

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
New LRT Bridge—Route 66		
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
New LRT Bridge over San Dimas Wash/South Lone Hill Avenue Flyover		
1332 S Lone Hill Avenue, Glendora Parcel No. 8642-021-002	Name: 1332 South Lone Hill Avenue. Industrial building Year Built: 1963	6Z
La Verne Station		
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
Glendora Station		
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
Pomona Station		
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
San Dimas Station		
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
Claremont Station		
No ineligible properties over 50 years of age were identified within the study area		
Montclair Station		
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.