

Appendix D

Cultural Resources Technical Report

CULTURAL RESOURCES TECHNICAL REPORT

GOLD LINE FOOTHILL EXTENSION – AZUSA TO MONTCLAIR



Prepared for:

Metro Gold Line Foothill Extension Construction Authority
406 East Huntington Drive, Suite 202
Monrovia, CA 91016-3633

Prepared by:



811 West 7th Street, Suite 800
Los Angeles, CA 90017

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INTRODUCTION

This cultural resources technical report identifies and evaluates historical resources, in accordance with Section 15064.5 of the California Environmental Quality Act (CEQA) Guidelines, that may be affected by construction and operation of Phase 2B of the proposed Gold Line Foothill Extension from Azusa to Montclair (see Study Area Map in Appendix A).

Project Description

The Build Alternative would use existing Metro Gold Line Foothill Extension Construction Authority (Construction Authority) and San Bernardino Associated Governments rights-of-way through the San Gabriel Valley to provide light rail transit (LRT) service. The Build Alternative would extend the Metro Gold Line LRT system approximately 12.6 miles, from the eastern boundary of Azusa to the Montclair TransCenter, which borders the city of Upland. The same LRT technology and components that went into the existing Metro Gold Line would be used for the proposed project. The Build Alternative would include six new stations, with one in each of the cities along the corridor (i.e., Glendora, San Dimas, La Verne, Pomona, Claremont, Montclair). Potential station locations were defined after consultation with the corridor cities. Parking facilities would be provided at each new station.

Eleven traction power substations (TPSSs) would be constructed, which would provide electrical power to the line. Where possible, TPSS sites would be located near a station site, within existing rail rights-of-way or within properties to be acquired for stations or parking. The Build Alternative would provide two new LRT tracks throughout the corridor. In addition, one freight track would be relocated between the eastern boundary of Azusa and Pomona. In Pomona, the single freight track would join up with the double Metrolink tracks and continue through to Montclair and beyond.

REGULATORY FRAMEWORK

Federal

Section 106 of the National Historic Preservation Act

Currently, there is no Federal funding, licensing, or approval involved in the proposed project, therefore, it does not need to comply with Section 106 of the National Historic Preservation Act or its implementing regulations at 36 CFR Part 800. Back in 2004, the Federal Transit Administration (FTA) and the California State Historic Preservation Officer (SHPO) previously made a consensus finding that the project proposed at that time would result in “no adverse effect” on historic properties. (See letter dated July 1, 2004, in Appendix A.) Properties found eligible for the National Register of Historic Places along the project as it was proposed in 2004, are identified as historical resources for the purposes of CEQA.

National Register Criteria for Evaluation

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

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

- (a) Are associated with events that have made a significant contribution to the broad patterns of our history
- (b) Are associated with the lives of persons significant in our past
- (c) Embody the distinctive characteristics of a type, period, or method of construction or represent the work of a master or possess high artistic values or represent a significant and distinguishable entity whose components may lack individual distinction
- (d) Have yielded, or may be likely to yield, information important in prehistory or history

Among other criteria considerations, a property that has achieved significance within the last 50 years is not considered eligible for inclusion in the National Register unless certain exceptional conditions are met. The 50-year age criterion for the proposed project has been set at 1964.

In addition to meeting the criteria of significance, a property must also have integrity. “Integrity is the ability of a property to convey its significance.”¹ According to the *National Register Bulletin*, the National Register recognizes seven aspects or qualities that, in various combinations, define integrity. To retain historic integrity a property will always possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.² The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. The following is excerpted from the *National Register Bulletin, How to Apply the National Register Criteria for Evaluation*, which provides guidance on the interpretation and application of these factors:

- Location is the place where the historic property was constructed or the place where the historic event occurred;³
- Design is the combination of elements that create the form, plan, space, structure, and style of a property;⁴

¹ How to Apply the National Register Criteria for Evaluation, National Register Bulletin, U.S. Department of Interior, National Park Service, 1997. p. 44.

² Ibid.

³ “The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.” Ibid.

⁴ “A property’s design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape Study Area.” Ibid.

- Setting is the physical environment of a historic property;⁵
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;⁶
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;⁷
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time;⁸ and
- Association is the direct link between an important historic event or person and a historic property.⁹

In assessing a property's integrity, the National Register criteria recognize that properties change over time, therefore, it is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity.¹⁰

For properties which are considered significant under National Register Criteria A and B, the *National Register Bulletin, How to Apply the National Register Criteria for Evaluation* states that a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s).¹¹

In assessing the integrity of properties which are considered significant under *National Register Criterion C, the National Register Bulletin, How to Apply the National Register Criteria for Evaluation* provides that a property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique.¹²

⁵ Ibid, p.45.

⁶ “The choice and combination of materials reveals the preferences of those who created the property and indicated the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area’s sense of time and place.” Ibid.

⁷ “Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques.” Ibid.

⁸ “It results from the presence of physical features that, taken together, convey the property’s historic character.” Ibid.

⁹ “A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property’s historic character. . . Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register.” Ibid.

¹⁰ Ibid, p. 46.

¹¹ Ibid.

¹² “A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.” Ibid.

State

The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation carries out the duties as set forth in the Public Resources Code (PRC) and maintains the California Historic Resources Inventory System (CHRIS). The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state's jurisdictions. Also implemented at the state level, CEQA requires projects to identify any substantial adverse impacts which may affect the significance of identified historical resources.

a. California Environmental Quality Act

Under CEQA, a “project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.”¹³ This statutory standard involves a two-part inquiry. The first involves a determination of whether the project involves a historical resource. If so, then the second part involves determining whether the project may involve a “substantial adverse change in the significance” of the historical resource. To address these issues, guidelines that implement the 1992 statutory amendments relating to historical resources were adopted in final form on October 26, 1998 with the addition of State CEQA Guideline Section 15064.5. The CEQA Guidelines provide that for the purposes of CEQA compliance, the term "historical resources" to include the following:¹⁴

- “A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
- 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 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.
- 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 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 on the California Register of Historical Resources.
- The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in 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) or 5024.1.”

¹³ California Public Resources Code § 21084.1.

¹⁴ State CEQA Guidelines, 14 CCR § 15064.5(a).

California Register of Historical Resources

Created by Assembly Bill 2881, which was signed into law on September 27, 1992, the California Register of Historical Resources (California Register) is “an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change.”¹⁵ The criteria for eligibility for the California Register are based upon National Register criteria.¹⁶ Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.¹⁷

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register of Historic Places and those formally Determined Eligible for the National Register of Historic Places;¹⁸
- California Registered Historical Landmarks from No. 770 onward;
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.¹⁹

Other resources which may be nominated to the California Register include:

- Individual historical resources;
- Historical resources contributing to historic districts;
- Historic resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5;
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.²⁰

California Register Criteria for Evaluation

To be eligible for the California Register, a historical resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
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
4. Has yielded, or may be likely to yield, information important in prehistory or history.

¹⁵ California Public Resources Code § 5024.1(a).

¹⁶ California Public Resources Code § 5024.1(b).

¹⁷ California Public Resources Code § 5024.1(d).

¹⁸ California Public Resources Code § 5024.1(d)(1).

¹⁹ California Public Resources Code § 5024.1(d).

²⁰ California Public Resources Code § 5024.1(e).

Additionally, a historical resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.²¹

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The resource must also be judged with reference to the particular criteria under which it is proposed for eligibility. It is possible that a historical resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.²²

COMPLIANCE METHODOLOGY

The Study Area

Several areas along the project corridor have been delineated to assess potential impacts on historical resources. The project study area includes the following:

- All parcels that would be directly affected by or adjacent to proposed station areas, construction staging areas, or acquisition areas that are not part of the existing railroad right-of-way.
- All bridges that would require alterations other than track work for the proposed project.
- Those areas on the ground that would be disturbed during project construction, excluding railroad tracks, ballast, ties, and equipment less than 50 years of age.

The study area boundaries are shown in the Study Area Map in Appendix A.

Identifying Historic Properties

For the proposed project, surveys and documentation have 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's Professional Qualification Standards (48 FR 22716) in the fields of ethnography, prehistoric archaeology, historic archaeology, architectural history, and history. For the purposes of this document, the broad pool of cultural resources within the study area may be categorized as follows:

1. Archaeological resources, including resources that represent important evidence of past human behavior (e.g., portable artifacts such as arrowheads or tin cans; non-portable features such as cooking hearths, foundations, and privies; residues such as food remains and charcoal). Archaeological remains can be virtually any age, from yesterday's trash to prehistoric deposits that may be thousands of years old.
2. Historic and architectural resources, including man-made features that compose the recognizable built environment. This category typically includes extant aboveground buildings and structures that date from the earliest territorial settlements to the present day.

²¹ California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852(c).

²² Ibid.

ARCHAEOLOGICAL RESOURCES

Identification Methodology

Archival Research

On March 2 and 3, 2011, archival research was conducted at the South Central Coastal Information Center to determine the proximity of previously documented prehistoric and historical archaeological resources in the Los Angeles County portion of the study area and establish a context for resource significance. A similar records search was conducted on March 8, 2011, at the San Bernardino Archaeological Information Center to determine the proximity of resources in the San Bernardino portion of the study area. The purpose of this research was to update the previous records search from 2003. The new records search studied nine locations, using a 0.5-mile search buffer for historic resources and a 1-mile search buffer for prehistoric resources. The nine locations are as follows:

- Glendora Station.
- San Dimas Station.
- New LRT Bridge – Route 66.
- South Lone Hill Avenue Flyover.
- La Verne Station.
- Pomona – Garey Avenue Station.
- Pomona Flyover.
- Claremont Station.
- Montclair Station.

Records from the South Central Coastal Information Center and the San Bernardino Archaeological Information Center were consulted, and the appropriate site records were obtained. Numerous previous studies of archaeological resources in and adjacent to the study area were reviewed to identify previously recorded prehistoric or historical archaeological sites and assess the area's potential to contain archaeological deposits. The following sources were consulted:

- National Register.
- California Register.
- 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.

Results by Location

b. Glendora Station

Glendora Quad

The Glendora station location provided for this search is virtually identical to the location covered by the original 2003 records search. One historic resource, 19-180677, was recorded in the 2003 records search.

No new resources were found in the 2011 records search.

c. San Dimas Station

San Dimas Quad

The San Dimas station location provided for this search is significantly different from the location covered by the 2003 records search. The new location is slightly east of the location in the 2003 records search. One historic resource, LAN-003, was recorded in the 2003 records search. During the 2011 records search, three prehistoric resources were recorded within a 1-mile search radius. These resources are 19-000075, 19-000347, 19-001098.

d. New LRT Bridge – Route 66

Glendora Quad

The new LRT bridge – Route 66 location was not covered by the 2003 records search. During the 2011 records search, one prehistoric resource was recorded within a 1-mile search radius. This resource is 19-001109.

e. South Lone Hill Avenue Flyover

San Dimas Quad

The South Lone Hill Avenue flyover location was not covered by the 2003 records search. During the 2011 records search, one prehistoric resource was recorded within a 1-mile search radius. This same resource, 19-001109, is within the search radius for the immediately preceding location, new LRT bridge – Route 66.

f. La Verne Station

San Dimas Quad

The La Verne station location provided for this search is virtually identical to the location covered by the original 2003 records search. Two historic resources, 19-002562 and LAN-61, were recorded during the 2003 records search. During the 2011 records search, seven additional historic resources were recorded. These resources, which were recorded since the original 2003 records search, are 19-187724, 19-187725, 19-187726, 19-187727, 19-187728, 19-187729, 19-187730.

g. Pomona – Garey Avenue Station

Ontario Quad

The Pomona – Garey Avenue station location provided for this search is virtually identical to the location covered by the original 2003 records search. One prehistoric resource, SHL-372, was recorded in the 2003 records search.

No new resources were recorded during the 2011 records search.

h. Pomona Flyover

Ontario Quad

The Pomona flyover location provided for this search is identical to the location covered during the 2003 records search (i.e., the Pomona station parking area). No resources were recorded during the 2003 records search.

No new resources were recorded during the 2011 records search.

i. Claremont Station

Ontario Quad

The Claremont station location provided for this search is virtually identical to the location covered by the original 2003 records search. One prehistoric resource, 19-0000349, was recorded in the 2003 records search. One additional historic resource was recorded during the 2011 records search. This resource, which was recorded since the original 2003 records search, is 19-186058 (i.e., the Pomona College campus).

j. Montclair Station

Ontario Quad

The Montclair station location provided for this search is significantly different from the location that was covered by the 2003 records search. The new location is slightly northeast of the location covered by the 2003 records search; however, the 2003 records search covered most of the new location.

The 2003 records search recorded four historic resources, 39-006847, 36-007794, 36-016454, and NRHP-L-78-680 – Russian Village district. During the 2011 records search, two additional historic resources were recorded. These resources, which were recorded since the original 2003 records search, are 36-020137 and 36-020273.

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, field reconnaissance, and subsequent research identified one prehistoric archaeological site within the study area, the Mud Springs site in the vicinity of the Atchison Topeka

Santa Fe (ATSF) right-of-way. First recorded in 1951, the site was estimated to have been 60 percent destroyed by 1965, and was fully developed by 1986. Records indicate that it was a large open-air occupation site.

HISTORIC AND ARCHITECTURAL RESOURCES

Identification Methodology

Records Search

A background research survey was undertaken to identify previously documented historic and architectural resources within and near the study area and 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. The following inventories and sources were consulted:

- National Register.
- California Register.
- California Historical Resources Information System.
- California Historical Landmarks.
- California Points of Historical Interest.
- 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.

Field Survey

Field surveys of all properties within the study area were undertaken according to the State CEQA Guidelines and related procedures. Qualified architectural historians conducted field investigations on multiple occasions in 2005 and 2011. In 2005, architectural historians Jessica Feldman, Carrie Chasteen, and David Greenwood and researcher John English conducted field investigations and building permit research in February, April, May, and June. In 2011, architectural historians David Greenwood and Peter Moruzzi and historian Andrew Bursan participated in site visits and conducted research on February 2, March 11 and 29, and August 2, 4, and 11. To be qualified under the Secretary of the Interior's Standards (36 CFR Part 61), each surveyor must have a bachelor's or master's degree in architectural history or history and at least 2 years of experience in the appropriate discipline.

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

- On-site visual 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 from the California Historic Resources Inventory.

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

- Building department building permits from the cities of Glendora, San Dimas, Pomona, La Verne, and Claremont.
- City directories for Los Angeles County, California.
- Records of significant historic and architectural resources identified.

The results of the records search, background research, and field survey by qualified architectural historians were recorded on California Historic Resources Inventory forms (Department of Parks and Recreation [DPR] 523). The records search, background research, field surveys, and subsequent research identified the following:

- One property that is listed in the National Register and California Register.
- Three properties that appear to meet National Register and California Register criteria for important historic associations (Criterion A of the National Register and Criterion 1 of the California Register) and for architectural merit (Criterion C of the National Register and Criterion 3 of the California Register).
- One property appears to meet California Register criteria for important historic associations (Criterion 1) and architectural merit (Criterion 3).
- One property appears to meet California Register criteria for important historic associations (Criterion 1).
- Thirty-eight properties that have buildings or structures that were constructed in or before 1964 that do not meet National Register or California Register criteria, either because they do not retain integrity from their period of significance or are not associated with an important historic context.

The remaining properties in the study area are improved with buildings constructed in 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 50-year age criterion.

Properties listed in the National Register or determined eligible for listing in the National Register are automatically listed in the California Register. Within the project site, the only historical resource that is currently listed in the California Register is one that was previously listed in the National Register:

- **Atchison, Topeka & Santa Fe (ATSF) Railway Station – Claremont Station, 110 West 1st Street, Claremont, CA.** The building was built in 1927 and listed in the National Register in 1982 (#82002188). Therefore, it is considered a historical resource pursuant to

Section 15064.5(a)(1) of the State CEQA Guidelines. The Claremont station was formerly part of the Pasadena Subdivision, a remnant branch line of ATSF's Los Angeles Second District, which ran from Los Angeles to San Bernardino via Pasadena.

Within the project site, three properties were found eligible for listing in the National Register and California Register:

- **William T. Michael Residence, 219 East Arrow Highway, San Dimas, CA.** This building is 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 Criterion 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. Therefore, the property meets National Register Criterion C and California Register Criterion 3 (design and construction) for architectural merit.
- **North Pomona ATSF Station, 2701 North Garey Avenue, Pomona, CA.** The original portion of the North Pomona ATSF station retains a high level of integrity, despite the inappropriate addition to the west end of the building. The structure 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 ATSF station meets the National Register 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 addition to the west end of the building. Therefore, pursuant to the State CEQA Guidelines, the property is considered a historical resource.
- **Sumner House, 105 North College Avenue, Claremont, CA.** This property, built in 1886, appears to meet the 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 Register of Structures of Historical and Architectural Merit lists this property as a classic full-scale Queen Anne Victorian house. According to the register, Sumner House, which was constructed by one of the founders of Pomona College, is in excellent condition. It has been restored and appears to retain a high level of integrity. The property was previously surveyed in 2004. Concurrence regarding eligibility for inclusion in the National Register is documented in a 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). Therefore, pursuant to Section 15064.5(a)(3) of the State CEQA Guidelines, the building is considered a historical resource.

Within the project site, two properties were found eligible for listing in the California Register:

- **ATSF Railway Station – San Dimas Station, 210 West Bonita Avenue, San Dimas, CA.** The property was originally surveyed by the city in 1991 as part of the San Dimas Historic Resources Survey that was being conducted at that time. It was found eligible for listing in the National Register (Status Code 3S). 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 filled in 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 photograph. Along the south elevation, facing the train tracks, all freight and passenger openings have been filled in and covered with stucco. The west wing of the building is an addition that incorporates metal windows, an entrance, and a faux Mansard roof, which are inconsistent with the design of the original station. This wing also has a prominent ramp with solid railings that wrap 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 Criterion A or C. However, for the purposes of California Register eligibility, the property does appear to qualify under Criterion 1 for the important role ATSF 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 station in San Dimas. As such, the station exhibits key features of the type, including its overall massing, passenger waiting area, main entrance design, wood-frame windows, and orientation toward the adjacent railroad tracks.

- **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 and reflective of the agricultural development of La Verne from 1920 to approximately 1955. It appears individually eligible for the California Register under Criterion 1.

Table 1 identifies all properties that were found ineligible for listing in the National Register or California Register. These properties either do not have unique architectural quality, distinction, or historic character or are not associated with an important historic context. In addition, many of these properties do not retain integrity from their period of significance.

a. Description of Historical Resources Identified

ATSF Railway Station – Claremont Station (110 West 1st Street, Claremont)

The ATSF station, commonly known as the Claremont station, is a classic Mission Revival structure. The station is located in the approximate center of a 6.13-acre parcel that faces 1st Street within the boundaries of the city of Claremont. Designed by the architectural staff of ATSF, the structure is a strong statement of a California architectural style known as Spanish Colonial or Spanish Revival. The station displays distinctive pre-cast concrete trim that rises some 35 feet above the ground line. It also features the classic thick walls of the Spanish Colonial style, Moorish arches, and a red tile roof. This property is listed in the National Register.

The ATSF station, or Claremont station, is listed in the National Register and the California Register (California Historic Resources Status Code 1S). Therefore, the building is considered a historical resource for the purposes of CEQA, pursuant to the State CEQA Guidelines, Section 15064.5(a).

Table 1: Properties in the 2011 Study Area Found Ineligible for Listing in the National Register and California Register

Address Study Area Map Figure and APN	Resource Name and Year Built	California Historical Resource Status Code (pending SHPO concurrence)
GLENDORA		
Alosta Avenue Overcrossing, Glendora, CA. Parcel No. 8655-019-902	Name: ATSF bridge over Alosta Avenue (now Route 66) Year Built: 1929	6Z
1706 E Route 66, Glendora, CA. Parcel No. 8654-001-038	Name: 1706 East Route 66. Two single-family residences Year Built: 1922, 1926	6Z
1332 S Lone Hill Avenue, Glendora, CA. Parcel No. 8642-021-002	Name: 1332 South Lone Hill Avenue. Industrial building Year Built: 1963	6Z
ATSF bridge over San Dimas Wash, Glendora, CA. Parcel No. 8642-019-906	Name: ATSF bridge over San Dimas Wash Year Built: 1914	6Z
226 W Carroll Avenue, Glendora, CA. Parcel No. 8639-002-011	Name: 226 West Carroll Avenue. Multi-family residence Year Built: 1959	6Z
325 S Vista Bonita Avenue, Glendora, CA. Parcel No. 8639-015-018	Name: 325 West Vista Bonita Avenue. Commercial retail building Year Built: 1961	6Z
401 S Vermont Avenue, Glendora, CA. Parcel No. 8639-021-025	Name: 401 South Vermont Avenue. Industrial building Year Built: 1955	6Z
303 South Vermont Avenue, Glendora, CA Parcel No. 863-902-1011	Name: 303 South Vermont Avenue. Single-family residence Year Built: 1946	6Z
331 S Vermont Avenue, Glendora, CA. Parcel No. 8639-021-004	Name: 331 South Vermont Avenue. Commercial building Year Built: 1955	6Z
321 S Vermont Avenue, Glendora, CA. Parcel No. 8639-021-005	Name: 321 South Vermont Avenue. Commercial building Year Built: 1961	6Z
141 South Washington Avenue, Glendora, CA Parcel No. 863-802-3012	Name: 141 South Washington Avenue. Single-family residence Year Built: 1928	6Z
145 South Washington Avenue, Glendora, CA Parcel No. 863-802-3013	Name: 145: South Washington Avenue. Single-family residence Year Built: 1926	6Z

Table 1: Properties in the 2011 Study Area Found Ineligible for Listing in the National Register and California Register

Address Study Area Map Figure and APN	Resource Name and Year Built	California Historical Resource Status Code (pending SHPO concurrence)
LA VERNE		
2467 1 st Street, La Verne, CA. Parcel No. 8377-019-023	Name: 2467 1 st Street. Industrial building Year Built: 1961	6Z
2467 1 st Street, La Verne, CA. Parcel No. 8377-019-024	Name: 2467 1 st Street. Commercial office building Year Built: 1961	6Z
POMONA		
2692 N. Towne Avenue, Pomona, CA. Parcel No. 8313-001-008	Name: Ace Hardware (C&E) Year Built: 1954	6Z
2710 North Towne Avenue, Pomona, CA. Parcel No. 8313-001-002	Name: Metro Builder's Supply. Industrial building Year Built: 1958	6Z
2655 Deodar Avenue, Pomona, CA. Parcel No. 8366-019-004	Name: 2655 Deodar Avenue. Single-family residence Year Built: 1956	6Z
575 Roderick Avenue, Pomona, CA. No. 8366-019-003	Name: 575 Roderick Avenue. Single-family residence Year Built: 1956	6Z
587 Roderick Avenue, Pomona, CA. Parcel No. 8366-019-002	Name: 587 Roderick Avenue. Single-family residence Year Built: 1956	6Z
593 Roderick Avenue, Pomona, CA. Parcel No. 8366-019-001	Name: 593 Roderick Avenue. Single-family residence Year Built: 1956	6Z
601 Roderick Avenue, Pomona, CA. Parcel No. 8366-019-012	Name: 601 Roderick Avenue. Single-family residence Year Built: 1956	6Z
623 Roderick Avenue, Pomona, CA. Parcel No. 8366-019-013	Name: 623 Roderick Avenue. Single-family residence Year Built: 1956	6Z
635 Roderick Avenue, Pomona, CA. Parcel No. 8366-019-014	Name: 635 Roderick Avenue. Single-family residence Year Built: 1956	6Z

Table 1: Properties in the 2011 Study Area Found Ineligible for Listing in the National Register and California Register

Address Study Area Map Figure and APN	Resource Name and Year Built	California Historical Resource Status Code (pending SHPO concurrence)
647 Roderick Avenue, Pomona, CA. Parcel No. 8366-019-015	Name: 647 Roderick Avenue. Single-family residence Year Built: 1956	6Z
659 Roderick Avenue, Pomona, CA. Parcel No. 8366-019-016	Name: 659 Roderick Avenue. Single-family residence Year Built: 1959	6Z
671 Roderick Avenue, Pomona, CA. Parcel No. 8366-019-017	Name: 671 Roderick Avenue. Single-family residence Year Built: 1959	6Z
683 Roderick Avenue, Pomona, CA. Parcel No. 8366-019-018	Name: 683 Roderick Avenue. Single-family residence Year Built: 1959	6Z
720 Indigo Court, Pomona, CA. Parcel No. 8366-023-054	Name: 720 Indigo Court. Industrial building Year Built: 1956	6Z
283 W Bonita Avenue, Pomona, CA. Parcel No. 8370-015-012	Name: 283 West Bonita Avenue. Industrial building Year Built: 1959	6Z
SAN DIMAS		
113 W Commercial Street, San Dimas, CA. Parcel No. 8390-021-018	Name: 113 West Commercial Street. Single-family residence Year Built: 1910	6Z
117 W Commercial Street, San Dimas, CA. Parcel No. 8390-021-072	Name: 117 West Commercial Street. Single-family residence Year Built: 1912	6Z
123 W Commercial Street, San Dimas, CA. Parcel No. 8390-021-024	Name: 123 West Commercial Street. Single-family residence Year Built: 1961	6Z
129 W Commercial Street, San Dimas, CA. Parcel No. 8390-021-028	Name: 129 West Commercial Street. Single-family residence Year Built: 1911	6Z
137 W Commercial Street, San Dimas, CA. Parcel No. 8390-021-032	Name: 137 West Commercial Street. Single-family residence Year Built: 1929	6Z
141 W Commercial Street, San Dimas, CA. Parcel No. 8390-021-034	Name: 141 West Commercial Street. Single-family residence Year Built: 1922	6Z

Table 1: Properties in the 2011 Study Area Found Ineligible for Listing in the National Register and California Register		
Address Study Area Map Figure and APN	Resource Name and Year Built	California Historical Resource Status Code (pending SHPO concurrence)
145 W Commercial Street, San Dimas, CA. Parcel No. 8390-021-036	Name: 145 West Commercial Street. Single-family residence Year Built: 1924	6Z
207 E Arrow Highway, San Dimas, CA. 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		
5040-5050 Arrow Highway, Montclair, CA. Parcel No. 1007-701-02-0000	Name: Inland Pacific Ballet. Industrial building Year Built: 1955	6Z

ATSF Railway Station – San Dimas Station (210 West Bonita Avenue, San Dimas)

The property was originally surveyed by the city in 1991 as part of the San Dimas Historic Resources Survey that was being conducted at that time. It was found eligible for listing in the National Register (Status Code 3S). In 2003, it was assessed again. Although photographs revealed alterations to the original Mission Revival-style parapet above the primary entrance, it retained its 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 filled in 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 photograph. Along the south elevation, facing the train tracks, all freight and passenger openings have been filled in and covered with stucco. The west wing of the building is an addition that incorporates metal windows, an entrance, and a faux Mansard roof, which are inconsistent with the design of the original station. This wing also has a prominent ramp with solid railings that wrap 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 Criterion A or C. However, for the purposes of California Register eligibility, the property does appear to qualify under Criterion 1 for the important role ATSF 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 station in San Dimas. As such, the station exhibits key features of the type, including its overall massing, passenger waiting area, main entrance design, wood-frame windows, and orientation toward the adjacent railroad tracks.

William T. Michael Residence (219 East Arrow Highway, San Dimas)

This two-story Queen Anne-style dwelling is crowned by a hipped roof with flaring eaves. Quite distinctive are the broad porches that wrap around the primary (south) and east elevations on both stories. Tapered round Doric posts support the porch roofs, with the ground-floor posts resting atop cast stone pedestals. Cast stone also forms the first-floor porch balustrade. The porch ceilings are finished with varnished strips of wood that appear to have been recently restored. Exterior elevations are sheathed with wide clapboards with corner boards; however, fishscale shingles clad the second-story porch railing, which flares outward. Typical of the Queen Anne style, many of the dwelling's windows are tall and narrow, and the second-story fenestration, facing the street, typifies this window type. Although many windows originally had wood-framed double-hung sashes, windows along secondary elevations have been replaced with aluminum or vinyl units. The two large first-floor wood-framed windows, facing the street, feature non-original stained glass instead of transparent glazing. Concrete steps with art stone railings lead to the front porch and the main entry door, which has been replaced and fronted by a non-original metal security door. An exterior red brick chimney rises from the rear of the north elevation. The house is surrounded by asphalt paving and located in an industrial area. The property's original yard and landscaping have been removed, with only a small patch of lawn and a mature *Washingtonia filifera* palm remaining in front. The yard is enclosed by a non-original metal fence. Other than the numerous window alterations and door replacements, the residence exhibits a remarkably high level of physical integrity. As such, it meets National Register and California Register criteria for its association with developments that were important in the past (Criterion A and Criterion 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. Therefore, the property meets National Register Criterion C and California Register Criterion 3 (design and construction) for architectural merit.

North Pomona ATSF Station (2701 North Garey Avenue, Pomona)

This one-story combination passenger/freight depot is an example of the Spanish Colonial Revival architectural style. The building, which was built for use by ATSF, is capped by a front-gabled center section with flanking side-gabled wings. The portion of the building located east of the front gable is a later addition. Stucco was used on the exterior walls, and a red clay tile roof once covered the original roof, which is now clad with asphalt shingles. The center passenger/office portion of the building is punctuated by narrow wood-framed six-over-one double-hung sash windows, which are protected by non-original metal security bars. In contrast, the freight wing features large openings, with wooden doors and a wooden platform fronting the south-facing opening. A double-door entrance, located near the passenger/office area on the south elevation, has non-original metal doors. On the opposite side of this wing (i.e., on the north elevation), the double doors are original and have opaque upper lights. A pair of small square-shape windows is located near the west end of the freight wing's north and south elevations. A sign with "POMONA," printed in a period typeface, is attached to the passenger/office portion of the building near the gable peak on the track-facing north elevation. A sign with "SANTA FE" is attached on the south elevation in the same relative position. "POMONA" also appears on the west end of the freight wing. In addition, original ATSF signs with the company's logo in enamel are attached to the south and west ends of the freight wing. The east end of the building is dominated by a non-original addition that begins at the recessed entrance area on the south side of the passenger/office portion of the building. It is Vernacular Modern in design and sheathed in stucco and a brick veneer, except on the wing's east end where it is clad with vertical boards and deeply sheltered by an extension of the main roof, which is supported by square wooden posts. Fenestration consists of aluminum sliders on the south elevation and metal-framed fixed windows on the east elevation. Plywood boards cover the windows on the north elevation. A row of hanging globe lamps is found beneath the roof shelter. In terms of physical integrity, the original depot portion appears to retain a high level of integrity. However, the non-original east wing, which could be removed with minimal impact on the original depot, negatively affects the building's integrity of design, workmanship, materials, and feeling.

The North Pomona ATSF station meets National Register Criterion A and California Register Criterion 1 for historic associations. It also meets National Register Criterion C and California Register Criterion 3 for architectural merit as a good—and increasingly rare—example of its type, despite the additions to the west end of the building. This equates to a 3S status code. Therefore, the building is considered a historic resource for the purposes of CEQA, pursuant to the State CEQA Guidelines, Section 15064.5(a).

Sumner House (105 North College Avenue, Claremont)

Sumner House is a classic full-scale Queen Anne Victorian house with some Eastlake ornamentation. Architectural features of the three-story house include complex gables, bays, sunrooms or enclosed porches, clapboard, and patterned shingles or other decorative wood siding. There is a freestanding open-railed porch entry at south side of the front elevation, a gracious example of the period architecture. The property has been restored and appears to retain a high level of integrity. It was previously surveyed in 2004. Concurrence regarding eligibility for inclusion in the National Register is documented in a 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). Therefore, pursuant to Section 15064.5(a)(3) of the State CEQA Guidelines, the building is considered a historical resource.

La Verne Orange Growers Association Packing House No. 2 – University of La Verne Central Services Office (2234 1st Street, La Verne)

This property contains a large utilitarian building, portions of which appear to have been constructed at different times. It currently serves as a combination warehouse/administrative office complex for the University of La Verne. The most prominent portion of the building is the concrete warehouse/packing house, which is capped by a sawtooth roof with north-facing clerestory windows. The 1st Street elevation features multiple bays, each pierced by a large non-original metal-framed window. A deep, projecting metal canopy extends the full width of the south elevation. The west elevation includes a projecting center portion, the north end of which is sheltered by a metal awning. Non-original rectangular windows are arranged across its façade. At the northwest corner is a new entrance. Above the entrance is a non-original flat canopy, which is supported by concrete posts. Extending west from this elevation is a storage warehouse with a side-gabled roof and full-height center freight opening. The building's south elevation, facing the tracks, no longer has any of the large loading docks that would have originally been used when transferring produce to freight cars. The east end of the building features a utilitarian addition. It consists of a flat-roofed one-story section, a flat-roofed three-story section, and a front-gabled one-story section facing 1st Street. Non-original rough-textured stucco sheathes the front-gabled wing. Between the large warehouse/packing house and the front-gabled wing is a small paved delivery area, which is flanked by freight openings along several of the elevations. Because of the noted alterations related to the building's conversion to a warehouse/office building, the property exhibits a low level of integrity of materials, workmanship, design, feeling, and association.

This property is a prominent example of a citrus packing house and reflective of the agricultural development of La Verne from 1920 to approximately 1955. It appears individually eligible for the California Register under Criterion 1. Therefore, the building is considered a historic resource for the purposes of CEQA, pursuant to the State CEQA Guidelines.

DESCRIPTION OF CONSTRUCTION ACTIVITIES

The cities in the Foothill Extension corridor are Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. The Build Alternative would include LRT stations in each community.

CRITERIA OF EFFECT

As set forth in Section 15064.5 of the State CEQA Guidelines,

- (b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.
 - (1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
 - (2) The significance of an historical resource is materially impaired when a project:
 - (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and justify its inclusion in, or eligibility for inclusion in, the California Register; or

- (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- (C) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.”²³

Glendora

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

San Dimas

William T. Michael Residence (219 East Arrow Highway)

A three-level parking structure containing 450 spaces will be constructed approximately 280 feet north of the William T. Michael Residence. Due to the substantial distance between the proposed parking structure and the residence, as well as two intervening parcels with commercial buildings, it does not appear that the Build Alternative 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.

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

ATSF Railway Station – San Dimas Station (210 West Bonita Avenue)

According to the May 2011 plans provided by the Construction Authority, it appears that the proposed project would involve constructing a new TPSS facility on the south side of the existing tracks, opposite the San Dimas station. Visual examination reveals that the original large freight and passenger openings on the south elevation, facing the platform, have been filled in. In addition, only three of the building’s original windows face the tracks. The TPSS facility would be a rectangular structure, approximately 16 feet high, 14 feet wide, and 43 feet long. It would be situated approximately 75 feet from the station. Given its size and distance from the station, it does not appear that TPSS facility would directly or indirectly alter the distinctive physical or historical characteristics of the San Dimas station or its integrity of setting, location, design, materials, workmanship, feeling, or association.

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

²³ State CEQA Guidelines, 14 CFR Section 15064.5(b)(2)(A).

La Verne

La Verne Orange Growers Association Packing House No. 2 – University of La Verne Central Services Office (2234 1st Street, La Verne)

According to the May 2011 plans provided by the Construction Authority, it appears that construction of the proposed La Verne station would require a new LRT platform on the south side of the existing BNSF tracks, opposite 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 no longer features its original freight openings or loading docks. Specifically, all openings along the south (track-facing) elevation have been filled in. In addition, the historic resource has already been converted to a new use (i.e., University of La Verne Central Services Office). Therefore, it does not appear that the Build Alternative 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.

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

Pomona

North Pomona ATSF Station (2701 North Garey Avenue, Pomona)

According to the May 2011 plans provided by the Construction Authority, it appears that construction of the proposed Pomona station would require a new LRT platform west of the historic North Pomona ATSF station. The plans also indicate that the associated Metrolink parking lot, situated east of the proposed Pomona station and west of the historic resource, would not be altered, except for a new circulation pattern. Therefore, it does not appear that the proposed project would directly or indirectly alter the distinctive physical or historical characteristics of the North Pomona ATSF station or its integrity of location, design, materials, workmanship, feeling, or association.

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

Claremont

ATSF Railway Station – Claremont Station (110 West 1st Street, Claremont)

The May 2011 plans provided by the Construction Authority indicate that a portion of the south end of the plaza, situated between Track 2 and the south elevation of the Claremont station, would be removed. After a review of a cross-section drawing on June 9, 2011, it was determined that a setback of approximately 31 feet would exist between the station's south wall and the edge of the new LRT platform. Although 12 feet of the plaza would be used for the new LRT platform, 19 feet would remain in its existing condition. The existing plaza's paving has been replaced in recent years and is not the original historic material. If the plaza's historic clock must be moved for construction of the new platform, it should be reinstalled at a suitable location within the Claremont station site. A new passenger platform would be in character with the original historic use of the property (i.e., a passenger train station). Therefore, the introduction of an LRT platform at the Claremont station would not be considered an impact.

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

Sumner House (105 North College Avenue, Claremont)

According to the May 2011 plans provided by the Construction Authority, it appears that construction of the proposed Claremont station would require 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, a wide median, a portion of which is landscaped with trees, in the center of 1st Street 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.

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

Montclair

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

ARCHEOLOGICAL RESOURCES

One archaeological resource was previously recorded within the study area. Site CA-LAN-75, the Mud Springs site, encompasses about 1,640 feet of land on both sides of the BNSF right-of-way at the intersection of San Dimas Canyon Road and Arrow Highway in San Dimas. However, project construction, which would be confined to the existing railroad right-of-way in this area, has a low probability of encountering archaeological resources. In addition, at each station location, there is a low probability of exposing unknown buried archaeological resources. If archaeological resources are discovered during construction, the impacts would be mitigated with standard mitigation measures.

PALEONTOLOGICAL RESOURCES

For CEQA compliance, the Division of Geological Sciences of the San Bernardino County Museum completed a literature review and record search for the proposed project to determine the potential for encountering paleontological resources. Previous geological mapping of the Gold Line extension between Sierra Madre Villa in Pasadena and Central Avenue in Montclair indicates that geology along the alignment consists primarily of Quaternary alluvial sediments, either as fan deposits or alluvium derived from the San Gabriel Mountains to the north. The project area abuts an outcrop of Glendora volcanics near the South Hills, which are proximate to Marine deposits of the Miocene Topanga Formation. Younger deposits extend from San Dimas Wash eastward to Interstate 210. Older deposits extend to San Dimas Canyon Road, and younger deposits extend to an area west of North Garey Avenue in Pomona. The uppermost younger layers of these alluvial and fan sediments are unlikely to contain vertebrate fossils. Older sediments, known as the San Dimas Formation, which may underlie younger deposits, 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, which have yielded a variety of fossils (e.g., shark, bony fishes, sea turtle, marine birds, marine mammals), may encounter similar remains. There is a high potential for monitoring to discover fossils in locations where deep excavations take place and expose older Quaternary sediments (e.g., in areas where these sediments occur between Glendora and La Verne and near the South Hills). However, no fossil remains would be encountered in the volcanic outcrop.

At each station location, there is a low probability of exposing unknown buried paleontological resources. If fossil resources are discovered during construction, the impacts would be mitigated with standard mitigation measures.

CONCLUSIONS

Under CEQA, there would be no potential for impacts on or a substantial adverse change in the significance of the following historical resources as a result of the Build Alternative:

- ATSF Railway Station – Claremont Station, 110 West 1st Street, Claremont.
- William T. Michael Residence, 219 East Arrow Highway, San Dimas.
- ATSF Railway Station – San Dimas Station, 210 West Bonita Avenue, San Dimas.
- North Pomona ATSF Railway 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.

Under CEQA, there would be no potential for impacts on or a substantial adverse change in the significance of an archaeological or paleontological resource as a result of the Build Alternative. If archaeological resources or paleontological resources are discovered during construction, the impacts would be mitigated to a level of less than significant through application of standard mitigation measures.