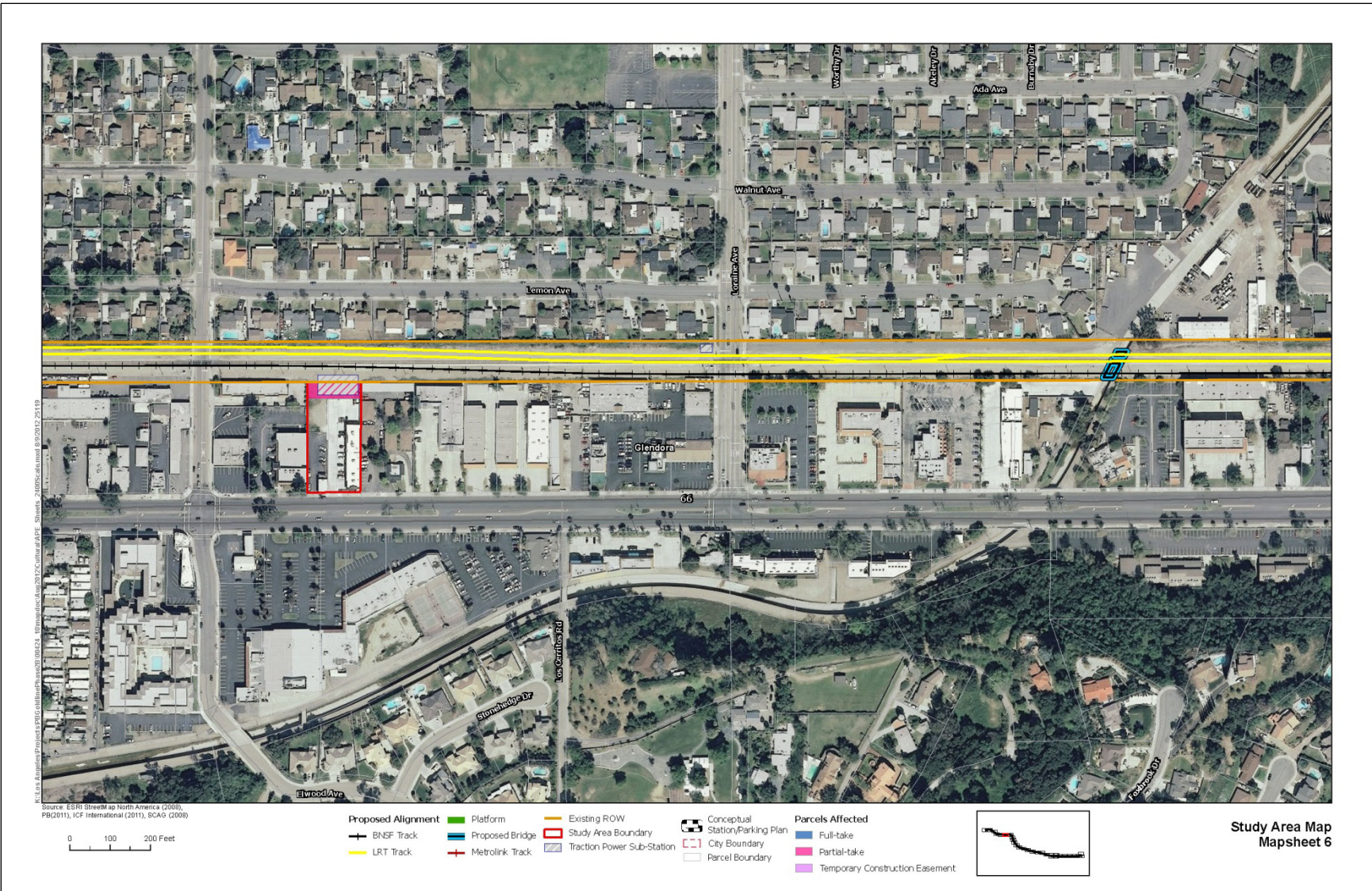


Figure 3.6-7. Area of Potential Effects Map (Area 06)

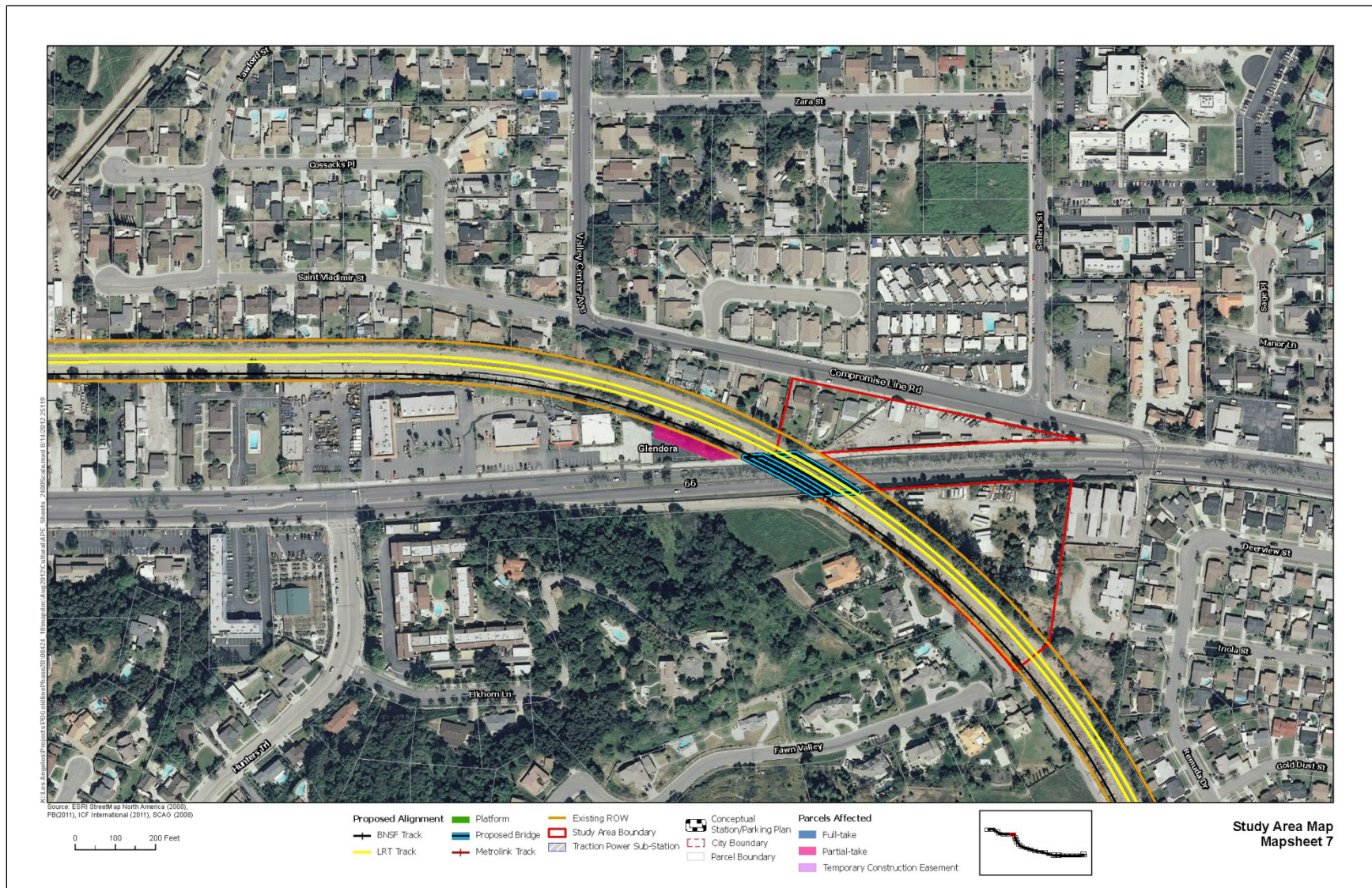


Figure 3.6-8. Area of Potential Effects Map (Area 07)





Figure 3.6-9. Area of Potential Effects Map (Area 08)

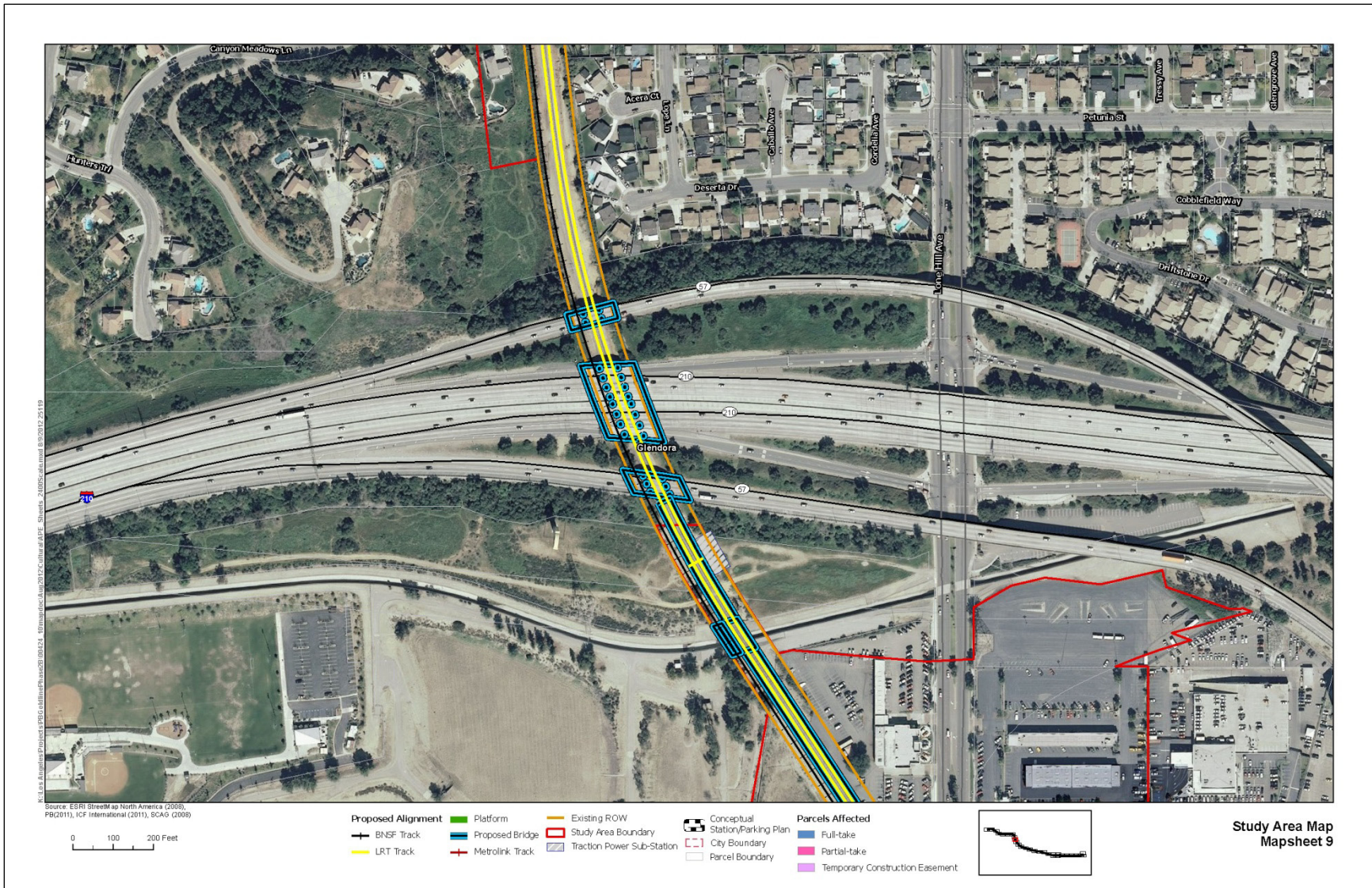


Figure 3.6-10. Area of Potential Effects Map (Area 09)

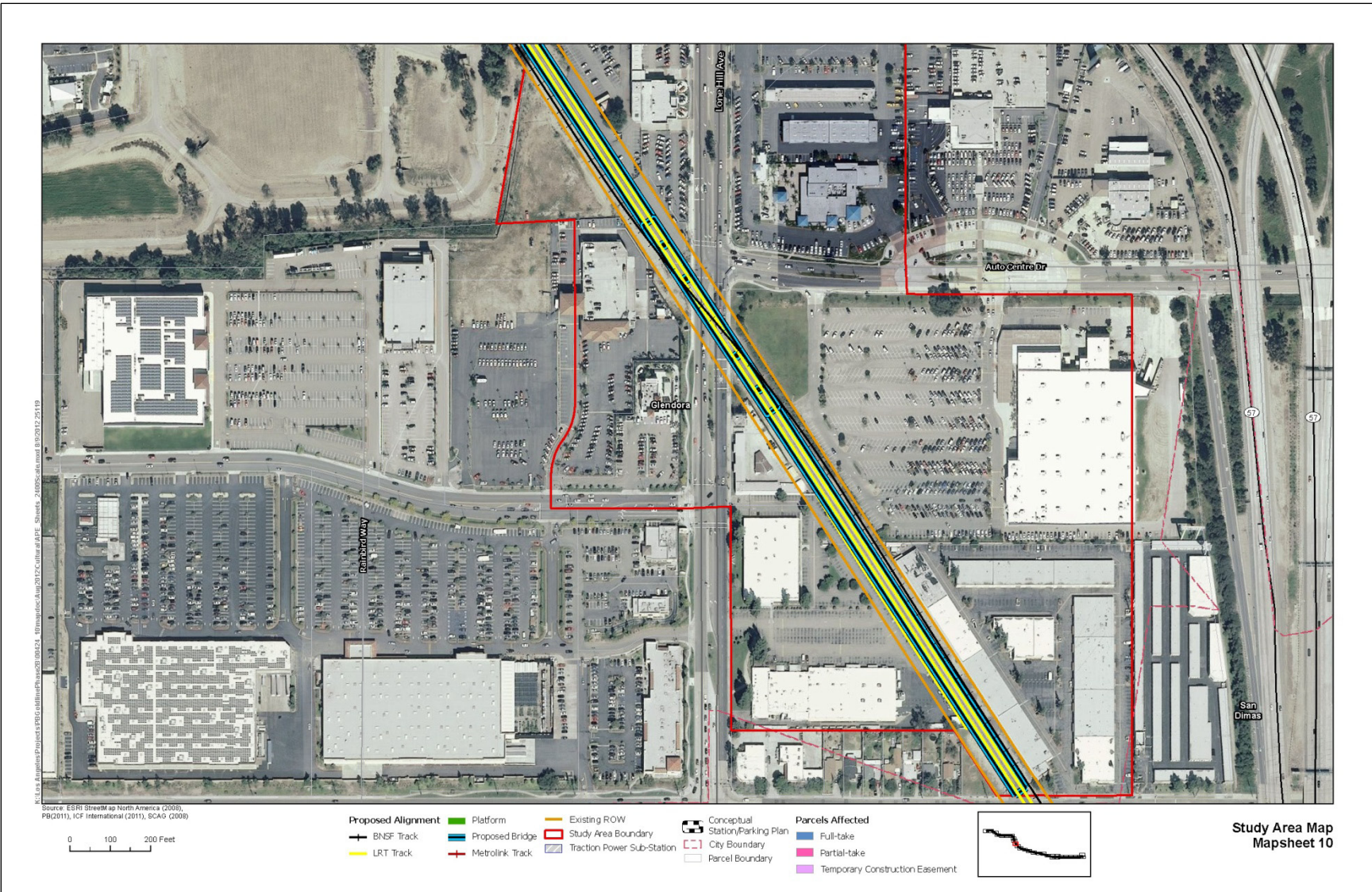


Figure 3.6-11. Area of Potential Effects Map (Area 10)

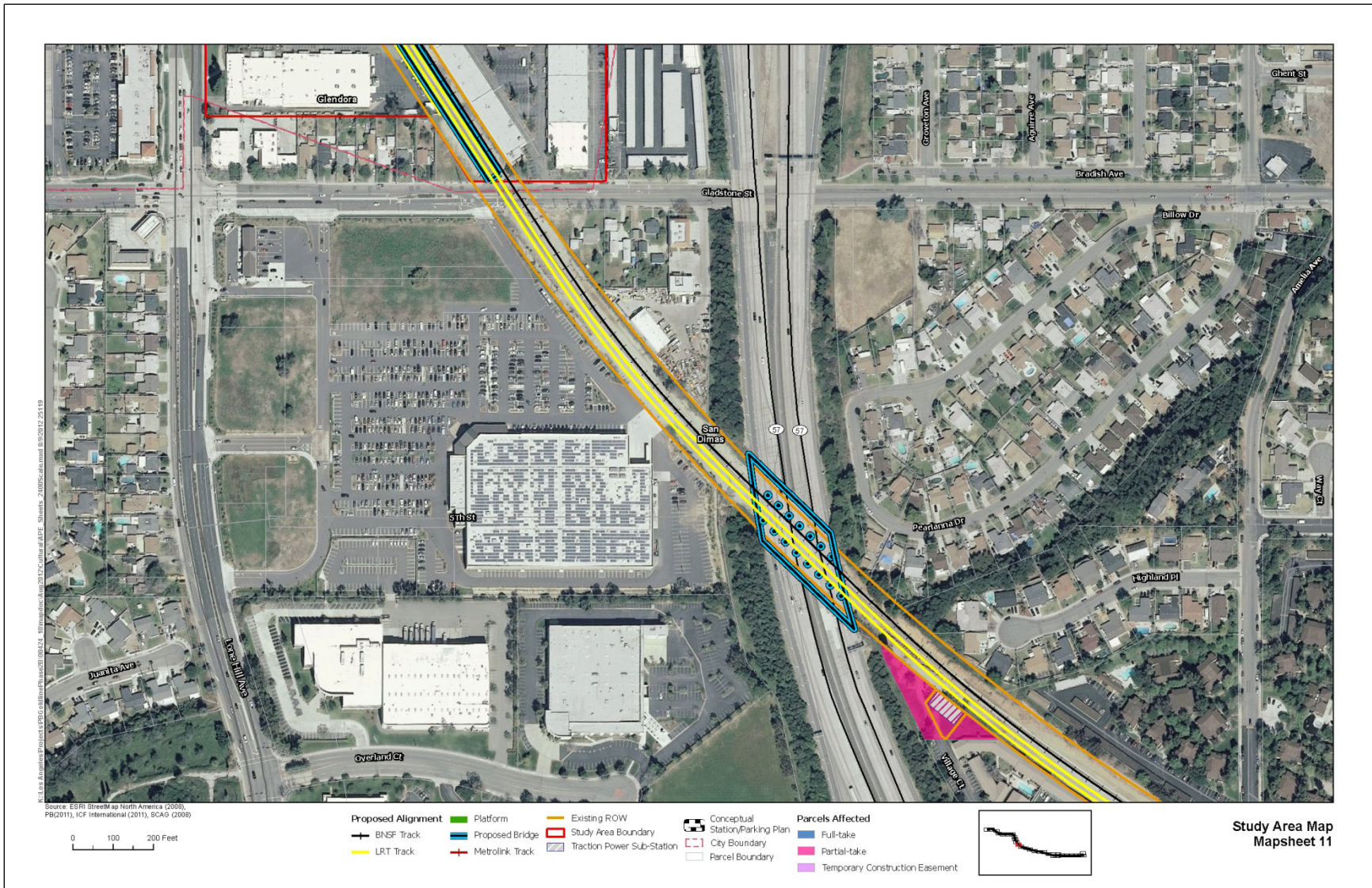


Figure 3.6-12. Area of Potential Effects Map (Area 11)

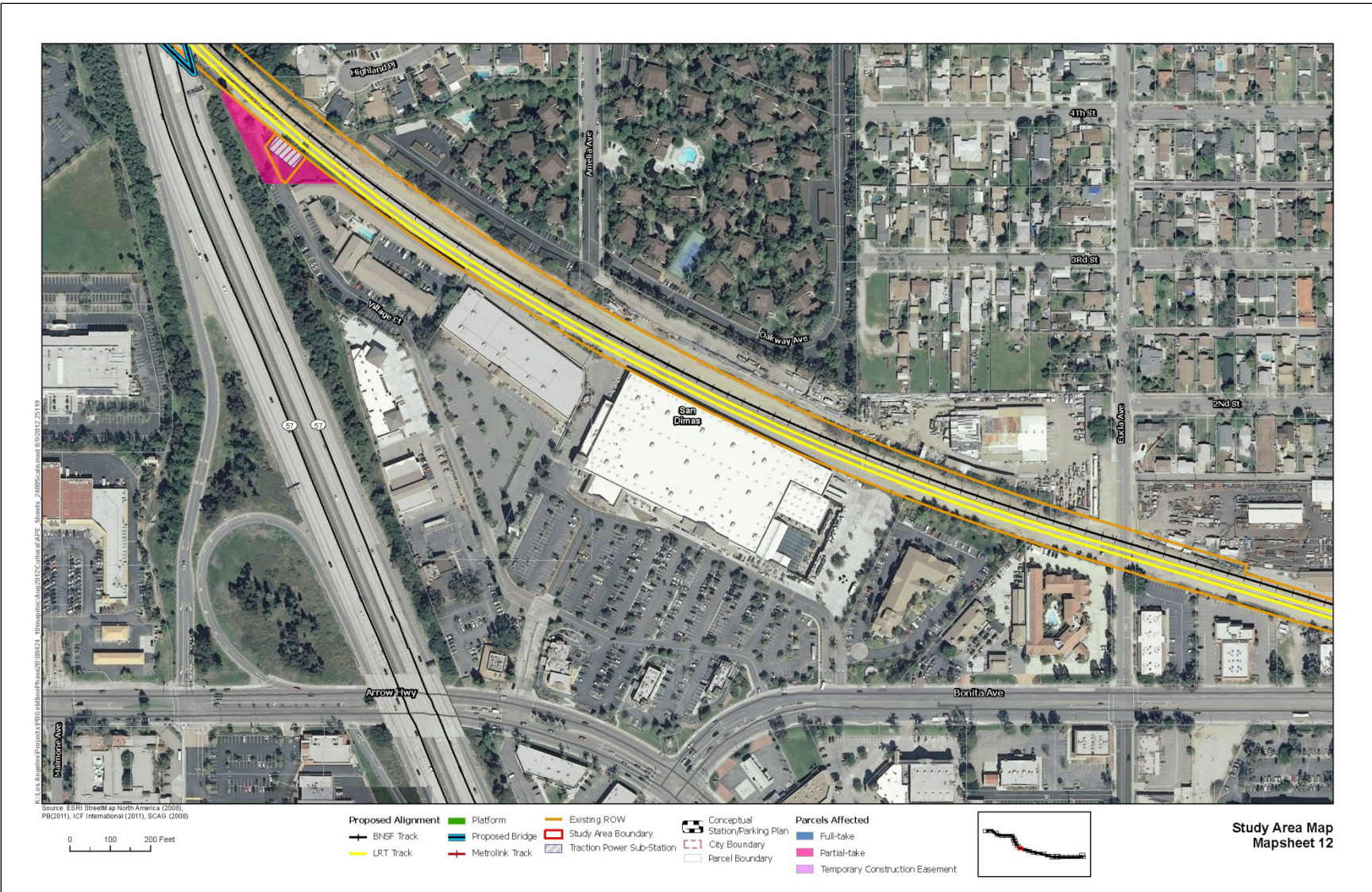


Figure 3.6-13. Area of Potential Effects Map (Area 12)

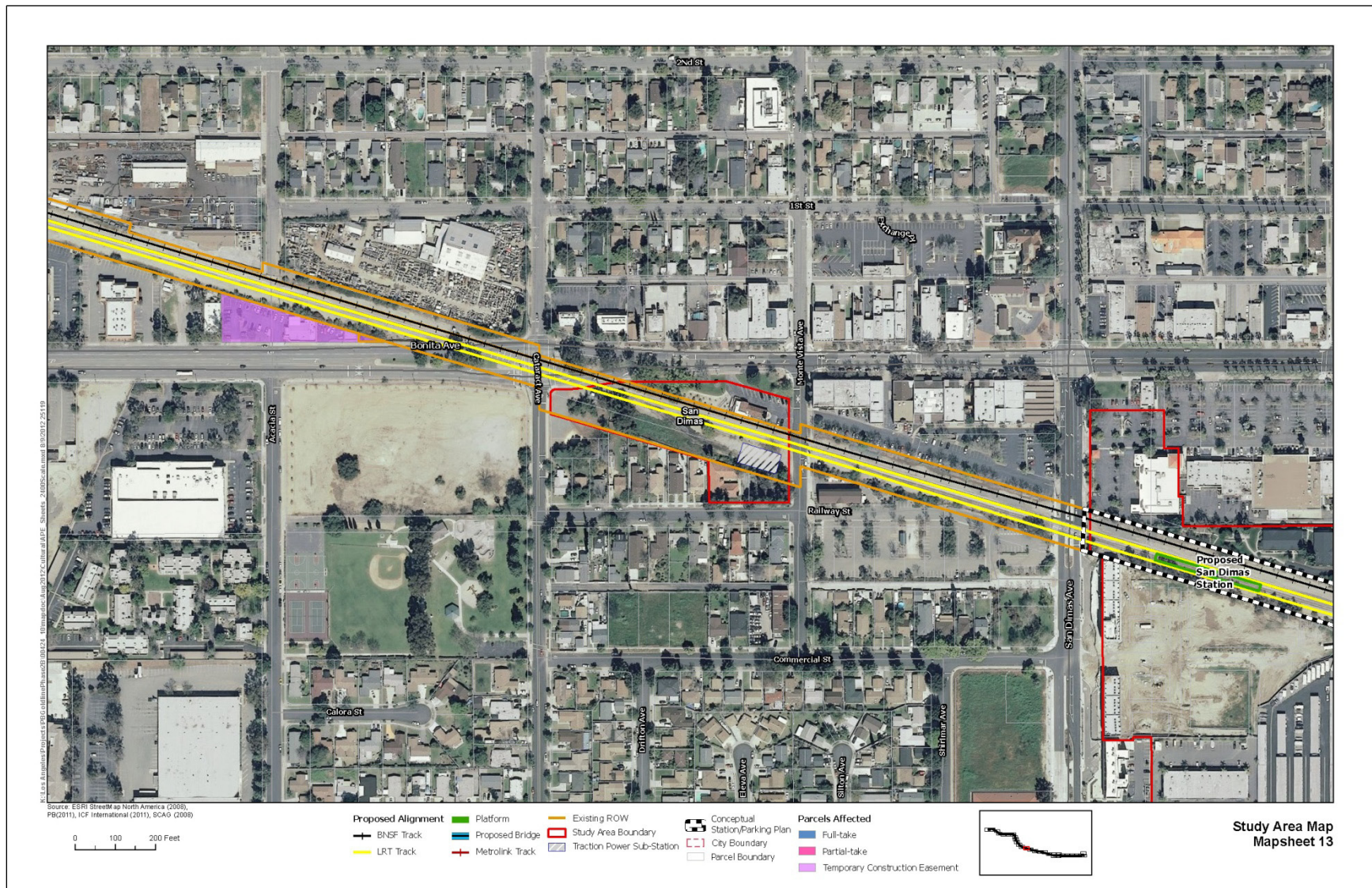


Figure 3.6-14. Area of Potential Effects Map (Area 13)

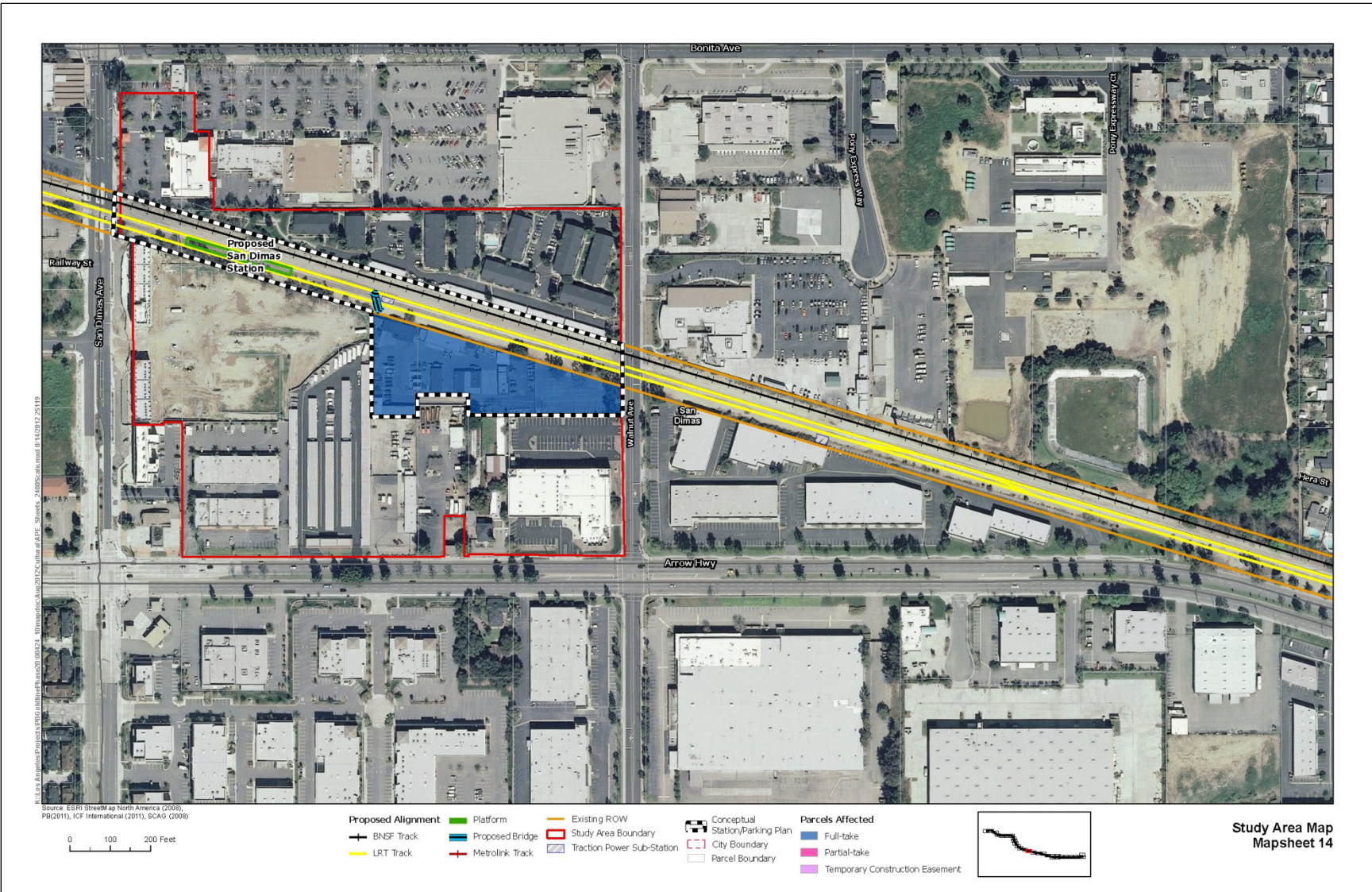


Figure 3.6-15. Area of Potential Effects Map (Area 14)



Figure 3.6-16. Area of Potential Effects Map (Area 15)



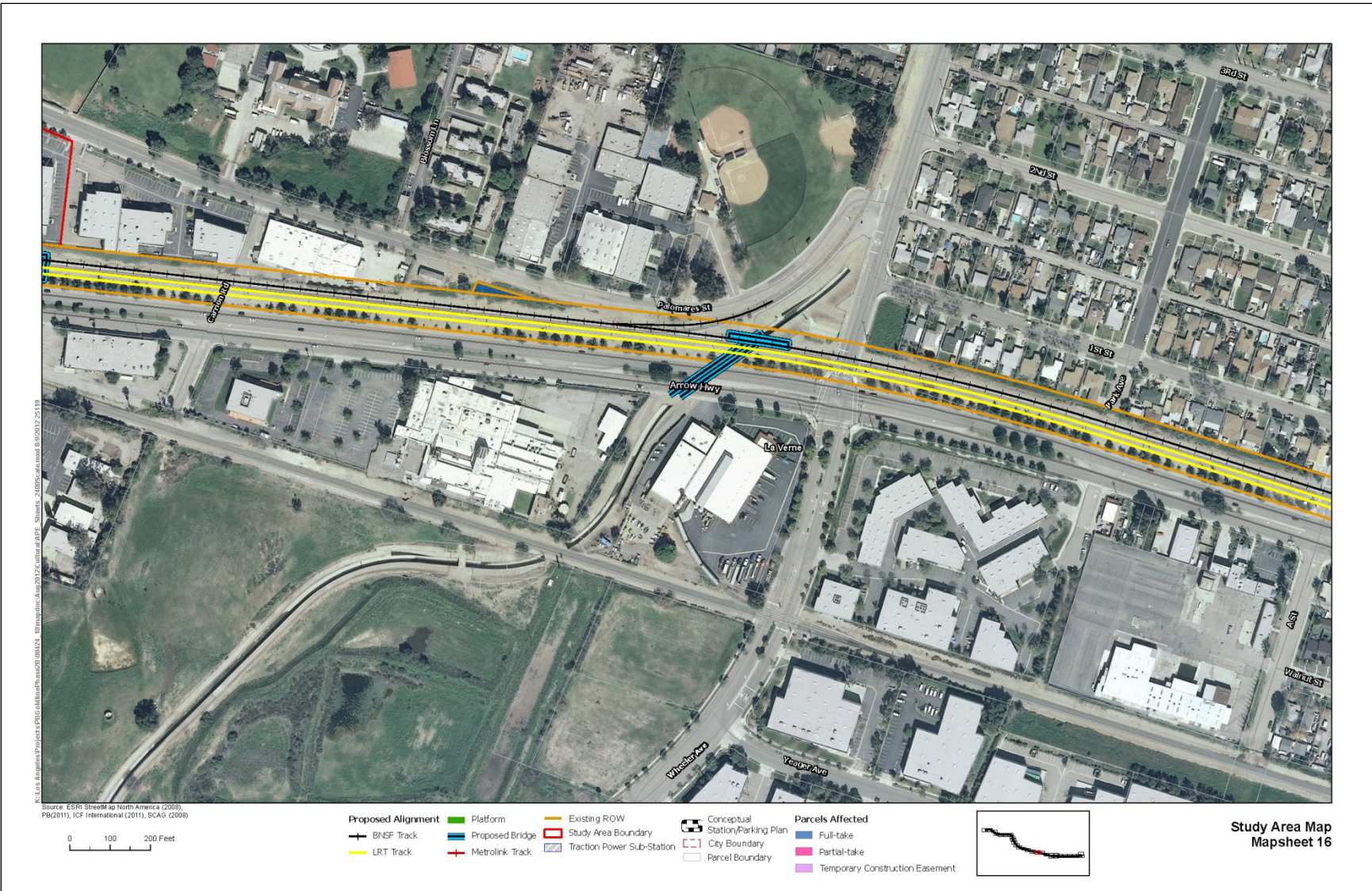


Figure 3.6-17. Area of Potential Effects Map (Area 16)

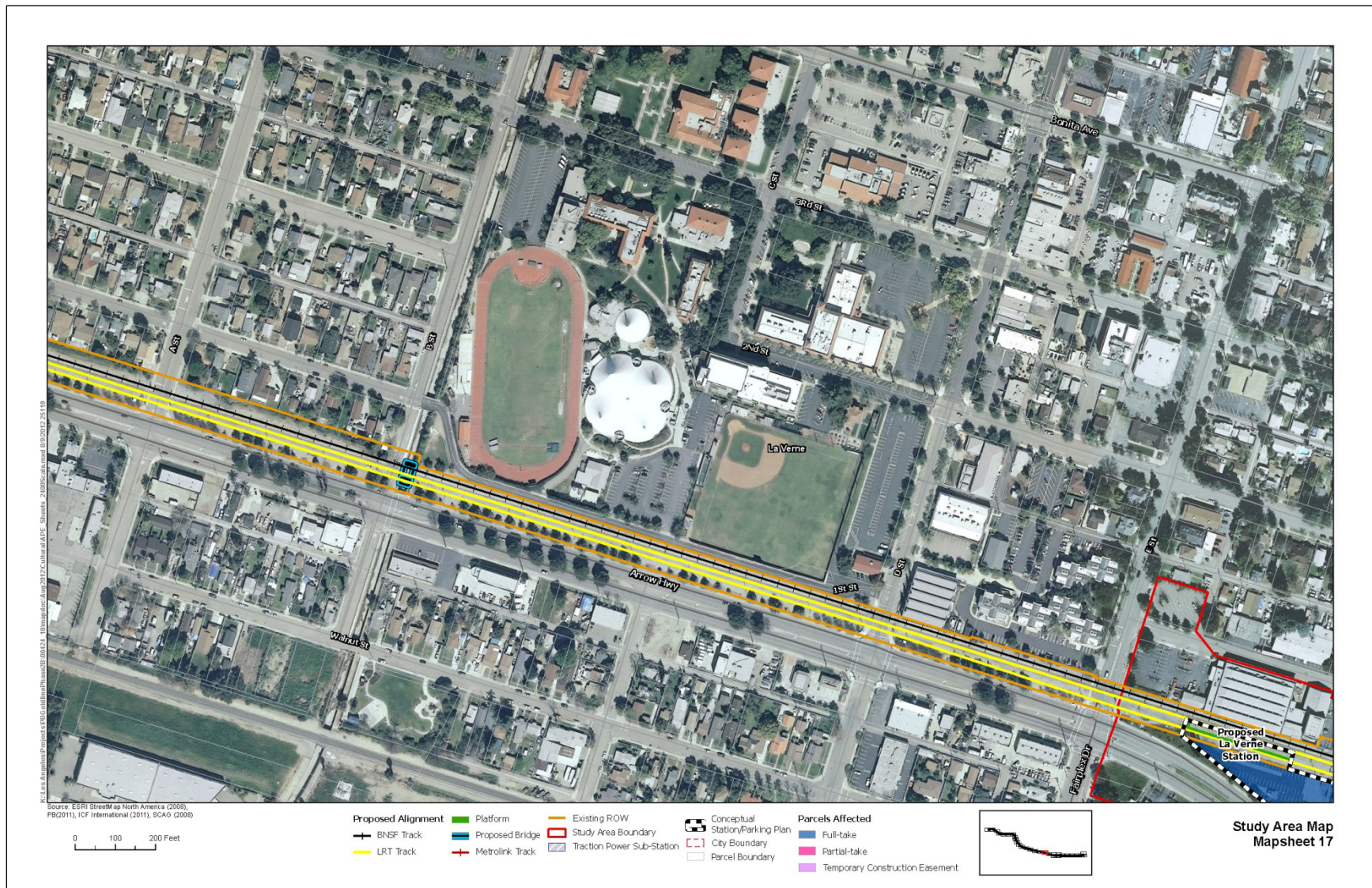


Figure 3.6-18. Area of Potential Effects Map (Area 17)

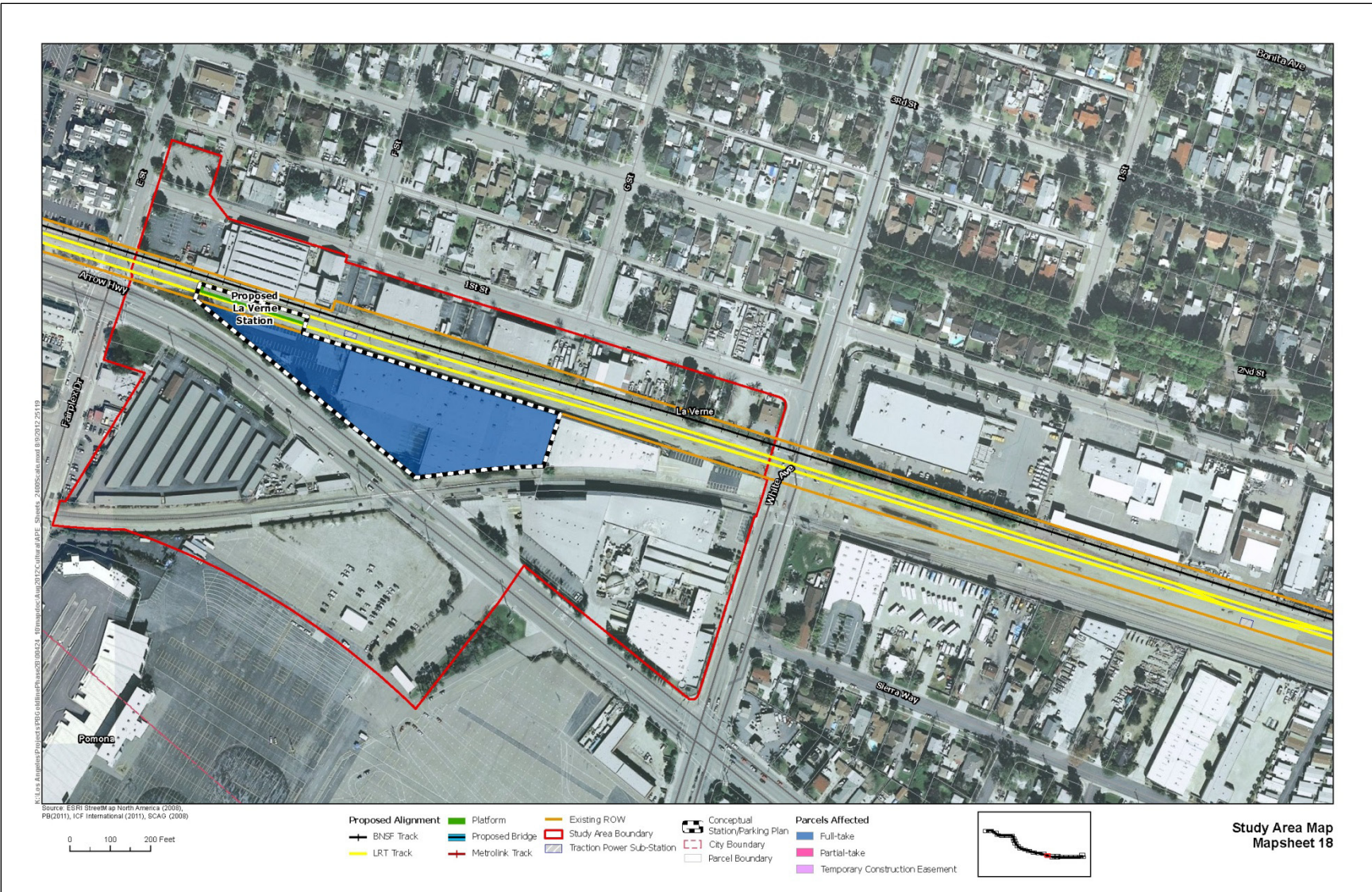


Figure 3.6-19. Area of Potential Effects Map (Area 18)



Figure 3.6-20. Area of Potential Effects Map (Area 19)

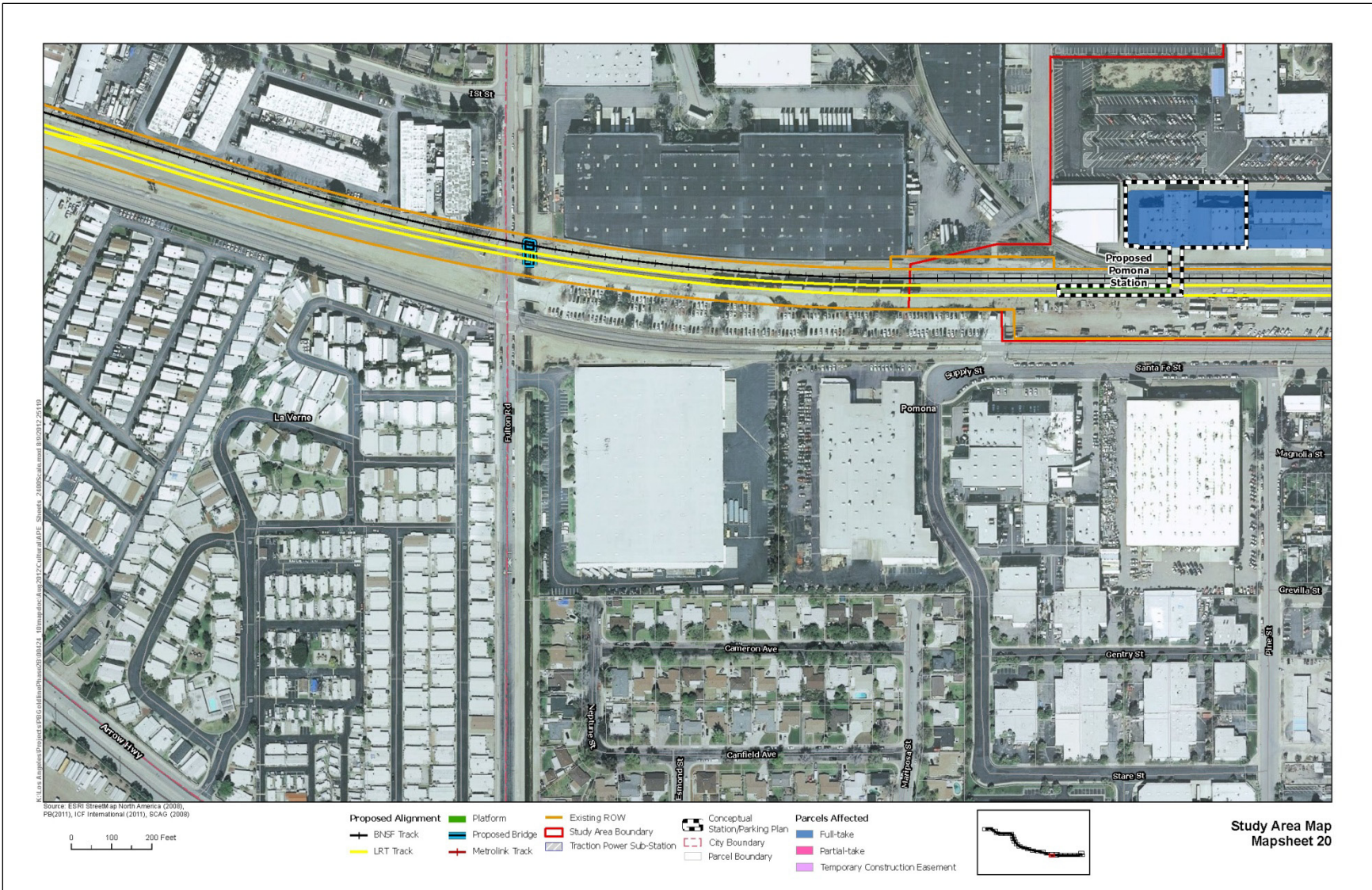


Figure 3.6-21. Area of Potential Effects Map (Area 20)

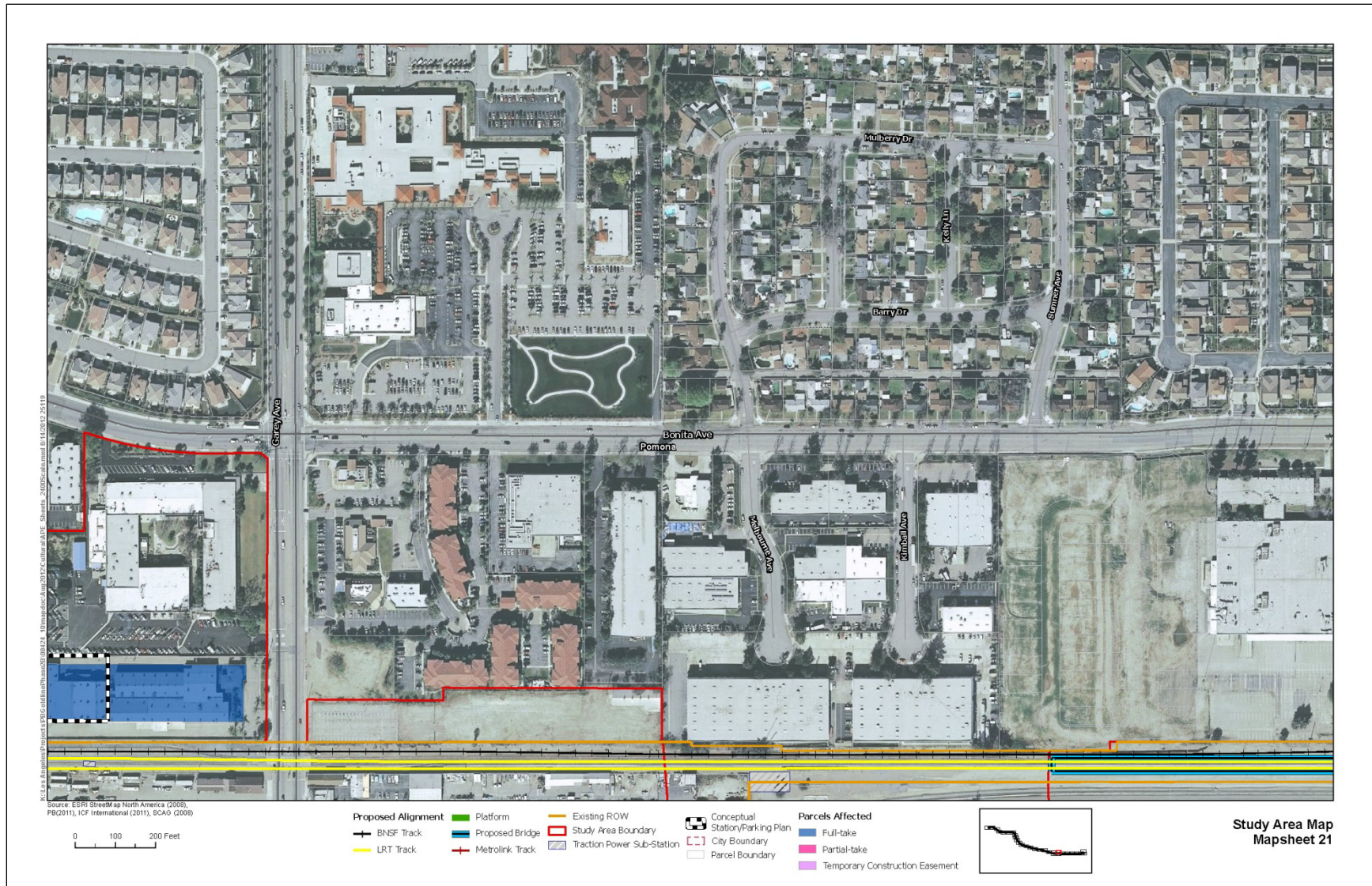


Figure 3.6-22. Area of Potential Effects Map (Area 21)

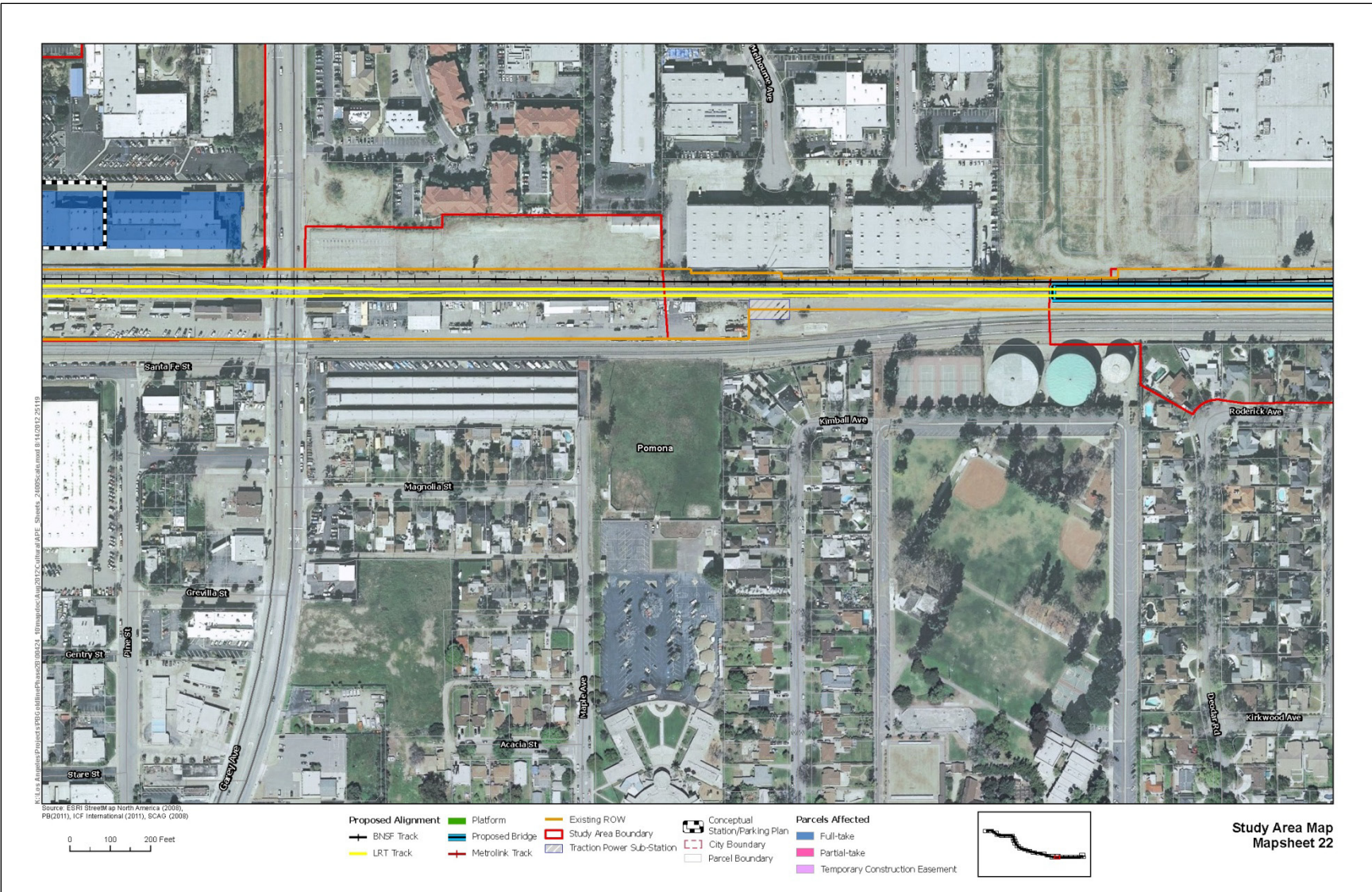


Figure 3.6-23. Area of Potential Effects Map (Area 22)

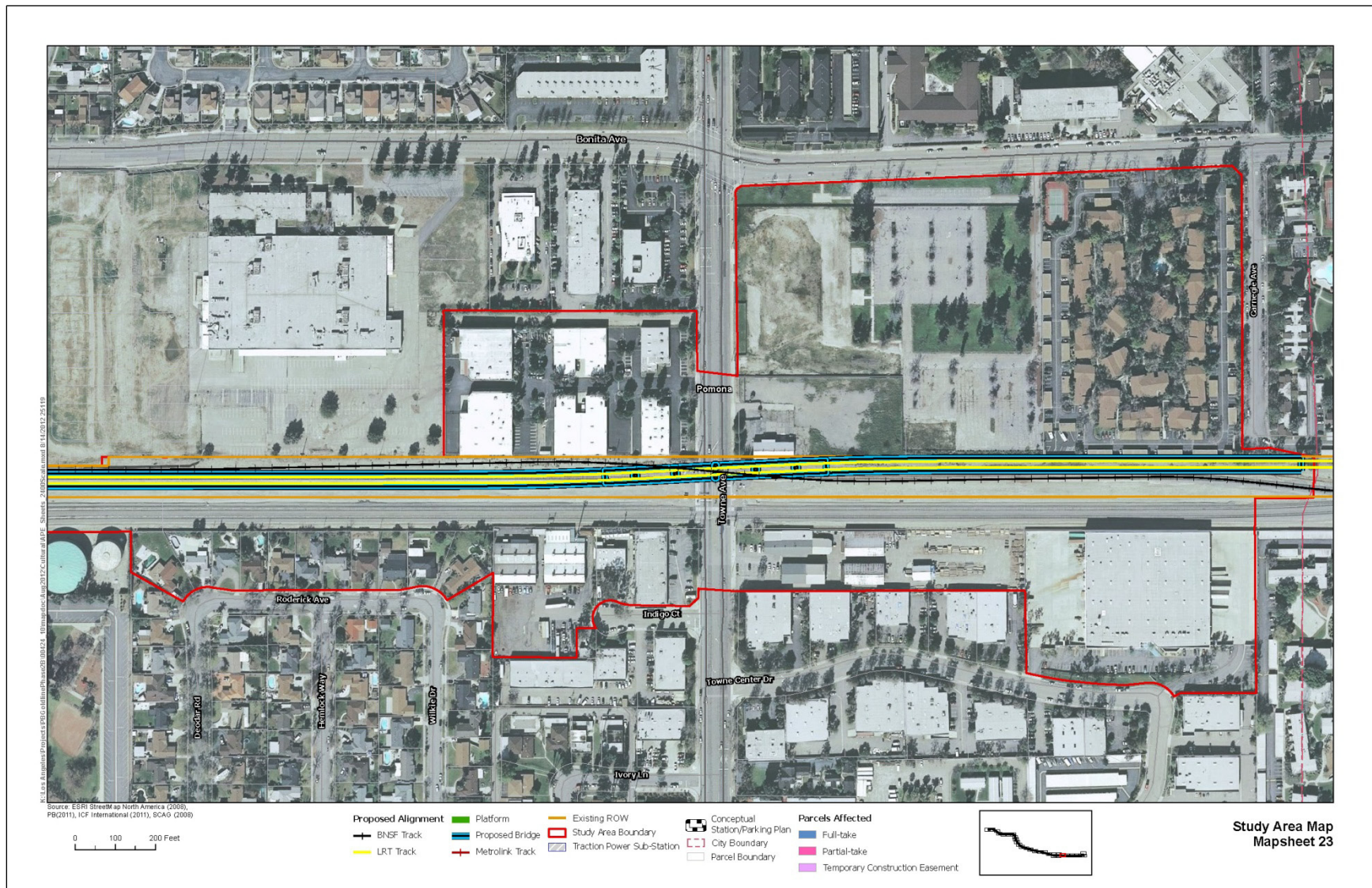


Figure 3.6-24. Area of Potential Effects Map (Area 23)



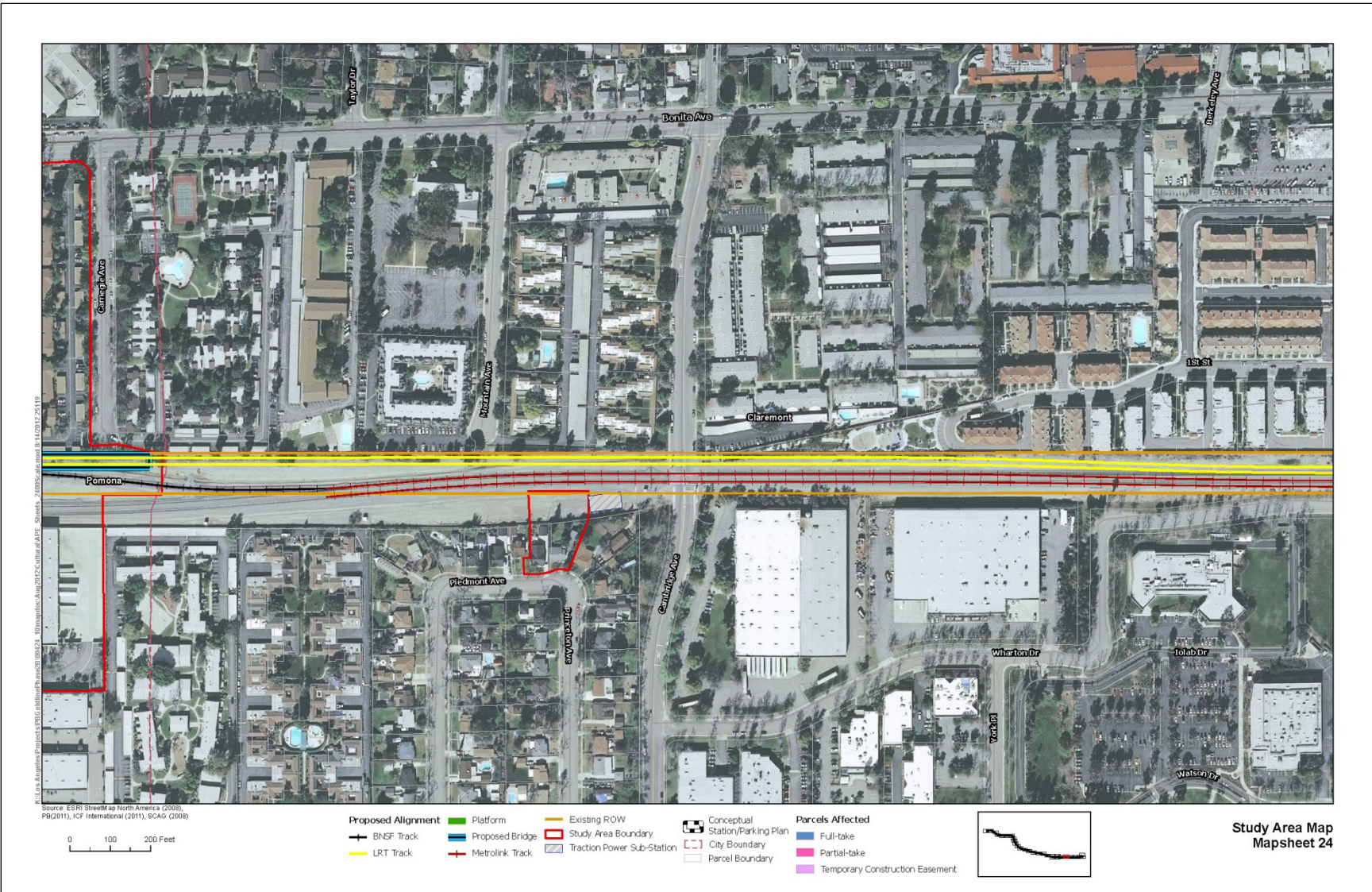


Figure 3.6-25. Area of Potential Effects Map (Area 24)

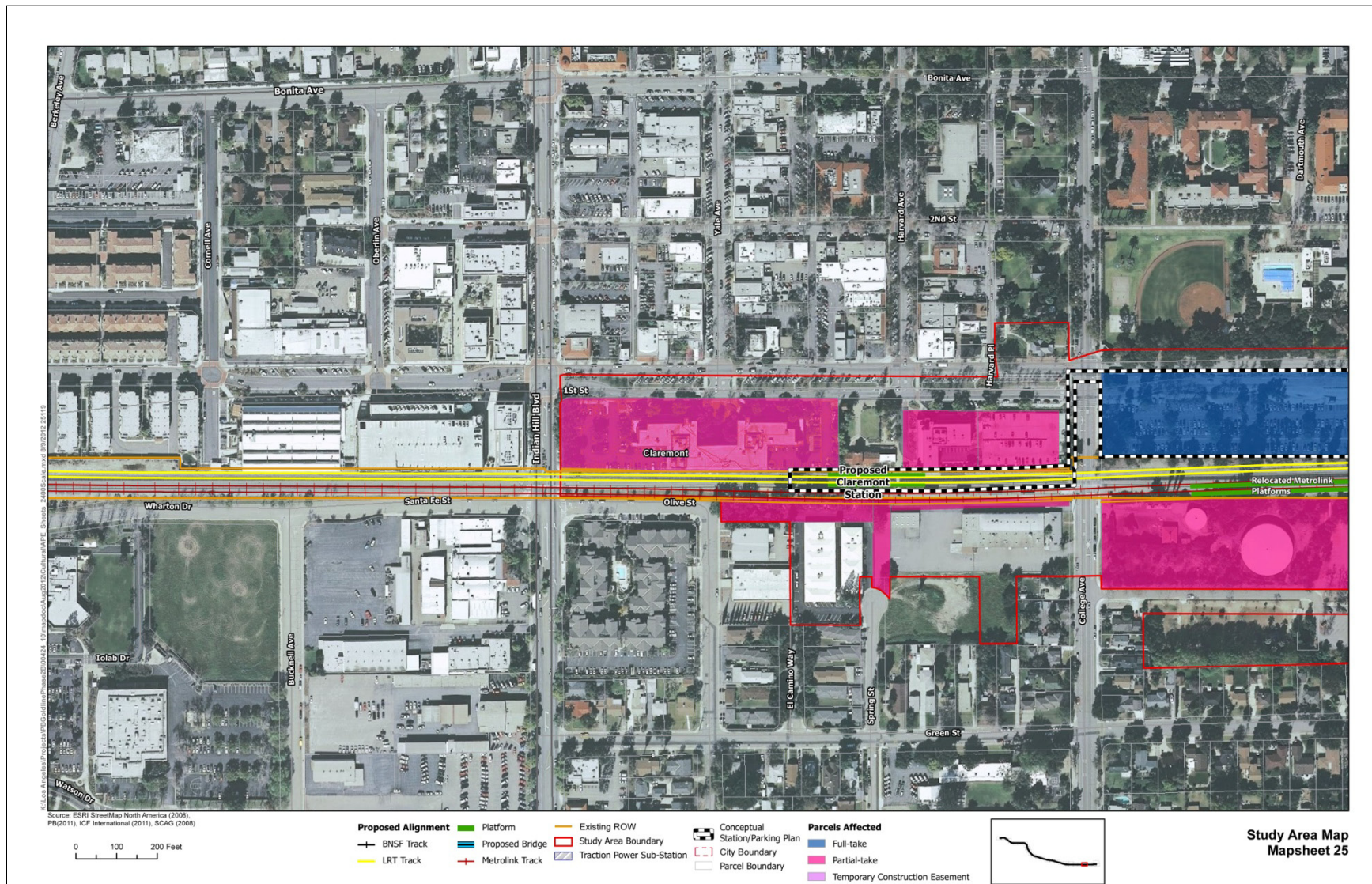


Figure 3.6-26. Area of Potential Effects Map (Area 25)

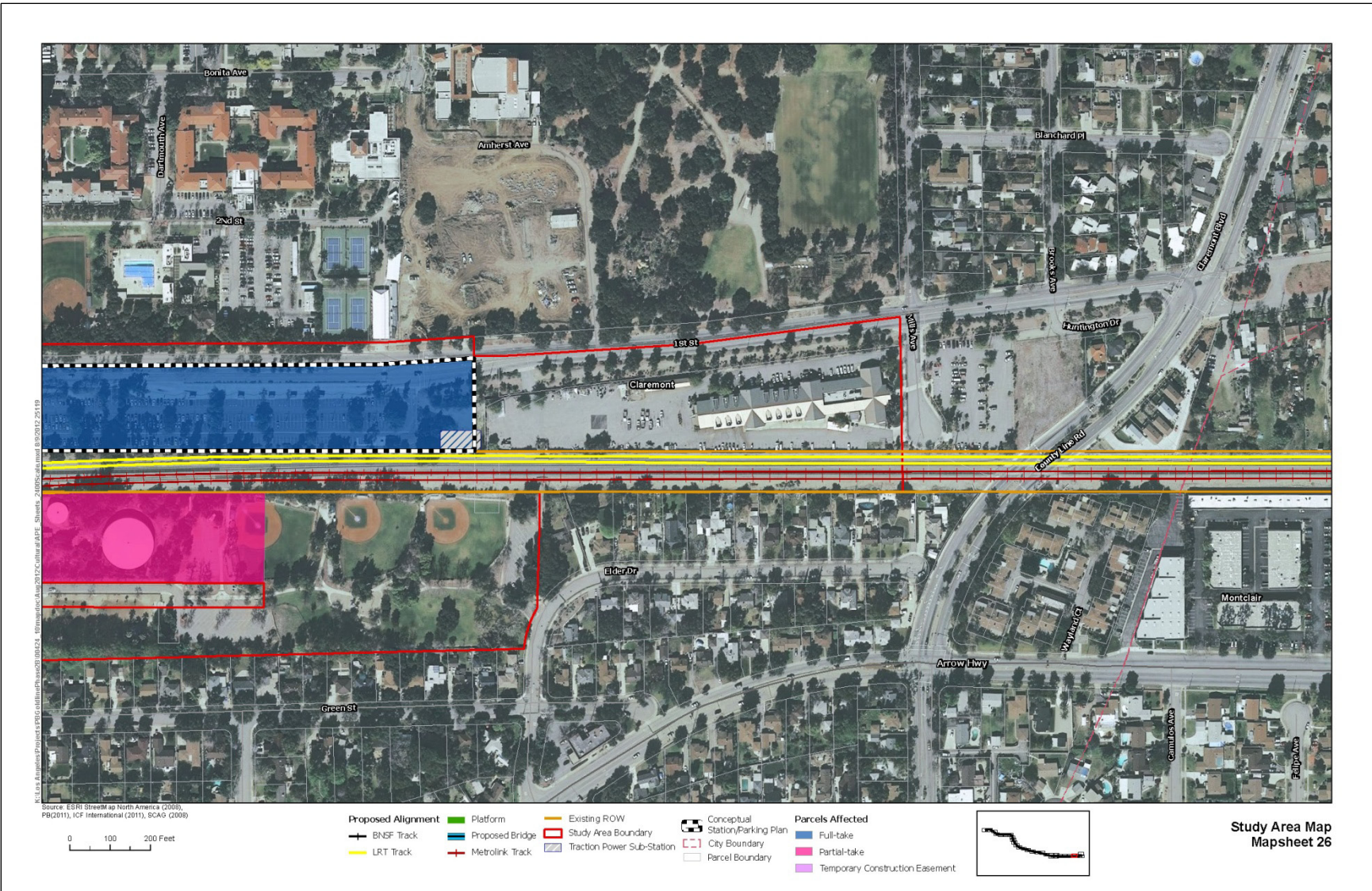


Figure 3.6-27. Area of Potential Effects Map (Area 26)

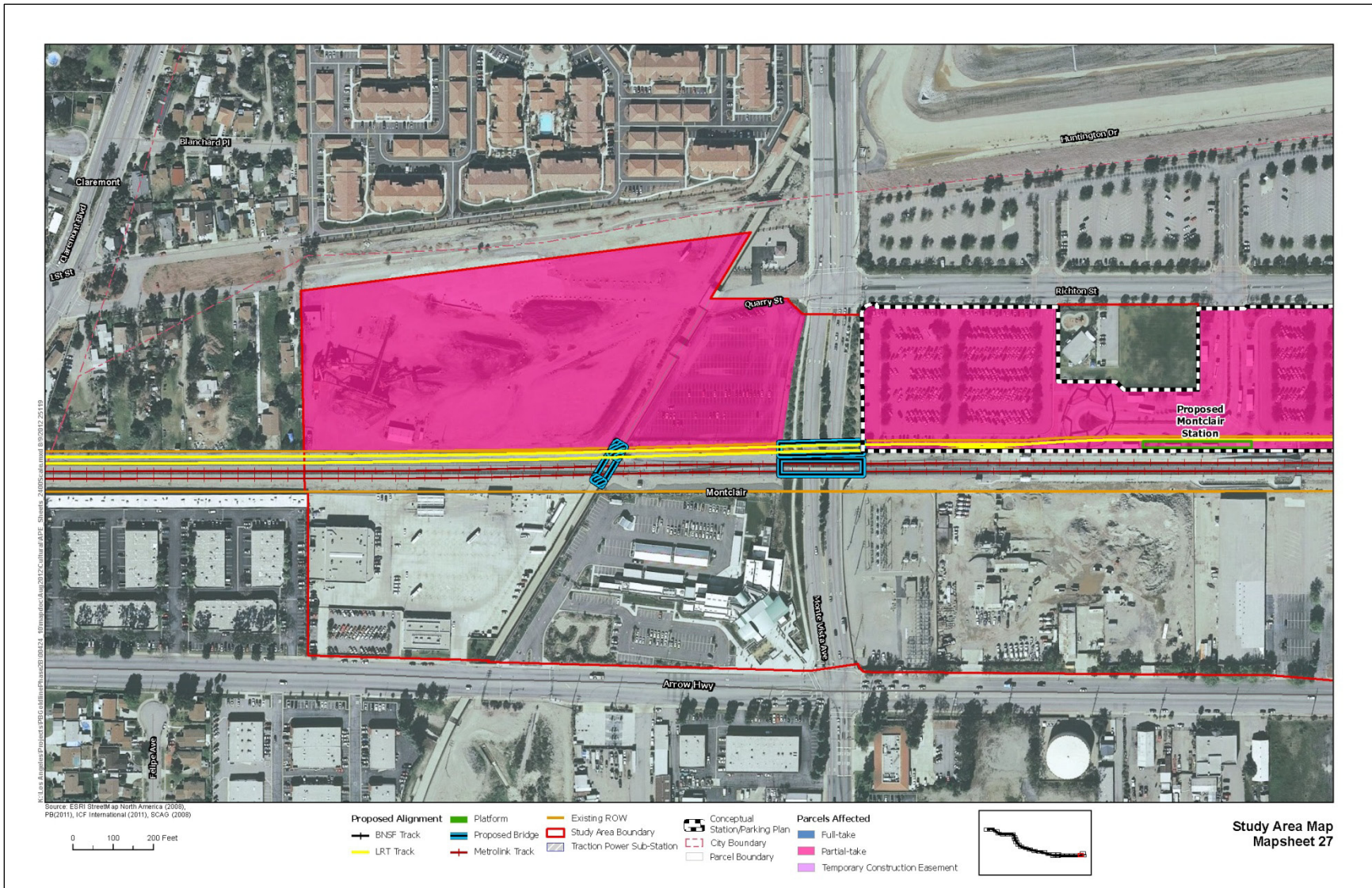


Figure 3.6-28. Area of Potential Effects Map (Area 27)

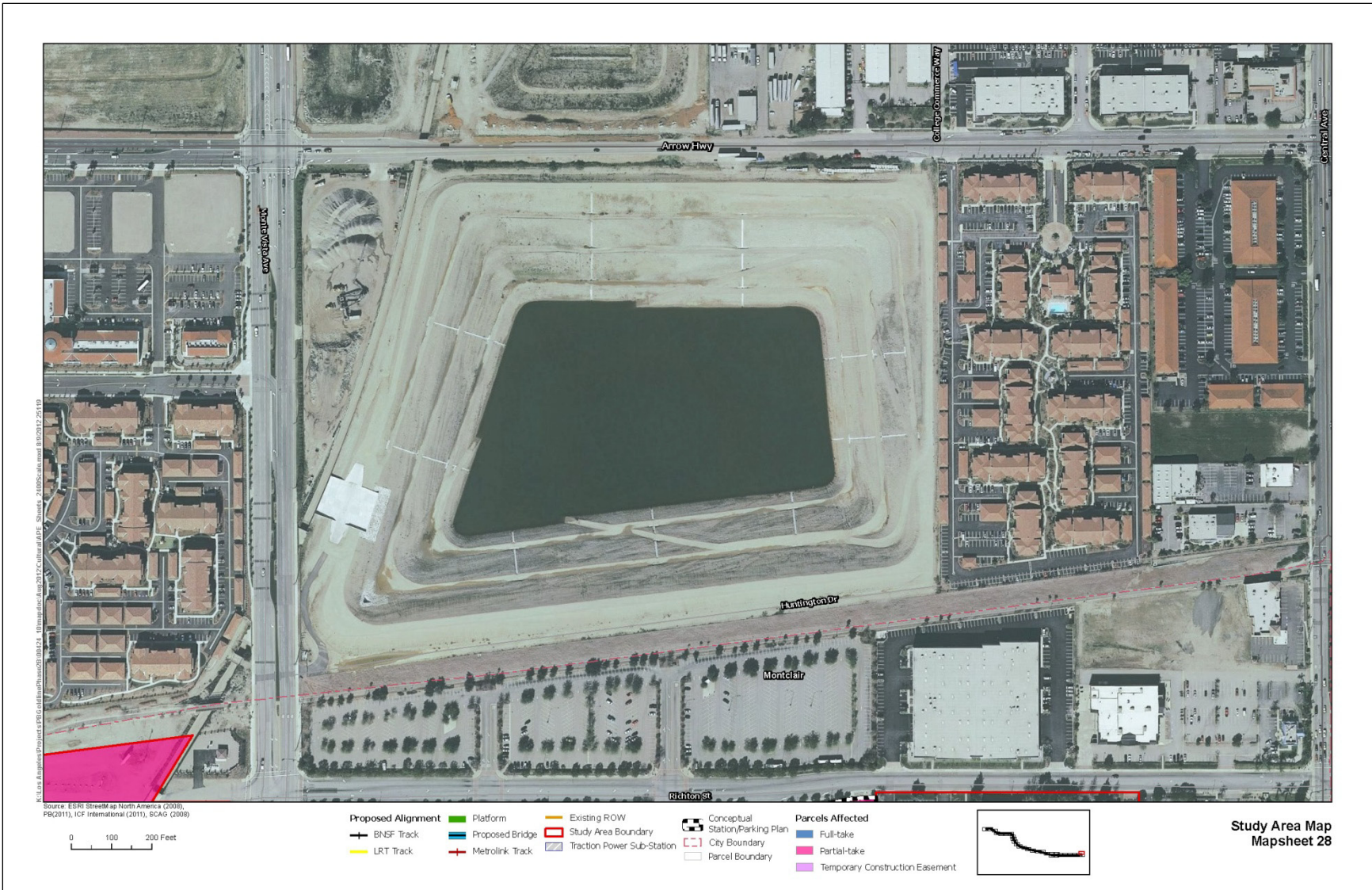
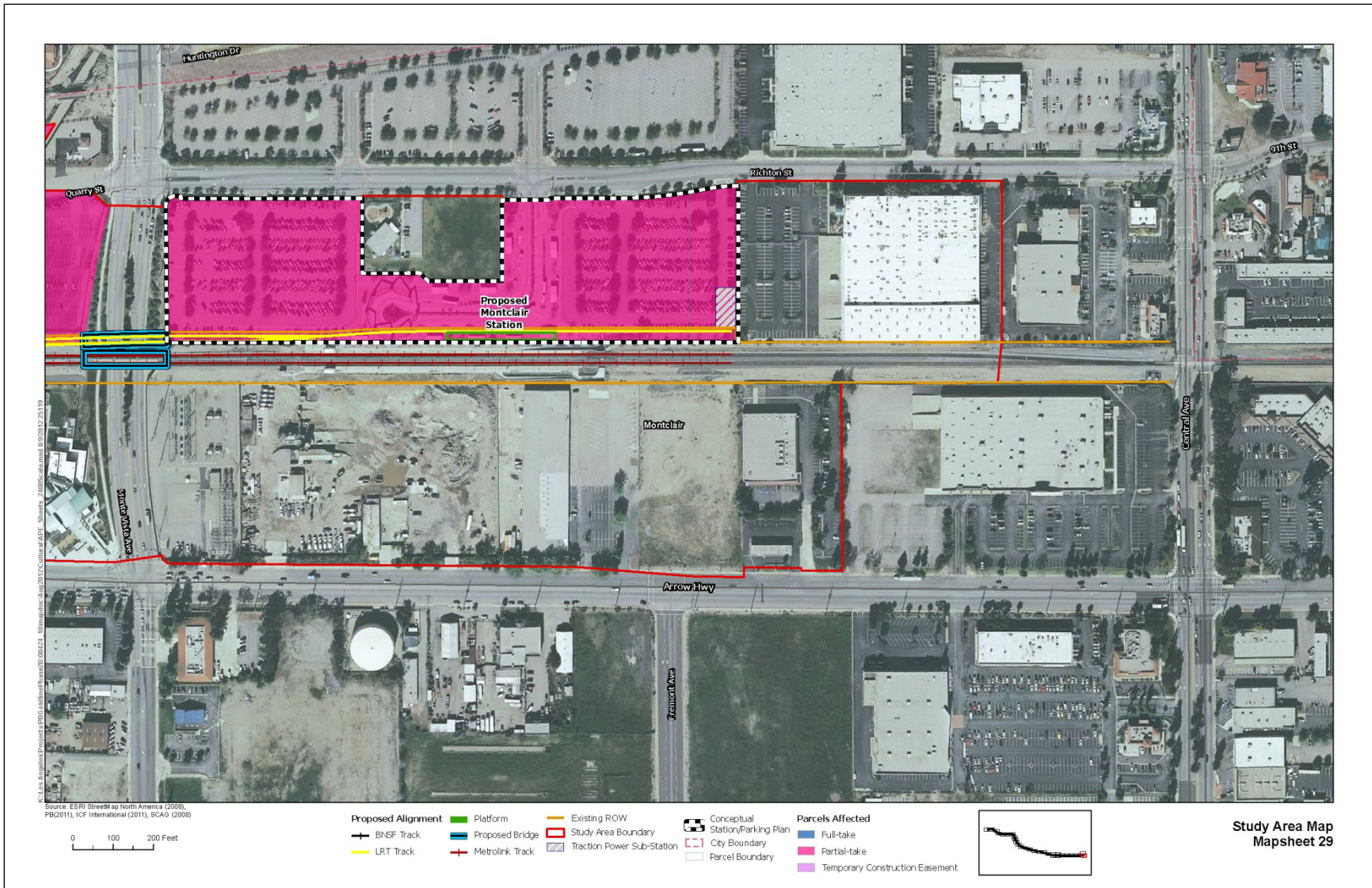


Figure 3.6-29. Area of Potential Effects Map (Area 28)



**Figure 3.6-30. Area of Potential Effects Map (Area 29)**

## Archaeological Resources

The study area for identifying archaeological resources that may be affected by the proposed project included those areas of ground that would be disturbed during project construction, excluding railroad tracks, ballast ties, and equipment.

### ***Historical Resources 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:

*A resource listed, or determined to be eligible by the State Historical Resources Commission for listing, in the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14, California Code of Regulations [CCR] Section 4850 et seq.).*

*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 a historical resource survey meeting the requirements of 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.*

*Any object, building, structure, site, area, place, record, or manuscript that 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 a 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 in the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14, CCR Section 4852), including the following:*

- (a) [Criterion 1] is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
- (b) [Criterion 2] is associated with the lives of persons important in our past;*
- (c) [Criterion 3] 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) [Criterion 4] has yielded, or may be likely to yield, information important in prehistory or history*

*The fact that a resource is not listed or not determined eligible for listing in the California Register of Historical Resources, or not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or not*

*identified in a 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 a historical resource, as defined in Public Resources Code Sections 5020.1(j) and 5024.1.*

### **Identifying Historical Resources**

For the proposed project, surveys have been undertaken and documentation has been prepared in accordance with the Secretary of Interior's Standards and Guidelines for the Identification of Historic Properties (48 Federal Register [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 study area that require evaluation to be historical resources under CEQA eligibility may be categorized into two major types, as follows:

- 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; and 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.
- Historic and architectural resources, which include man-made features that compose 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.

### ***Archaeological Resources***

#### **Identification Methodology**

##### Archival Research

A record search was conducted at the South Central Coastal Information Center on March 1 and 2, 2011, for cities within Los Angeles County. A record search was conducted at the San Bernardino County Information Center on March 8, 2011, for the Montclair portion of the project. These record searches were conducted to determine the proximity of previously documented prehistoric and historical archaeological resources to the study area and to help establish a context for resource significance.

The records searches were conducted for the entire project alignment and nine broader areas, with a 0.5-mile search buffer for historic resources and a 1-mile search buffer for prehistoric resources. The nine broader search areas were:

- Glendora Station
- San Dimas Station
- New Light Rail Transit (LRT) Bridges—Route 66
- South Lone Hill Avenue Flyover
- La Verne Station
- Pomona—Garey Avenue Station
- Pomona Flyover



- Claremont Station
- Montclair Station

The records of the Archaeological Information Centers of the California Historical Resources Inventory System were consulted, and appropriate site records were obtained. Numerous previous studies of archaeological resources in and adjacent to the study area were also reviewed. These resources were examined to identify previously recorded prehistoric or historical archaeological sites and assess the general potential of the area to contain archaeological deposits. The following sources were consulted:

- National Register of Historic Places
- California Register of Historical Resources
- California Historical Resources Inventory System
- California Historical Landmarks
- California Points of Historical Interest

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

- City of Glendora Historic Landmark Designations
- City of San Dimas Historic Structure List
- City of Pomona List of National Register Historic Sites
- City of La Verne Community Development Department 1998 General Plan
- City of La Verne Lordsburg Specific Plan
- City of Claremont Register of Structures of Historical and Architectural Merit

### ***Results of the Record Check***

#### **City of Glendora**

##### **Glendora Station**

The archaeological records search conducted for Glendora Station indicated one historic resource (19-180677) that was previously recorded.

##### **New LRT Bridges—Route 66**

The archaeological records search conducted for the two new LRT bridges—Route 66 location indicated one prehistoric resource (19-001109) was previously recorded within a 1-mile radius.

#### **City of San Dimas**

##### **San Dimas Station**

The archaeological records search conducted for the San Dimas Station indicates one historic resource (LAN-003) and three prehistoric resources (19-000075, 19-000347, and 19-001098) were previously recorded within a 1-mile radius.

### South Lone Hill Avenue Flyover

The archaeological records search conducted for the South Lone Hill Avenue flyover location indicates one prehistoric resource (19-001109) was previously recorded within a 1-mile radius. This same resource is also found in the search radius for the new LRT bridge—Route 66.

### City of La Verne

The archaeological records search conducted for the La Verne Station indicates that nine historic resources (19-002562, LAN-61, 19-187724, 19-187725, 19-187726, 19-187727, 19-187728, 19-187729, and 19-187730) were previously recorded.

### City of Pomona

#### Pomona—Garey Avenue Station

The archaeological records search conducted for the Pomona—Garey Avenue Station indicates that one prehistoric resource (SHL-372) was previously recorded.

However, it should be noted the 1928 U.S. Geological Survey (USGS) 7.5-minute Claremont quadrangle indicates that three historic period structures, now destroyed, were present in the study area by that date.

#### Pomona Flyover

The archaeological records search conducted for the Pomona flyover indicated that no prehistoric or historic resources were previously recorded within the search area.

### City of Claremont

The archaeological records search conducted for the Claremont Station indicates that one prehistoric resource (19-0000349) and one historic resource (19-186058, the Pomona College campus) were previously recorded.

### City of Montclair

The archaeological records search for the Montclair Station indicates that six historic resources (39-006847, 36-007794, 36-016454, and NRHP-L-78-680—Russian Village district, 36-020137, and 36-020273) were previously recorded.

## ***Historical and Architectural Resources***

### **Identification Methodology**

#### Research Survey

A background research survey was undertaken to identify previously documented historic and architectural resources within the study area and to establish a context for resource significance. National, state, and local inventories of architectural/historic resources were examined to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles.

Each of the five categories of CEQA historical resources is described in more detail below, along with a description of those historical resources in the study area that meet the condition.

***Historical Resources, Type 1—Listed in the California Register***

There are several ways in which a resource can be listed in the California Register, which are codified under Title 14 CCR, Section 4851.

- A resource can be listed in the California Register by the State Historical Resources Commission.
- If a resource is listed in or determined eligible for listing in the National Register of Historic Places (National Register), it is automatically listed in the California Register.
- If a resource is a California Register Historical Landmark, from No. 770 onward, it is automatically listed in the California Register.

On the proposed project site, the only historical resource currently listed in the California Register is the one that was previously listed on the National Register:

- **Atchison, Topeka & Santa Fe (ATSF) Railway Station—Claremont Station, 110 West 1<sup>st</sup> Street, Claremont, CA.** The building was built in 1927 and was listed on the National Register in 1982 (#82002188), and therefore is a historical resource pursuant to Section 15064.5(a)(1) of the CEQA Guidelines. The Claremont Station was formerly part of the Pasadena Subdivision, the remnant branch line of the ATSF's Los Angeles Second District which ran from Los Angeles to San Bernardino via Pasadena.

***Historical Resources, Type 2—Determined Eligible for the California Register by SHRC***

There are no historical resources on the proposed project site that are known to have been determined eligible for the California Register by the State Historical Resources Commission.

***Historical Resources, Type 3—Listed in a Local Register of Historical Resources***

If a property is listed in a local register of historic resources, it is considered an historical resource for the purposes of CEQA. "Local register of historic resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

- **City of Glendora.** Section 21.030.050 of the Glendora Municipal Code sets forth the criteria for historic landmarks.<sup>1</sup> None of the historic landmarks designated by the City of Glendora are located in the study area.
- **City of Pomona.** In 1995, the City of Pomona passed a Historic Preservation Ordinance which provides for the designation of historic sites and districts within the City of Pomona. The ordinance created the "Pomona Historic Register" which consists of "designated historic landmarks" that are any improvement or natural feature that has special historical, cultural, aesthetic, or architectural character, archaeological importance, interest, or value as part of the development, heritage, or history of the City of Pomona.<sup>2</sup> None of the historic landmarks on the Pomona Historic Register are located in the study area.
- **City of La Verne.** The City of La Verne has both the Lordsburg Specific Plan and historic resources listed in the cultural resources section of the general plan (City of La Verne, Community Development Department, 1998, General Plan.) No properties from the cultural resources section were found in the study area. For the Lordsburg Specific Plan, one property (Orange House

<sup>1</sup> City of Glendora. *Historic Preservation*. Website address at <http://www.ci.glendora.ca.us/index.aspx?page=607>, searched August 20, 2011.

<sup>2</sup> City of Pomona. *Historic Preservation Ordinance: Definitions*. [http://www.pomonaheritage.org/resources/Gov\\_Docs/ord2\\_defs.html](http://www.pomonaheritage.org/resources/Gov_Docs/ord2_defs.html), searched August 20, 2011.

Refrigerated Fruit Storage Building No. 2) is the only building located in the study area, and those findings are more appropriately discussed under Historical Resources Type 4 below.

- **City of San Dimas.** The City of San Dimas maintains a Historic Structures List, but this is based on the findings of a 1991 historical resources survey, and those findings are more appropriately discussed under Historical Resources Type 4 below.
- **City of Claremont.** In 1980, the Claremont City Council adopted Resolution No. 80-279 adopting the Register of Structures of Historical and Architectural Merit. Additions to the inventory have been added since 1980. The City of Claremont adopted the Register of Structures of Historical and Architectural Merit survey in 1980 to present, and provides information to determine which properties and neighborhoods in Claremont have historic or architectural significance. The following two buildings are on the City of Claremont Register of Structures of Historical and Architectural Merit list:
  - **Atchison, Topeka & Santa Fe Railway Station—Claremont Station, 110 West 1<sup>st</sup> Street, Claremont, CA.** The building was listed on the National Register and was previously discussed as a historical resource, Type 1.
  - **Sumner House, 105 North College Avenue, Claremont, CA.** This property, built in 1886, appears to meet criteria related to important historic associations (Criterion A of the National Register and Criterion 1 of the California Register), historic personages (Criterion B of the National Register and Criterion 2 of the California Register), and architectural merit (Criterion C of the National Register and Criterion 3 of the California Register). The City of Claremont’s Register of Structures of Historical and Architectural Merit lists this property to be a full scale classic Queen Anne Victorian house in excellent condition, and was constructed by one of the founders of Pomona College. This property has been restored and appears to retain a high level of integrity. The property was previously surveyed in 2004, and concurrence for eligible inclusion on the National Register of Historic Places was identified from a State Historic Preservation Office (SHPO) letter dated July 1, 2004, “Determination of Eligibility and Finding of Effect, Metro Gold Line phase II Extension Project, Los Angeles and San Bernardino Counties.” As a result, the building is considered a historical resource pursuant to Section 15064.5(a)(3) of the CEQA Guidelines.

#### ***Historical Resources, Type 4—Identified as Significant in an Historical Resources Survey***

According to Section 15064.5(a)(2) of the CEQA Guidelines, a resource “identified as significant in an historical resource survey meeting the requirements [set forth in] 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.” The requirements set forth in PRC 5024.1(g) are:

A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

- The survey has been or will be included in the State Historic Resources Inventory.
- The survey and the survey documentation were prepared in accordance with Office of Historic Preservation procedures and requirements.
- The resource is evaluated and determined by the Office of Historic Preservation to have a significance rating of Category 1 to 5 on DPR Form 523.

- If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

The City of La Verne conducted a survey of Heritage Citrus Industry Buildings in Lordsburg, with all buildings built and shall have served in the industry prior to 1960. The buildings shall have demonstrated architectural value as representing (1920-1960) industrial style for citrus industry-related buildings:

- La Verne Orange Growers Association Packing House No. 2—University of La Verne Central Services Office (2234 1st Street, La Verne). Built in 1920, this property is a prominent example of a citrus packing house that is reflective of the agricultural development of La Verne from 1920 to approximately 1955. It appears individually eligible for the California Register under Criterion 1.

The City of San Dimas conducted a survey of all pre-1940 buildings in 1991, and listed over 300 structures as locally significant, nationally significant, or that contribute to the historic fabric of a neighborhood.<sup>3</sup> The following two buildings are on the City of San Dimas Historic Structure List:

- **Atchison, Topeka & Santa Fe Railway Depot—San Dimas Station, 210 West Bonita Avenue, San Dimas, CA.** The station is listed as nationally significant, which the City of San Dimas defines as “eligible for National Register Status.” It has been assigned a California Historical Resource (CHR) status code of 3S, which is defined by the California Office of Historic Preservation (OHP) as “appears eligible for [National Register] as an individual property through survey evaluation.”<sup>4</sup> The San Dimas Station was formerly part of the Pasadena Subdivision, the remnant branch line of the ATSF’s Los Angeles Second District which ran from Los Angeles to San Bernardino via Pasadena.
- **William T. Michael Residence, 219 East Arrow Highway, San Dimas, CA.** The building is listed as locally significant, which the City of San Dimas defines as “structures that are important to the local historic framework”. In 2003, it was assigned a CHR status code of 7N1 which is defined by OHP as “needs to be reevaluated—may become eligible for [National Register] with restoration or when [it] meets other specific conditions.”<sup>5</sup> For the purposes of this CEQA document, the fact that the building is identified as significant in a historical resources survey qualifies it as a historical resource.

#### ***Historical Resources, Type 5—Determined Historically Significant by the CEQA Lead Agency***

The fifth and final category of historical resources is those that are determined significant by a lead agency. This usually occurs during the CEQA compliance process, such as in the preparation of this EIR. According to Section 15064.5(a)(3) of the CEQA Guidelines,

<sup>3</sup> City of San Dimas Historic Preservation Online, website address at <http://www.cityofsandimas.com/ps.aboutus.cfm?ID=2398>, searched August 20, 2011.

<sup>4</sup> California Office of Historic Preservation. *California Historical Resource Status Codes*. December 8, 2003.

<sup>5</sup> *Ibid.*

*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)...*

The CEQA Guidelines only quote a small portion of the California Register criteria, therefore Section 4852 (b)–(d) is quoted below to include all aspects of the California Register criteria:

*(b) Criteria for evaluating the significance of historical resources. An historical resource must be significant at the local state, or national level under one or more of the following four criteria:*

*(1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States,*

*(2) It is associated with the lives of persons important to local, California, or national history;*

*(3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or*

*(4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.*

*(c) Integrity. Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852 (b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.*

*Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.*

*It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.*

(d) *Special considerations:*

(1) *Moved buildings, structures, or objects. The Commission encourages the retention of historical resources on site and discourages the non-historic grouping of historic buildings into parks or districts. However, it is recognized that moving an historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. An historical resource should retain its historic features and compatibility in orientation, setting, and general environment.*

(2) *Historical resources achieving significance within the last fifty (50) years. In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than fifty (50) years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance.*

(3) *Reconstructed buildings. Reconstructed buildings are those buildings not listed in the California Register under the criteria in Section 4853(b)(1), (2), or (3) of this chapter. A reconstructed building less than fifty (50) years old may be eligible if it embodies traditional building methods and techniques that play an important role in a community's historically rooted beliefs, customs, and practices, e.g. a Native American roundhouse.*

In addition, a search was conducted of the California Historical Resources Inventory System (CHRIS) and a field survey was conducted by qualified architectural historians and historians.

**Architectural Field Survey.** Field surveys of all properties within the study area were undertaken according to CEQA guidelines and related procedures. Qualified architectural historians conducted field investigations on multiple occasions in 2005 and 2011. In 2005, architectural historians and a researcher conducted field investigations and building permit research in February, April, May, and June of 2005. In 2011, architectural historians and a historian conducted site visits and research during February 2<sup>nd</sup>, March 11<sup>th</sup>, and 29<sup>th</sup>, and August 2<sup>nd</sup>, 4<sup>th</sup>, and 11<sup>th</sup>.

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

- Visual on-site examination of every parcel within the Study Area, including an assessment of integrity.
- Identification of the age of all major buildings, structures, objects, and potentially coherent districts located within the Study Area.
- Photography of each potential district feature, major structure, building, or object within the Study Area.
- Review of previous survey data, California Historic Resources Inventory.

Following the field survey, site-specific research was conducted from the following sources:

- Building Department building permits in the cities of Glendora, San Dimas, Pomona, La Verne and Claremont.
- City directories for Los Angeles County, California.

The field survey and research effort identified the following two buildings or structures to be eligible for the National Register and California Register:

- **William T. Michael Residence, 219 East Arrow Highway, San Dimas, CA.** This building continues to be among the few remaining farmhouses from a time when San Dimas was an important citrus growing area. As such, it meets National Register and California Register Criteria for its association with developments that were important in the Past (Criterion A and 1, respectively). In terms of the property's association with architectural history, the William T. Michael Residence represents a very good and exceptionally rare example of a Queen Anne style farmhouse from the time when San Dimas was a major citrus producing area. As a result, the property meets National Register Criterion and California Register Criterion 3, design and construction, for architectural merit.
- **Santa Fe North Pomona Station, 2701 North Garey Avenue, Pomona, CA.** The original portion of the North Pomona Santa Fe Depot retains a high level of integrity despite the inappropriate addition to the east end of the building. It represents a tangible link to a time when railroad transportation was key to the economic development of the San Gabriel Valley in general, and Pomona in particular. Therefore, the North Pomona Santa Fe Depot meets the National Register's Criterion A for historic associations. It also meets Criterion C of the National Register for architectural merit as a good (and increasingly rare) example of its type despite the additions to the west end of the building. As a result, the property is considered a historical resource pursuant to CEQA Guidelines 10564.(a).

The field survey and research effort identified the following building or structure to be eligible for the California Register:

- **Atchison, Topeka & Santa Fe Railway Depot—San Dimas Station, 210 West Bonita Avenue, San Dimas, CA.** The property was originally surveyed in 1991 by the City of San Dimas as part of the San Dimas Historic Resources Survey being conducted at that time. It was found eligible for listing in the National Register (a 3S Status Code). The current survey reveals alterations to the building when compared with the 1991 survey photograph: The center of the parapet above the primary (east) elevation has been in-filled and a slightly stepped Mission Revival style design created. In addition, the thickness of the parapet appears to have been increased in comparison with the 1991 photo. Along the south elevation that faces the train tracks, all freight and passenger openings have been in-filled and covered with stucco. The west wing of the building is an addition that incorporates metal windows, entrance, and a faux Mansard roof that are inconsistent with the design of the original depot. This wing also has a prominent ramp with solid railings that wraps around the north and west elevations. As a result of these alterations, the property no longer meets the integrity requirements for listing in the National Register under Criteria A or C. However, for the purposes of California Register eligibility, the property does appear to qualify under Criterion 1 for the important role the Santa Fe Railroad played in the economic development of San Dimas. In addition, the property appears to qualify under Criterion 3 as the only example of a railroad depot in San Dimas. As such, the depot exhibits key features of the type including its overall massing, passenger waiting area, main entrance design, wood frame windows, and orientation towards the adjacent railroad tracks.



The 38 other properties listed in Table 3.6-1 contain buildings or structures constructed during or before 1964 that were found ineligible for the National Register or California Register because either they do not retain integrity from their period of significance, lack quality of significance in architecture or engineering, or are not recognized to be associated with an important historic person or event.

Further supporting information on the thirty-eight ineligible properties can be found in the Cultural Resources Technical Report's (Appendix D) which includes an evaluation of their significance on California Department of Parks and Recreation (DPR) 523 forms. These forms will have descriptions and significance statements that will clarify why the properties are ineligible for either the National Register or California Register.

The remaining properties in the study area are improved with buildings constructed during or after 1964. Such properties are not eligible for the National Register or California Register because they possess no known association with an important historic context that would override the National Register's and California Register's 50-year age criterion.

## **3.6.2 Existing Conditions**

### **3.6.2.1 Prehistoric and Historical Archaeological Resources Identified**

An archaeological reconnaissance survey of the study area was conducted in October 2003. The survey was conducted by ICF International archaeologist Mark Robinson.

The study area is fully developed, and thus, no pedestrian archaeological survey was warranted, as these areas have been extensively disturbed, and no cultural resources were located.

The records search and field reconnaissance identified one prehistoric archaeological site within the study area. The Mud Springs site was recorded on the right-of-way of the Atchison Topeka Santa Fe (ATSF) right-of-way. First recorded in 1951, the site was estimated to be 60 percent destroyed by 1965, and was fully developed by 1986. Records indicate it was a large open-air occupation site.

**Table 3.6-1: Properties in the Study Area Found Not Eligible for Listing in the National Register of Historic Places and California Register of Historical Resources**

Address, Study Area Map Figure and Assessor's Parcel Number (APN)	Resource Name and Year Built	California Historical Resource Status Code
<b>New LRT Bridge—Route 66</b>		
Alostia Avenue overcrossing, Glendora Study Area Map Figure Parcel No. 8655-019-902	Name: ATSF railroad bridge over Alostia Avenue (now Route 66) Year Built: 1929	6Z
1706 East Route 66, Glendora Parcel No. 8654-001-038	Name: 1706 East Route 66. Two single-family residences Year Built: 1922, 1926	6Z
<b>New LRT Bridge over San Dimas Wash/South Lone Hill Avenue Flyover</b>		
1332 S Lone Hill Avenue, Glendora Parcel No. 8642-021-002	Name: 1332 South Lone Hill Avenue. Industrial building Year Built: 1963	6Z
<b>La Verne Station</b>		
2467 1st Street, La Verne Parcel No. 8377-019-023	Name: 2467 1st Street. Industrial building Year Built: 1961	6Z
2467 1st Street, La Verne Parcel No. 8377-019-024	Name: 2467 1st Street. Commercial office building Year Built: 1961	6Z
<b>Glendora Station</b>		
ATSF railroad bridge over San Dimas Wash, Glendora Parcel No. 8642-019-906	Name: ATSF railroad bridge over San Dimas Wash Year Built: 1914	6Z
226 W Carroll Avenue, Glendora Parcel No. 8639-002-011	Name: 226 West Carroll Avenue. Multifamily residence Year Built: 1959	6Z
325 S Vista Bonita Avenue, Glendora Parcel No. 8639-015-018	Name: 325 West Vista Bonita Avenue. Commercial retail building Year Built: 1961	6Z
401 S Vermont Avenue, Glendora Parcel No. 8639-021-025	Name: 401 South Vermont Avenue. Industrial building Year Built: 1955	6Z
331 South Vermont Avenue, Glendora Parcel No. 8639-021-004	Name: 331 South Vermont Avenue. Commercial building. Year Built: 1955	6Z
321 South Vermont Avenue, Glendora Parcel No. 8639-021-005	Name: 321 South Vermont Avenue. Commercial building Year Built: 1961	6Z
303 South Vermont Avenue, Glendora Parcel No. 863-902-1011	Name: 303 South Vermont Avenue. Single-family residence Year Built: 1946	6Z

**Table 3.6-1: Properties in the Study Area Found Not Eligible for Listing in the National Register of Historic Places and California Register of Historical Resources (continued)**

Address, Study Area Map Figure and Assessor's Parcel Number (APN)	Resource Name and Year Built	California Historical Resource Status Code
141 South Washington Avenue, Glendora Parcel No. 863-802-3012	Name: 141 South Washington Avenue. Single-Family residence Year Built: 1928	6Z
145 South Washington Avenue, Glendora Parcel No. 863-802-3013	Name: 145: South Washington Avenue. Single-Family residence Year Built: 1926	6Z
<b>Pomona Station</b>		
2692 North Towne Avenue, Pomona Parcel No. 8313-001-008	Name: Ace Hardware (C&E) Year Built: 1954	6Z
2710 North Towne Avenue, Pomona Parcel No. 8313-001-002	Name: Metro Builders Supply. Industrial building Year Built: 1958	6Z
2655 Deodar Avenue, Pomona Parcel No. 8366-019-004	Name: 2655 Deodar Avenue. Single-family residence Year Built: 1956	6Z
575 Roderick Avenue, Pomona Parcel No. 8366-019-003	Name: 575 Roderick Avenue. Single-family residence Year Built: 1956	6Z
587 Roderick Avenue, Pomona Parcel No. 8366-019-002	Name: 587 Roderick Avenue. Single-family residence Year Built: 1956	6Z
593 Roderick Avenue, Pomona Parcel No. 8366-019-001	Name: 593 Roderick Avenue. Single-family residence Year Built: 1956	6Z
601 Roderick Avenue, Pomona Parcel No. 8366-019-012	Name: 601 Roderick Avenue. Single-family residence Year Built: 1956	6Z
623 Roderick Avenue, Pomona Parcel No. 8366-019-013	Name: 623 Roderick Avenue. Single-family residence Year Built: 1956	6Z
635 Roderick Avenue, Pomona Parcel No. 8366-019-014	Name: 635 Roderick Avenue. Single-family residence Year Built: 1956	6Z
647 Roderick Avenue, Pomona Parcel No. 8366-019-015	Name: 647 Roderick Avenue. Single-family residence Year Built: 1956	6Z
659 Roderick Avenue, Pomona Parcel No. 8366-019-016	Name: 659 Roderick Avenue. Single-family residence Year Built: 1959	6Z
671 Roderick Avenue, Pomona Parcel No. 8366-019-017	Name: 671 Roderick Avenue. Single-family residence Year Built: 1959	6Z

**Table 3.6-1: Properties in the Study Area Found Not Eligible for Listing in the National Register of Historic Places and California Register of Historical Resources (continued)**

Address, Study Area Map Figure and Assessor's Parcel Number (APN)	Resource Name and Year Built	California Historical Resource Status Code
683 Roderick Avenue, Pomona Parcel No. 8366-019-018	Name: 683 Roderick Avenue. Single-family residence Year Built: 1959	6Z
720 Indigo Court, Pomona Parcel No. 8366-023-054	Name: 720 Indigo Court. Industrial building Year Built: 1956	6Z
283 West Bonita Avenue, Pomona Parcel No. 8370-015-012	Name: 283 West Bonita Avenue. Industrial building Year Built: 1959	6Z
<b>San Dimas Station</b>		
113 West Commercial Street, San Dimas Parcel No. 8390-021-018	Name: 113 West Commercial Street. Single-family residence Year Built: 1910	6Z
117 West Commercial Street, San Dimas Parcel No. 8390-021-072	Name: 117 West Commercial Street. Single-family residence Year Built: 1912	6Z
123 West Commercial Street, San Dimas Parcel No. 8390-021-024	Name: 123 West Commercial Street. Single-family residence Year Built: 1961	6Z
129 West Commercial Street, San Dimas Parcel No. 8390-021-028	Name: 129 West Commercial Street. Single-family residence Year Built: 1911	6Z
137 West Commercial Street, San Dimas Parcel No. 8390-021-032	Name: 137 West Commercial Street. Single-family residence Year Built: 1929	6Z
141 West Commercial Street, San Dimas Parcel No. 8390-021-034	Name: 141 West Commercial Street. Single-family residence Year Built: 1922	6Z
145 West Commercial Street, San Dimas Parcel No. 8390-021-036	Name: 145 West Commercial Street. Single-family residence Year Built: 1924	6Z
207 East Arrow Highway, San Dimas Parcel No. 8390-018-046	Name: 207 East Arrow Highway. Commercial office building Year Built: 1963	6Z
<b>Claremont Station</b>		
No ineligible properties over 50 years of age were identified within the study area		
<b>Montclair Station</b>		
5040–5050 Arrow Highway, Claremont Parcel No. 1007-701-02-0000	Name: Inland Pacific Ballet Year Built: 1955	6Z

The extent of the Mud Springs site and the range of the assemblage, as well as its location near a large spring that is known to have been used both prehistorically and in the early Euro-American Period, indicate that the site is an important and significant cultural resource. The presence of cogstones and discoidals suggests 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 large portions of the site surface have been destroyed by development, the depth of this site is not known. The Mud Springs site has a significant potential to contain deeply buried stratified deposits preserved beneath modern development, including the ATSF.

### **3.6.2.2 Significant Historic and Architectural Resources Identified**

The results of the records search, background research, and field survey were recorded on California historic resource inventory forms (i.e., Department of Parks and Recreation [DPR] 523 forms), which are included in the Cultural Resources Technical Report in Appendix D. As demonstrated above, the following six historical resources were identified in the study area:

- Atchison, Topeka & Santa Fe Railway Station—Claremont Station, 110 West 1st Street, Claremont.
- William T. Michael Residence, 219 East Arrow Highway, San Dimas.
- Atchison, Topeka & Santa Fe Railway Depot—San Dimas Railroad Depot, 210 West Bonita Avenue, San Dimas.
- Atchison, Topeka & Santa Fe Railway Station—North Pomona Station, 2701 North Garey Avenue, Pomona.
- Sumner House, 105 North College Avenue, Claremont
- La Verne Orange Growers Association Packing House No. 2—University of La Verne Central Services Office, 2234 1st Street, La Verne.

### **3.6.2.3 Paleontological Resources**

To determine the potential for encountering paleontological resources, in compliance with CEQA, the Division of Geological Sciences of the San Bernardino County Museum (SBCM) completed a literature review and record search for this project. Previous geological mapping of the Gold Line extension, between Sierra Madre Villa in Pasadena and Central Avenue in Montclair, indicated that the geology along the alignment consists primarily of Quaternary alluvial sediments, either as fan deposits or alluvium from drainages from the San Gabriel Mountains to the north. Marine deposits of the Miocene Topanga Formation occur around South Hills, with the project area abutting an outcrop of Glendora Volcanics near these hills. Younger deposits extend from San Dimas Wash eastward to Interstate 210. Older deposits extend to San Dimas Canyon Road, and younger deposits extend to the area west of North Garey Avenue in Pomona. The younger, uppermost 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 yielded 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 have yielded a variety of fossils, such as sharks, bony fishes, sea turtles, marine birds, and marine mammals, may encounter similar remains.

There is high potential to discover fossils in locations where deep excavations will take place. These excavations may expose the older Quaternary sediments between Pasadena and Duarte, as well as

between Glendora and La Verne and the marine Miocene Topanga Formation near South Hills. No fossil remains will be encountered in the volcanic outcrop.

### **3.6.3 Environmental Impacts**

#### **3.6.3.1 Evaluation Methodology**

The cultural resources analysis focuses on potential impacts to cultural resources along the corridor, with special attention to station areas and areas where new facilities (e.g., parking structures) would be added to the setting.

#### **3.6.3.2 Impact Criteria**

##### ***Historical and Architectural Resources and Archaeological Resources***

The project would result in a significant impact on historical or archaeological resources if it would:

- Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the CEQA Guidelines
- Cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines
- Disturb any human remains, including those interred outside of formal cemeteries

Section 15064.5(b)(1) of the CEQA Guidelines states that a “substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.”

##### ***Paleontological Resources***

Based on Appendix G of CEQA Guidelines, implementation of the proposed project would result in a significant impact on archaeological resources if it would cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5.

#### **3.6.3.3 Short-Term Construction Impacts**

##### ***No Build Alternative***

No construction activities are anticipated under the No Build Alternative; therefore, the No Build Alternative would have no impact on historic resources or archaeological and paleontological resources in the identified corridor cities.

##### ***Transportation Systems Management (TSM) Alternative***

The TSM Alternative would provide modest improvements to highways and transit systems, beyond those included under the No Build Alternative. The TSM Alternative would emphasize transportation system upgrades, such as intersection improvements, minor road widening, traffic engineering actions, bus route restructuring, shortened bus headways, expanded use of articulated buses, reserved bus lanes, expanded park-and-ride facilities, express and limited-stop service, signalization improvements, and timed-transfer operations. These improvements would require minimal construction activities. Because

minimal construction would be associated with the TSM Alternative, there would be no impact on archaeological or paleontological resources. Furthermore, it would not demolish or alter historic or architectural resources. Therefore, the TSM Alternative would have no impact on historical resources.

### ***Build Alternative***

#### **Archaeological and Paleontological Resources**

Construction of Build Alternative project within and outside the railroad right-of-way would result in ground-disturbing activities. Although previous ground disturbances have reduced the potential for encountering important archaeological resources, subsurface structural remains or prehistoric sites could be present within the study area (all cities). Grading may expose buried, unrecorded cultural resources. Although no paleontological resources have been recorded in the right-of-way, paleontological resources may be encountered during deep excavations.

At the proposed Pomona Station, the 1928 U.S. Geological Survey (USGS) 7.5-minute Claremont quadrangle indicates that three historic period structures, now destroyed, were present in the study area by that date. There is a low potential for encountering historic period archaeological remains associated with these former building locations. In addition, since a Pacific Electric rail line ran on the south side of the study area at this location, subsurface structural remains or features could be present. The physical removal and destruction of significant structural remains, artifacts, and features, if found in settings retaining integrity, would result in a significant effect finding under CEQA. Mitigation measure CR-1 and CR-2 would be implemented to minimize these construction impacts to archaeological and paleontological resources. Therefore, construction period impacts to archaeological and paleontological resources are anticipated to have a less than significant impact with mitigation incorporated.

#### **Historical and Architectural Resources**

The Build Alternative project is not expected to result in significant impact to the historical and architectural resources identified in the study area. Although construction activity would occur at the Claremont Depot, it would affect only a portion of the existing plaza. The existing plaza's original paving materials have been replaced in recent years and are no longer a contributing feature of the station. Therefore, the removal of the plaza's paving would result in no impact on the station's integrity of design, materials, and workmanship. If the historic clock, within the plaza, must be moved for construction of the new platforms, it would be reinstalled to a suitable location within the Claremont Depot site.

### **3.6.3.4 Long-Term Impacts**

#### ***No Build Alternative***

The No Build Alternative would not affect historical or architectural resources in any of the corridor cities.

#### ***Transportation Systems Management (TSM) Alternative***

The TSM Alternative would emphasize bus route restructuring, shortened bus headways, expanded use of articulated buses, reserved bus lanes, expanded park-and-ride facilities, express and limited-stop service, signalization improvements, and timed-transfer operations. Implementation of the minimal improvements under the TSM Alternative would not result in any long-term impacts on historical or architectural resources.

## ***Build Alternative Project***

### **Archaeological and Paleontological Resources**

As discussed in Section 3.6.4, impacts to any unrecorded buried archaeological and paleontological resources encountered during construction would be minimized with implementation of mitigation measures CR-1 and CR-2; therefore, the Build Alternative project would have a less than significant impact with mitigation incorporated on archaeological and paleontological resources.

### **Historical and Architectural Resources**

The Build Alternative project is not expected to impact any of the six historical and architectural resources identified in the study area. The study area includes all areas that would be affected by the project. Detailed discussions of historic properties within each corridor city are provided below.

#### **City of Glendora**

No historical resources in the City of Glendora have been previously recorded or recently identified within the study area. As a result, there would be no potential for a substantial adverse change in the significance of a historical resource.

#### **City of San Dimas**

- **William T. Michael Residence (219 East Arrow Highway)**—A three-level parking structure containing 450 spaces would be constructed approximately 280 feet north of the William T. Michael Residence. Due to the substantial distance of the proposed parking structure from the historic residence, it does not appear that the Build Alternative project would directly or indirectly alter the distinctive physical or historical characteristics of the William T. Michael Residence or its integrity of setting, location, design, materials, workmanship, feeling, or association.

Therefore, the proposed project does not have the potential to cause a substantial change in the significance of the historical resource.

- **Atchison, Topeka & Santa Fe Railway Depot—San Dimas Railroad Depot (210 West Bonita Avenue)**—The proposed project would involve constructing a new traction power supply substation (TPSS) on the opposite (south) side of the existing railroad tracks from the San Dimas Railroad Depot. The approximate distance of the proposed TPSS from the depot would be approximately 60 feet. Visual examination reveals that the original large freight and passenger openings along the south elevation of the depot that faced the railroad platform have since been infilled. In addition, only three of the building's original windows face the railroad tracks. The TPSS would consist of a rectangular structure approximately 16 feet in height by 14 feet in width and 43 feet in length situated on the opposite side of the railroad tracks. Given its size and distance from the depot, it does not appear that the existence of such a structure would directly or indirectly alter the distinctive physical or historical characteristics of the San Dimas Railroad Depot or its integrity of setting, location, design, materials, workmanship, feeling, or association. To summarize, given the small size of the TPSS and intervening distance from the depot and the fact that no freight or passenger openings would face the TPSS, its installation would not change, alter, or directly or indirectly affect the San Dimas Railroad Depot in any manner.

Therefore, the proposed project does not have the potential to cause a substantial change in the significance of the historical resource.



### City of La Verne

**La Verne Orange Growers Association Packing House No. 2—University of La Verne Central Services Office (2234 1st Street, La Verne)**— The proposed La Verne Station would involve constructing a new LRT platform on the opposite (south) side of the existing BNSF tracks from the La Verne Orange Growers Association Packing House No. 2 (Packing House No. 2). Visual examination reveals that the entire south elevation of Packing House No. 2 contains none of its original freight openings or loading docks. Specifically, all openings along the south (railroad track-facing) elevation have been infilled. In addition, the historical resource has already been converted for a new use as the University of La Verne Central Services Office. As a result, it does not appear that the project would directly or indirectly alter the distinctive physical or historical characteristics of Packing House No. 2 or its integrity of setting, location, design, materials, workmanship, feeling, or association.

Therefore, the proposed project does not have the potential to cause a substantial change in the significance of the historical resource.

### City of Pomona

**Atchison, Topeka & Santa Fe Station—Pomona (North) Station (2701 North Garey Avenue, Pomona)**— The proposed Pomona Station would involve constructing an LRT platform west of the historic ATSF—Pomona (North) Station. The associated Metrolink parking lot situated east of the proposed Pomona Station and west of the historic resource would not change except for a new circulation pattern. As a result, it does not appear that the proposed project would directly or indirectly alter the distinctive physical or historical characteristics of the ATSF Station—Pomona (North) Station or its integrity of location, design, materials, workmanship, feeling, or association.

Therefore, the proposed project does not have the potential to cause a substantial change in the significance of the historical resource.

### City of Claremont

- **Atchison, Topeka & Santa Fe Railway Station—Claremont Station (110 West 1st Street, Claremont)**— A portion of the south end of the plaza situated between Track 2 and the south elevation of the Claremont Station would be removed. A cross-section drawing showing the proposed LRT side-platforms and existing depot shows an approximately 31-foot setback from the depot's south wall to the edge of the new LRT platforms. The existing plaza's original paving materials have been replaced in recent years and are no longer a contributing feature of the station. Therefore, the removal of the plaza's paving would result in no impact on the station's integrity of design, materials, and workmanship. If the historic clock, within the plaza, must be moved for construction of the new platforms, it would be reinstalled to a suitable location within the Claremont Depot site. Reduction of the plaza area by 12 feet to provide the new (north) LRT side-platform would be in character with the original historic use of the property as a passenger train station. The south LRT side-platform would be separated from the plaza by the LRT tracks. As a result, the introduction of the LRT platforms would not be considered an impact given that the historic character and integrity of the Claremont Station would be retained. Further, it does not appear that the removal of non-historic paving materials and construction of the LRT platforms has the potential to harm the historic resource.

Therefore, the proposed project does not have the potential to cause a substantial change in the significance of the historical resource.

- **Sumner House (105 North College Avenue, Claremont)**— The proposed Claremont Station would involve constructing a multi-story parking garage on the south side of 1st Street, east of College Avenue and diagonally across from Sumner House. As part of the proposed project, there would be ground-floor retail stores on the southeast corner of 1st Street and College Avenue, with parking above. Currently, a two-story parking structure is located on the southwest corner of 1st Street and College Avenue, directly across the street from (and south of) Sumner House. In addition, there is a wide median, a portion of which is landscaped with trees, in the center of 1st Street that provides a substantial buffer between the historic dwelling and the southwest and southeast corners of 1st Street and College Avenue. Given the substantial changes that have occurred to the historic setting of Sumner House since it was originally constructed in 1886, as well as the wide buffer that exists between the dwelling and the location of the proposed parking garage, it does not appear that the proposed project would directly or indirectly alter the distinctive physical or historical characteristics of the structure or its integrity of location, design, materials, workmanship, feeling, or association.

Therefore, the proposed project does not have the potential to cause a substantial change in the significance of the historical resource.

#### City of Montclair

No historical resources in the City of Montclair have been previously recorded or recently identified within the study area. As a result, there would be no potential for a substantial adverse change in the significance of a historical resource.

### 3.6.3.5 Cumulative Impacts

Future development in the area and in the region is anticipated and planned for in the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). According to the EIR for the 2012-2035 RTP/SCS, transportation projects in the region have the potential to yield previously undiscovered human remains, because some projects would take place in previously undisturbed or areas with only little previous disturbance. The EIR acknowledges that excavation and soil removal of any kind, irrespective of depth, has the potential to encounter human remains. Impacts on known cultural resources would not result from the proposed project. Furthermore, the degree of urban development is reasonably foreseeable; however, to assign this future development to precise locations would be speculative, such that it cannot be estimated where cultural resources would be affected. If unknown buried cultural resources are discovered by implementation of the proposed project, although mitigated (through implementation of mitigation measure CR-1) to less-than-significant levels, the project would contribute to the significant cumulative impacts related to discovery of unknown materials at a regional scale identified in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy EIR.

## 3.6.4 Mitigation Measures

### 3.6.4.1 Short-Term Construction Mitigation Measures

The elimination or reduction of construction-period impacts would occur in two steps: (1) complying with local, state, or federal regulations or permits that have been developed by agencies to manage construction impacts, meet legally established environmental impact criteria or thresholds, and/or ensure that actions occurring under agency approvals or permits are in compliance with laws and policies, as described below, and (2) implementing the identified construction-period mitigation measures. Section 3.6.3.3 above identifies construction-period impacts for which compliance with local, state, and

federal regulations, permits, or similar types of requirements would eliminate or reduce such impacts. Because grading and construction activities may expose prehistoric or historical archaeological sites or paleontological resources, the proposed project would be implemented with the following mitigation measures included in all construction documents:

### ***Archaeological Resources***

- **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 that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated to another area. The Construction Authority will stop construction within 100 feet of the exposed resource until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and CCR, Title 14, Section 15064.5[f]). Examples of such cultural materials might include ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with State Historic Preservation Office (SHPO) Guidelines. All construction equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by the Construction Authority that will review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.

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 Section 7050.5, California Environmental Quality Act (CEQA) Section 15064.5(e), and Public Resources Code Section 5097.98 shall be implemented. No further excavation or disturbance of the area or any nearby area reasonably suspected to overlie adjacent remains until the coroner is contacted and the appropriate steps taken pursuant to Health and Safety Code §7050.5 and Public Resource Code §5097.98. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. If Native American human remains are discovered during project construction, it shall be necessary to comply with state laws relating to the disposition of Native American burials that are under the jurisdiction of the NAHC (Pub. Res. Code Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in the Pub. Res. Code Section 5097.98; or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified. In consultation with the most likely descendant, the project archaeologist and the Construction Authority shall determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation shall be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the Construction Authority shall determine a course of action regarding preservation or excavation of Native American human remains, which shall be submitted to the NAHC for review prior to implementation.

### ***Paleontological Resources***

- **CR-2**—Project plans shall specify that a qualified paleontologist shall be contacted in the event that potential paleontological resources are discovered. Treatment measures may include monitoring by a qualified paleontologist during construction-related ground disturbing activities if paleontological resources are discovered. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his or her professional opinion, the sediments being monitored were previously disturbed. Monitoring may also be reduced if the previously described potentially fossiliferous units are not present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared and shall signify completion of the program to mitigate impacts on paleontological resources.

#### **3.6.4.2 Long-Term Mitigation Measures**

The project does not have the potential to cause a substantial change in the significance of the identified historical and architectural resources, and therefore no mitigation is required.

#### **3.6.5 Level of Impact after Mitigation**

Impacts on archaeological and paleontological resources would be eliminated or reduced by complying with the prescribed mitigation measures, as well as local, state and/or federal regulatory requirements and/or permits pertaining to potential archaeological and paleontological resources. Therefore, potential impacts related to archaeological and paleontological resources are considered *less-than-significant* with mitigation incorporated.

The Build Alternative project does not have the potential to cause a substantial change in the significance of the identified historical and architectural resources, and therefore no mitigation is required.