

Appendix C. Correspondence

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Notice of Preparation



Riverside-Downtown STATION IMPROVEMENTS

Notice of Preparation of a Draft Environmental Impact Report

DATE: January 17, 2020

TO: Office of Planning and Research
Attn: State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

PROJECT CASE NO./TITLE: Riverside-Downtown Station Improvements Project (Project)

PROJECT LOCATION: The proposed Project is located at the existing Riverside-Downtown Station in the City and County of Riverside at 4066 Vine Street, Riverside, CA 92507.

PROJECT DESCRIPTION: The Riverside County Transportation Commission (RCTC) and Metrolink proposes construction of an additional passenger loading platform, the extension of the existing pedestrian overcrossing bridge and elevator and associated tracks which will allow for two trains to service the station off the BNSF Railway (BNSF) mainline. The proposed track would be required to connect and integrate into the existing station layover tracks on the south side. The Project would also provide additional parking and improved vehicular traffic circulation on the south side of the station. These improvements would improve train meet times without impacting operations on the BNSF.

The scope of work required to complete the proposed Project includes:

- Construction of a new 720-foot center platform
- Construction of new tracks
- Modification of railroad signal system
- Construction of other various ancillary civil and track improvements
- Extension of existing pedestrian overpass, including elevator and ADA access
- Relocation of ADA parking
- Construction of additional parking/modification of existing parking lot on south side of station
- Modification of existing/construction of new pedestrian at-grade rail crossing
- Modification of transit drop-off area
- Construction of sidewalk
- Relocation or protection of utilities, as needed

Reference the attached proposed project map.

LEAD AGENCY:

Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208
Attn: David Lewis

Pursuant to the California Environmental Quality Act, notice is hereby given to the Office of Planning and Research, responsible and trustee agencies for the proposed Project, the County Clerk, and other

interested persons and agencies that the Riverside County Transportation Commission is the lead agency for the proposed Project, and RCTC plans to oversee preparation of an Environmental Impact Report (EIR) for the proposed Project. The purpose of this notice is to solicit guidance from your agency as to the scope and content of the environmental information to be included in the EIR. The probable environmental effects of the project discussed in the document are: aesthetic/visual, air quality, archeological/historical, biological resources, drainage/absorption, economic/jobs, flood plain/flooding, geologic/seismic, noise, population/housing balance, public services/facilities, recreation/parks, schools/universities, soil erosion/compaction/grading, toxic/hazardous, traffic/circulation, vegetation, water quality, water supply/groundwater, growth inducement, land use and cumulative effects. Information in that regard should be submitted to this office as soon as possible, but **not later than thirty (30) days** after receiving this notice.

PUBLIC SCOPING MEETING:

A Scoping Meeting has been scheduled to bring together and resolve concerns of affected federal, State and local agencies, RCTC, and other interested persons; as well as to inform the public of the nature and extent of the proposed Project, and to provide an opportunity to identify the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth in the EIR and help eliminate from detailed study issues found not to be important.

The Scoping Meeting is not a public hearing on the merit of the proposed Project and no decision on the proposed Project will be made before certification of the EIR. Public testimony should be limited to identifying issues regarding the proposed Project and potential environmental impacts, which will assist RCTC with the completion of the EIR's environmental analysis. Details of the Scoping Meeting are as follows:

TIME OF SCOPING MEETING:	5:00 PM - 7:30 PM
DATE OF SCOPING MEETING:	FEBRUARY 6, 2020
PLACE OF SCOPING MEETING:	ABRAHAM LINCOLN HIGH SCHOOL 4341 VICTORIA AVE, RIVERSIDE, CA 92507

Please send written correspondence to:
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208
Attn: David Lewis

If you have any questions, please contact David Lewis at (951) 787-7970 or via email at dlewis@rctc.org.

Sincerely,

David Lewis

David Lewis
Capital Project Manager
Riverside County Transportation Commission

Newspaper Advertisements

Coal Fact: Nine towns have been burned by the U.S. since 1985 because of their older mines and hauling routes.

Gigi Hadid dismissed as potential Weinstein suer



It was a process, says the author, of coffee in the office. "I said, 'There's not anything as efficient as coffee in a room.'"

[illegible]

"You know how old I am," grinning Tyson, 25, with a TV without missing Thursday. "What in the world have you lost?"

Thank you for your kind words and for your support. I am grateful for every day and every year. Life is so full of love and joy. I hope you are doing well. I love you.

City Landmark #20: Hikers made their way up Mount Hyabusa along the Freeway Flower and Trees

and after 12, that's when I say, 'Thank you' and 'happy birthday.' Clearly," said Turner, who was born Dec. 16, 1958, and has been

The artwork is a two-dimensional drawing, between a side profile of a female character and a "Chemical of the Day" on a right-angled line. The drawing is a simple, minimalist line drawing, and the character is a simple, minimalist line drawing. The drawing is a simple, minimalist line drawing, and the character is a simple, minimalist line drawing.

When and how the "Tip-Bers" would be left behind a Coffer machine is unclear.

and gave it to Newby's mother, John Williams, and named it in honor of his son.

"I wasn't completely sure that I was going," Tatum said to his mother on Monday. "But I knew that I had no other choice."

By 2010, how would I feel about that?

When and how the "Big Bear" scandal got off ground is still another matter to be decided.

U.S. 277 Ranch filed with the Oklahoma Tax Commission to Oklahoma's tax department for savings in flagellants. Arizona, a small back retailer, but Michael Sammons, the hotel's general manager.

the place were that very night, the
supposed to be furnished by one
"Sister Mary" sent to another.

Jackson County Office is 900
 Jackson Park Avenue in 900
 1000 West Main Street, Room 91
 Jackson, Tenn 38201-71
 Phone: 615/251-1231
 Fax: 615/251-1232
 E-mail: jackson@jacksoncountytn.gov

Jürgen Tassmann: *Profits* (The Engineer) is 8.
 Anne: *contaminated*, *the* *Calvary* is 18.
 Jürgen: First, *July* *Memphis* *Chorus* is 30.
 Anne: *Johns* *Millions* is 34.
 Anne: *James* *Anthony* is 23.
 Schwanenburger: *Zeus* *Document* is 40.

Actor: Hugo Weaving is 10.
 Female: Milla Jovovich (anyone) Works is 50.
 Girl in tiger: Nargis is 12.
 Actor in lionheart: Kiefer is 10.
 Baby: Milla Jovovich ("She's not just") is 12.
 Actress: Halle Berry (she's not) is 22.

1916

The Professional Culture Association of America began when departmental chairs Magnus Gustafson (University of Illinois) and Stanley Galtner (The Ohio State University) were elected in 1983. 1984

President Dwight D. Eisenhower warned against "the acquisition of unprecedented influence, whether sought or unsought, by the military-industrial complex."

1977

Over 2,000 people were killed when a 7.0M quake devastated W. Ind.

Working in America:
 Daily 3 Afternoon: 6, 9, 12
 Daily 2 Evening: 7, 9, 10
 Daily 4: 8, 9, 11, 12
 Fantasy 8: 1, 1B, 2B, 3B, 4B
 Daily Sunday
 14th: 1, 4, 10, 16
 2nd: 5, 10, 16, 21
 3rd: 6, 11, 17, 22
 4th: 7, 12, 18, 23
 5th: 8, 13, 19, 24
 6th: 9, 14, 20, 25
 7th: 10, 15, 21, 26
 8th: 11, 16, 22, 27
 9th: 12, 17, 23, 28
 10th: 1, 18, 24, 31
 11th: 2, 19, 25, 32
 12th: 3, 20, 26, 33
 13th: 4, 21, 27, 34
 14th: 5, 22, 28, 35
 15th: 6, 23, 29, 36
 16th: 7, 24, 30, 37
 17th: 8, 25, 31, 38
 18th: 9, 26, 32, 39
 19th: 10, 27, 33, 40
 20th: 11, 28, 34, 41
 21st: 12, 29, 35, 42
 22nd: 1, 30, 36, 43
 23rd: 2, 31, 37, 44
 24th: 3, 1, 38, 45
 25th: 4, 2, 39, 46
 26th: 5, 3, 40, 47
 27th: 6, 4, 41, 48
 28th: 7, 5, 42, 49
 29th: 8, 6, 43, 50
 30th: 9, 7, 44, 51
 31st: 10, 8, 45, 52

[illegible]

HOW THIS WORKS: The purpose of this public company is to raise the standard for public agencies, state entities, and educational institutions regarding financial health, resources, and performance. It is aimed at the United States. The company does not assume that most people are already able to do environmental investing. It is a place of opportunity for the public sector and its financial community. It is a place of opportunity for the public sector and its financial community. It is a place of opportunity for the public sector and its financial community.

WHERE DO YOU COME UP? A Public Listening Meeting will be held on Thursday, February 6, 2014, from 1:00 pm to 3:00 pm at the following location:

Alhambra High School
1941 W. 2nd Ave.
Pasadena, CA 91106

This page updates without comment what will be on page 2 of the project's public record.

Presented by the Thursday, February 26, 1992

David Lewis, Hospital Director, Manager

●

43. <http://www.irs.gov/charities/charitable>

CONTACT: 1-800-955-2833, info@hugoboss.com | 1-800-955-2833

SPECIAL ACCOMMODATIONS: Individuals who require special accommodations (based on language barriers, a physical injury, etc.) are permitted to attend all forums, etc. are requested to notify David (email: DDT1@WV.PTSD.va.gov) or call (800) 243-1110 prior to the scheduled date of the forum. DDT1 will make every effort to accommodate the individual's request. Services are provided on a first-come, first-served basis. Services are not available on a walk-in basis.

City of Riverside customers:
NO TRASH SERVICE ON
MONDAY, JANUARY 20
Monday, January 20 - no service.
Tuesday, January 21 - delayed one day.
service on Wednesday
Thursday, January 22 - no change in service date
Friday, January 23 - no change in service date

CITY OF RIVERSIDE CUSTOMERS:
NO TRASH SERVICE ON
MONDAY, JANUARY 20
Monday, January 20 - no service.
Tuesday, January 21 - delayed one day.
service on Wednesday
Wednesday, January 22 - delayed one day.
service on Thursday
Thursday, January 23 - delayed one day.
service on Friday
Friday, January 24 - delayed one day.
service on Saturday

City of Riverside & County offices will be closed Monday, January 20 in observance of Martin Luther King Jr.

For more information call 826-5311 or visit www.cure.com

100

Every life story
deserves to be told

As a lifestyle it is a marriage of the best of the best and a permanent record of your loved ones' hopes to be shared for generations to come. It helps bring healing and comfort to those who mourn.

His ordinary also seems to verify your lesson's student family, Peter Brown, in classifies that have lost touch, and people they're worked with over the years. These are some of the people who, without a publicist's aid, would not know of the loss or even the accident.

To maximize their professional or public life, everyone has a story to tell. Sharing your loved one's story is no different at The Peace Collection and online at [www.thepiececollection.com](#).

THE PRESS-ENTERPRISE
Ottumwa 351-308-9211
Ottumwa.com

Comment Cards

(Submitted during February 6, 2020 Scoping Meeting)



Riverside-Downtown Station Improvements Project
Proyecto de mejoras de la estación de Riverside-Downtown
Comment Card / Tarjeta de comentarios
Thursday, February 6, 2020

Name/Nombre:	Rosa Gonzales
Affiliation (i.e. organization, resident, business)/ Afiliación (es decir, organización, residente, negocio):	Lincoln Park Community Group / resident
Address/Domicilio:	2395 11 th St
Phone/Número de telefono:	
Email/Correo electrónico:	rgonzales2482@gmail

Thank you for your interest in the Riverside-Downtown Station Improvements Project. We welcome your comments.
Gracias por su interés en el Proyecto de mejoras de la estación de Riverside-Downtown. Sus comentarios son bienvenidos.

Why does Metrolink want more parking? Why didn't they think about this when the city added the bus stops? We don't need more tracks it's loud enough as it is. Why not extend on south side? Why not towards Vine St.? With all of this new "adding" it will just make more traffic that the community has to deal with because people coming to use the link don't even live in the eastside. Also this link is not downtown Riverside it's in the "EastSide" of Riverside. Everything has a Tax in this addition what Tax amount do we (The eastside community) need to pay apart from what city taxes we are paying for? What is Metrolink going to give the eastside community? What type of safety is going to be provided? Not for Metro but the community. you have house and a park around

In addition, comments can be submitted by mailing this self-addressed form, or emailing stationproject@rctc.org. Además, los comentarios pueden ser entregados enviando este formulario por correo, o enviando un correo electrónico a stationproject@rctc.org.

the extension/ "improvements"



Riverside-Downtown Station Improvements Project

Proyecto de mejoras de la estación de Riverside-Downtown

Comment Card / Tarjeta de comentarios

Thursday, February 6, 2020

Name/Nombre:	Ramiro Torres
Affiliation (i.e. organization, resident, business)/ Afiliación (es decir, organización, residente, negocio):	Resident
Address/Domicilio:	2929 11 th St., Riverside, CA. 92507
Phone/Número de telefono:	323-610-4657
Email/Correo electrónico:	rapechtorres@hotmail.com

Thank you for your interest in the Riverside-Downtown Station Improvements Project. We welcome your comments.
Gracias por su interés en el Proyecto de mejoras de la estación de Riverside-Downtown. Sus comentarios son bienvenidos.

Please work on the communication aspect of your meetings. I only found out about this meeting because my neighbor let me know.

I have concerns regarding the environmental impact this project will bring to our neighborhood. The lot that will be the main focus of this project is known as a dumping ground of toxic material.

Congestion - People already don't follow traffic laws already during the day. So many people have almost been hit and/or accidents almost caused because of commuters in a rush.

Also worried how bus lanes and new onslaught of cars traveling on Howard for the new station will affect my neighborhood.

In addition, comments can be submitted by mailing this self-addressed form, or emailing stationproject@rctc.org.
Además, los comentarios pueden ser entregados enviando este formulario por correo, o enviando un correo electrónico a stationproject@rctc.org.



Riverside-Downtown Station Improvements Project
Proyecto de mejoras de la estación de Riverside-Downtown

Comment Card / Tarjeta de comentarios

Thursday, February 6, 2020

Name/Nombre:	MIKE GENTILE
Affiliation (i.e. organization, resident, business)/ Afiliación (es decir, organización, residente, negocio):	RESIDENT
Address/Domicilio:	5796 GRAND AVE., RIVERSIDE CA 92504
Phone/Número de telefono:	951-233-6670
Email/Correo electrónico:	mjgentilepe@mac.com

Thank you for your interest in the Riverside-Downtown Station Improvements Project. We welcome your comments.
Gracias por su interés en el Proyecto de mejoras de la estación de Riverside-Downtown. Sus comentarios son bienvenidos.

- ① Very little information on the boards! Not even a plan view that shows the layout and impact.
- ② Major concern is the demolition (potential) of the FMC building. The FMC building is a considerable part of Riverside's history, WWII history, and American history. It is a City Landmark, eligible for the National Register of Historic Places. Someone has talked about downtown being a "hub," which is wonderful, but a hub needs an anchor or terminal. What a perfect way to adaptively reuse the historic FMC building. There is no reason why we should not have a nice terminal, based in our history as part of this project. The metrolink riders would appreciate having an indoor location to wait for trains and make connection and pass the time between trains. Please get creative and use the FMC as part of the solution rather than looking at it as an obstacle to be overcome. Save the FMC building and give it new life as part of this project.

In addition, comments can be submitted by mailing this self-addressed form, or emailing stationproject@rctc.org.
Además, los comentarios pueden ser entregados enviando este formulario por correo, o enviando un correo electrónico a stationproject@rctc.org.

P.S. - Everyone was very cordial and willing to answer questions.
Very much appreciated.



Riverside-Downtown Station Improvements Project
Proyecto de mejoras de la estación de Riverside-Downtown

Comment Card / Tarjeta de comentarios

Thursday, February 6, 2020

Name/Nombre:	Nanci LARSEN
Affiliation (i.e. organization, resident, business)/ Afiliación (es decir, organización, residente, negocio):	
Address/Domicilio:	3160 Brockton Riv CA 92501
Phone/Número de telefono:	951-640-5757
Email/Correo electrónico:	Nanci042053@gmail.com

Thank you for your interest in the Riverside-Downtown Station Improvements Project. We welcome your comments.
Gracias por su interés en el Proyecto de mejoras de la estación de Riverside-Downtown. Sus comentarios son bienvenidos.

The Building is National Historic Value!

By Adaptive Reuse of the Building

You can create Better environmental

Impacts, tax credit, and Save local

History! OR you can attempt to

Destroy Historic landmark #102

and create a bad effect throughout

Riverside / I'm sure a great

In addition, comments can be submitted by mailing this self-addressed form, or emailing stationproject@rctc.org.
Además, los comentarios pueden ser entregados enviando este formulario por correo, o enviando un correo electrónico a stationproject@rctc.org.

compromise can be found

Nanci Larsen



Riverside-Downtown Station Improvements Project

Proyecto de mejoras de la estación de Riverside-Downtown

Comment Card / Tarjeta de comentarios

Thursday, February 6, 2020

Name/Nombre:	CAROL McDONIEL
Affiliation (i.e. organization, resident, business)/ Afiliación (es decir, organización, residente, negocio):	Riverside resident; Metrolink rider
Address/Domicilio:	3739 ELMWOOD CT, RIVERSIDE CA 92506
Phone/Número de telefono:	951-897-5139
Email/Correo electrónico:	CAMCDONIEL@SBCGLOBAL.NET

Thank you for your interest in the Riverside-Downtown Station Improvements Project. We welcome your comments.

Gracias por su interés en el Proyecto de mejoras de la estación de Riverside-Downtown. Sus comentarios son bienvenidos.

I'm thrilled about the investment in rail passenger travel; and appreciate the planning for the future.

I ~~think~~ ^{know} Metrolink riders want more services at stations; shelter, food, indoor waiting. I would hope this project would include those.

My biggest caution would be impact on the neighbor hood - growth should go toward the free way, not toward the residents + houses.

Loosing the 100 year old landmark should not even be an option. This is an opportunity for adaptive reuse, not doing what's cheap + easy.

Thank you!

In addition, comments can be submitted by mailing this self-addressed form, or emailing stationproject@rctc.org. Además, los comentarios pueden ser entregados enviando este formulario por correo, o enviando un correo electrónico a stationproject@rctc.org.



Riverside-Downtown Station Improvements Project

Proyecto de mejoras de la estación de Riverside-Downtown

Comment Card / Tarjeta de comentarios

Thursday, February 6, 2020

Name/Nombre:	Adriana Rizzo
Affiliation (i.e. organization, resident, business)/ Afiliación (es decir, organización, residente, negocio):	resident, metro rider
Address/Domicilio:	3328 Comer Ave.
Phone/Número de telefono:	
Email/Correo electrónico:	

Thank you for your interest in the Riverside-Downtown Station Improvements Project. We welcome your comments.

Gracias por su interés en el Proyecto de mejoras de la estación de Riverside-Downtown. Sus comentarios son bienvenidos.

I support this project! Glad to hear about planned service increases.

Pedestrian improvements are important to me. I am glad that sidewalks will be added.

I am concerned that additional parking will hinder pedestrian access - the current lot is very sprawling and unwelcoming to walk through. Additional parking should be located to not cut off access to 14th St. by foot and should have abundant ped-walkways. Budget permitting, a compact garage would be ideal to accommodate the increased parking.

In addition, comments can be submitted by mailing this self-addressed form, or emailing stationproject@rctc.org. Además, los comentarios pueden ser entregados enviando este formulario por correo, o enviando un correo electrónico a stationproject@rctc.org.



Riverside-Downtown Station Improvements Project
Proyecto de mejoras de la estación de Riverside-Downtown

Comment Card / Tarjeta de comentarios

Thursday, February 6, 2020

Name/Nombre:	Valerie Weatherby
Affiliation (i.e. organization, resident, business)/ Afiliación (es decir, organización, residente, negocio):	resident
Address/Domicilio:	2929 11th ST, Riverside CA 92507
Phone/Número de telefono:	(951) 532-9182
Email/Correo electrónico:	WASAWASAW @ hotmail. Com

Thank you for your interest in the Riverside-Downtown Station Improvements Project. We welcome your comments.
Gracias por su interés en el Proyecto de mejoras de la estación de Riverside-Downtown. Sus comentarios son bienvenidos.

As a resident we are concerned about many things.

1) Increased Traffic

2) Increased noise pollution we want our area to be a "Quiet" Zone the amount of train horn noise is bad already.

3) Increased air pollution

4) Dust contamination from the current empty parcel because they allow people to dump there and we do not know what it is

5) Increase in Crime, car thefts already seen the current back lot and break into cars outside the gates.

6) People possibly parking in our neighborhood will we get a permit for residents only for parking on Howard, 12th, 11th, & 10th ST.

We already have many issues with metro riders in the morning and afternoon speeding and running stop signs this will increase with more train traffic. IF we could become a quiet zone, permits for resident parking and increased security I would be okay with this.

In addition, comments can be submitted by mailing this self-addressed form, or emailing stationproject@rctc.org. This.
Además, los comentarios pueden ser entregados enviando este formulario por correo, o enviando un correo electrónico a stationproject@rctc.org.



Riverside-Downtown Station Improvements Project

Proyecto de mejoras de la estación de Riverside-Downtown

Comment Card / Tarjeta de comentarios

Thursday, February 6, 2020

Name/Nombre:	Andrew Villalobos
Affiliation (i.e. organization, resident, business)/ Afiliación (es decir, organización, residente, negocio):	
Address/Domicilio:	
Phone/Número de teléfono:	
Email/Correo electrónico:	

Thank you for your interest in the Riverside-Downtown Station Improvements Project. We welcome your comments.

Gracias por su interés en el Proyecto de mejoras de la estación de Riverside-Downtown. Sus comentarios son bienvenidos.

It would be great to find a way to incorporate the old building.
It would give the station character and a sense of uniqueness that
would be a special first impression of our city we have to think
long term and we need BOTH increased capacity as well as
historical significance.

In addition, comments can be submitted by mailing this self-addressed form, or emailing stationproject@rctc.org.
Además, los comentarios pueden ser entregados enviando este formulario por correo, o enviando un correo electrónico a stationproject@rctc.org.



Riverside-Downtown Station Improvements Project

Proyecto de mejoras de la estación de Riverside-Downtown

Comment Card / Tarjeta de comentarios

Thursday, February 6, 2020

Name/Nombre:	Janelle Bahe-Crow
Affiliation (i.e. organization, resident, business)/ Afiliación (es decir, organización, residente, negocio):	resident
Address/Domicilio:	6626 Catalina Dr Rsdle
Phone/Número de telefono:	951-781-4677
Email/Correo electrónico:	janellebcrow@yahoo.com

Thank you for your interest in the Riverside-Downtown Station Improvements Project. We welcome your comments.
Gracias por su interés en el Proyecto de mejoras de la estación de Riverside-Downtown. Sus comentarios son bienvenidos.

I am very much in favor of improvements in Riverside but also very concerned about a historic building being demolished. I would think that there could be a creative use of this building that would fit in with your plans as I have seen done in other locations (i.e. in Orange by their railroads tracks) Mission Inn at one time was considered for demolition & I know all of Riverside are thankful that never happened. Important things happened in this building - let's save it & continue to honor our history while putting it to good use.

In addition, comments can be submitted by mailing this self-addressed form, or emailing stationproject@rctc.org.
Además, los comentarios pueden ser entregados enviando este formulario por correo, o enviando un correo electrónico a stationproject@rctc.org.

Native American Heritage Commission

**NATIVE AMERICAN HERITAGE COMMISSION**

Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahe@nahc.ca.gov
Website: <http://www.nahc.ca.gov>

December 19, 2019

Mary Robbins-Wade
HELIX Environmental Planning

VIA Email to: maryrw@helixepi.com

RE: Downtown Riverside Metrolink Station Project, Riverside County

Dear Ms. Robbins-Wade:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address:

Andrew.Green@nahc.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Andrew Green".

Andrew Green
Staff Services Analyst

Attachment

**Native American Heritage Commission
Native American Contact List
Riverside County
12/19/2019**

Agua Caliente Band of Cahuilla Indians

Patricia Garcia-Plotkin, Director
5401 Dinah Shore Drive
Palm Springs, CA, 92264
Phone: (760) 699 - 6907
Fax: (760) 699-6924
ACBCI-THPO@aguacaliente.net

Cahuilla

Gabrieleno/Tongva San Gabriel Band of Mission Indians

Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrieleno

Agua Caliente Band of Cahuilla Indians

Jeff Grubbe, Chairperson
5401 Dinah Shore Drive
Palm Springs, CA, 92264
Phone: (760) 699 - 6800
Fax: (760) 699-6919

Cahuilla

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St.,
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino

Augustine Band of Cahuilla Mission Indians

Amanda Vance, Chairperson
P.O. Box 846
Coachella, CA, 92236
Phone: (760) 398 - 4722
Fax: (760) 369-7161
hhaines@augustinetribe.com

Cahuilla

Gabrielino Tongva Indians of California Tribal Council

Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino

Cabazon Band of Mission Indians

Doug Welmas, Chairperson
84-245 Indio Springs Parkway
Indio, CA, 92203
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Cahuilla

Gabrielino-Tongva Tribe

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Gabrielino

Los Coyotes Band of Cahuilla and Cupeño Indians

Shane Chapparosa, Chairperson
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Cahuilla

Cahuilla Band of Indians

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Phone: (951) 763 - 5549
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Chairman@cahuilla.net

Cahuilla

Gabrieleno Band of Mission Indians - Kizh Nation

Andrew Salas, Chairperson
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Gabrieleno

Morongo Band of Mission Indians

Robert Martin, Chairperson
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Cahuilla
Serrano

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This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Downtown Riverside Metrolink Station Project, Riverside County.

**Native American Heritage Commission
Native American Contact List
Riverside County
12/19/2019**

***Morongo Band of Mission
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***Pechanga Band of Luiseno
Indians***

Mark Macarro, Chairperson
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***Pechanga Band of Luiseno
Indians***

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Ramona Band of Cahuilla

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Ramona Band of Cahuilla

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***San Fernando Band of Mission
Indians***

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***San Manuel Band of Mission
Indians***

Lee Clauss, Director of Cultural
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26569 Community Center Drive Serrano
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***Santa Rosa Band of Cahuilla
Indians***

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***Serrano Nation of Mission
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**Native American Heritage Commission
Native American Contact List
Riverside County
12/19/2019**

***Serrano Nation of Mission
Indians***

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***Soboba Band of Luiseno
Indians***

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***Soboba Band of Luiseno
Indians***

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mmirelez@tmdci.org

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NATIVE AMERICAN HERITAGE COMMISSION

September 10, 2021

David Lewis
Riverside County Transportation Commission
4080 Lemon Street, 12th Floor
Riverside, CA 92502

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

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Apache

COMMISSIONER
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Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
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COMMISSIONER
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Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Re: 2021090008, Riverside Downtown Station Improvements Project, Riverside County**

Dear Mr. Lewis:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that 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. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- a. A brief description of the project.
- b. The lead agency contact information.
- c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:

A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

- a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
- b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.


4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:

Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

AB 52 Tribal Consultation



Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Patricia Garcia-Plotkin, Director
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

As required by the State of California Public Resources Code and in accordance with AB 52, the Riverside County Transportation Commission (RCTC) is providing for formal notification of a proposed Project for which an Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA).

State law under Assembly Bill 52 (Public Resources Code Section 21080.3.1) allows California Native American tribes 30 days to request consultation regarding possible significant effects that implementation of the proposed Project may have on Tribal Cultural Resources. The request must be in writing to the RCTC and must identify a lead contact person. The RCTC will begin the consultation process within 30 days of receiving the Tribe's request for consultation. In order to maintain the project schedule, RCTC kindly requests we complete the consultation with the interested tribes within 60 days of beginning the consultation process. The consultation may include discussion concerning the type of environmental review necessary for the Project, the significance of Tribal Cultural Resources discovered, the significance of the Project's impacts on Tribal Cultural Resources, and, if necessary, project alternatives or appropriate measures for preservation or mitigation of impacts that the Tribe may recommend.

Project Description:

The RCTC and Metrolink propose building an additional passenger loading platform and tracks to improve Metrolink service and extend the existing pedestrian bridge to have additional elevator and stair access. The proposed track would connect into the existing station layover tracks on the south side. The Project would also provide parking and improve traffic flow on the south side of the station. These improvements would improve Metrolink train connections without affecting BNSF Railway (BNSF) services.

The proposed Project includes:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system

- Extending the pedestrian bridge, including elevator and ADA access
- Relocating ADA parking
- Adding parking to the south side of station
- Building a new pedestrian at-grade rail crossing
- Modifying the bus drop-off area
- Adding sidewalks

A copy of the Project Location Map is enclosed for your reference.

Area of Potential Effect:

The Area of Potential Effect (APE) for cultural resources (other than built environment resources) encompasses all areas that could be directly or indirectly affected by the proposed Project. It is limited to areas that could be affected by the maximum extent of Project-related ground disturbance. The types of ground disturbance activities anticipated include removal of existing track, demolition of existing buildings and foundation, and removal of soils to a maximum depth of approximately 10 feet. Staging/laydown areas would be accommodated within the defined APE. Please refer to the attached Draft APE map.

Cultural Resources Information

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was conducted on December 19, 2019 with negative results, indicating that no known resources were within the Project APE. A records search at the Eastern Information Center in December 2019 showed the only cultural resources recorded within a ½-mile radius of the Project area are historic built environment resources and historic archaeological sites. An archaeological survey has not yet been conducted for the Project, although small segments of the APE have been surveyed for cultural resources in the past.

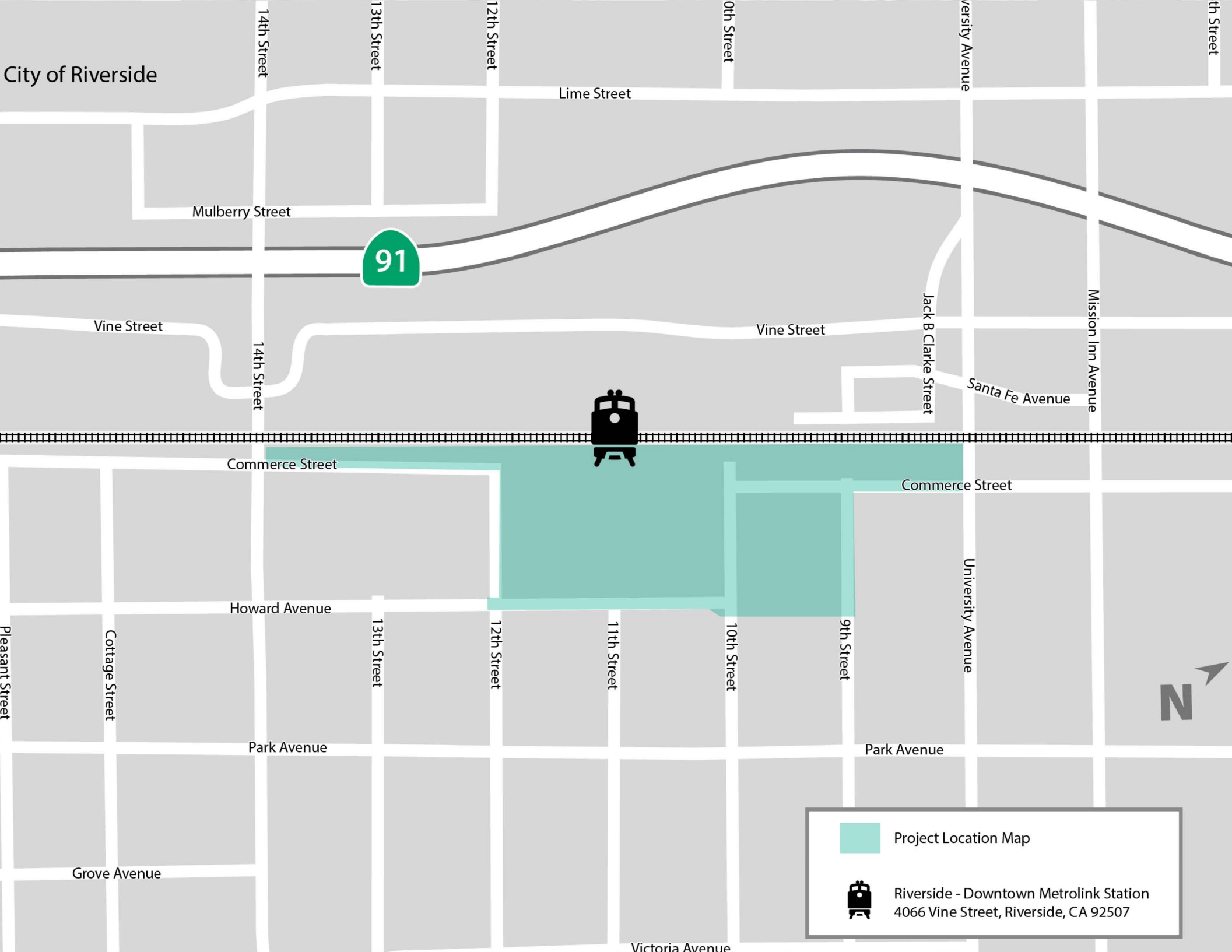
Lead Agency Contact Information:

If you wish to request consultation or to informally submit information, written comment may be sent to:

David Lewis
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208
(951) 787-7141
dlewis@rctc.org

Enclosures:

Project Location Map
Area of Potential Effects Map (APE Map)



City of Riverside

Lime Street

Mulberry Street

91

Vine Street

Vine Street

Jack B Clarke Street

Santa Fe Avenue

Mission Inn Avenue

Commerce Street

Commerce Street

Howard Avenue

University Avenue

N

9th Street

10th Street

11th Street

12th Street

13th Street

Park Avenue

Park Avenue

Grove Avenue

Victoria Avenue



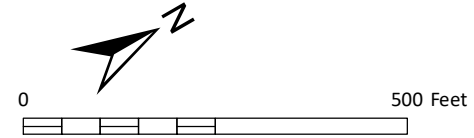
Project Location Map



Riverside - Downtown Metrolink Station
4066 Vine Street, Riverside, CA 92507



Source: Aerial (RCIT, 2016)



Area of Potential Effect



Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Jeff Grubbe, Chairperson
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

As required by the State of California Public Resources Code and in accordance with AB 52, the Riverside County Transportation Commission (RCTC) is providing for formal notification of a proposed Project for which an Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA).

State law under Assembly Bill 52 (Public Resources Code Section 21080.3.1) allows California Native American tribes 30 days to request consultation regarding possible significant effects that implementation of the proposed Project may have on Tribal Cultural Resources. The request must be in writing to the RCTC and must identify a lead contact person. The RCTC will begin the consultation process within 30 days of receiving the Tribe's request for consultation. In order to maintain the project schedule, RCTC kindly requests we complete the consultation with the interested tribes within 60 days of beginning the consultation process. The consultation may include discussion concerning the type of environmental review necessary for the Project, the significance of Tribal Cultural Resources discovered, the significance of the Project's impacts on Tribal Cultural Resources, and, if necessary, project alternatives or appropriate measures for preservation or mitigation of impacts that the Tribe may recommend.

Project Description:

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The proposed Project includes:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system



Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Amanda Vance, Chairperson
Augustine Band of Cahuilla Mission Indians
P.O. Box 846
Coachella, CA 92236

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

As required by the State of California Public Resources Code and in accordance with AB 52, the Riverside County Transportation Commission (RCTC) is providing for formal notification of a proposed Project for which an Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA).

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Project Description:

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The proposed Project includes:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system



Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Doug Welmas, Chairperson
Cabazon Band of Mission Indians
84-245 Indio Springs Parkway
Indio, CA 92203

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

As required by the State of California Public Resources Code and in accordance with AB 52, the Riverside County Transportation Commission (RCTC) is providing for formal notification of a proposed Project for which an Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA).

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Daniel Salgado, Chairperson
Cahuilla Band of Indians
52701 U.S. Highway 371
Anza, CA 92539

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Andrew Salas, Chairperson
Gabrielino Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA 91723

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Sandonne Goad, Chairperson
Gabrielino/Tongva Nation
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Robert Dorame, Chairperson
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Charles Alvarez
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Shane Chapparosa, Chairperson
Los Coyotes Band of Cahuilla and Cupeño Indians
P.O. Box 189
Warner Springs, CA 92086-0189

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Robert Martin, Chairperson
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Denisa Torres, Cultural Resources Manager
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Mark Macarro, Chairperson
Pechanga Band of Luiseno Indians
P.O. Box 1477
Temecula, CA 92593

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Joseph Hamilton, Chairperson
Ramona Band of Cahuilla
P.O. Box 391670
Anza, CA 92539

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: John Gomez, Environmental Coordinator
Ramona Band of Cahuilla
P.O. Box 391670
Anza, CA 92539

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Donna Yocum, Chairperson
San Fernando Band of Mission Indians
P.O. Box 221838
Newhall, CA 91322

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Lee Clauss, Director of Cultural Resources
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Steven Estrada, Chairperson
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Mercedes Estrada
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

As required by the State of California Public Resources Code and in accordance with AB 52, the Riverside County Transportation Commission (RCTC) is providing for formal notification of a proposed Project for which an Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA).

State law under Assembly Bill 52 (Public Resources Code Section 21080.3.1) allows California Native American tribes 30 days to request consultation regarding possible significant effects that implementation of the proposed Project may have on Tribal Cultural Resources. The request must be in writing to the RCTC and must identify a lead contact person. The RCTC will begin the consultation process within 30 days of receiving the Tribe's request for consultation. In order to maintain the project schedule, RCTC kindly requests we complete the consultation with the interested tribes within 60 days of beginning the consultation process. The consultation may include discussion concerning the type of environmental review necessary for the Project, the significance of Tribal Cultural Resources discovered, the significance of the Project's impacts on Tribal Cultural Resources, and, if necessary, project alternatives or appropriate measures for preservation or mitigation of impacts that the Tribe may recommend.

Project Description:

The RCTC and Metrolink propose building an additional passenger loading platform and tracks to improve Metrolink service and extend the existing pedestrian bridge to have additional elevator and stair access. The proposed track would connect into the existing station layover tracks on the south side. The Project would also provide parking and improve traffic flow on the south side of the station. These improvements would improve Metrolink train connections without affecting BNSF Railway (BNSF) services.

The proposed Project includes:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system



Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Wayne Walker, Co-Chairperson
Serrano Nation of Mission Indians
P.O. Box 343, Patton, CA 92369

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

As required by the State of California Public Resources Code and in accordance with AB 52, the Riverside County Transportation Commission (RCTC) is providing for formal notification of a proposed Project for which an Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA).

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The proposed Project includes:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system
- Extending the pedestrian bridge, including elevator and ADA access



Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Mark Cochrane, Co-Chairperson
Serrano Nation of Mission Indians
P.O. Box 343, Patton, CA 92369

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

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Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Joseph Ontiveros, Cultural Resource Department
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

As required by the State of California Public Resources Code and in accordance with AB 52, the Riverside County Transportation Commission (RCTC) is providing for formal notification of a proposed Project for which an Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA).

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- Modifying the railroad signal system



Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Scott Cozart, Chairperson
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92583

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

As required by the State of California Public Resources Code and in accordance with AB 52, the Riverside County Transportation Commission (RCTC) is providing for formal notification of a proposed Project for which an Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA).

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- Constructing new tracks and making other track improvements
- Modifying the railroad signal system



Riverside-Downtown STATION IMPROVEMENTS

February 24, 2020

Attn: Michael Mirelez, Cultural Resource Coordinator
Torres-Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA 92274

SUBJECT: Notice of AB 52 Consultation Opportunity for the Riverside-Downtown Station Improvements Project

As required by the State of California Public Resources Code and in accordance with AB 52, the Riverside County Transportation Commission (RCTC) is providing for formal notification of a proposed Project for which an Environmental Impact Report (EIR) will be prepared in compliance with the California Environmental Quality Act (CEQA).

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The proposed Project includes:

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- Constructing new tracks and making other track improvements
- Modifying the railroad signal system

From: Travis Armstrong <TArmstrong@morongo-nsn.gov>
Sent: Thursday, February 27, 2020 5:06 PM
To: David Lewis <dlewis@rctc.org>
Subject: Ab 52 - Riverside-Downtown Station Improvements Project

Hello David,

Regarding the above referenced project, we have no additional comments to provide at this time.

Thank you for reaching out to our office.

Sincerely,

Travis Armstrong
Tribal Historic Preservation Officer
Morongo Band of Mission Indians
951-755-5259
Email: thpo@morongo-nsn.gov

From: David Lewis
To: [Elisabeth Suh](#)
Subject: FW: [EXTERNAL] Riverside-Downtown Station Improvements Project
Date: Wednesday, March 4, 2020 8:29:01 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

fyi



David Lewis
Capital Projects Manager
Project Delivery
Riverside County Transportation Commission

951.787.7141 [W](#) | 951.787.7970 [D](#)
4080 Lemon St. 3rd Floor
Riverside, CA 92502
rctc.org



From: Alexandra McCleary <Alexandra.McCleary@sanmanuel-nsn.gov>
Sent: Tuesday, March 3, 2020 7:25 PM
To: David Lewis <dlewis@rctc.org>
Subject: [EXTERNAL] Riverside-Downtown Station Improvements Project

Hello,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above-referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by the Cultural Resources Management Department on February 28, 2020. The proposed project is located outside of Serrano ancestral territory and, as such, SMBMI will not be requesting consulting party status with the lead agency or requesting to participate in the scoping, development, and/or review of documents created pursuant to legal and regulatory mandates.

Kind regards,
Alexandra McCleary

Alexandra McCleary
TRIBAL ARCHAEOLOGIST
O: (909) 864-8933 x502023
M: (909) 633-0054
26569 Community Center Dr Highland California 92346

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION



03-063-2020-001

March 20, 2020

[VIA EMAIL TO:dlewis@rctc.org]
Riverside County Transportation Commission
Mr. David Lewis
PO Box 12008
Riverside, California 92502-2208

Re: AB 52 Riverside Downtown Station Improvements Project

Dear Mr. David Lewis,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Riverside-Downtown Station Improvements project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

- *Copies of any cultural resource documentation (report and site records) generated in connection with this project.

- *A copy of the records search with associated survey reports and site records from the information center.

- *This letter does not conclude consultation. Upon receipt of requested materials the ACBCI THPO may have additional recommendations or require further mitigation measures.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)883-1327. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Arysa Gonzalez Romero
Historic Preservation Technician
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

From: Jessica Valdez <JValdez@soboba-nsn.gov>
Sent: Wednesday, April 8, 2020 3:11 PM
To: David Lewis <dlewis@rctc.org>
Cc: Joseph Ontiveros <jontiveros@soboba-nsn.gov>
Subject: [EXTERNAL] AB 52 Consultation- Riverside-Downtown Station Improvements Project

David,
Good afternoon. I hope this email finds you well. Please see the attached letter from Joseph Ontiveros, Tribal Historic Preservation Officer, for the Soboba Band of Luiseño Indians, requesting AB 52 Consultation for the **Riverside-Downtown Station Improvements Project**. A hard copy will be mailed for your records. The Soboba Band appreciates your observance of Tribal Cultural Resources and their preservation in your project.



JESSICA VALDEZ

Cultural Resource Specialist
(951) 654-5544 Ext. 4139
(951) 663-6261 Cell
JValdez@soboba-nsn.gov

CULTURAL RESOURCE
23906 Soboba Rd. San Jacinto, CA 92583
P.O. Box 487 San Jacinto, CA 92581
www.soboba-nsn.gov

NOTICE: This communication may contain information that is proprietary, privileged, confidential, or otherwise legally exempt from disclosure. It is intended exclusively for the use of the individual or entity to which it is addressed. If you are not the intended recipient, you are not authorized to read, print, retain, copy, or disseminate this message or any part of it. If you have received this message in error, please notify the sender immediately by e-mail and delete all copies of the message.



Riverside-Downtown STATION IMPROVEMENTS

April 7, 2020

Attn: Arysa Gonzalez Romero
Historic Preservation Technician
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

SUBJECT: AB 52 - Riverside-Downtown Station Improvements Project

Dear Arysa Gonzalez Romero:

RCTC appreciates the Tribe taking the time to provide a response letter to our AB 52 consultation request for the Riverside-Downtown Station Improvements Project. An archaeological survey was conducted in March 2020 and did not identify any archaeological resources within the project area of potential effects (APE). RCTC is happy to provide the Tribe with a copy of the Archaeological Survey Report when it is completed.

The records search conducted at the Eastern Information Center in December 2019 identified 536 resources within a half-mile radius of the project APE. All but two of these are built environment resources or historic archaeological sites associated with these built environment resources, ranging in age from the 1880s to the late twentieth century. The site records for the two Native American resources are enclosed; however, a review of these two site records indicates that they were inadvertently included in the records search and are located well outside the search radius: one is southwest of Murrieta (CA-RIV-3769) and one is near March Field (CA-RIV-1785). Should you wish to review the records search in its entirety, it can be provided on a CD or flash drive.

We understand that the Tribe may have additional questions or comments. We look forward to continuing our consultation efforts. Please feel free to contact me at (951) 787-7141 or via email at dlewis@rctc.org.

Sincerely,

David Lewis
Capital Projects Manager
Riverside County Transportation Commission

Enclosures: Site Records (33-001785 and 33-003769)

ARCHAEOLOGICAL SITE SURVEY RECORD

1022-B Victoria St.
Costa Mesa, Ca. 92627SITE NO. RIV-1785
COUNTY Riverside1. USGS QUAD. Riverside East (7½') (15')2. UTM GRID ZONE 472,340 mE 3,749,920 mN3. Twp. 3S Range 4W; NW ¼ of NW ¼ of SE ¼ of SE ¼ of Sec. 214. Location North of Van Buren Rd. west of Plummer Rd. in plow zone.
Hard to locate, many boulders all around. This boulder is
about 7 meters x 2 meters.5. Contour 1725 ft.

6. Owner _____ 7. Address _____

8. Site Description 2 slicks9. Prehistoric x Ethnographic _____ Historic _____10. Area 7 x 2 meters 11. Depth none12. Vegetation mustard and native rye

13. Water _____

14. Site Soil reddish brown 15. Surrounding Soil same16. Previous Excavation none17. Previous Site Designation, Published References none18. Destruction Possibility Land development19. Features 2 slicks20. Burials more21. Artifacts more

22. Remarks _____

23. Accession No. _____ 24. Site Sketch Map 7.5' Quad attached25. Date 29 Nov. 79 26. Recorder T. Banks 27. Photos see survey report

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial: RIV-3769

Temporary Number: 8

Page 1 of 3

1. **County:** Riverside
2. **USGS Quad:** Wildomar
3. **UTM Coordinates:** Zone 11 mE 473,520 mN 3,710,950
4. **Twp. 7S Rng. 4W Section:** unsurveyed
5. **Map Coordinates:** mmS 393 mmE 347
6. **Elevation:** 1,930'
7. **Location:** 1,200m North of Tenaja Rd. and 1,350m west of Clinton-Keith Rd.
8. **Prehistoric:** x **Historic:** **Protohistoric:**
9. **Site Description:** temporary campsite
10. **Area:** 10 m(N/S) x 20m(E/W) **Method of Determ.:** plotting on 1" = 800' map
11. **Depth:** suspected
12. **Features:** none
13. **Artifacts:** 2 uniface mano fragments, 1 end scrapper, 1 utilized flake(orange quartzite), 3 gray quartzite cores and 2 primary flakes, 1 chalcedony flake
14. **Non-artifactual Constituents:** none
15. **Date Recorded:** 11/29/88
16. **Recorder:** C.E. Drover, E.A. Jackson, Jr.
17. **Affiliation and Address:** 13522 Malena Dr., Tustin, CA 92680
18. **Human Remains:** none
19. **Site Integrity:** good
20. **Nearest Water:** unnamed tributary to Cole Canyon
21. **Vegetation Community (site vicinity):** chaparral and oak groves
22. **Vegetation (on site):** chaparral
23. **Soil:** decomposed granite
24. **Surrounding Soil:** same as 23
25. **Geology:** S. Cal. batholith
26. **Landform:** knoll top
27. **Slope:** 2% **28. Exposure:** East
29. **Landowner and Address:** Johnson and Johnson, 29377 Rancho California Rd., Ste. 202, Temecula, CA 92390
30. **Remarks:**
31. **References:**
32. **Name of Project:** Santa Rosa Plateau
33. **Type of Investigation:** survey
34. **Site Accession Number:**-----
35. **Photos:** -----
36. **Photo Accession #:**-----

Curated at:-----

Taken by:-----

On File at:-----

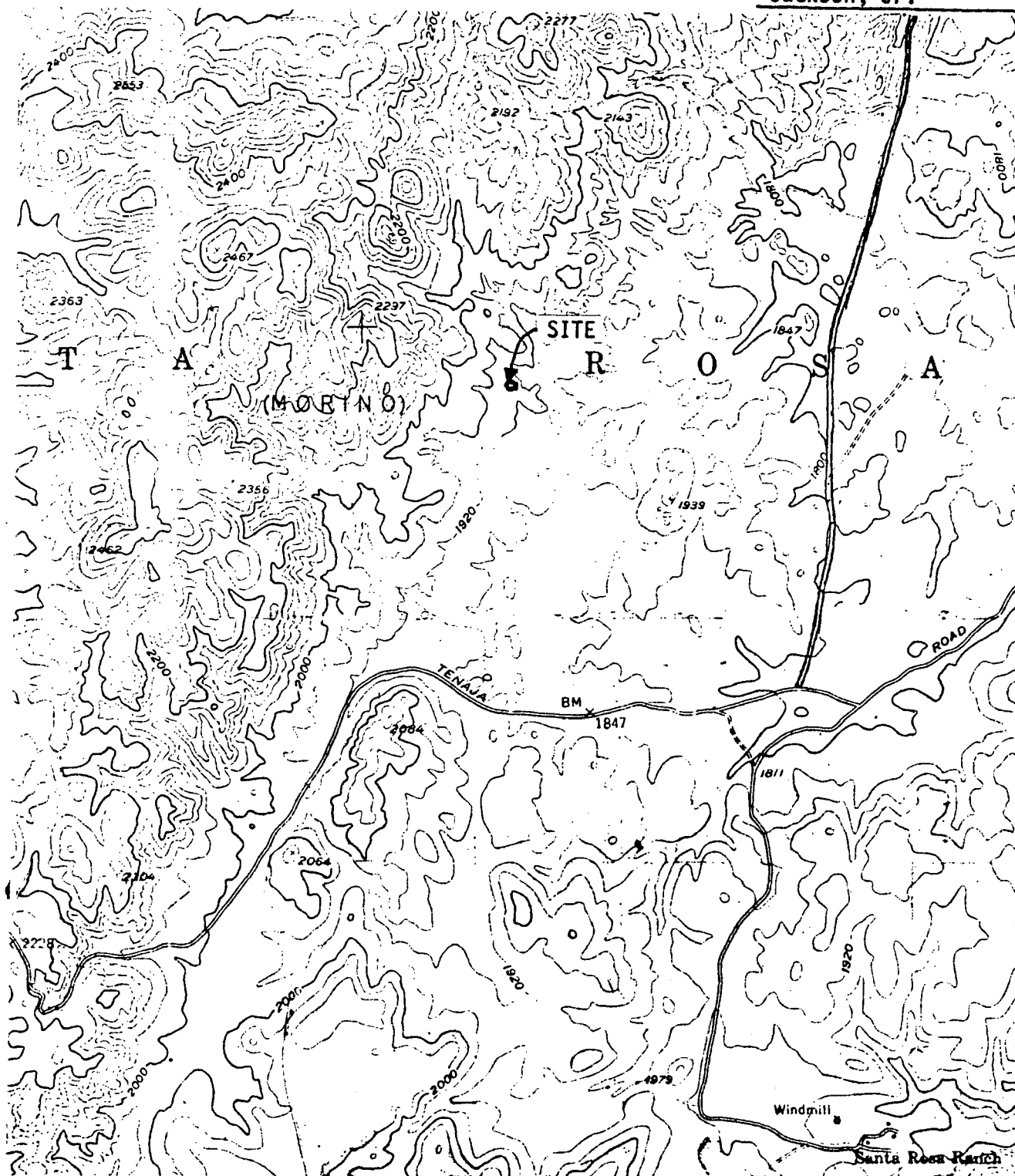
RECEIVED IN
ARU

JUN 07 1989

ARCHAEOLOGICAL SITE RECORD REGIONAL MAP

Permanent Trinomial: CA-RIV-3769
U.S.G.S. Map: Wildomar
Recorder: C. E. Drover, E. A.
Jackson, Jr.

Page 2 of 3



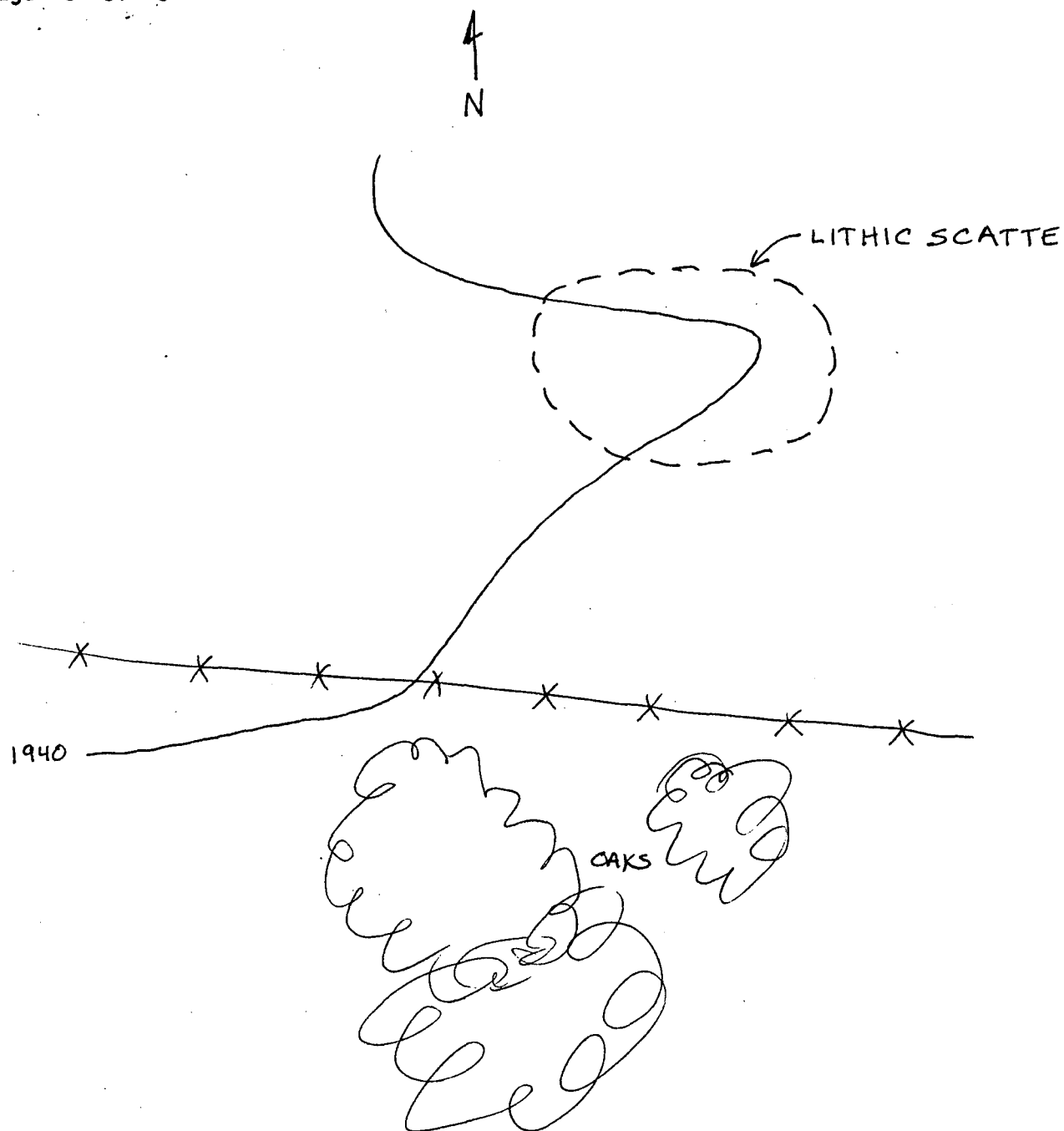
ARCHAEOLOGICAL SITE RECORD SITE SKETCH MAP

Permanent Trinomial: CA-RIV-3769

U.S.G.S. Map: Willdomar

Recorder: C.E. Drover, E.A. Jackson

Page 3 of 3



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHEOLOGICAL SITE RECORD

Permanent Trinomial: CA-RIV-3769 Supplement ☐
Temporary Number: 16 A
Agency Designation: JUN 07 1988

RECEIVED IN
ARU

Page 1 of 5

1. County: Riverside
2. USGS Quad: Wildomar (7.5') 1953 (15') Photorevised 1982
3. UTM Coordinates: Zone 11 / 473500/473800 Easting / 3710700/3710850 Northing ()
4. Township _____ Range _____ % of _____ % of _____ % of _____ % of Section _____ Base (Mer.) _____ ()
5. Map Coordinates: _____ mmS _____ mmN (from NW corner of map) 6. Elevation 1910'
7. Location: Located on low NW trending ridge on foreridge just above saddle opposite
hill 2297. Near hill 1939 which is SE 400 meters. 1500 meters/318° from
intersection of Clinton Kieth and Tenaja Roads
()
8. Prehistoric X Historic _____ Protohistoric _____ 9. Site Description: Scattered lithics along
low NW trending ridge. Area covered by dense chaparral
()
10. Area: 300 m(length)x 150 m(width) 5000 m². Method of Determination: pacing ()
11. Depth: unknown cm Method of Determination: _____ ()
12. Features: _____
()
13. Artifacts: 1 unifacially percussion modified heat spalls 1 aborted bi-face made
on a flake of santiago peak metavolcanic, grey with white pheoncryst, 1 metate,
and 1 metate form and 1 mano, numerous scrapers and debitage. ()
Quartzite and granitic artifacts present along with Rhyolite.
14. Non-Artifactual Constituents: _____
()
15. Date Recorded: 12/19/87 16. Recorded By: C. Reeves ()
17. Affiliation and Address: Hatheway & McKenna, 23301-A La Glorieta, Missio Viejo, CA 92691 ()

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHEOLOGICAL SITE RECORD

Permanent Trinomial: CA-RIV-3769 mo. yr.

Temporary Number: 16 A

Agency Designation: _____

Page 2 of 5

18. Human Remains: None

19. Site Integrity: Road cuts through site. Otherwise intact

20. Nearest Water (type, distance and direction): Numerous springs and seeps

21. Largest Body of Water within 1 km (type, distance and direction): Unknown

22. Vegetation Community (site vicinity): Chaparral and Oak Woodland [Plant List ()]

23. Vegetation Community (on site): Chaparral [Plant List ()]

References for above: _____

24. Site Soil: Decomposing granite () 25. Surrounding Soil: same ()

26. Geology: Decomposing granite () 27. Landform: Low NW trending ridge ()

28. Slope: 2° () 29. Exposure: South ()

30. Landowner(s) (and/or tenants) and Address: Johnson and Johnson

31. Remarks: Vegetation cover makes surface assessment difficult

32. References: _____

33. Name of Project: _____

34. Type of Investigation: Survey

35. Site Accession Number: _____ Curated At: _____

36. Photos: Roll #1, Frames 22-25 Taken By: C. Reeves

37. Photo Accession Number: _____ On File At: _____

ARCHEOLOGICAL SITE RECORD
Continuation Sheet

CA-RIV-3769

Permanent Trinomial: _____ mo. yr.

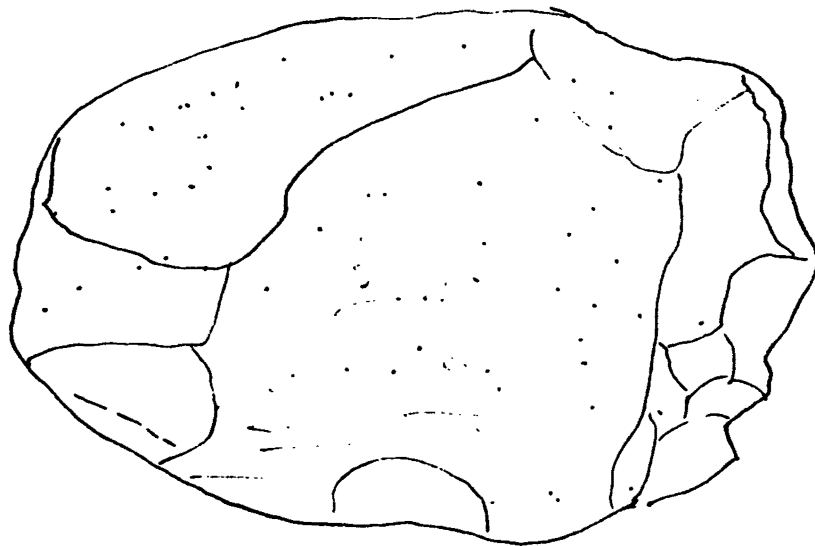
Temporary Number: 16A

Agency Designation: _____

Page 3 of 5

Item No.

Continuation



Scraper

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHEOLOGICAL SITE
MAP

CA-RIV-3769

Permanent Trinomial:

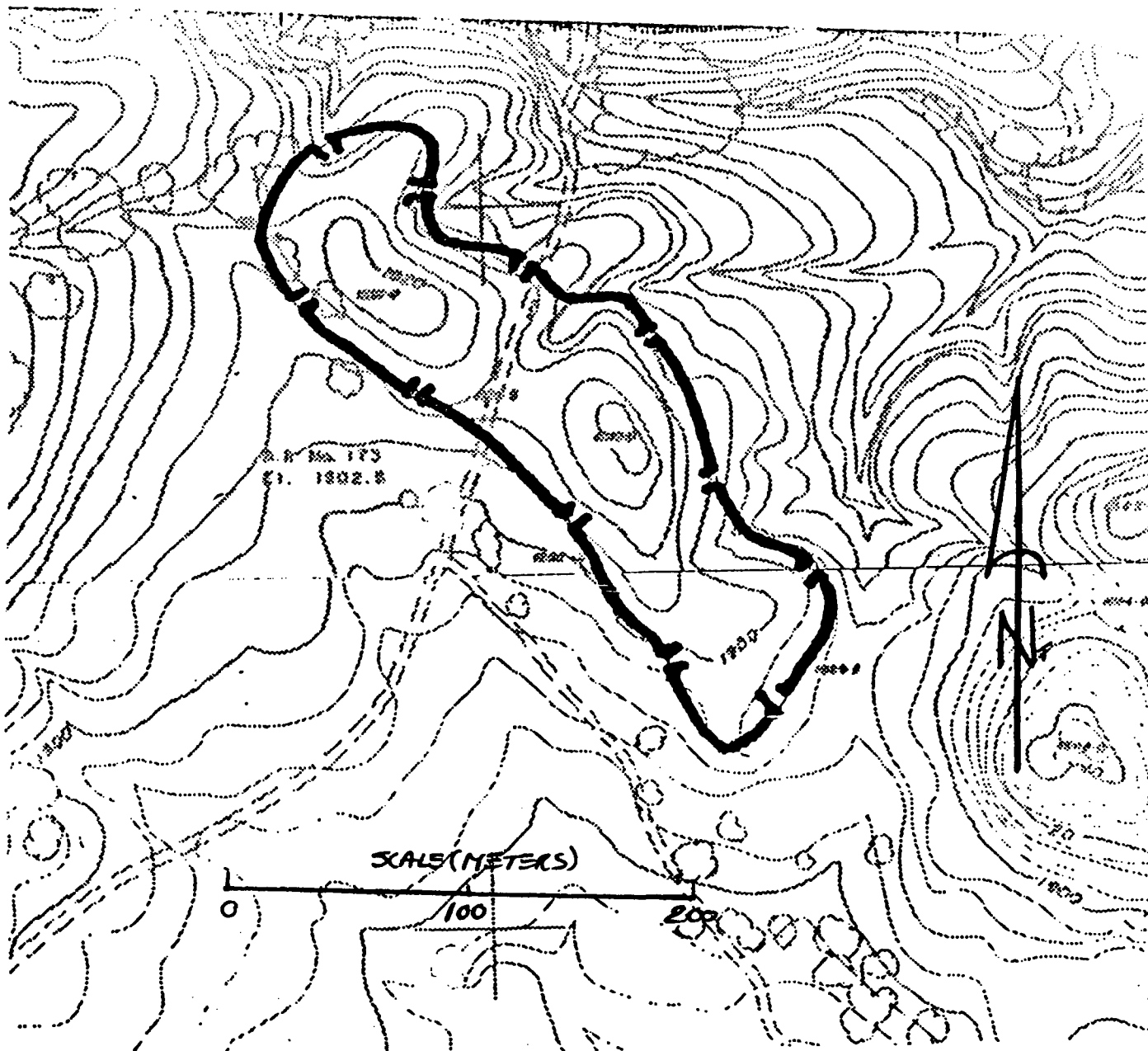
mo.

yr.

Temporary Number: 16 A

Agency Designation:

Page 4 of 5



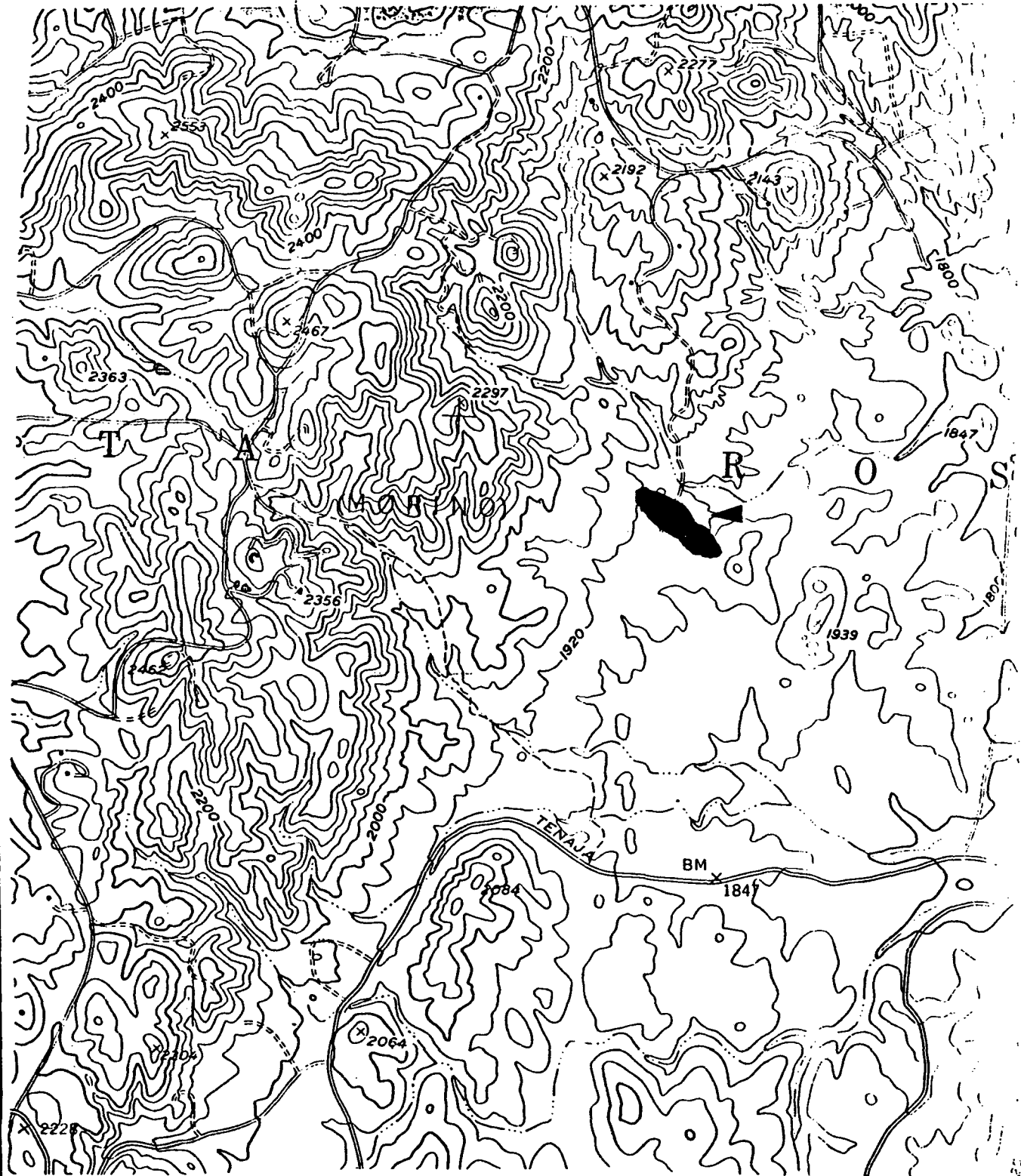
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHEOLOGICAL SITE LOCATION
MAP

Permanent Trinomial: CA-RIV-3769 mo. yr.

Temporary Number: 16A

Page 5 of 5

Agency Designation: _____



From: [Elisabeth Suh](#)
To: [Elisabeth Suh](#)
Subject: FW: [EXTERNAL] RCTC RDS - Tribal Consultation (Agua Caliente)
Date: Monday, March 1, 2021 10:08:07 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Project Area Map.pdf](#)
[Project Location Map.pdf](#)
[Updated APE PD Methodology Memorandum Jan2021.pdf](#)
[RiversideDowntownStation_FTA_Tribal Consultation_DRAFT_21.02.25_AguaCaliente\[5\]\[5\].pdf](#)

From: David Lewis <dlewis@rctc.org>
Sent: Monday, March 1, 2021 7:52 AM
To: THPO Consulting <ACBCI-THPO@aguacaliente.net>
Cc: Gustavo Quintero <GQuintero@bec-riv.org>; Elisabeth Suh <elsuh@HNTB.com>; Erik Galloway <EGalloway@bec-riv.org>
Subject: FW: [EXTERNAL] RCTC RDS - Tribal Consultation

Good morning Ms. Garcia-Plotkin,

Hope you are doing well. Our team had a minor adjustment to the APE for the Riverside Downtown Station Project, thus we are required to send you an updated letter for the purposes of Section 106 consultation. We wanted to make sure you received the updated correspondence, so we are sending you this via email as well as hard copies in the mail.

Please review, and let us know if you have any questions or concerns.

Thank you.

David



David Lewis
Capital Projects Manager
Project Delivery
Riverside County Transportation Commission

951.787.7141 [W](#) | 951.787.7970 [D](#)
4080 Lemon St. 3rd Floor
Riverside, CA 92502
rctc.org



From: [David Lewis](#)
To: jontiveros@soboba-nsn.gov
Cc: [Elisabeth Suh](#); [Gustavo Quintero](#); [Erik Galloway](#)
Subject: FW: [EXTERNAL] RCTC RDS - Tribal Consultation
Date: Monday, March 1, 2021 7:49:48 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Project Area Map.pdf](#)
[Project Location Map.pdf](#)
[Updated APE PD Methodology Memorandum Jan2021.pdf](#)
[RiversideDowntownStation_FTA_Tribal_Consultation_DRAFT_21.02.25_Soboba\[3\].pdf](#)

Good morning Mr. Ontiveros,

Hope you are doing well. Our team had a minor adjustment to the APE for the Riverside Downtown Station Project, thus we are required to send you an updated letter for the purposes of Section 106 consultation. We wanted to make sure you received the updated correspondence, so we are sending you this via email as well as hard copies in the mail.

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Thank you.

David



David Lewis
Capital Projects Manager
Project Delivery
Riverside County Transportation Commission

951.787.7141 [W](#) | 951.787.7970 [D](#)
4080 Lemon St. 3rd Floor
Riverside, CA 92502
rctc.org



AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION



03-063-2020-001

May 12, 2021

[VIA EMAIL TO: dlewis@rctc.org]
Riverside County Transportation Commission
Mr. David Lewis
PO Box 12008
Riverside, California 92502-2208

Re: RCTC Riverside Downtown Station- Updated APE

Dear Mr. David Lewis,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Riverside-Downtown Station Improvements project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

*At this time ACBCI has no comments, but please continue to provide our office with updates as the project progresses. Also, please inform our office if there are changes to the scope of this project.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6956. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Lacy Padilla
Archaeologist
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

Section 106 Consultation

Section 106 Consultation Native American Consultation



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

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

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

April 3, 2020

Ms. Patricia Garcia-Plotkin
Director
5401 Dinah Shore Drive
Palm Springs, CA, 92264

Re: Riverside – Downtown Station Improvements Project

Dear Ms. Garcia-Plotkin,

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). We are contacting interested parties, including Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area. You have been identified as a consulting party with interest or knowledge of the Project Study Area.

Description of the Action

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The proposed Project will allow for two trains to service the station off the BNSF mainline. The additional train traffic from the Perris Valley Line can then connect with additional Metrolink Lines without impacting operations on the BNSF.

The proposed Project includes:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system
- Extending the pedestrian bridge approximately 50 feet, including elevator and ADA access
- Relocating ADA parking
- Adding approximately 500 parking spaces (surface lot) to the south side of station
- Building a new pedestrian at-grade rail crossing
- Modifying the bus drop-off area
- Adding sidewalks

A copy of the Project Location Map is enclosed for your reference.

Area of Potential Effect

The proposed Area of Potential Effect (APE) for archaeological resources encompasses all areas that could be directly or indirectly affected by the proposed project. It is limited to areas that could be affected by the maximum extent of project-related ground disturbance. The types of ground disturbance activities anticipated include removal of existing track, demolition of existing building and foundation, and removal of soils to a maximum depth of approximately 10 feet. Staging/laydown areas would be accommodated within the defined APE. Please refer to the attached APE map.

Previous Consultation

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was conducted on December 19, 2019 with negative results, indicating that no known resources were within the Project APE. The NAHC provided information for twenty-six Native American tribes or individuals to be contacted for further information regarding the general project vicinity.

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If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to this Project, please contact us within 30 days of receiving this letter. If you have any questions or need additional information, feel free to call or email Candice Hughes, FTA Region IX Environmental Protection Specialist at (213) 629-8613 or at candice.hughes@dot.gov.

If you are not the designated representative for such consultation, please let us know.

Sincerely,

**RAYMOND S
TELLIS**

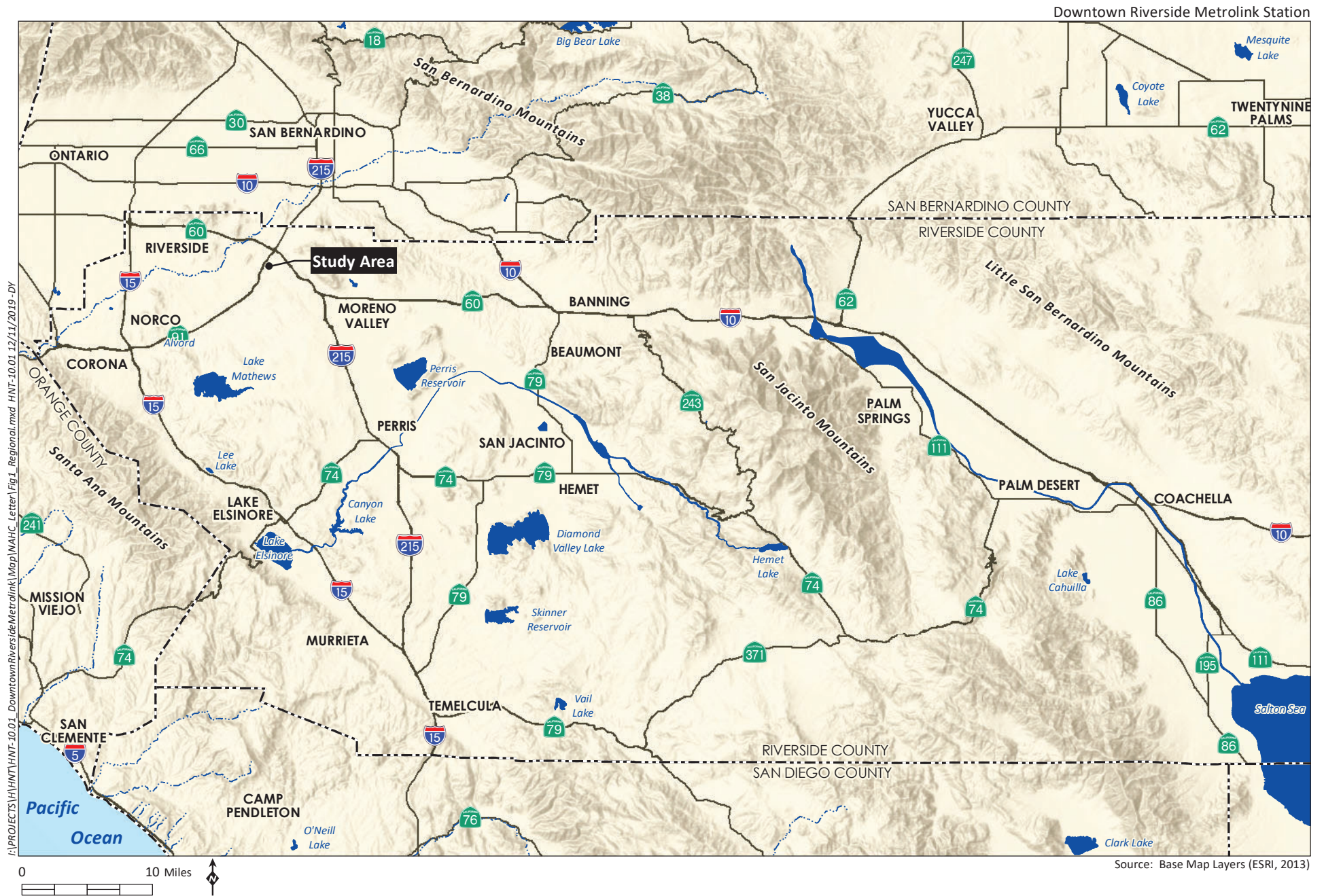
Ray Tellis
Regional Administrator

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Enclosures: Regional Location Map

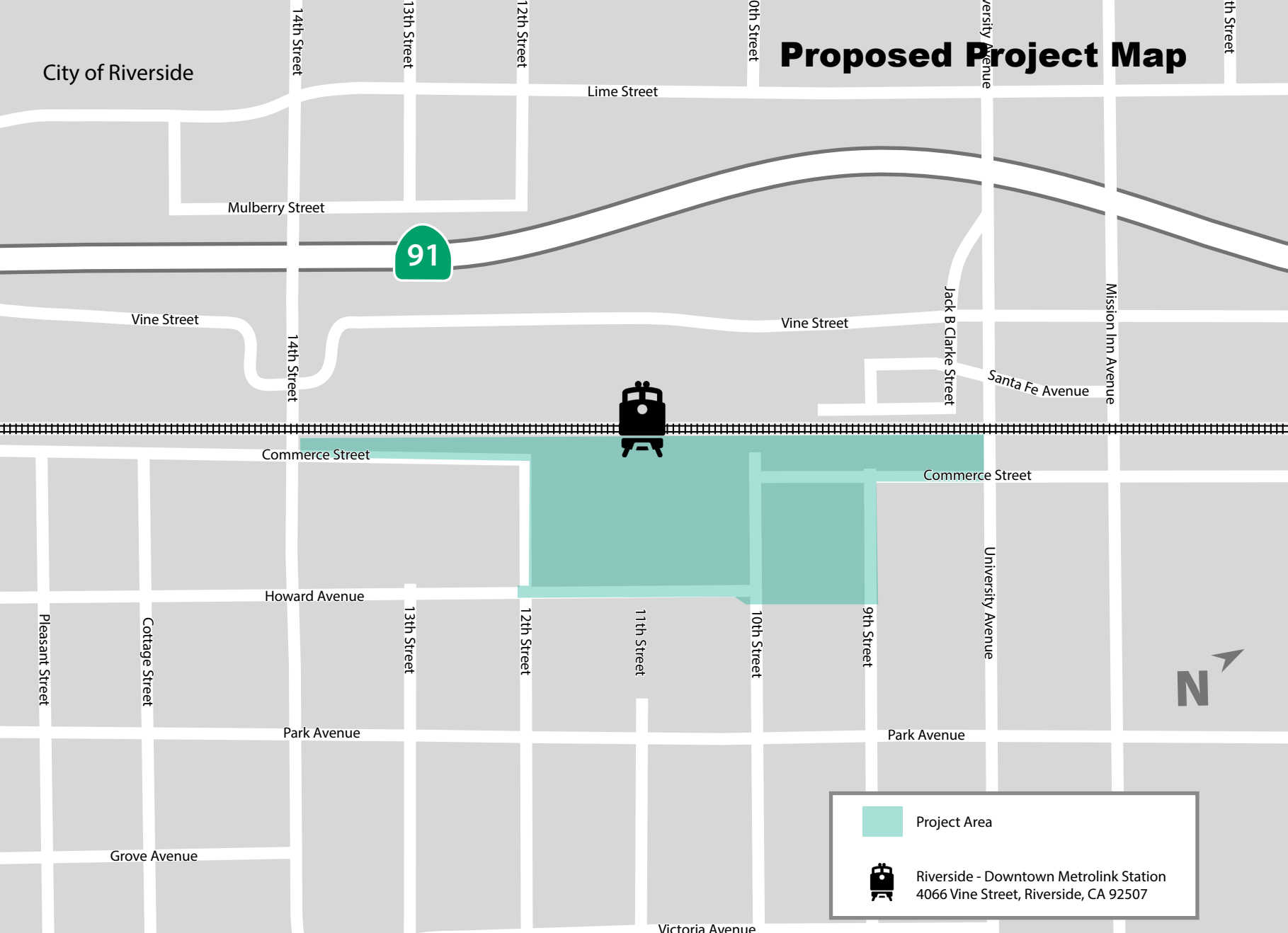
Proposed Project Map

Area of Potential Effects Map (APE Map)



City of Riverside

Proposed Project Map



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Project Area

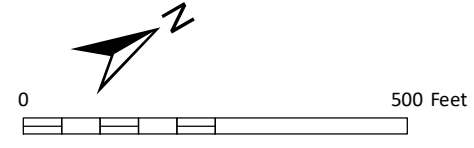


Riverside - Downtown Metrolink Station
4066 Vine Street, Riverside, CA 92507



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Source: Aerial (RCIT, 2016)



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Area of Potential Effect



U.S. Department
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April 3, 2020

Ms. Amanda Vance
Chairperson
P.O. Box 846
Coachella, CA, 92236

Re: Riverside – Downtown Station Improvements Project

Dear Ms. Vance,

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). We are contacting interested parties, including Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area. You have been identified as a consulting party with interest or knowledge of the Project Study Area.

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The proposed Project includes:

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If you are not the designated representative for such consultation, please let us know.

Sincerely,

**RAYMOND S
TELLIS**

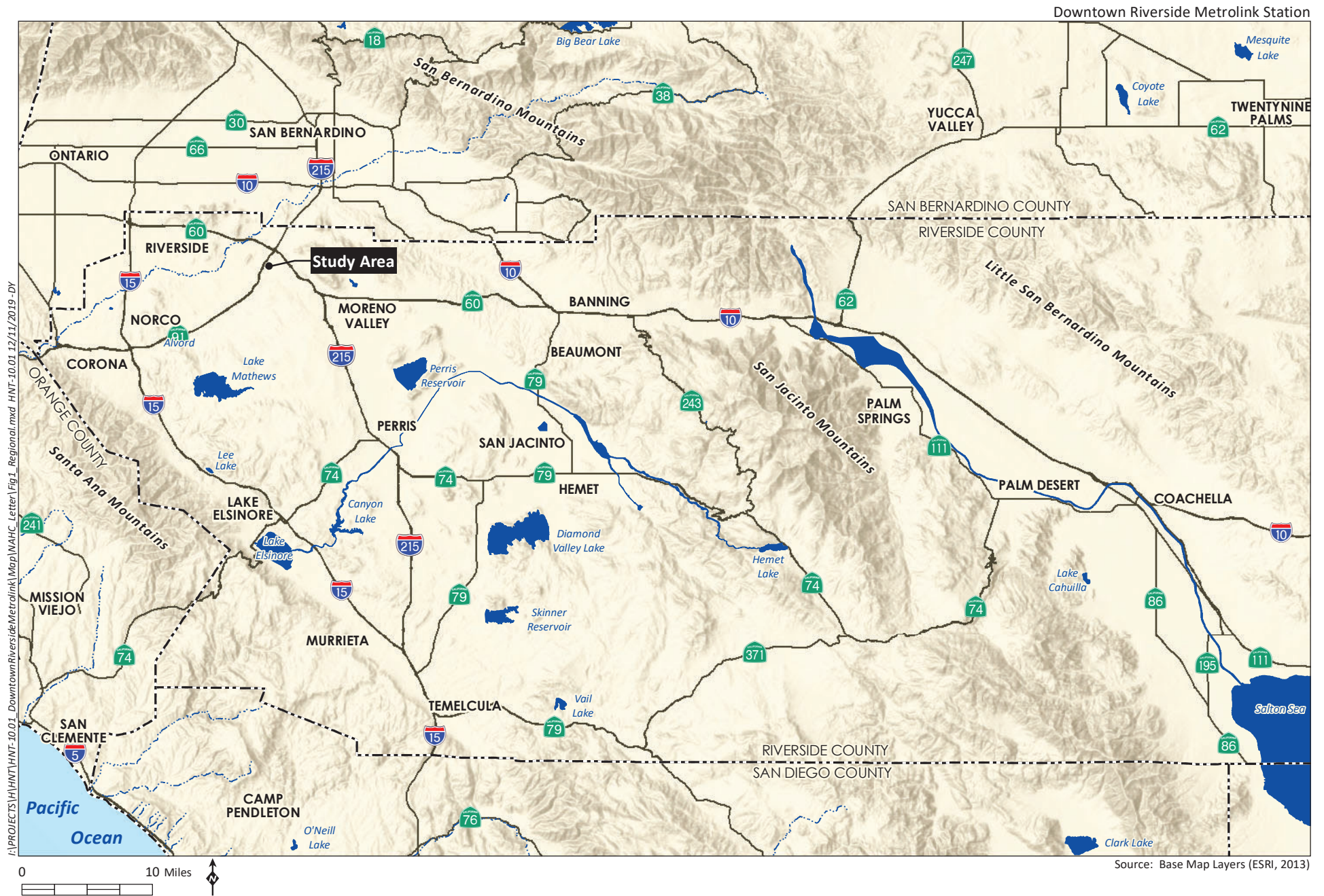
Ray Tellis
Regional Administrator

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Enclosures: Regional Location Map

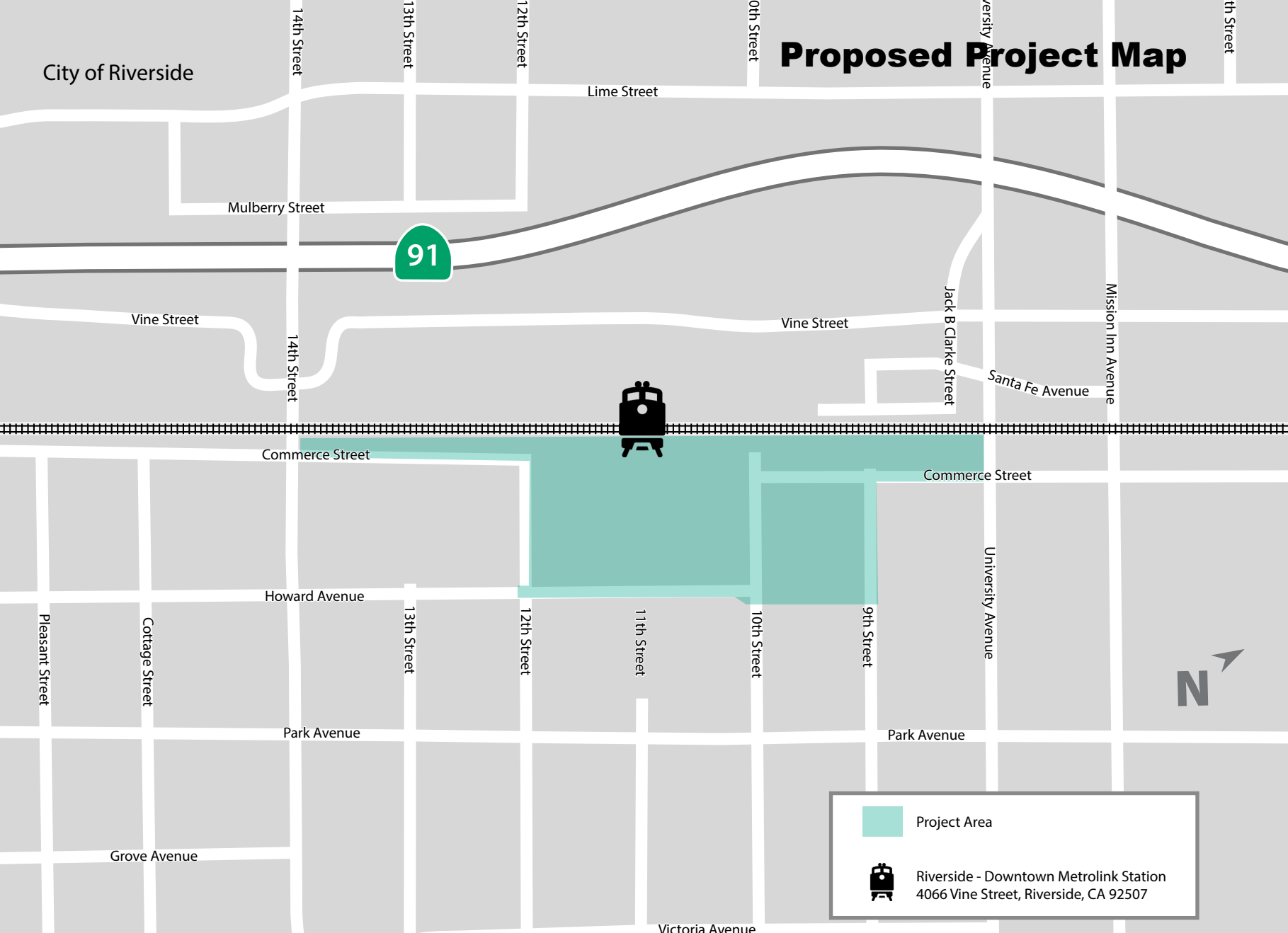
Proposed Project Map

Area of Potential Effects Map (APE Map)



City of Riverside

Proposed Project Map



91



Project Area

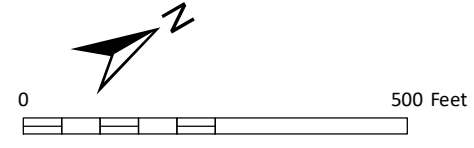


Riverside - Downtown Metrolink Station
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Source: Aerial (RCIT, 2016)



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Area of Potential Effect



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213-202-3950

April 3, 2020

Mr. Doug Welmas
Chairperson
84-245 Indio Springs Parkway
Indio, CA, 92203

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Welmas,

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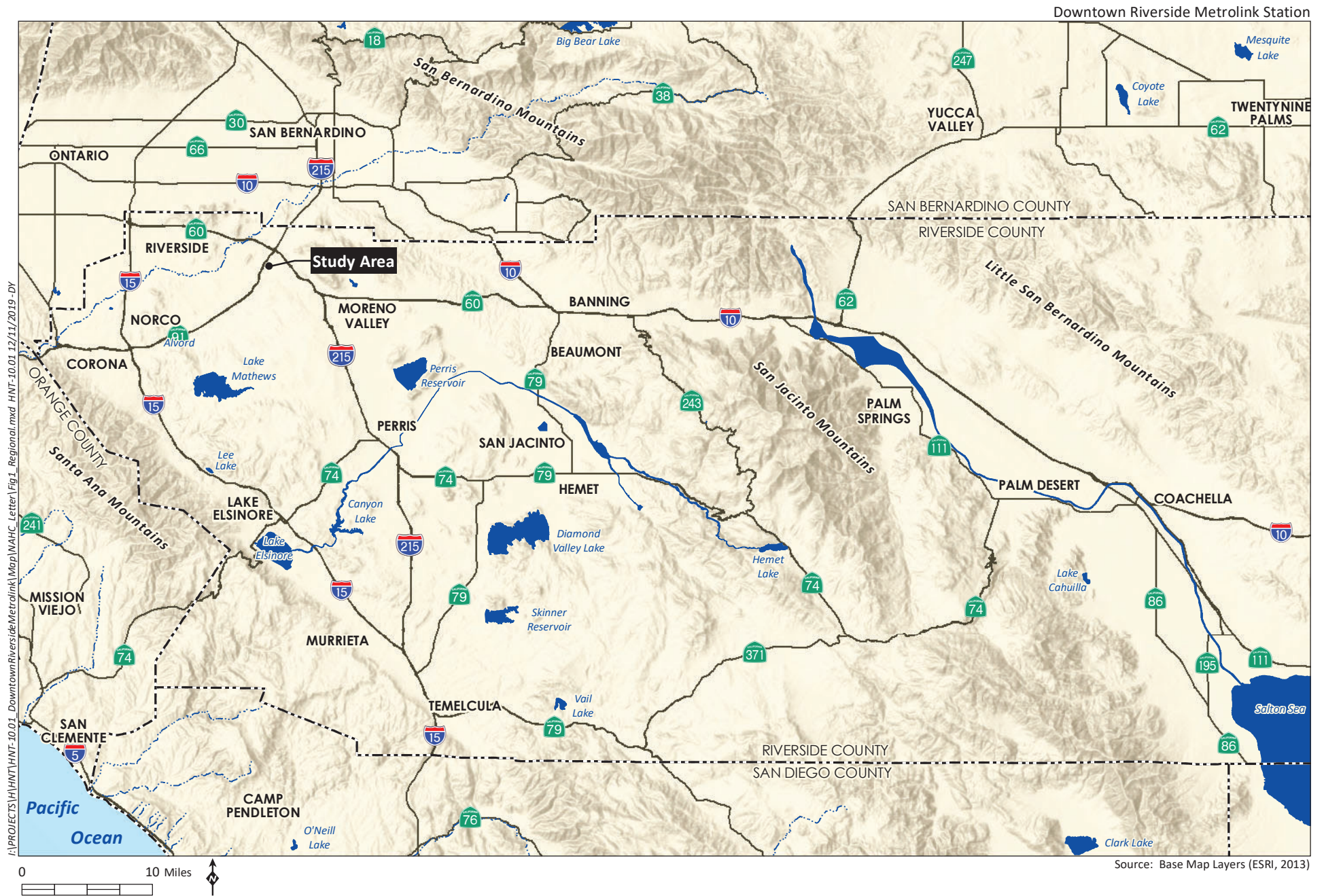
Sincerely,

**RAYMOND S
TELLIS**

Ray Tellis
Regional Administrator

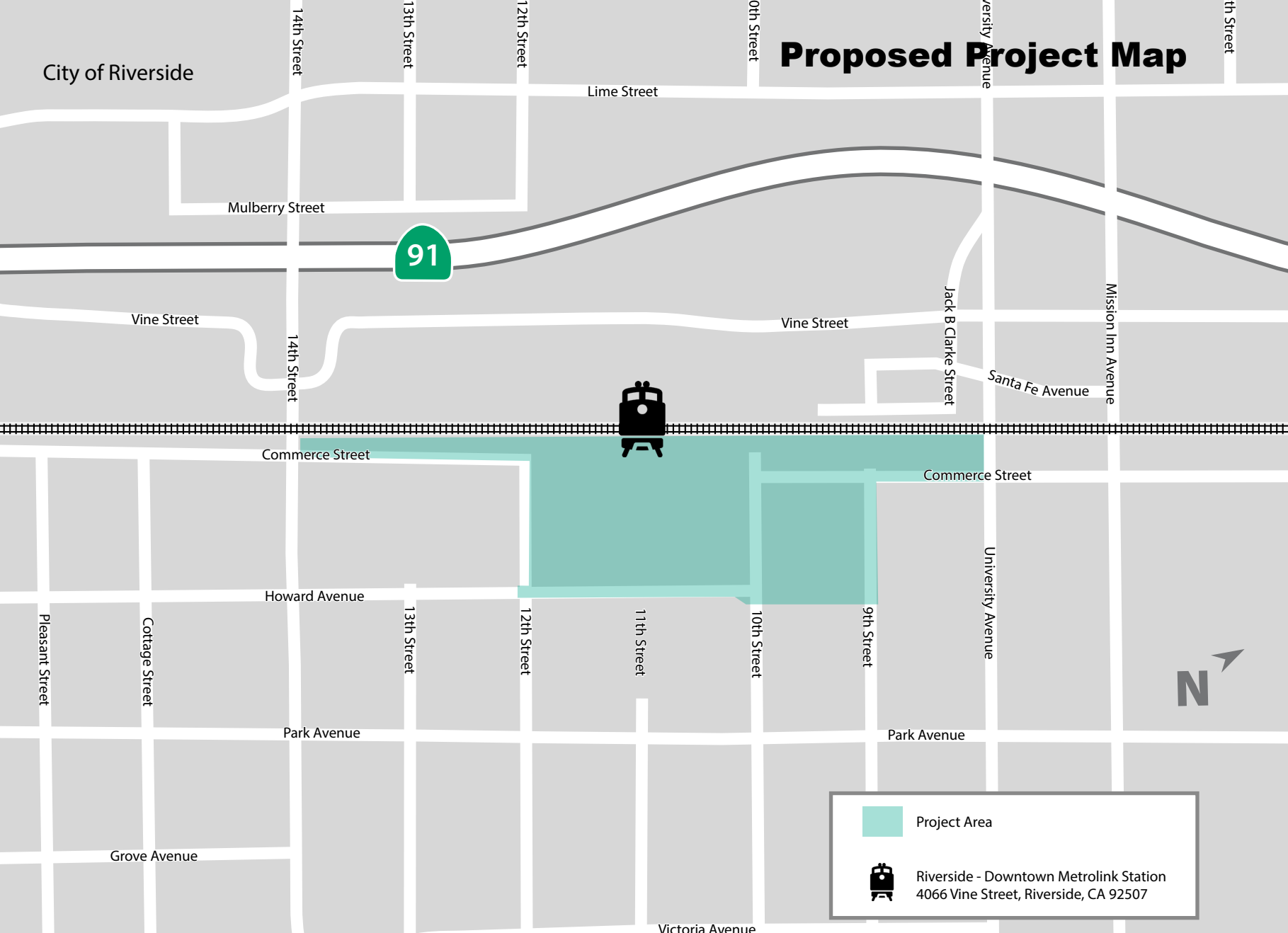
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Date: 2020.04.03 14:58:27 -07'00'

Enclosures: Regional Location Map
Proposed Project Map
Area of Potential Effects Map (APE Map)



City of Riverside

Proposed Project Map



91



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Project Area

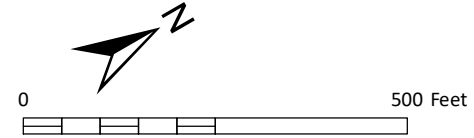


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Area of Potential Effect



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April 3, 2020

Mr. Daniel Salgado
Chairperson
52701 U.S Highway 371
Anza, CA, 92539

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Salgado,

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Sincerely,

**RAYMOND S
TELLIS**

Ray Tellis

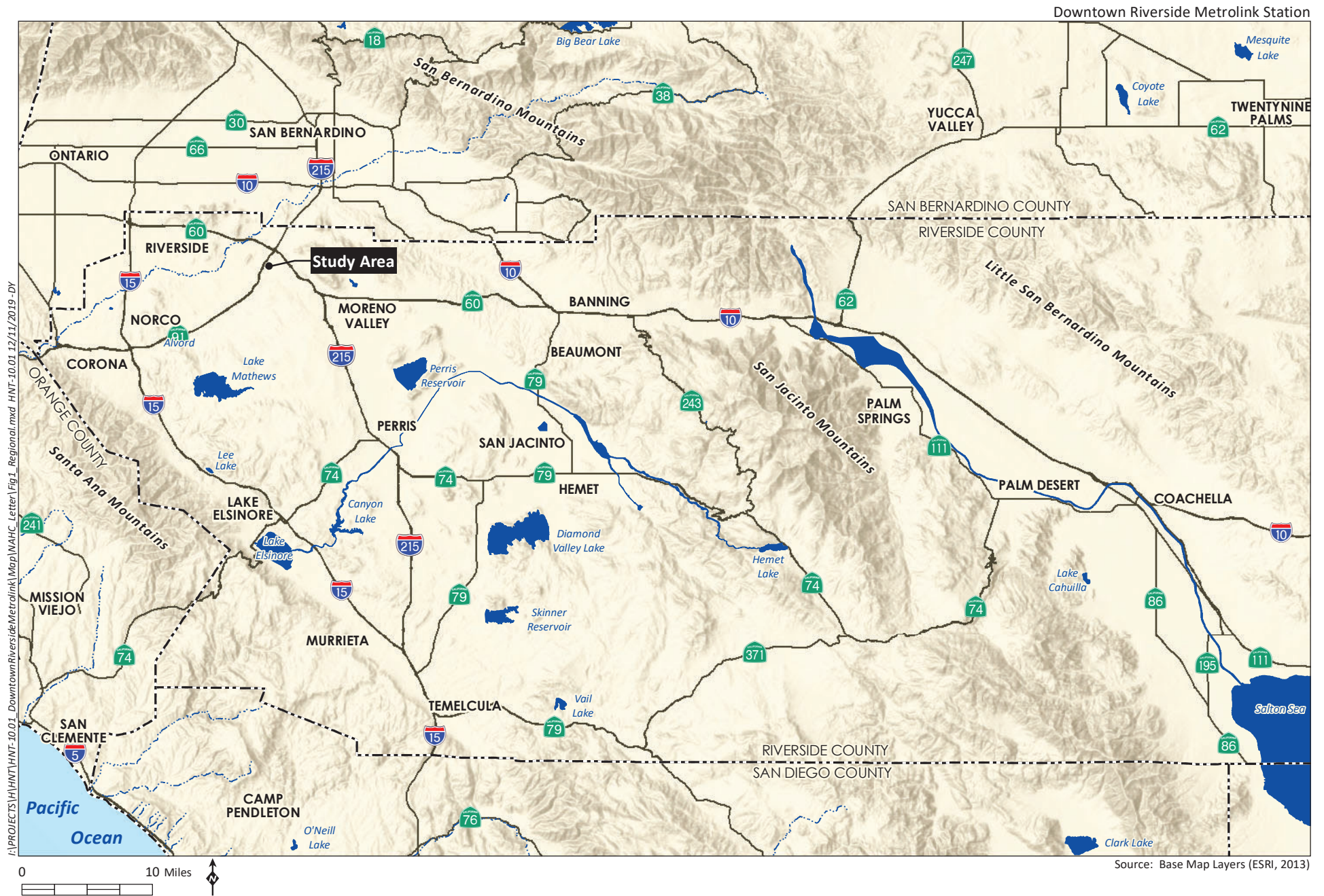
Regional Administrator

Enclosures: Regional Location Map

Proposed Project Map

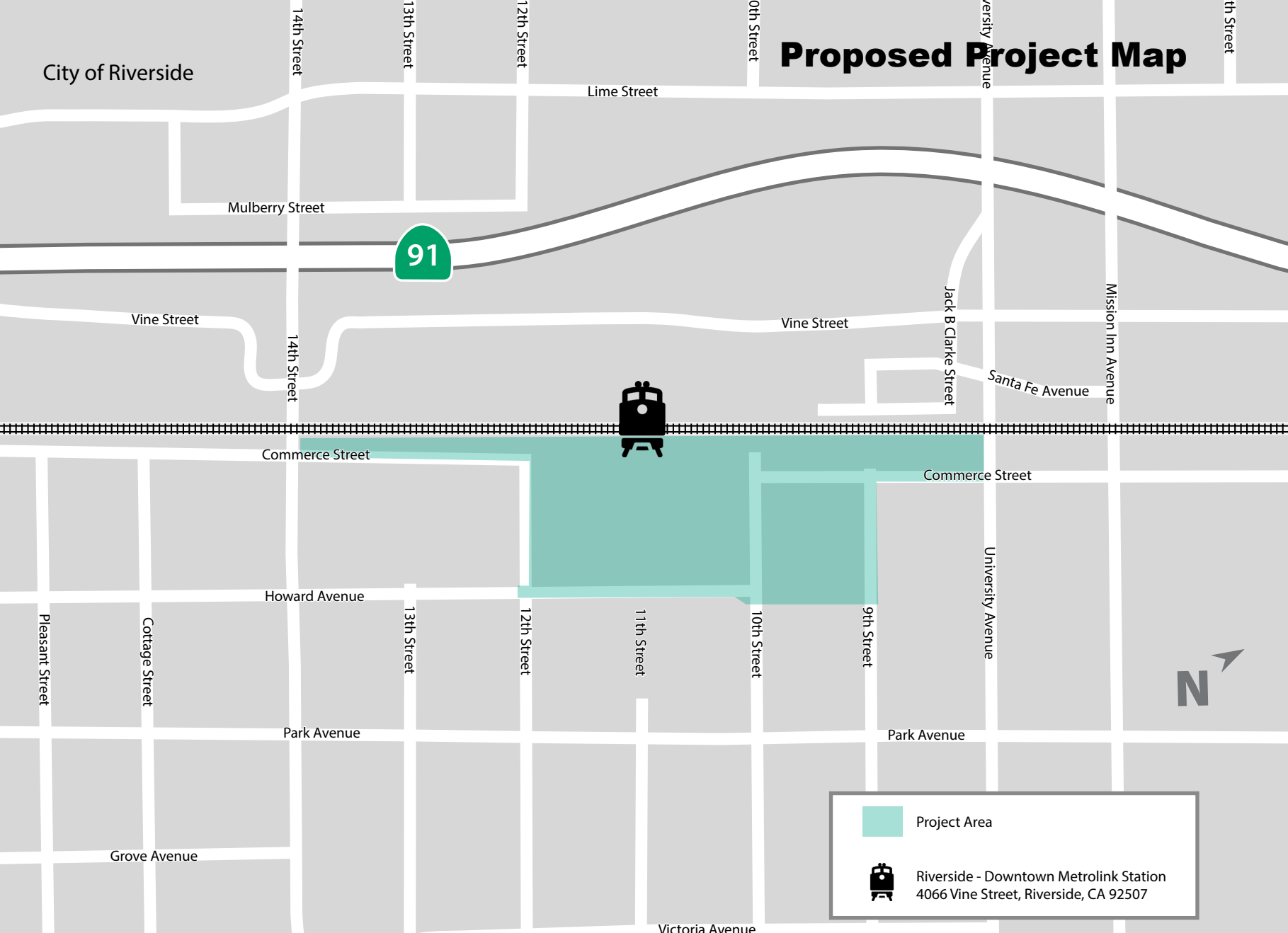
Area of Potential Effects Map (APE Map)

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City of Riverside

Proposed Project Map



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Project Area

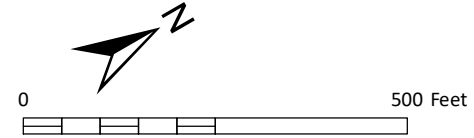


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Area of Potential Effect



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April 3, 2020

Mr. Andrew Salas
Chairperson
P.O. Box 393
Covina, CA, 91723

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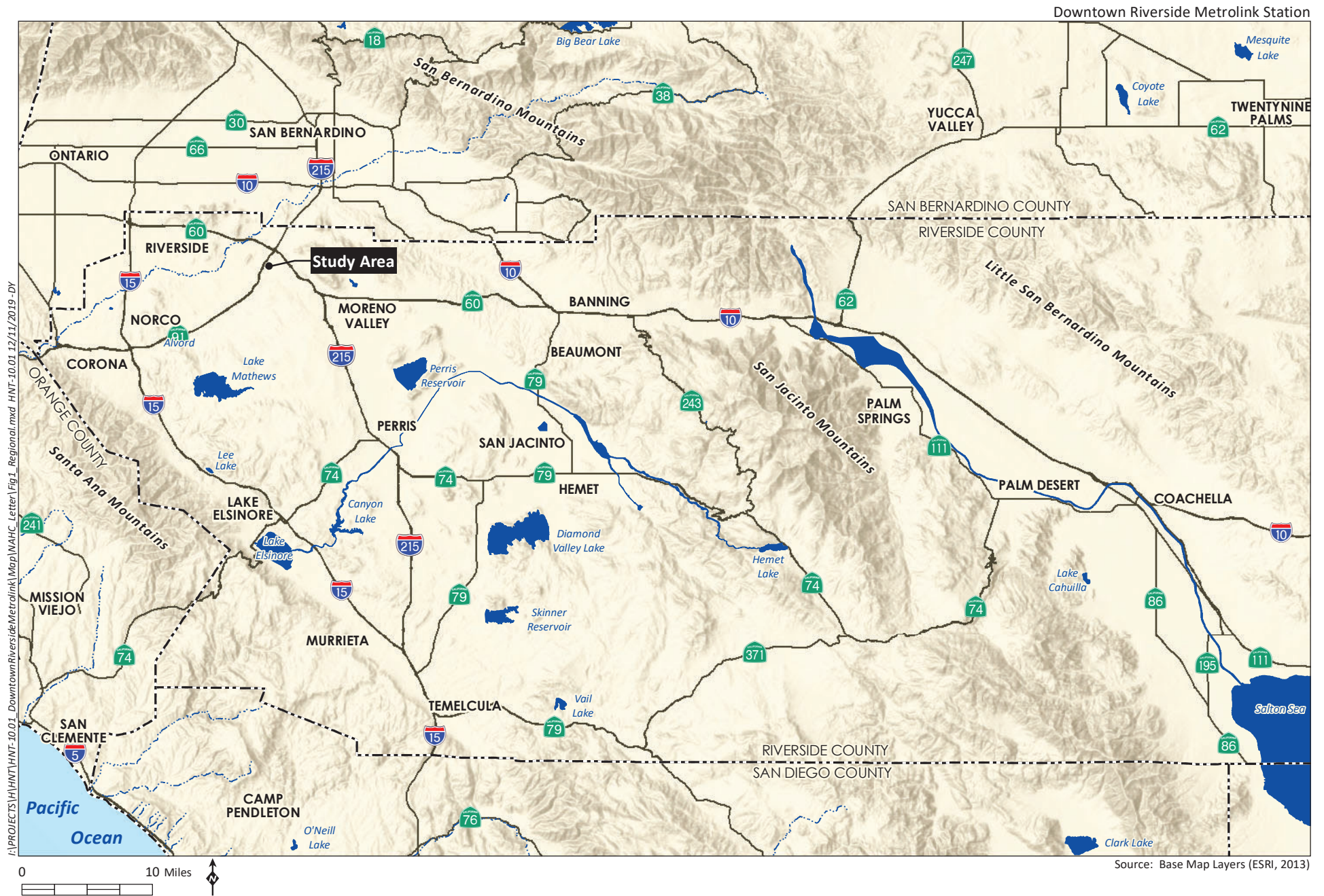
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Enclosures: Regional Location Map

Proposed Project Map

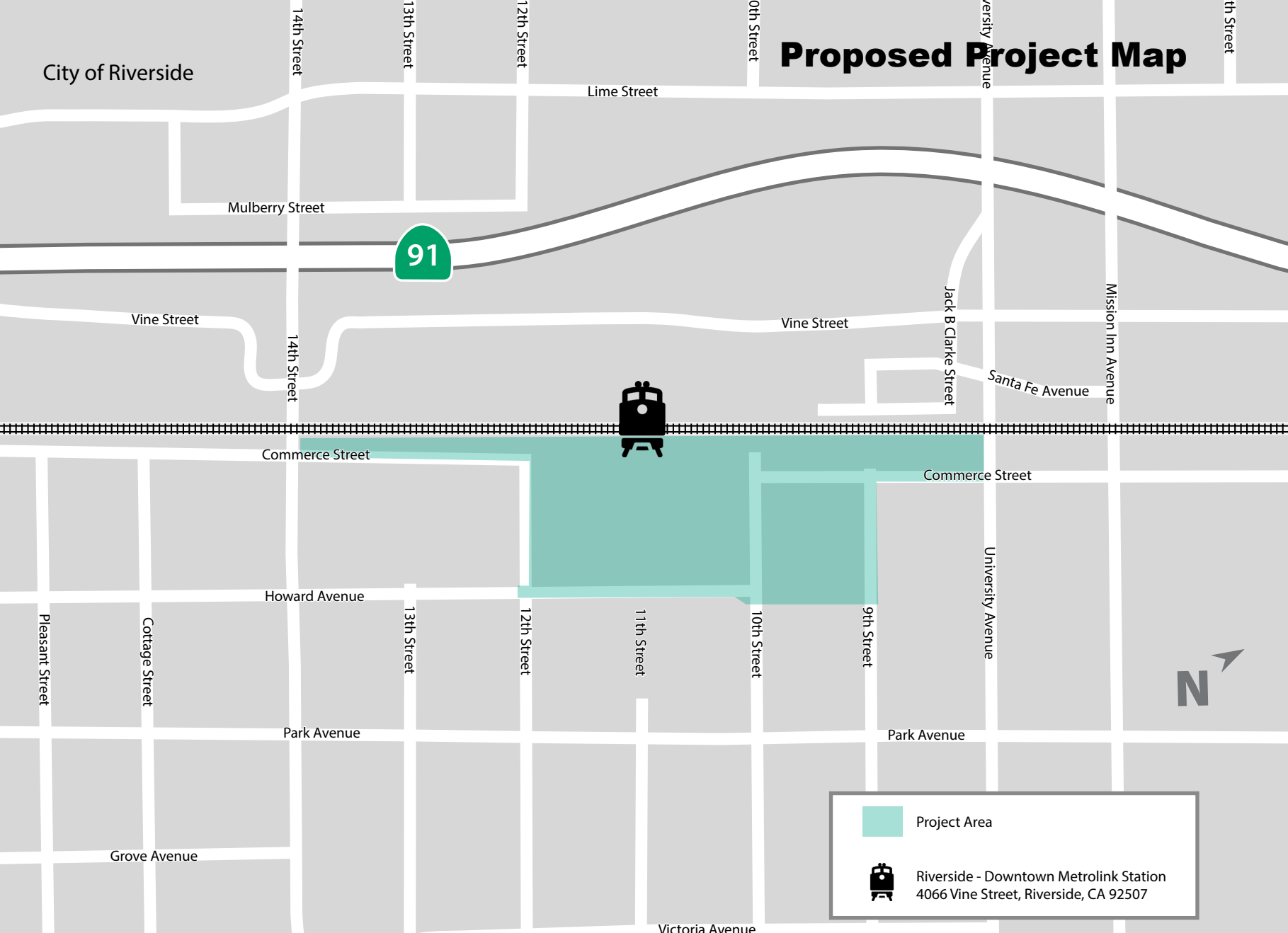
Area of Potential Effects Map (APE Map)

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City of Riverside

Proposed Project Map



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Project Area

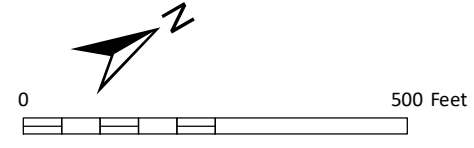


Riverside - Downtown Metrolink Station
4066 Vine Street, Riverside, CA 92507



No.	APN
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Source: Aerial (RCIT, 2016)



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Area of Potential Effect



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

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

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

April 3, 2020

Mr. Robert Dorame
Chairperson
P.O. Box 490
Bellflower, CA, 90707

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Dorame,

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). We are contacting interested parties, including Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area. You have been identified as a consulting party with interest or knowledge of the Project Study Area.

Description of the Action

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The proposed Project will allow for two trains to service the station off the BNSF mainline. The additional train traffic from the Perris Valley Line can then connect with additional Metrolink Lines without impacting operations on the BNSF.

The proposed Project includes:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system
- Extending the pedestrian bridge approximately 50 feet, including elevator and ADA access
- Relocating ADA parking
- Adding approximately 500 parking spaces (surface lot) to the south side of station
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- Modifying the bus drop-off area
- Adding sidewalks

A copy of the Project Location Map is enclosed for your reference.

Area of Potential Effect

The proposed Area of Potential Effect (APE) for archaeological resources encompasses all areas that could be directly or indirectly affected by the proposed project. It is limited to areas that could be affected by the maximum extent of project-related ground disturbance. The types of ground disturbance activities anticipated include removal of existing track, demolition of existing building and foundation, and removal of soils to a maximum depth of approximately 10 feet. Staging/laydown areas would be accommodated within the defined APE. Please refer to the attached APE map.

Previous Consultation

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If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to this Project, please contact us within 30 days of receiving this letter. If you have any questions or need additional information, feel free to call or email Candice Hughes, FTA Region IX Environmental Protection Specialist at (213) 629-8613 or at candice.hughes@dot.gov.

If you are not the designated representative for such consultation, please let us know.

Sincerely,

**RAYMOND S
TELLIS**

Ray Tellis

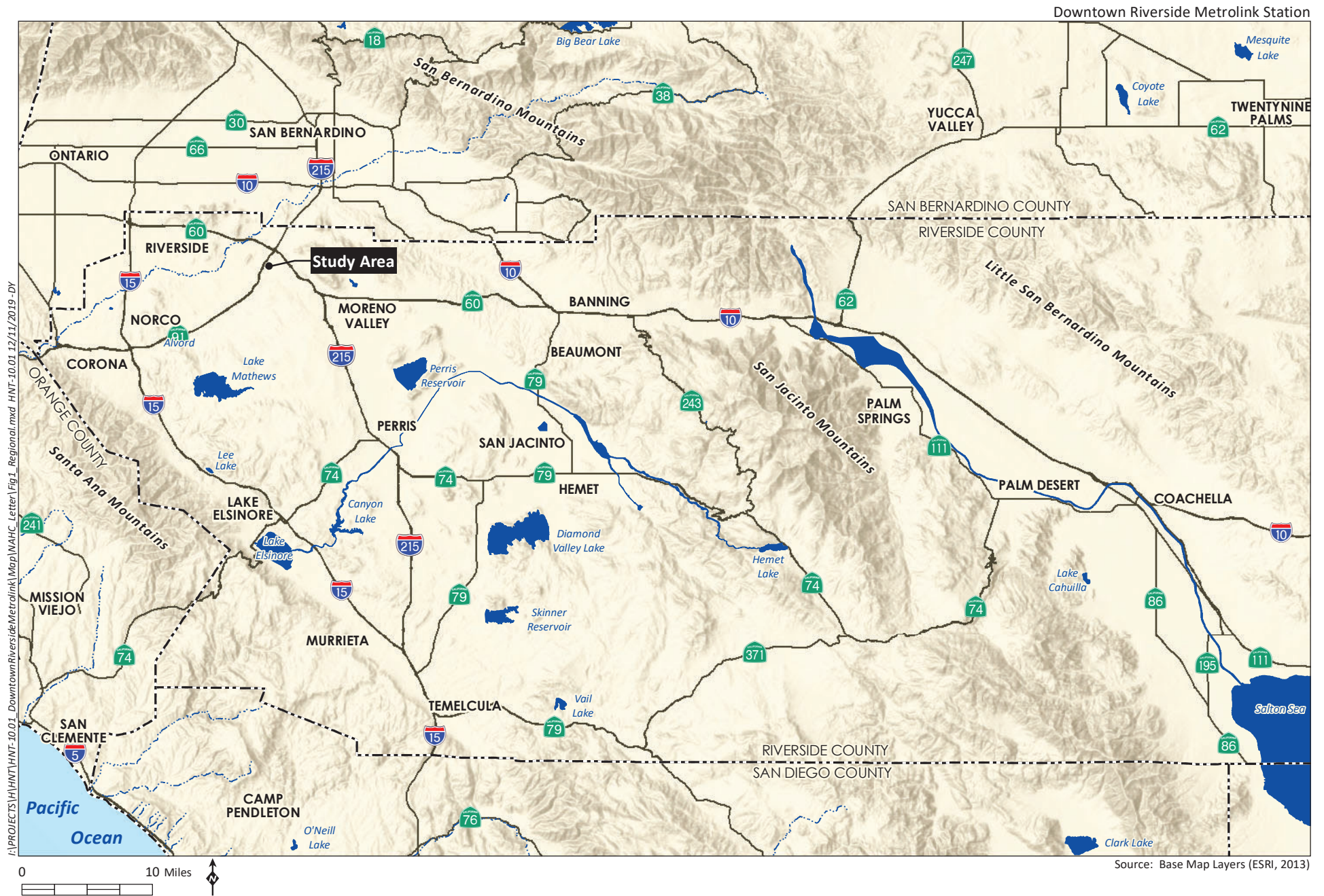
Regional Administrator

Enclosures: Regional Location Map

Proposed Project Map

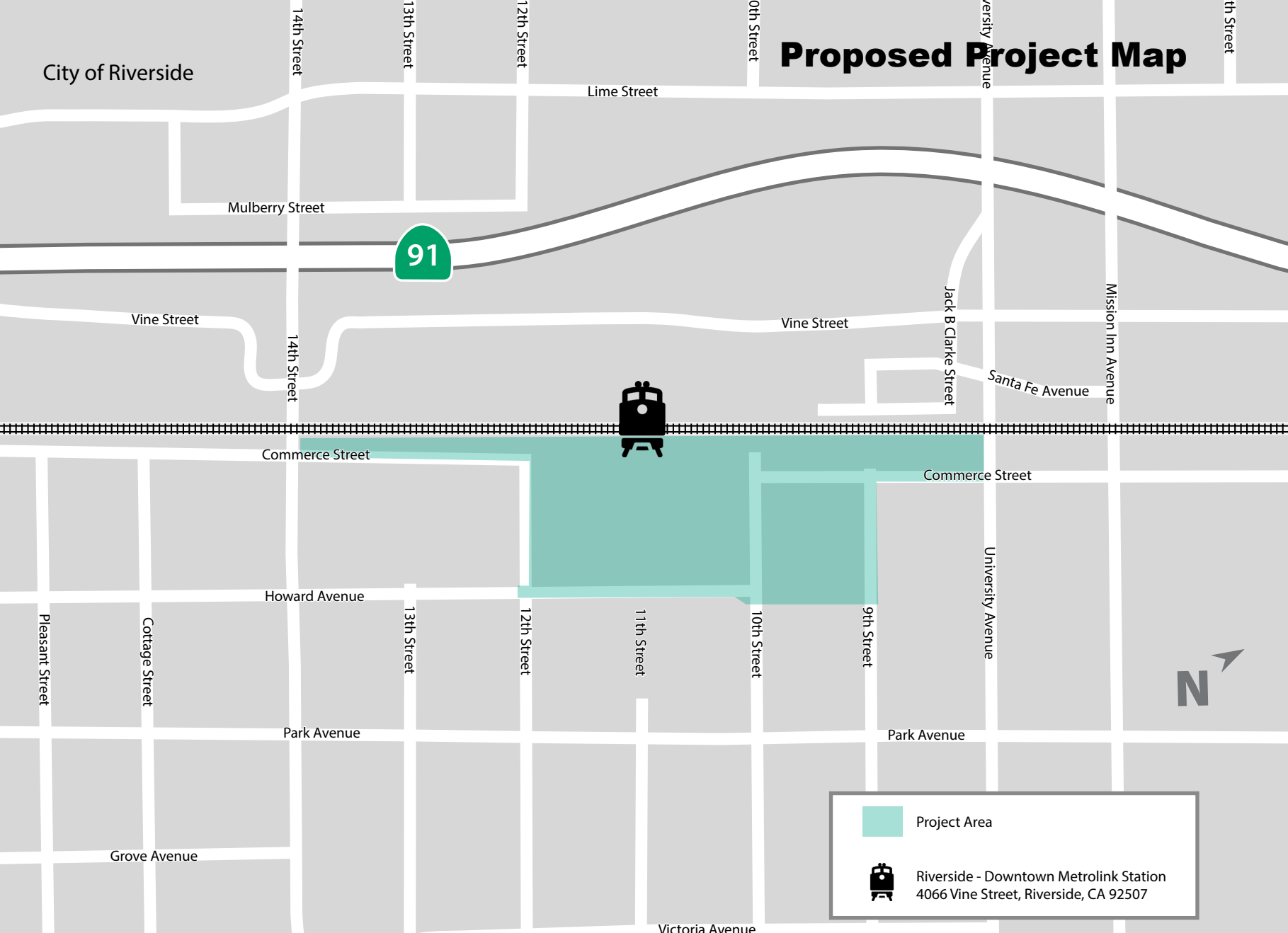
Area of Potential Effects Map (APE Map)

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City of Riverside

Proposed Project Map



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Project Area

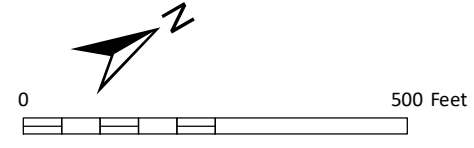


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Area of Potential Effect



U.S. Department
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888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

April 3, 2020

Mr. Sandonne Goad
Chairperson
106 ½ Judge John Aiso Street #231
Los Angeles, CA, 90012

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Goad,

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). We are contacting interested parties, including Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area. You have been identified as a consulting party with interest or knowledge of the Project Study Area.

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The proposed Project includes:

- Building a new 720-foot center platform
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- Adding approximately 500 parking spaces (surface lot) to the south side of station
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A copy of the Project Location Map is enclosed for your reference.

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If you are not the designated representative for such consultation, please let us know.

Sincerely,

**RAYMOND S
TELLIS**

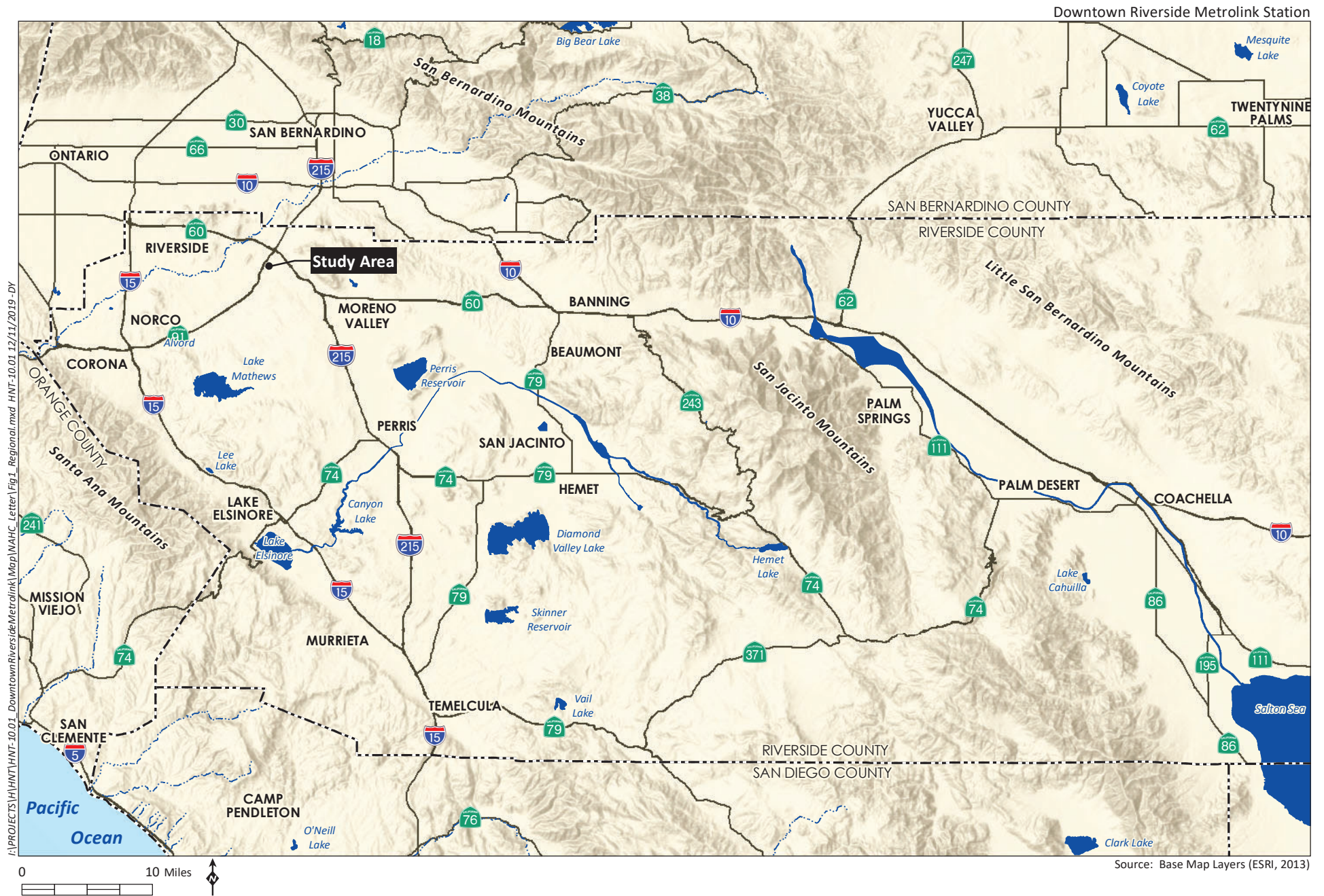
Ray Tellis
Regional Administrator

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Date: 2020.04.03 14:58:27 -07'00'

Enclosures: Regional Location Map

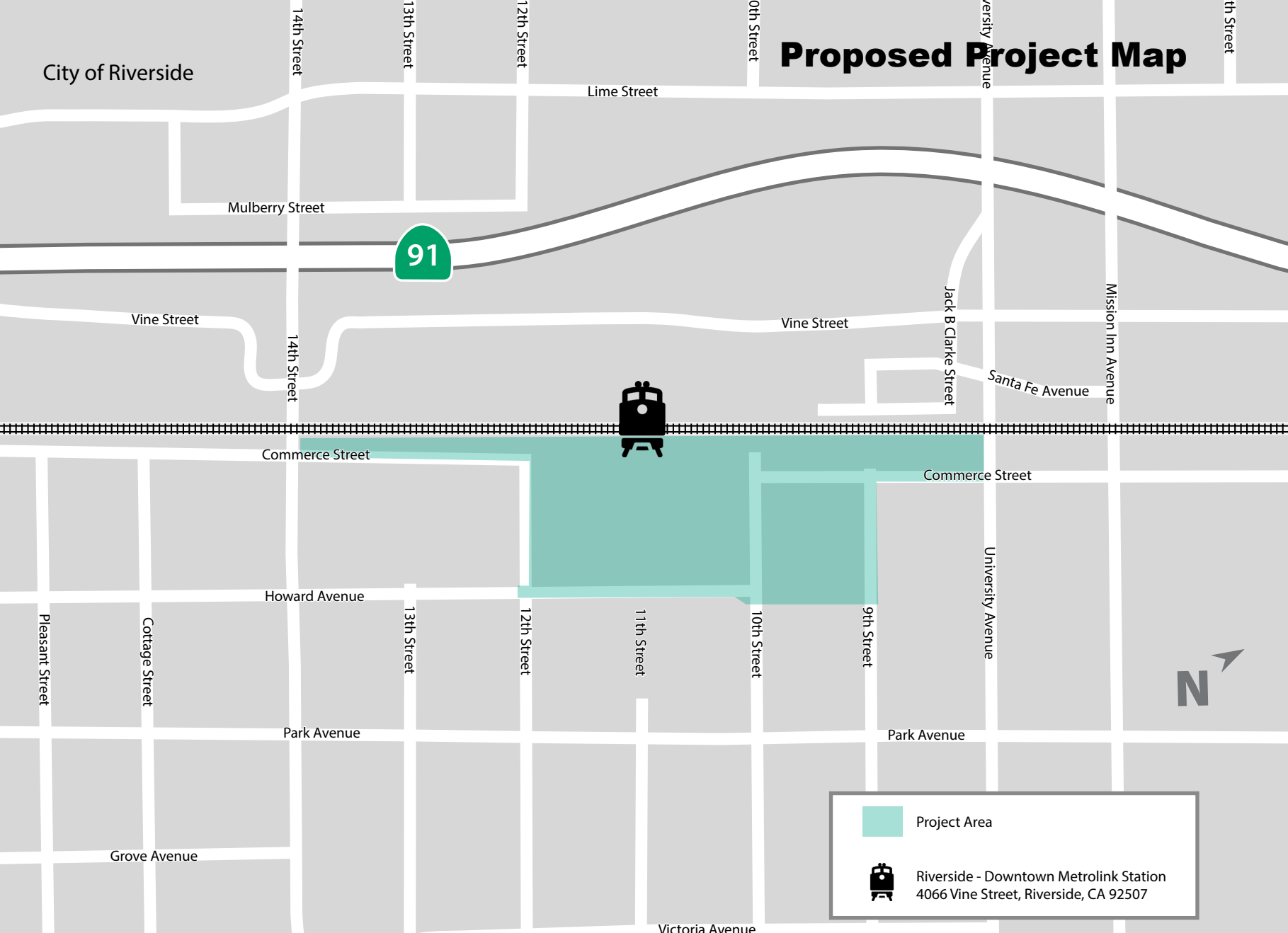
Proposed Project Map

Area of Potential Effects Map (APE Map)



City of Riverside

Proposed Project Map



91



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Project Area

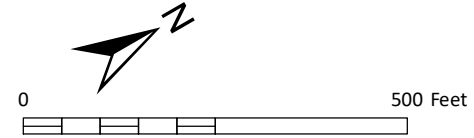


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Source: Aerial (RCIT, 2016)



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Area of Potential Effect



U.S. Department
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Arizona, California,
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888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

April 3, 2020

Mr. Charles Alvarez
23454 Vanowen Street
West Hills, CA
91307

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Alvarez,

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). We are contacting interested parties, including Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area. You have been identified as a consulting party with interest or knowledge of the Project Study Area.

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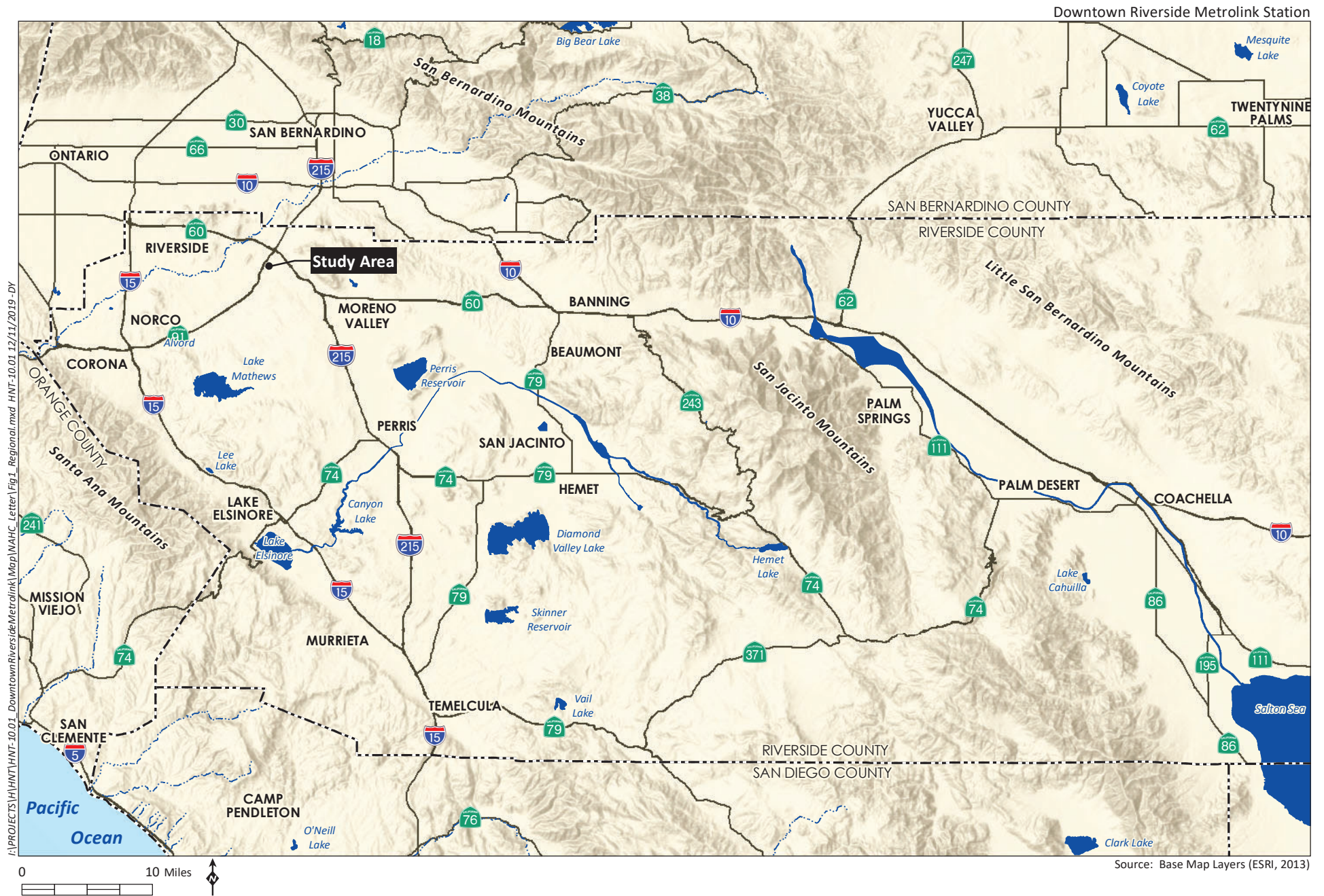
Sincerely,

**RAYMOND S
TELLIS**

Ray Tellis
Regional Administrator

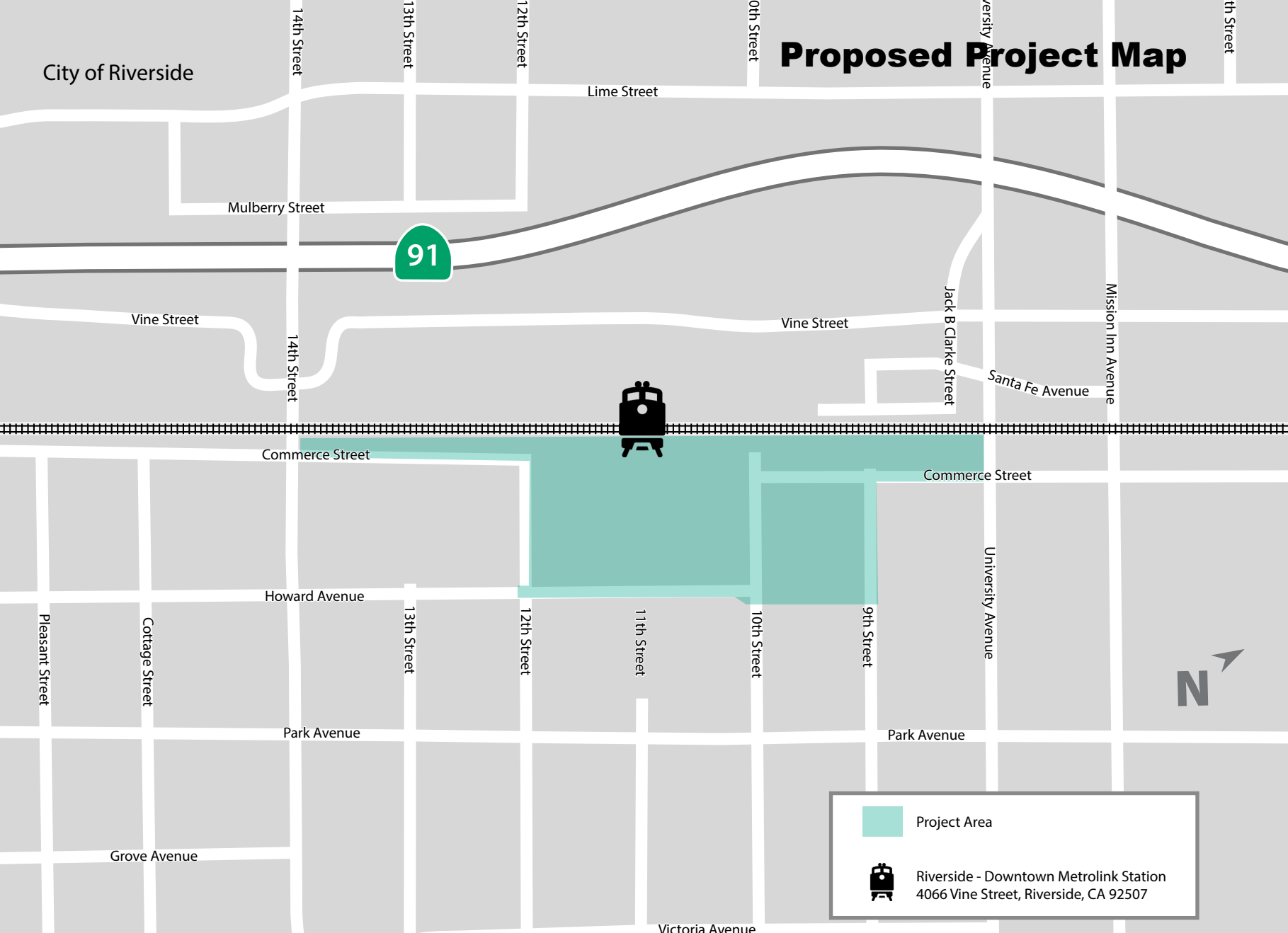
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TELLIS
Date: 2020.04.03 14:58:27 -07'00'

Enclosures: Regional Location Map
Proposed Project Map
Area of Potential Effects Map (APE Map)



City of Riverside

Proposed Project Map



91



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Project Area

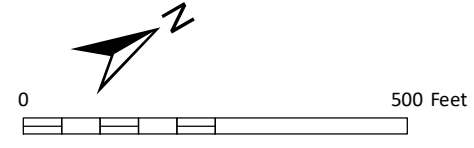


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Source: Aerial (RCIT, 2016)



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Area of Potential Effect



U.S. Department
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REGION IX
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Los Angeles, CA 90017-5467
213-202-3950

April 3, 2020

Mr. Anthony Morales
Chairperson
P.O. Box 693
San Gabriel, CA, 91778

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Morales,

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). We are contacting interested parties, including Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area. You have been identified as a consulting party with interest or knowledge of the Project Study Area.

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Sincerely,

**RAYMOND S
TELLIS**

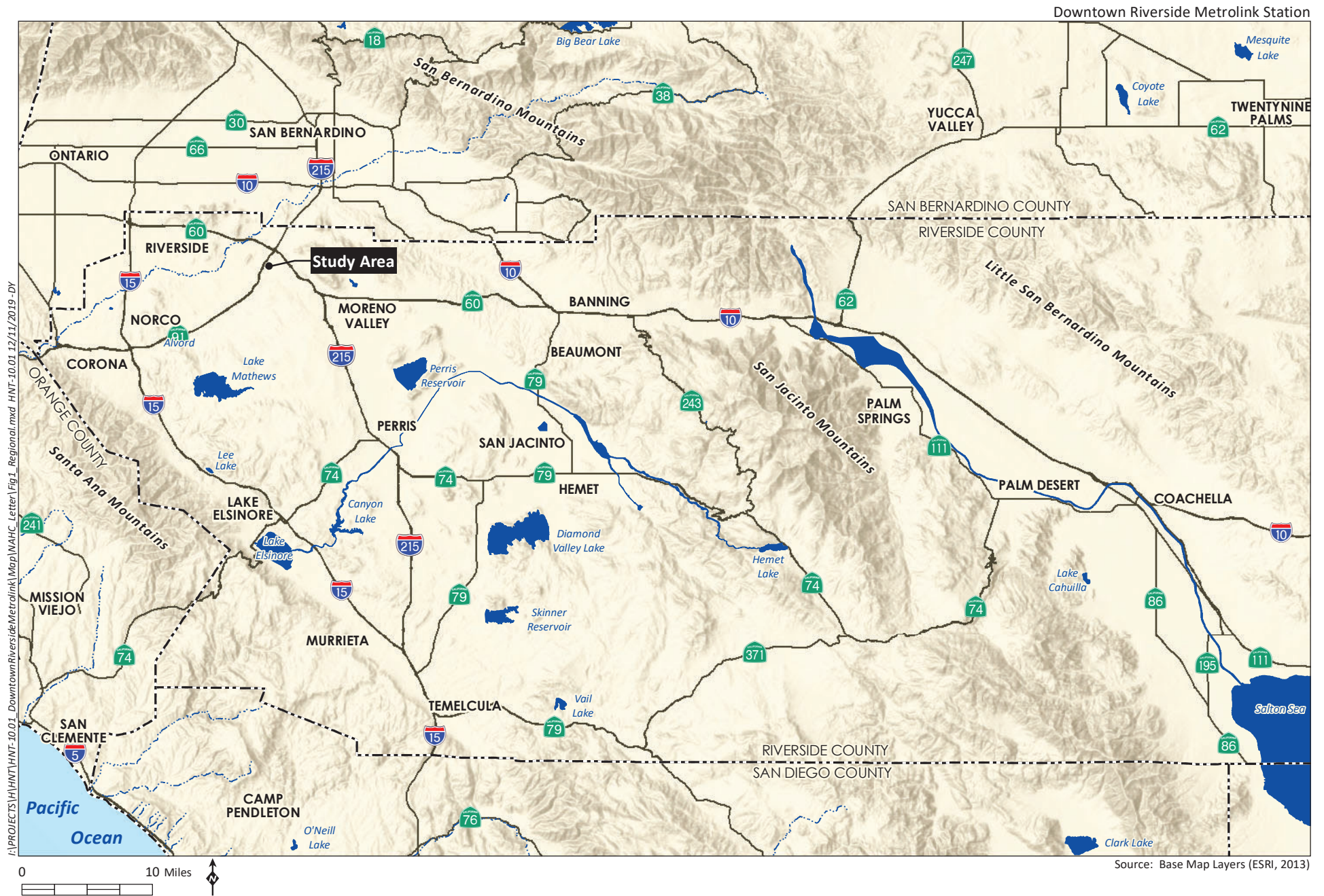
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Regional Administrator

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Enclosures: Regional Location Map

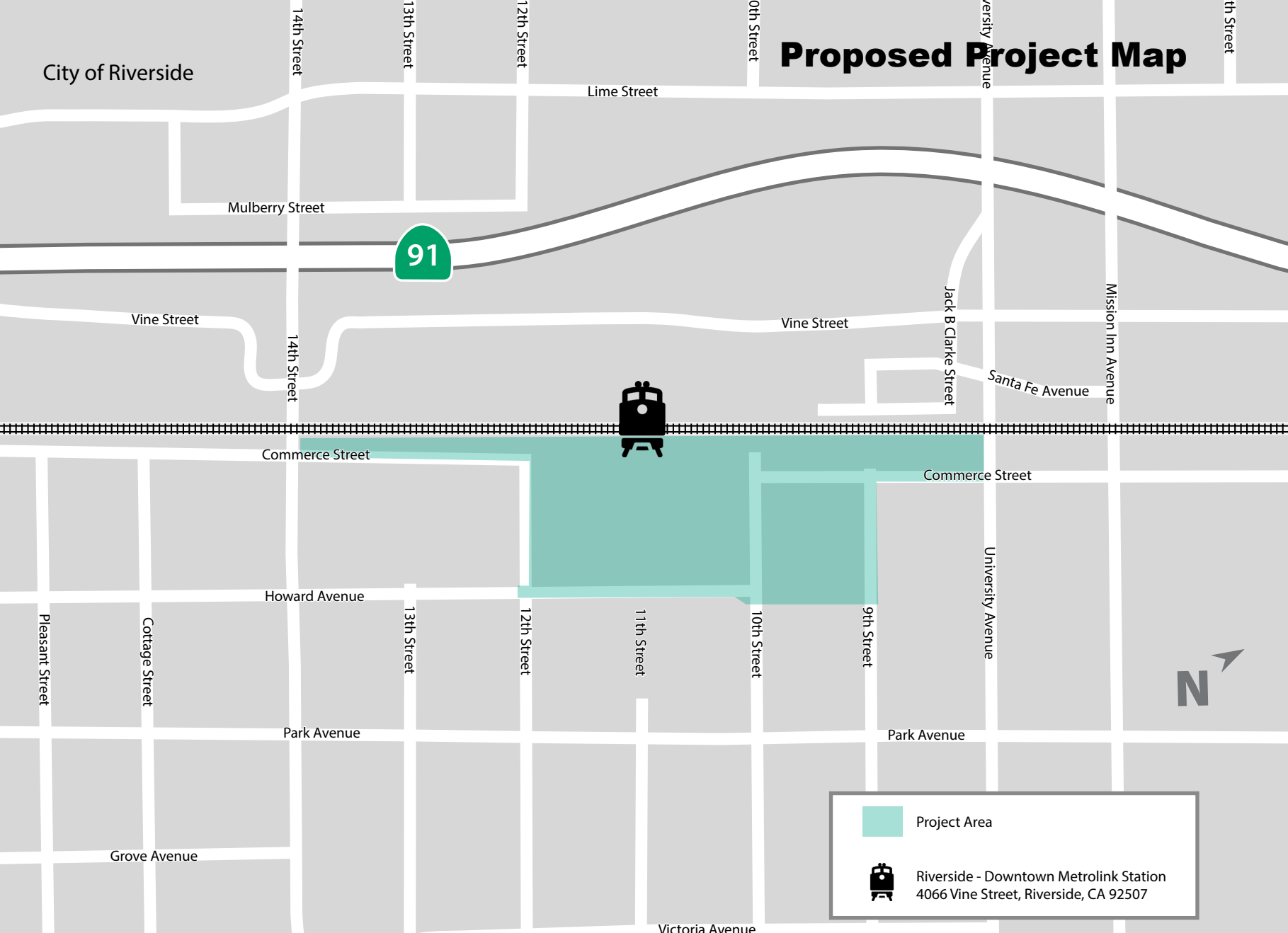
Proposed Project Map

Area of Potential Effects Map (APE Map)



City of Riverside

Proposed Project Map



91



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Project Area

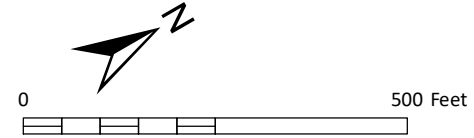


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Source: Aerial (RCIT, 2016)



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Area of Potential Effect



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213-202-3950

April 3, 2020

Mr. Shane Chapparosa
Chairperson
P.O. Box 189
Warner Springs, CA, 92086

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Chapparosa,

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). We are contacting interested parties, including Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area. You have been identified as a consulting party with interest or knowledge of the Project Study Area.

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If you are not the designated representative for such consultation, please let us know.

Sincerely,

**RAYMOND S
TELLIS**

Ray Tellis

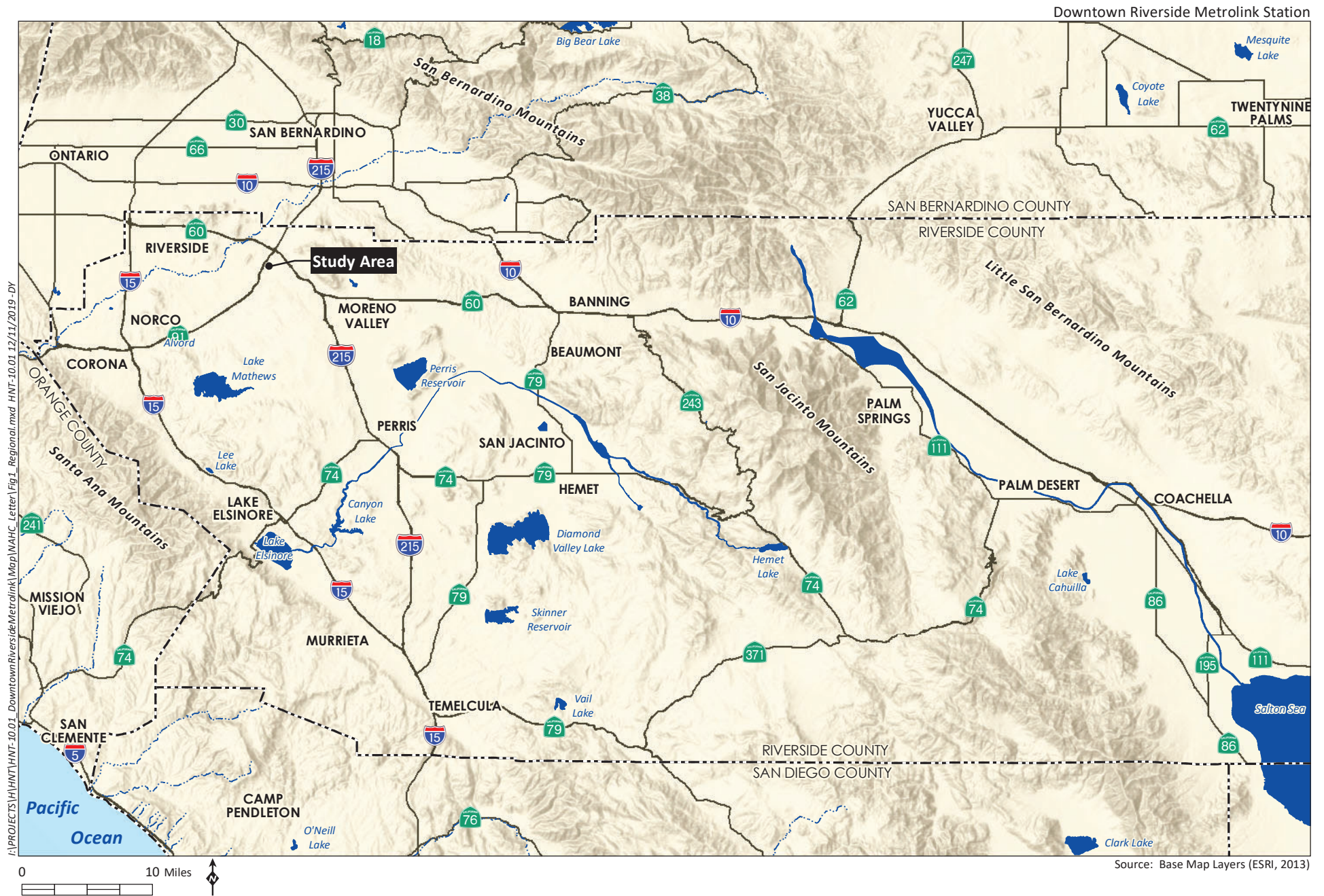
Regional Administrator

Enclosures: Regional Location Map

Proposed Project Map

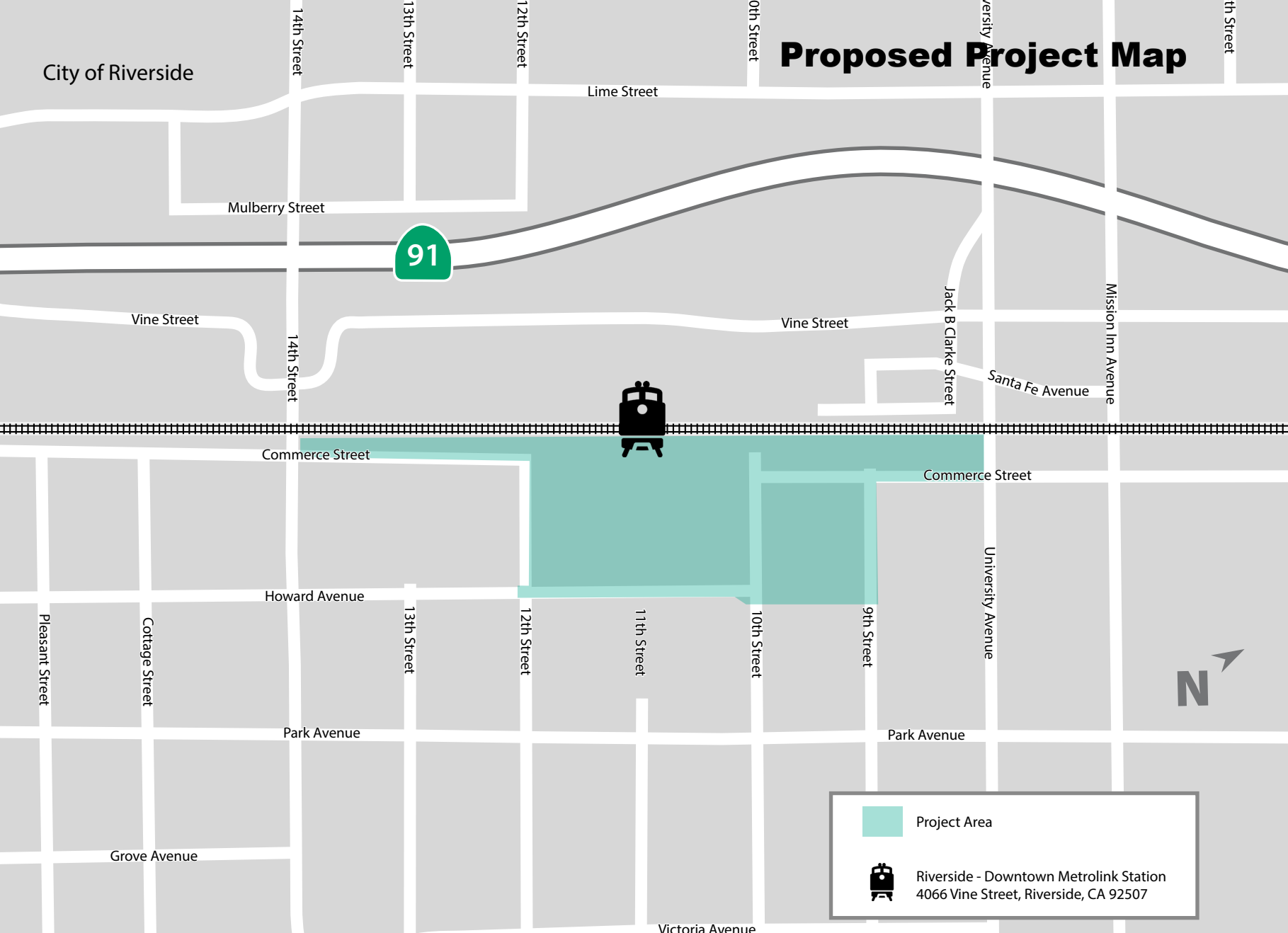
Area of Potential Effects Map (APE Map)

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City of Riverside

Proposed Project Map



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Project Area

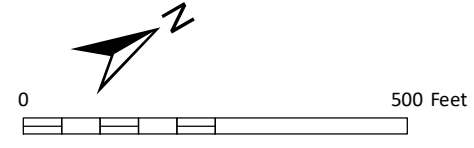


Riverside - Downtown Metrolink Station
4066 Vine Street, Riverside, CA 92507



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Source: Aerial (RCIT, 2016)



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Area of Potential Effect



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

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

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

April 3, 2020

Ms. Denise Torres
Cultural Resources Manager
12700 Pumarra Road
Banning, CA, 92220

Re: Riverside – Downtown Station Improvements Project

Dear Ms. Torres,

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). We are contacting interested parties, including Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area. You have been identified as a consulting party with interest or knowledge of the Project Study Area.

Description of the Action

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The proposed Project will allow for two trains to service the station off the BNSF mainline. The additional train traffic from the Perris Valley Line can then connect with additional Metrolink Lines without impacting operations on the BNSF.

The proposed Project includes:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system
- Extending the pedestrian bridge approximately 50 feet, including elevator and ADA access
- Relocating ADA parking
- Adding approximately 500 parking spaces (surface lot) to the south side of station
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- Modifying the bus drop-off area
- Adding sidewalks

A copy of the Project Location Map is enclosed for your reference.

Area of Potential Effect

The proposed Area of Potential Effect (APE) for archaeological resources encompasses all areas that could be directly or indirectly affected by the proposed project. It is limited to areas that could be affected by the maximum extent of project-related ground disturbance. The types of ground disturbance activities anticipated include removal of existing track, demolition of existing building and foundation, and removal of soils to a maximum depth of approximately 10 feet. Staging/laydown areas would be accommodated within the defined APE. Please refer to the attached APE map.

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**RAYMOND S
TELLIS**

Ray Tellis

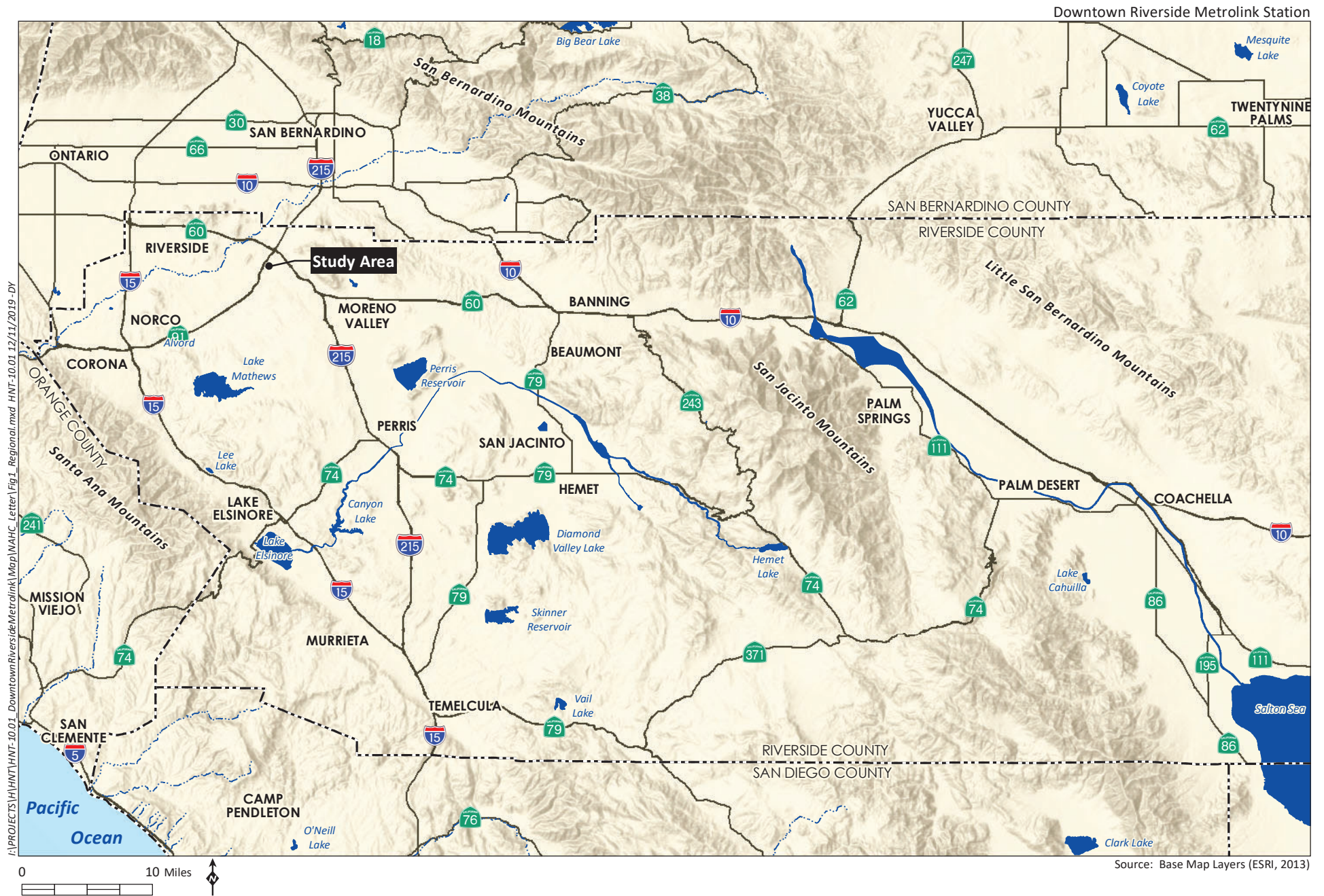
Regional Administrator

Enclosures: Regional Location Map

Proposed Project Map

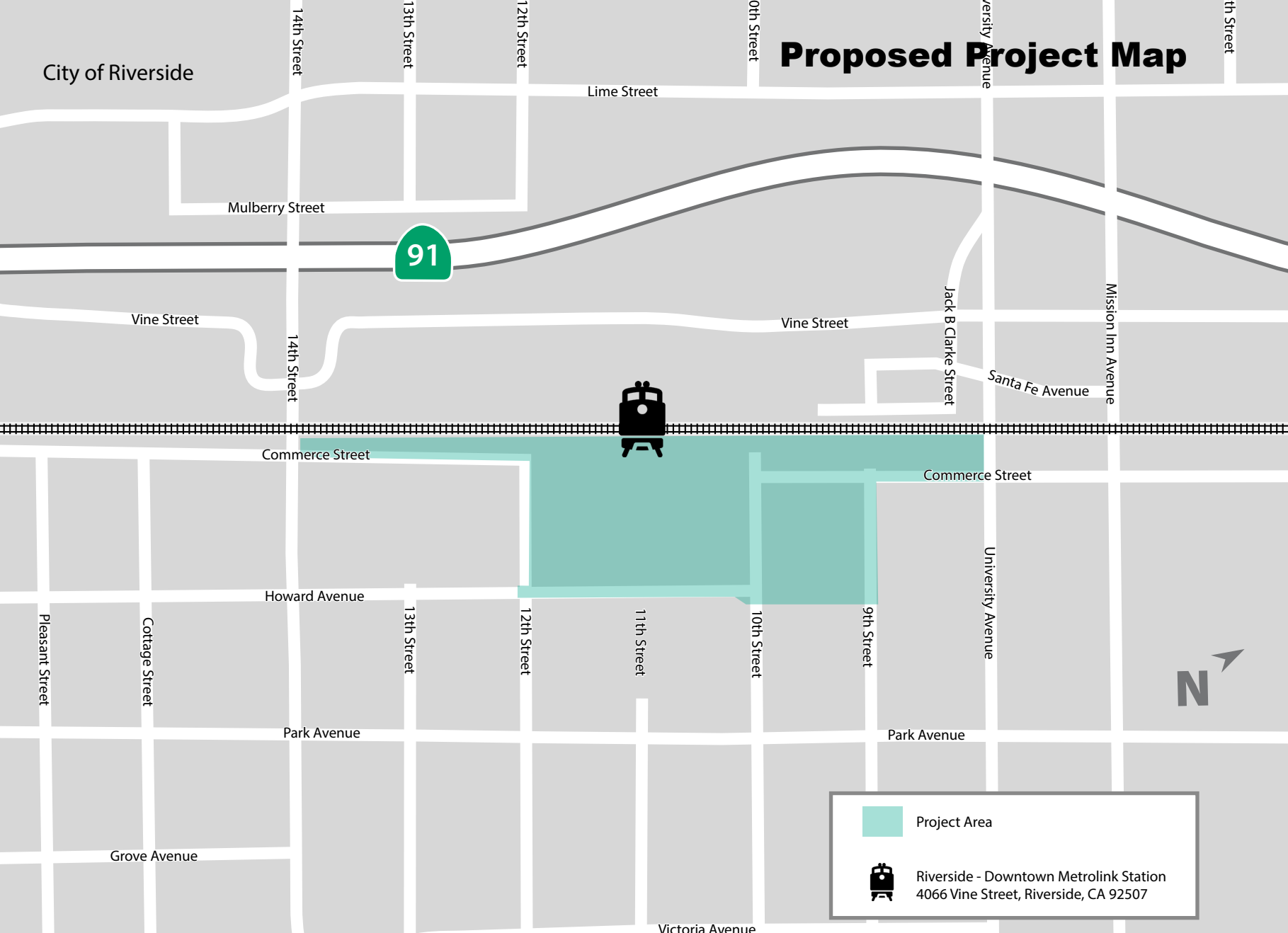
Area of Potential Effects Map (APE Map)

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City of Riverside

Proposed Project Map



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Project Area

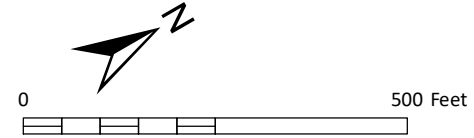


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Area of Potential Effect



U.S. Department
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REGION IX
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888 South Figueroa Street
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Los Angeles, CA 90017-5467
213-202-3950

April 3, 2020

Mr. Paul Macarro
Cultural Resources Coordinator
P.O.Box 1477
Temecula, CA, 92593

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Macarro,

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Sincerely,

**RAYMOND S
TELLIS**

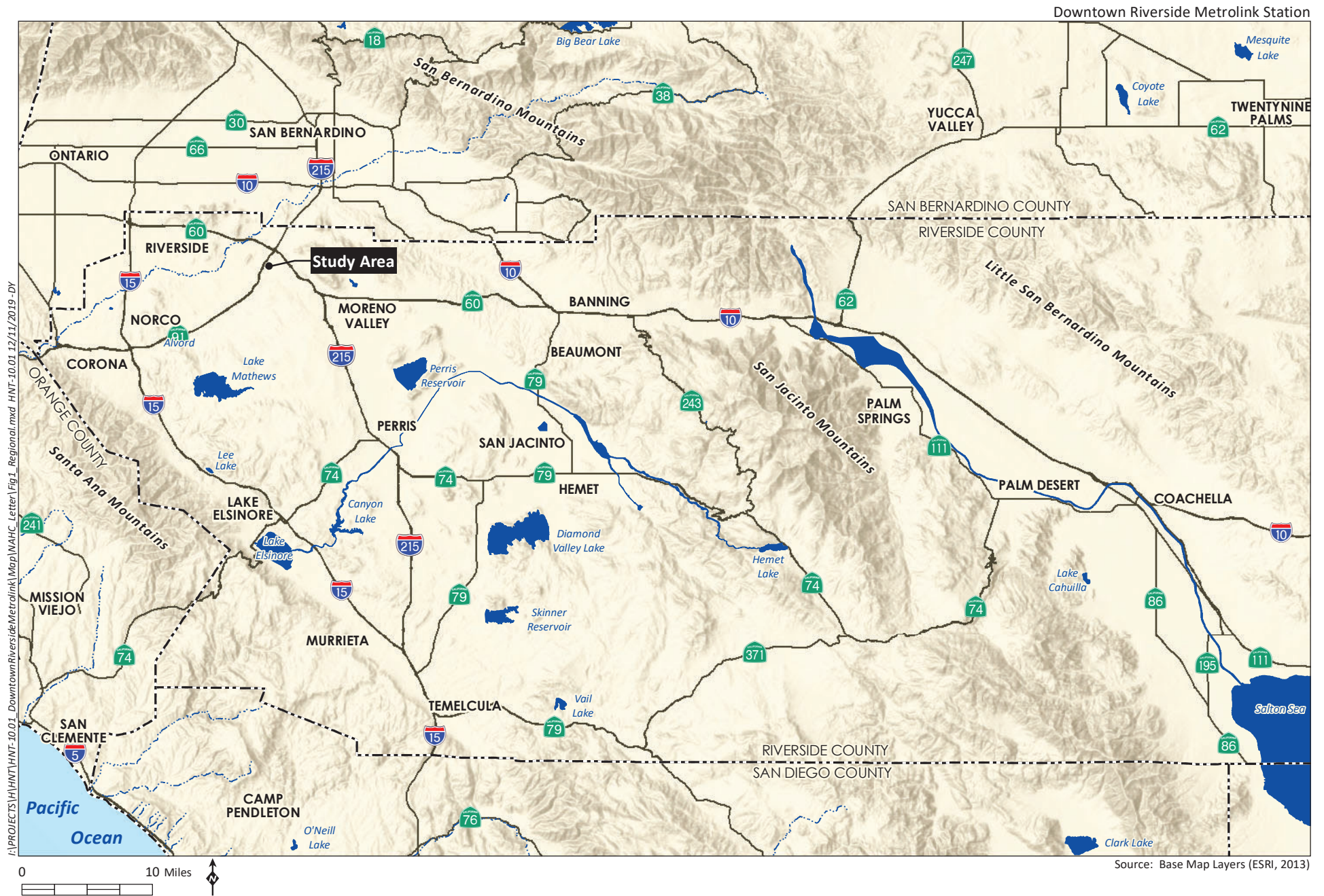
Ray Tellis
Regional Administrator

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Date: 2020.04.03 14:58:27 -07'00'

Enclosures: Regional Location Map

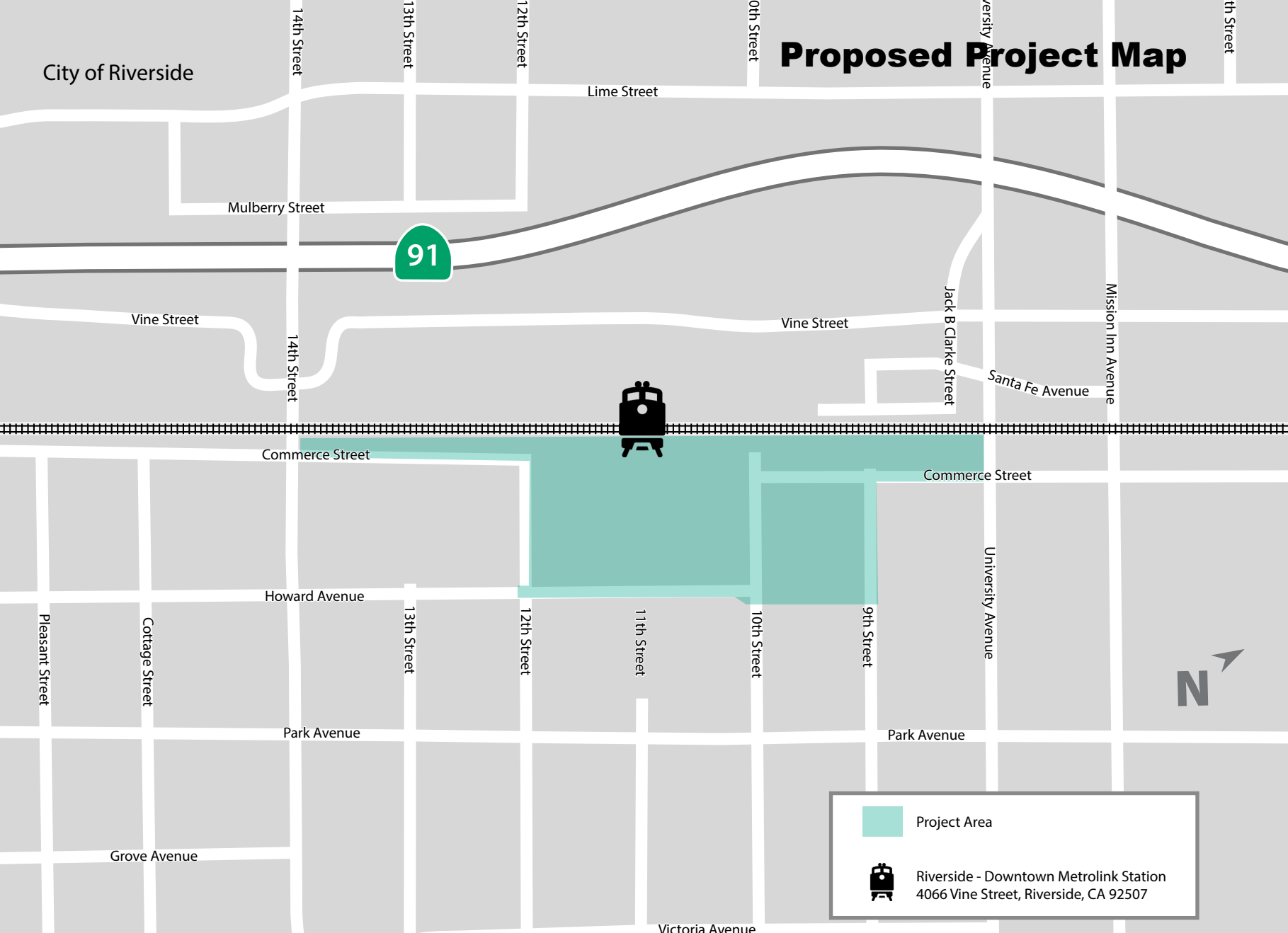
Proposed Project Map

Area of Potential Effects Map (APE Map)



City of Riverside

Proposed Project Map



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Project Area

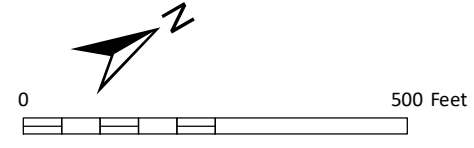


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Area of Potential Effect



U.S. Department
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213-202-3950

April 3, 2020

Mr. Joseph Hamilton
Chairperson
P.O.Box 391670
Anza, CA, 92539

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Hamilton,

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**RAYMOND S
TELLIS**

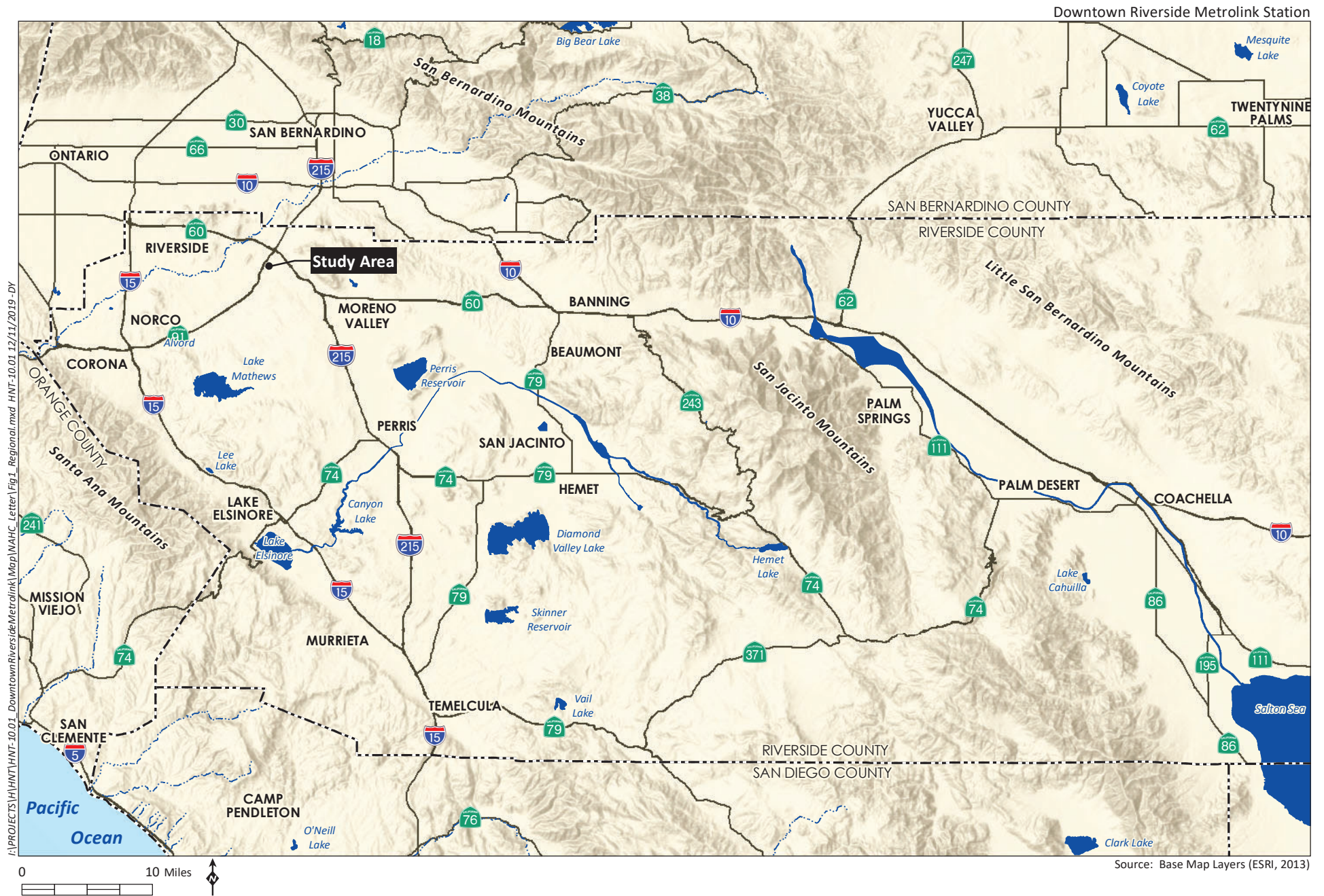
Ray Tellis
Regional Administrator

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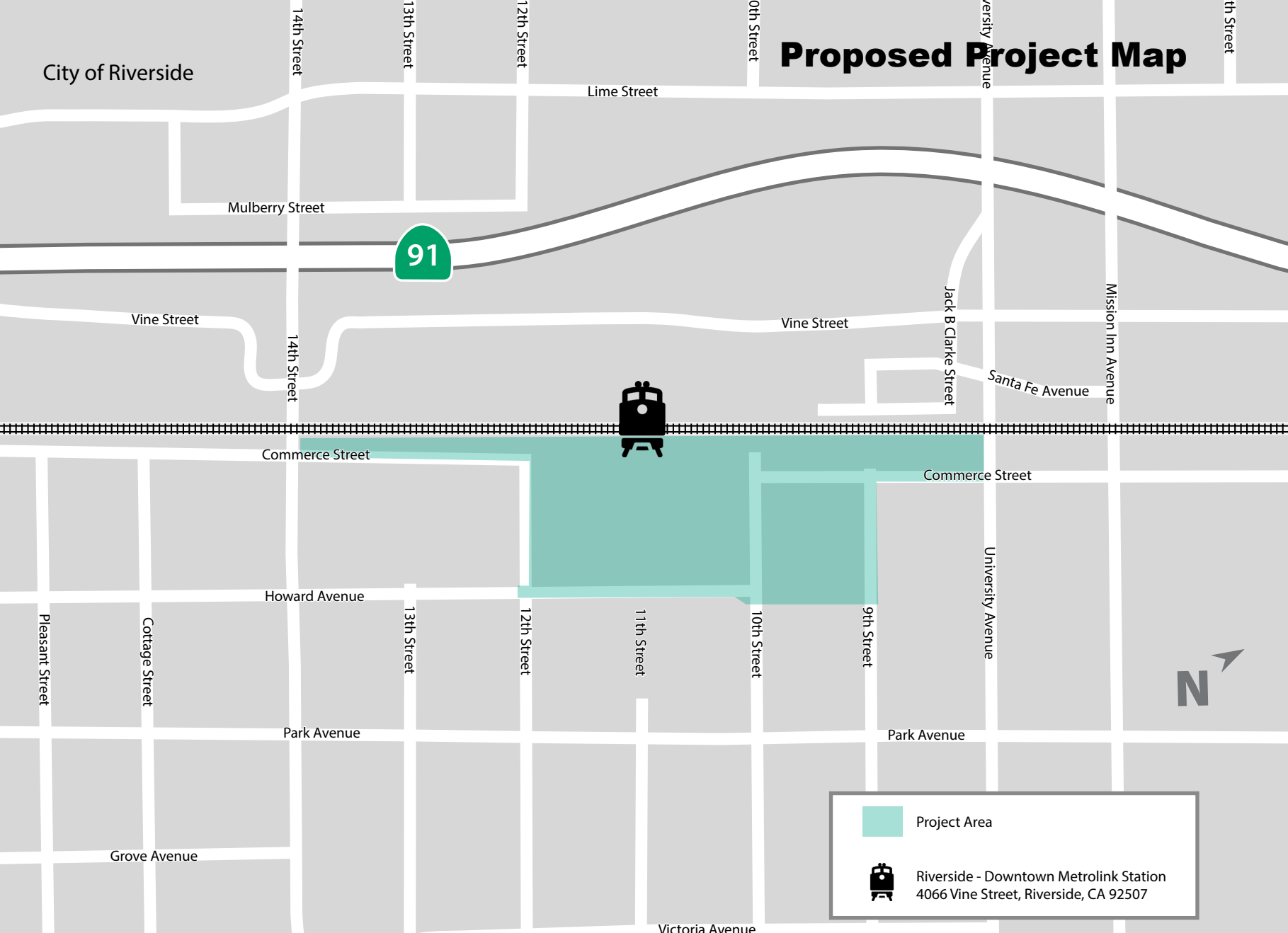
Proposed Project Map

Area of Potential Effects Map (APE Map)



City of Riverside

Proposed Project Map



91



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Project Area

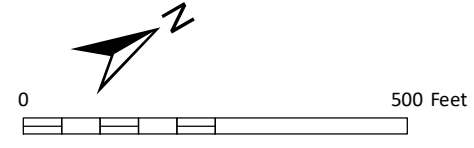


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Area of Potential Effect



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Suite 440
Los Angeles, CA 90017-5467
213-202-3950

April 3, 2020

Ms. Donna Yocum
Chairperson
P.O.Box 221838
Newhall, CA, 91322

Re: Riverside – Downtown Station Improvements Project

Dear Ms. Yocum,

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**RAYMOND S
TELLIS**

Ray Tellis

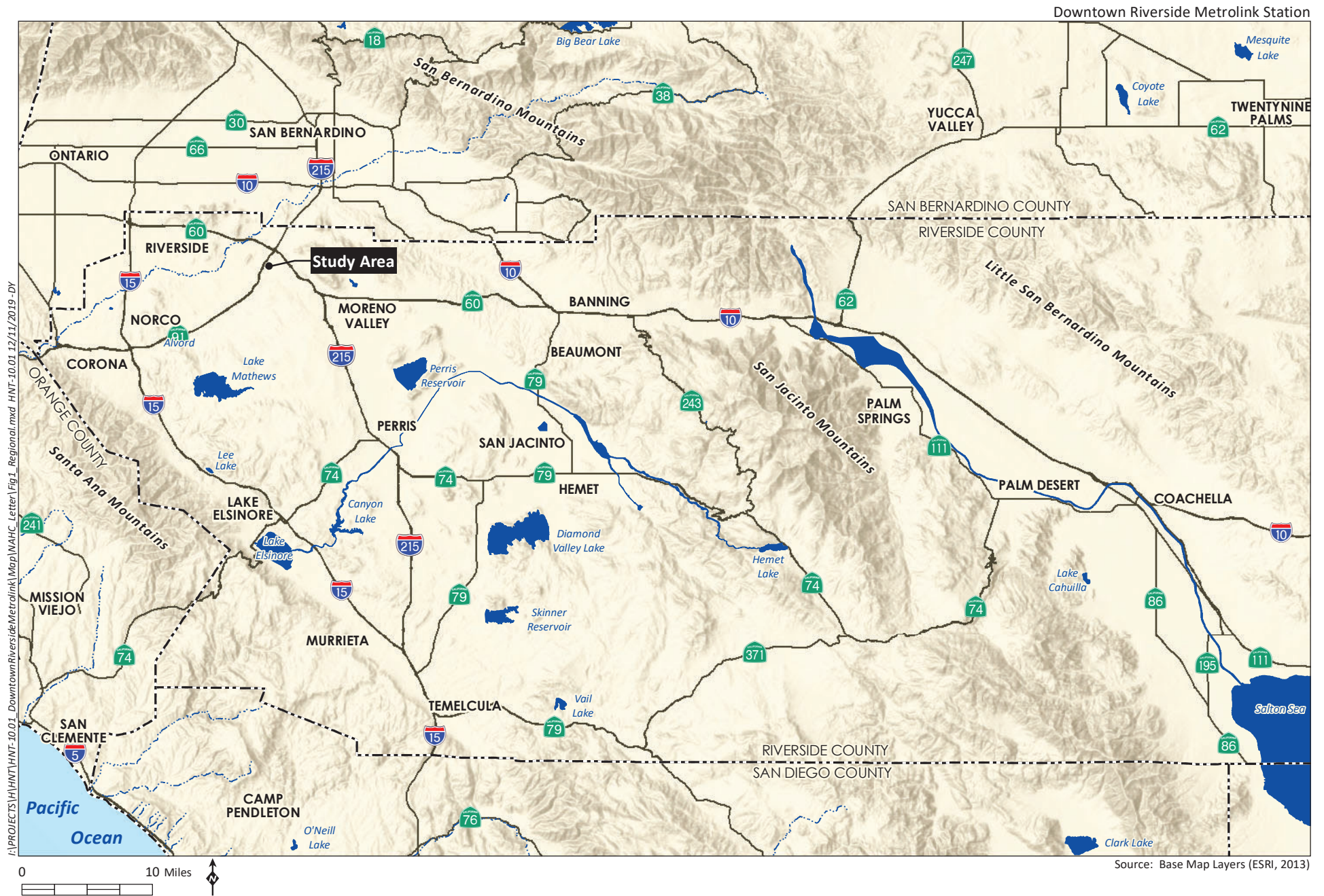
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Enclosures: Regional Location Map

Proposed Project Map

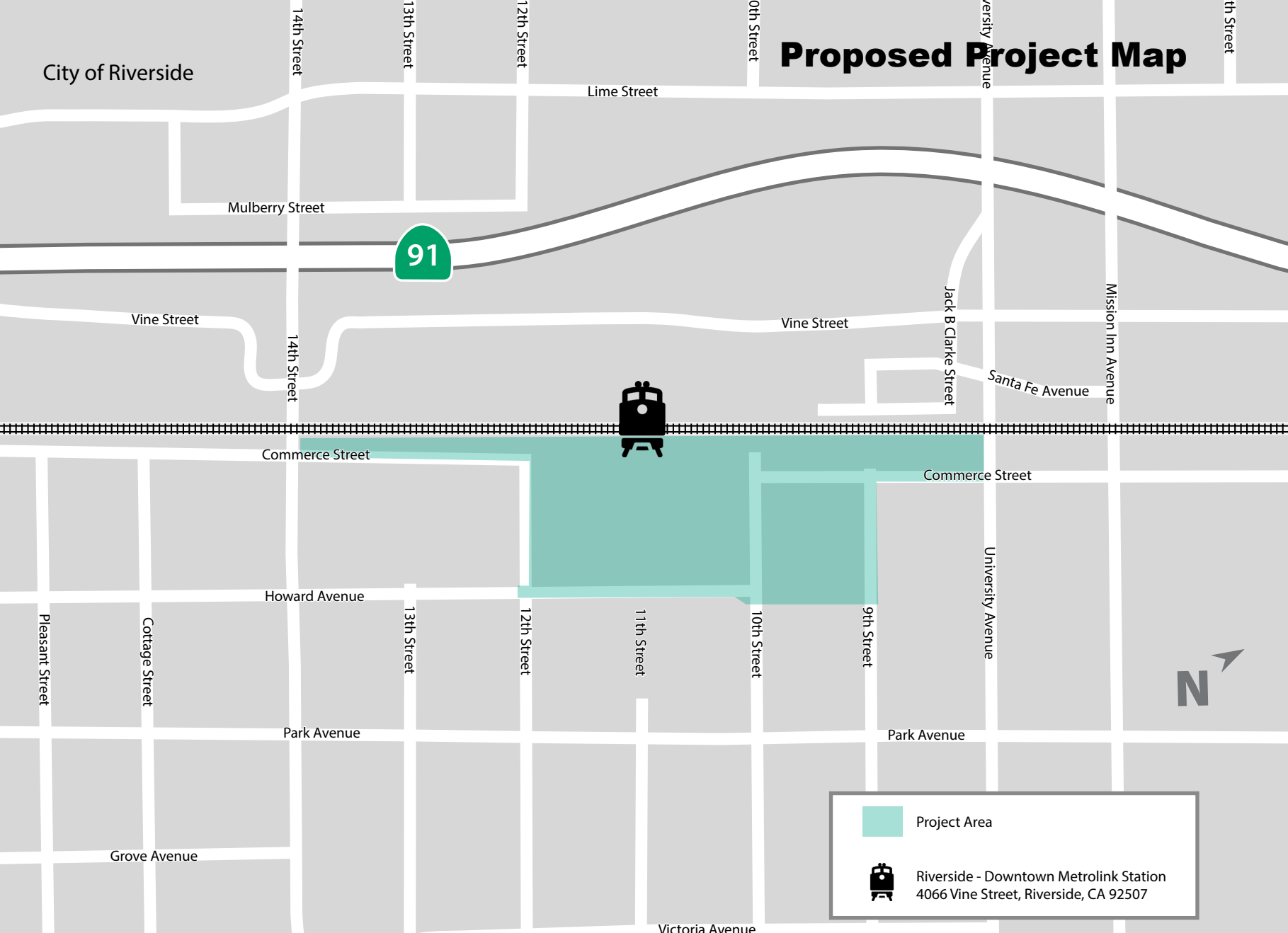
Area of Potential Effects Map (APE Map)

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Date: 2020.04.03 14:58:27 -07'00'



City of Riverside

Proposed Project Map



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Project Area

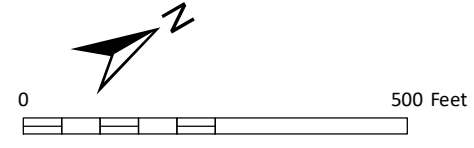


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Source: Aerial (RCIT, 2016)



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Area of Potential Effect



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Los Angeles, CA 90017-5467
213-202-3950

April 3, 2020

Ms. Jessica Mauck
Director of Cultural Resources Management
26569 Community Center Drive
Highland, CA, 92346

Re: Riverside – Downtown Station Improvements Project

Dear Ms. Mauck,

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). We are contacting interested parties, including Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area. You have been identified as a consulting party with interest or knowledge of the Project Study Area.

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If you are not the designated representative for such consultation, please let us know.

Sincerely,

**RAYMOND S
TELLIS**

Ray Tellis

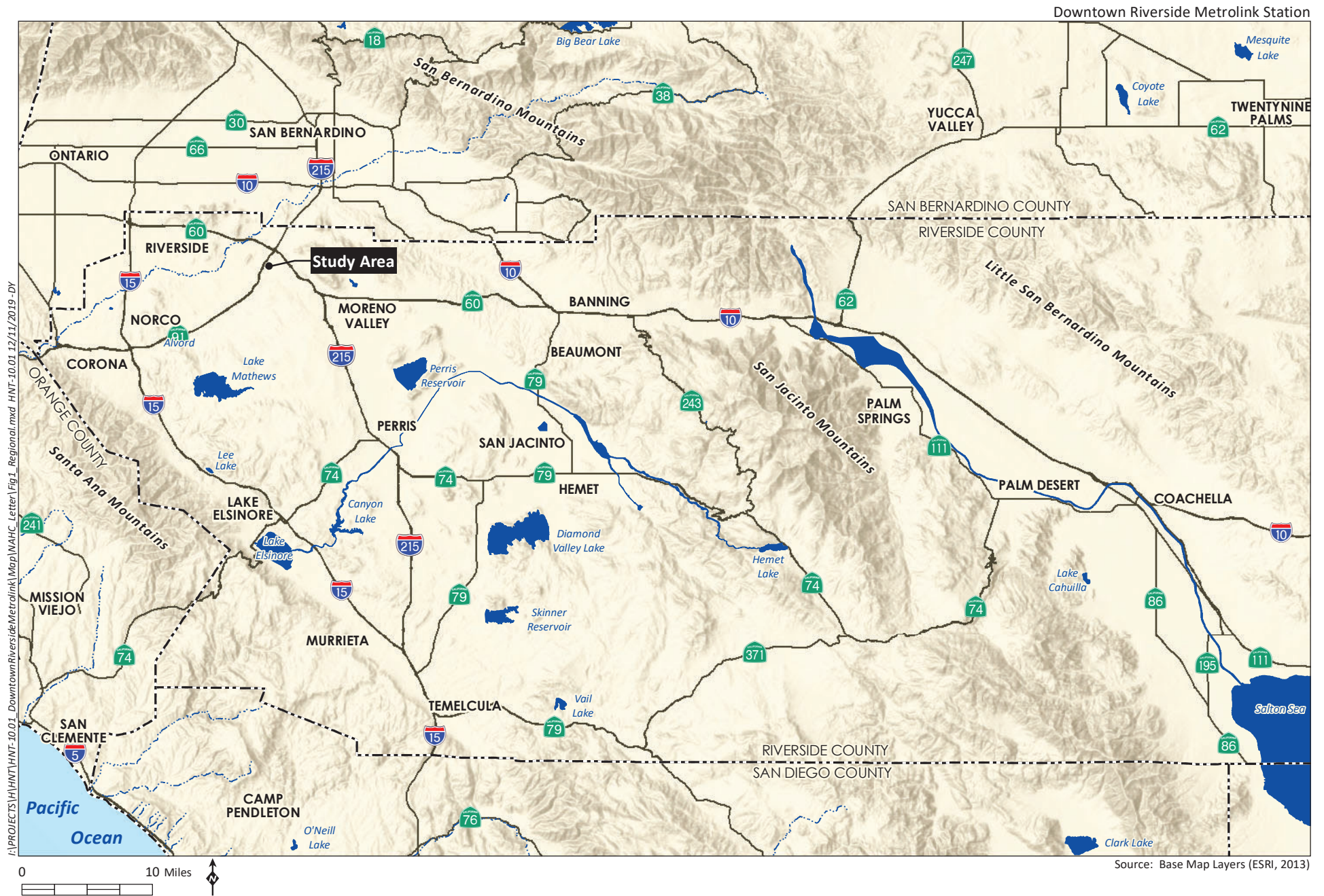
Regional Administrator

Enclosures: Regional Location Map

Proposed Project Map

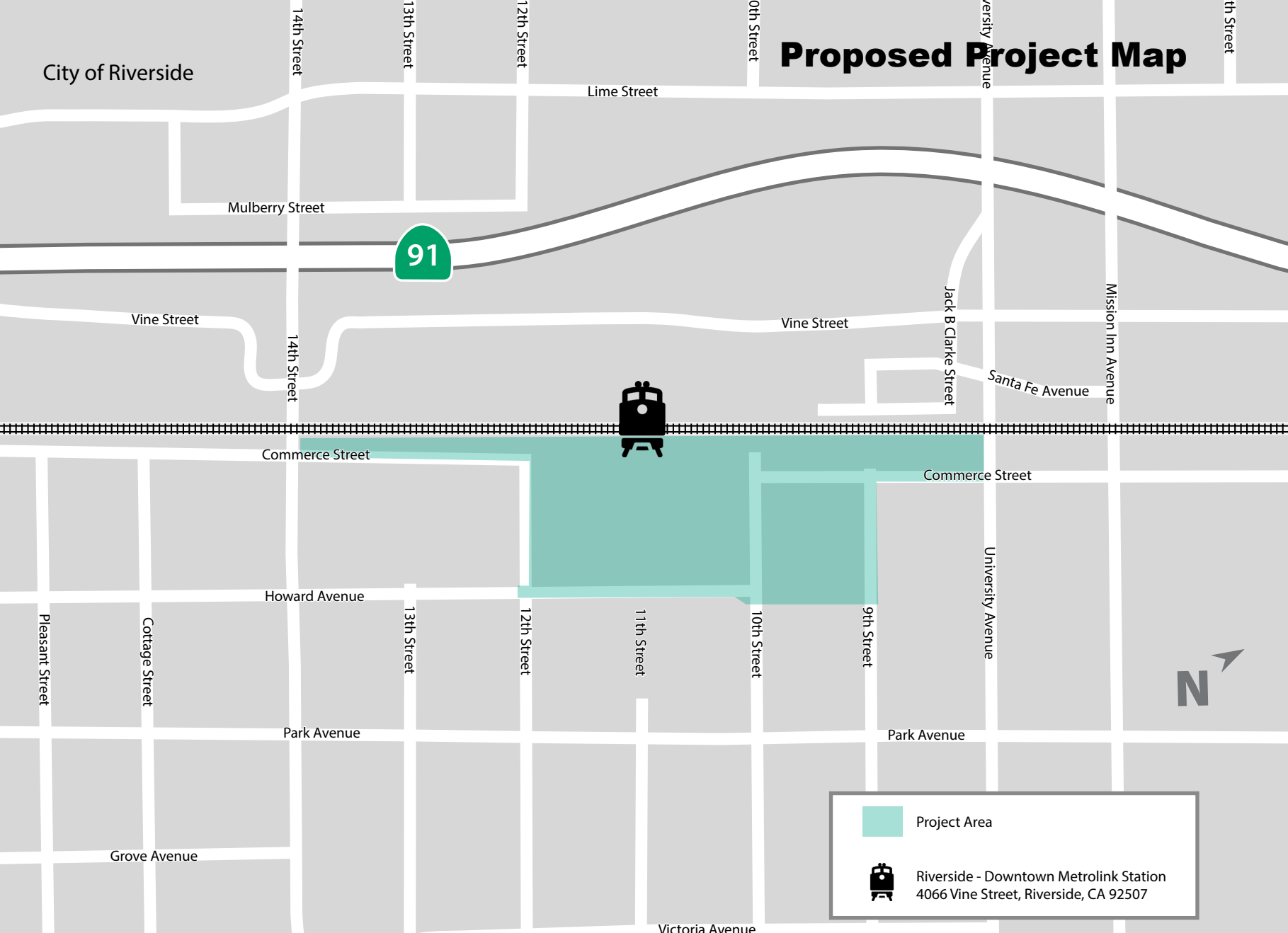
Area of Potential Effects Map (APE Map)

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City of Riverside

Proposed Project Map



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Project Area

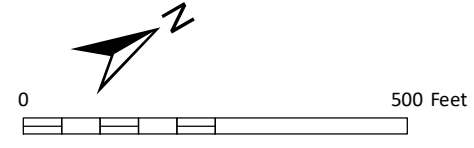


Riverside - Downtown Metrolink Station
4066 Vine Street, Riverside, CA 92507



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Source: Aerial (RCIT, 2016)



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Area of Potential Effect



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

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

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

April 3, 2020

Ms. Mercedes Estrada
Chairperson
P.O. Box 391820
Anza, CA, 92539

Re: Riverside – Downtown Station Improvements Project

Dear Ms. Estrada,

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Sincerely,

**RAYMOND S
TELLIS**

Ray Tellis

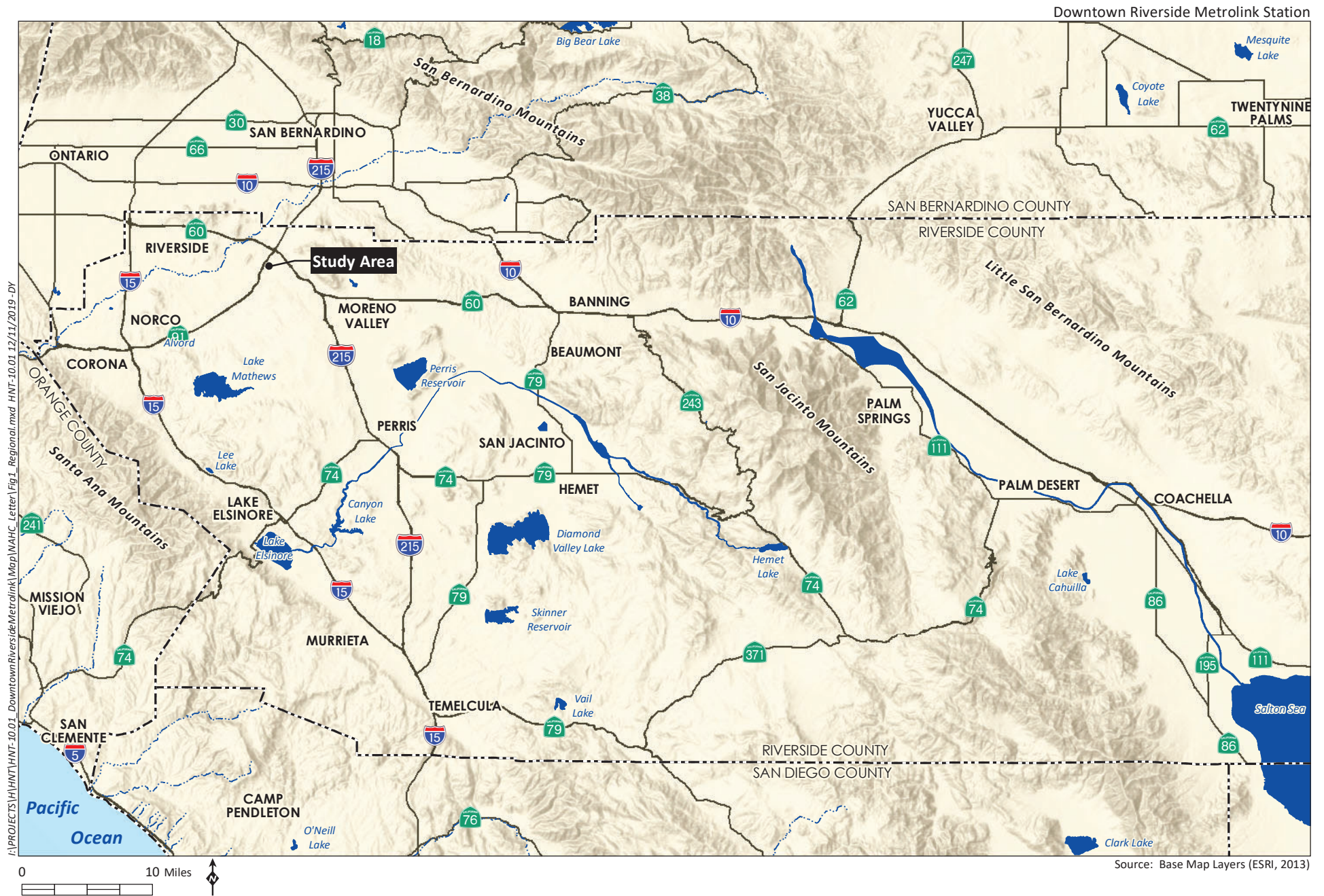
Regional Administrator

Enclosures: Regional Location Map

Proposed Project Map

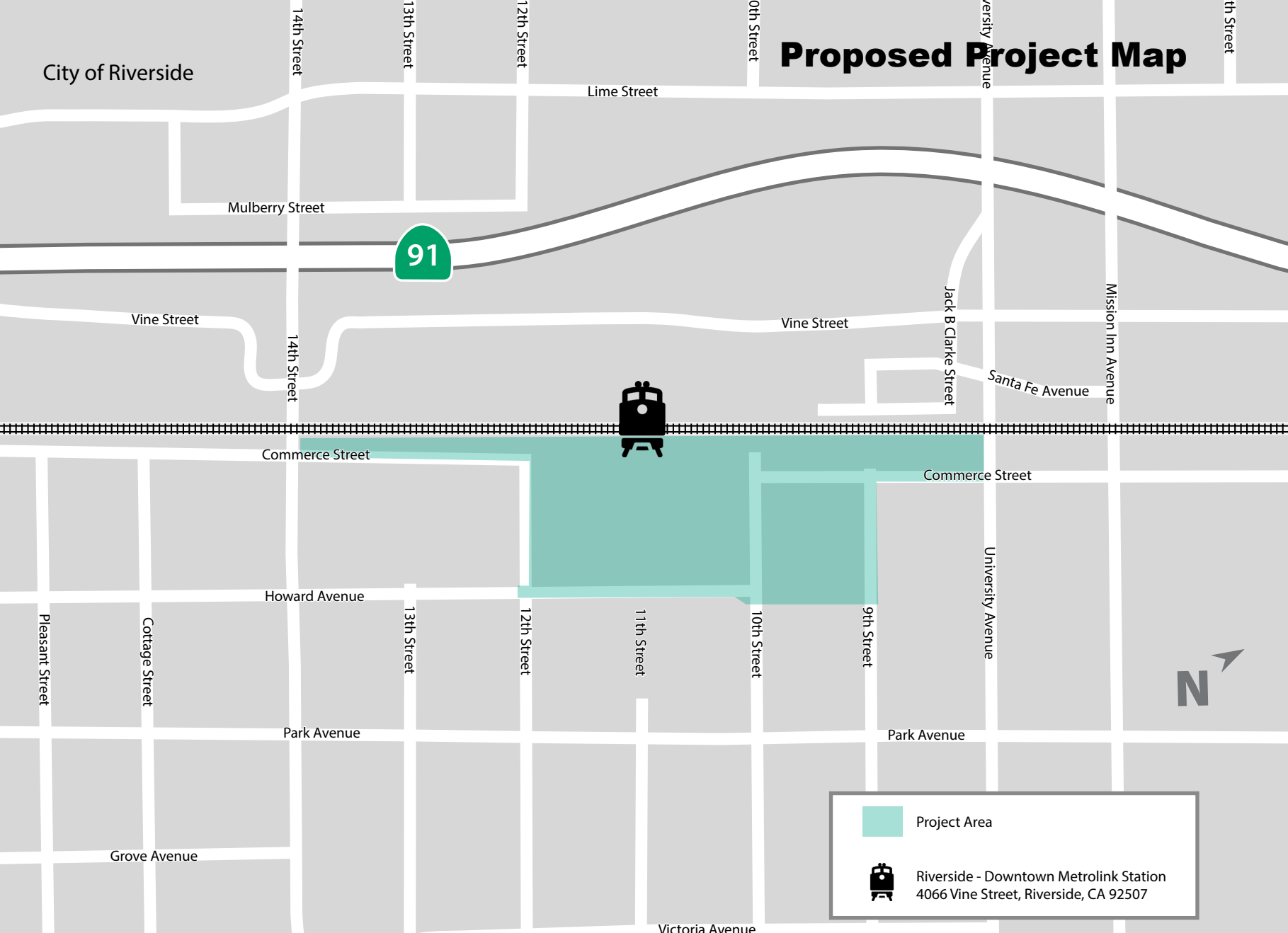
Area of Potential Effects Map (APE Map)

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City of Riverside

Proposed Project Map



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Project Area

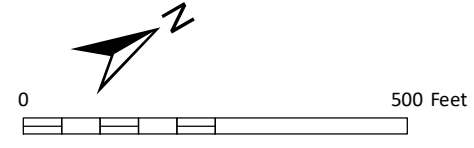


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Area of Potential Effect



U.S. Department
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888 South Figueroa Street
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213-202-3950

April 3, 2020

Mr. Mark Cochrane
Co-Chairperson
P.O. Box 343
Patton, CA, 92369

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Cochrane,

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). We are contacting interested parties, including Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area. You have been identified as a consulting party with interest or knowledge of the Project Study Area.

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If you are not the designated representative for such consultation, please let us know.

Sincerely,

**RAYMOND S
TELLIS**

Ray Tellis

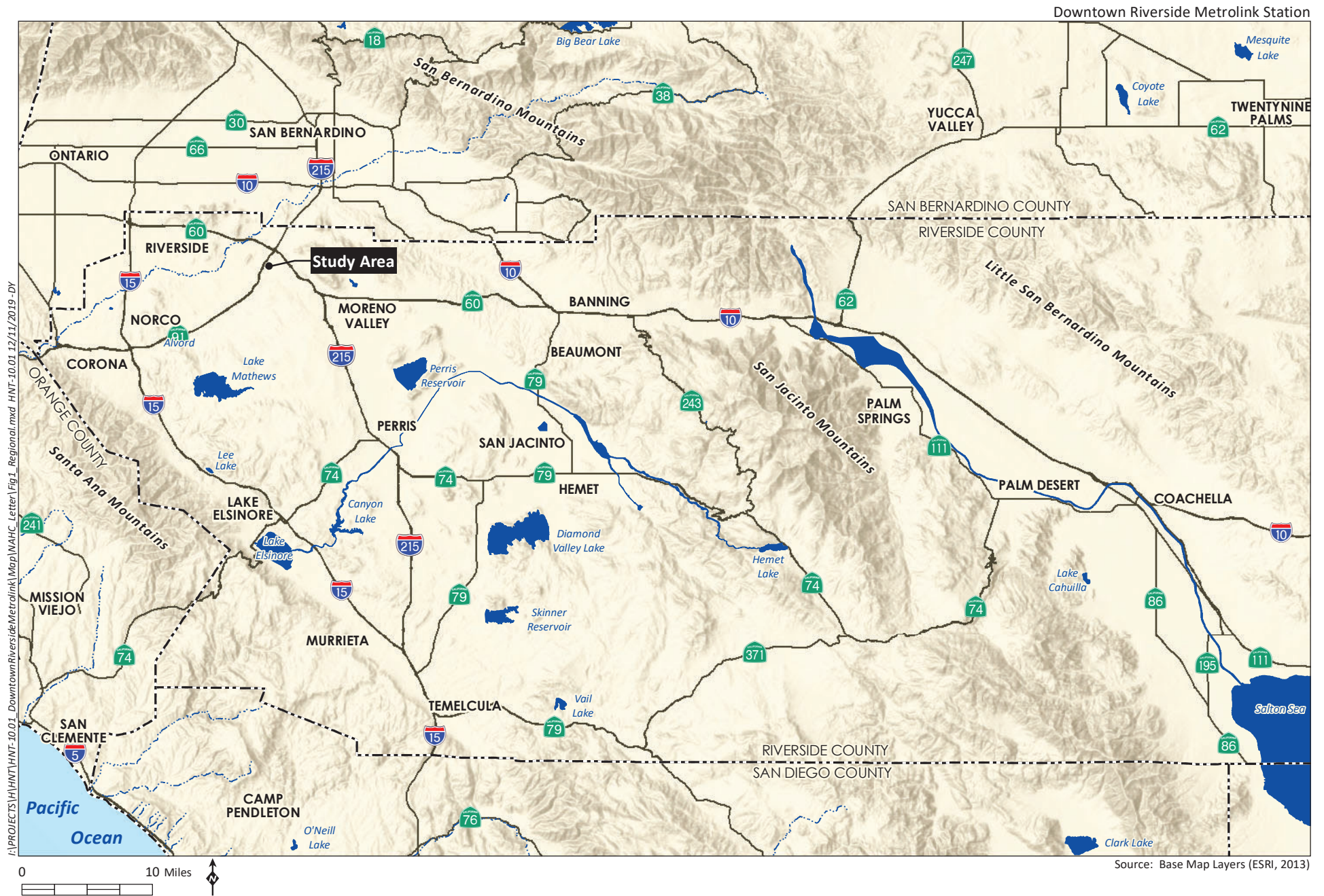
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Enclosures: Regional Location Map

Proposed Project Map

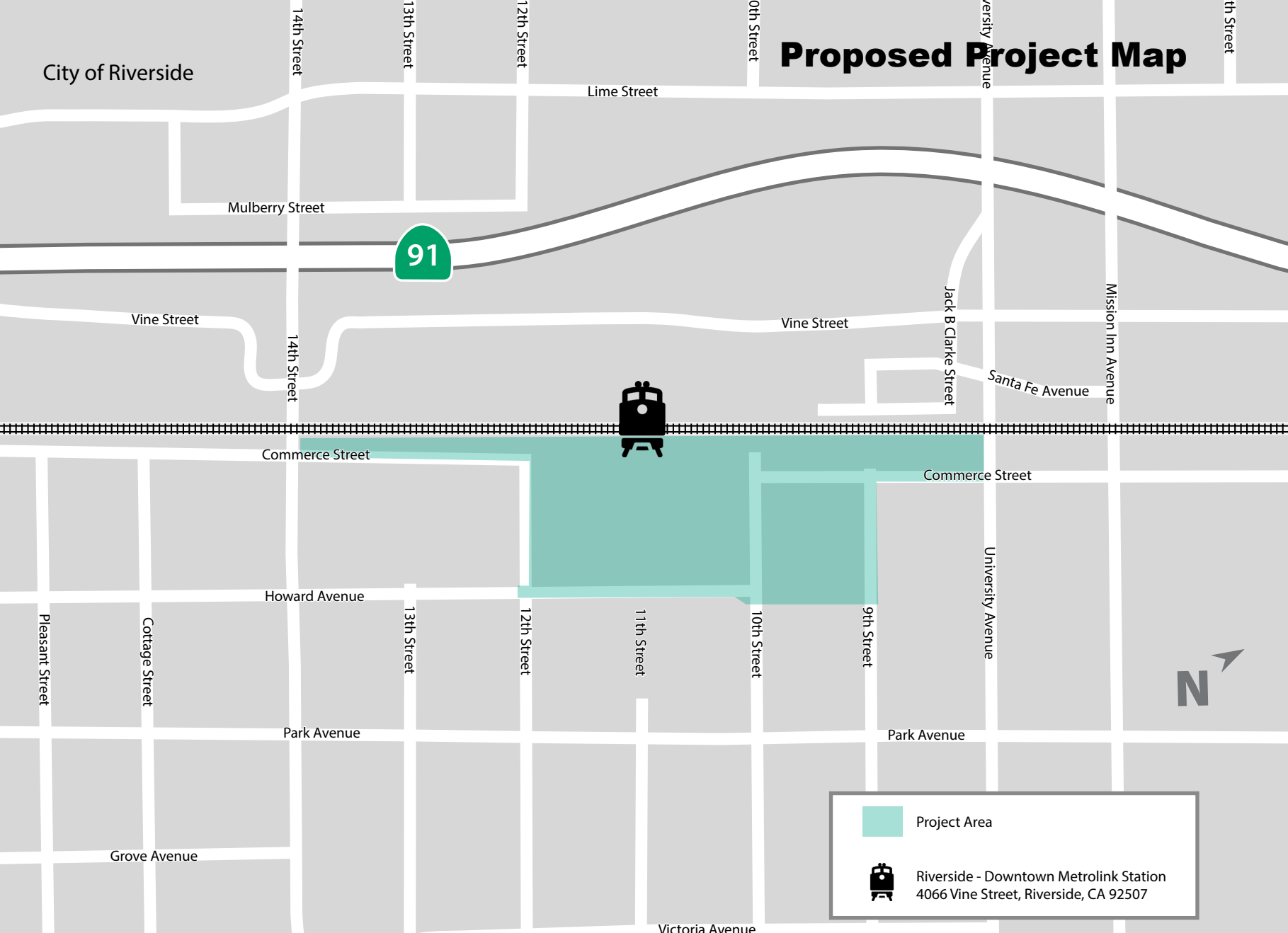
Area of Potential Effects Map (APE Map)

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City of Riverside

Proposed Project Map



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Project Area

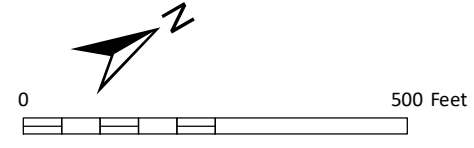


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Area of Potential Effect



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213-202-3950

April 3, 2020

Mr. Joseph Ontiveros
Cultural Resource Department
P.O. Box 487
San Jacinto, CA, 92583

Re: Riverside – Downtown Station Improvements Project

Dear Mr. Ontiveros,

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**RAYMOND S
TELLIS**

Ray Tellis

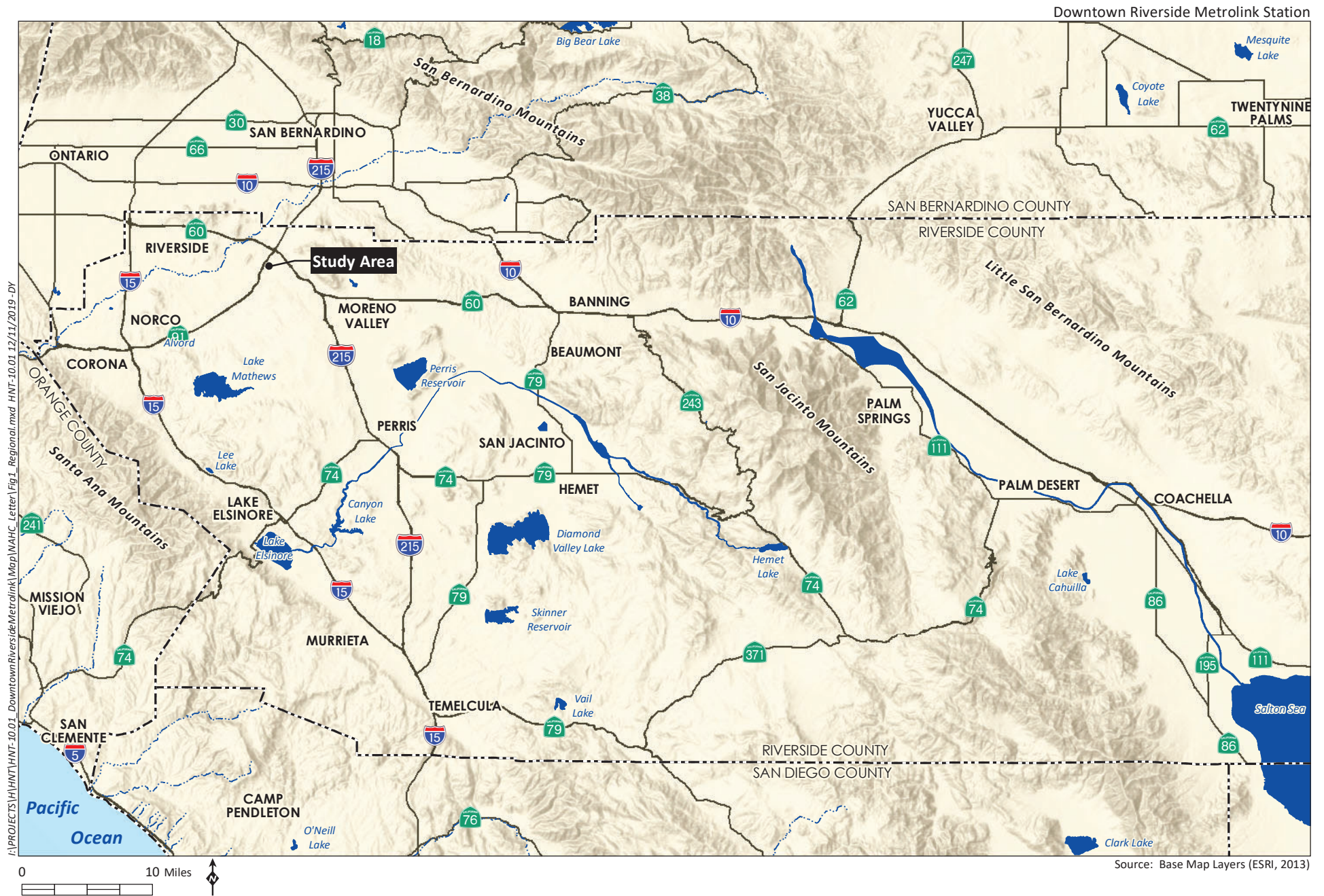
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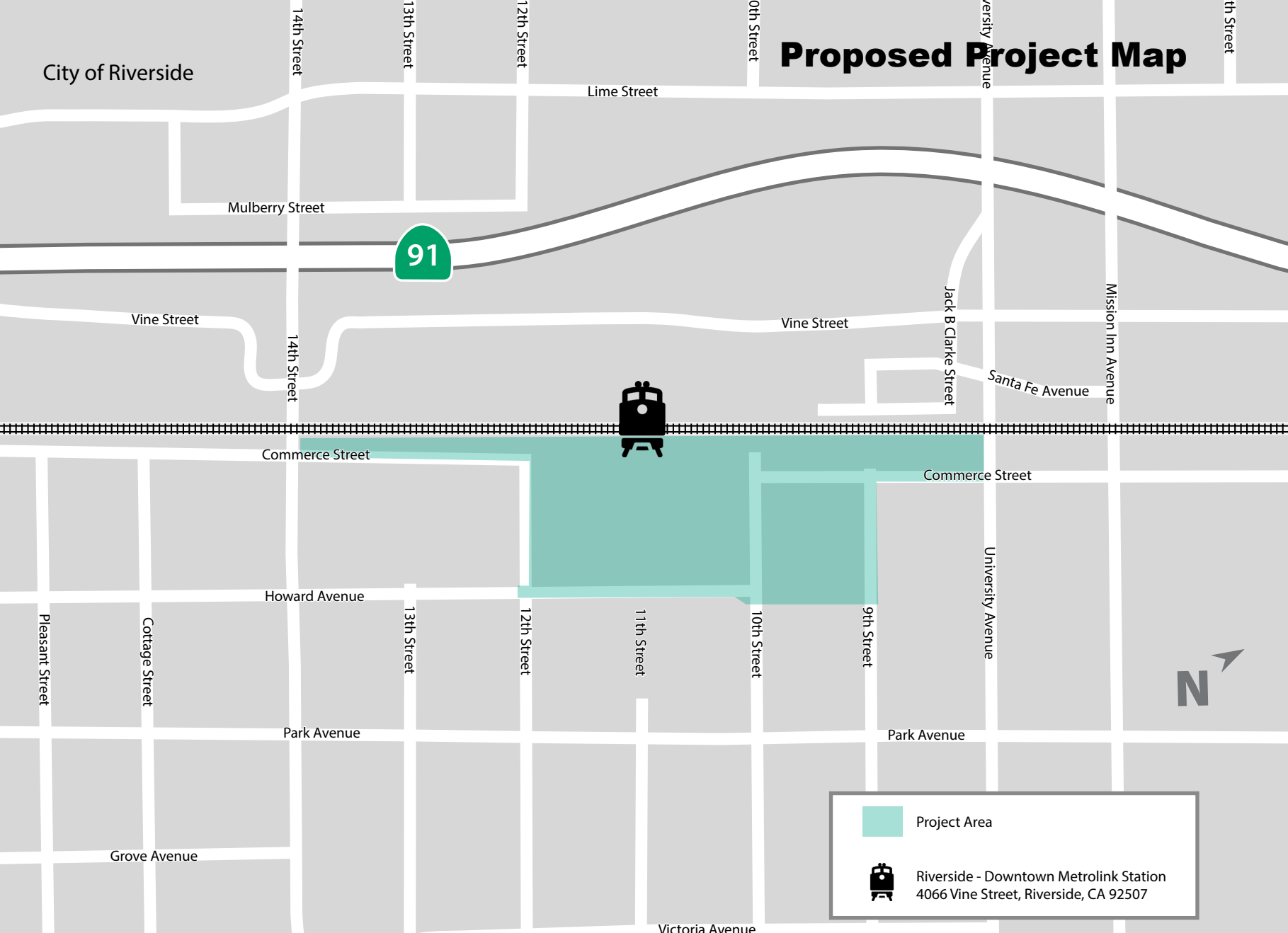
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City of Riverside

Proposed Project Map



Project Area

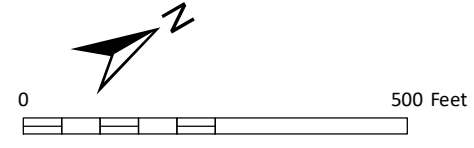


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Area of Potential Effect



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213-202-3950

April 3, 2020

Mr. Michael Mirelez
Cultural Resource Coordinator
P.O. Box 1160
Thermal, CA, 92274

Re: Riverside – Downtown Station Improvements Project

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TELLIS**

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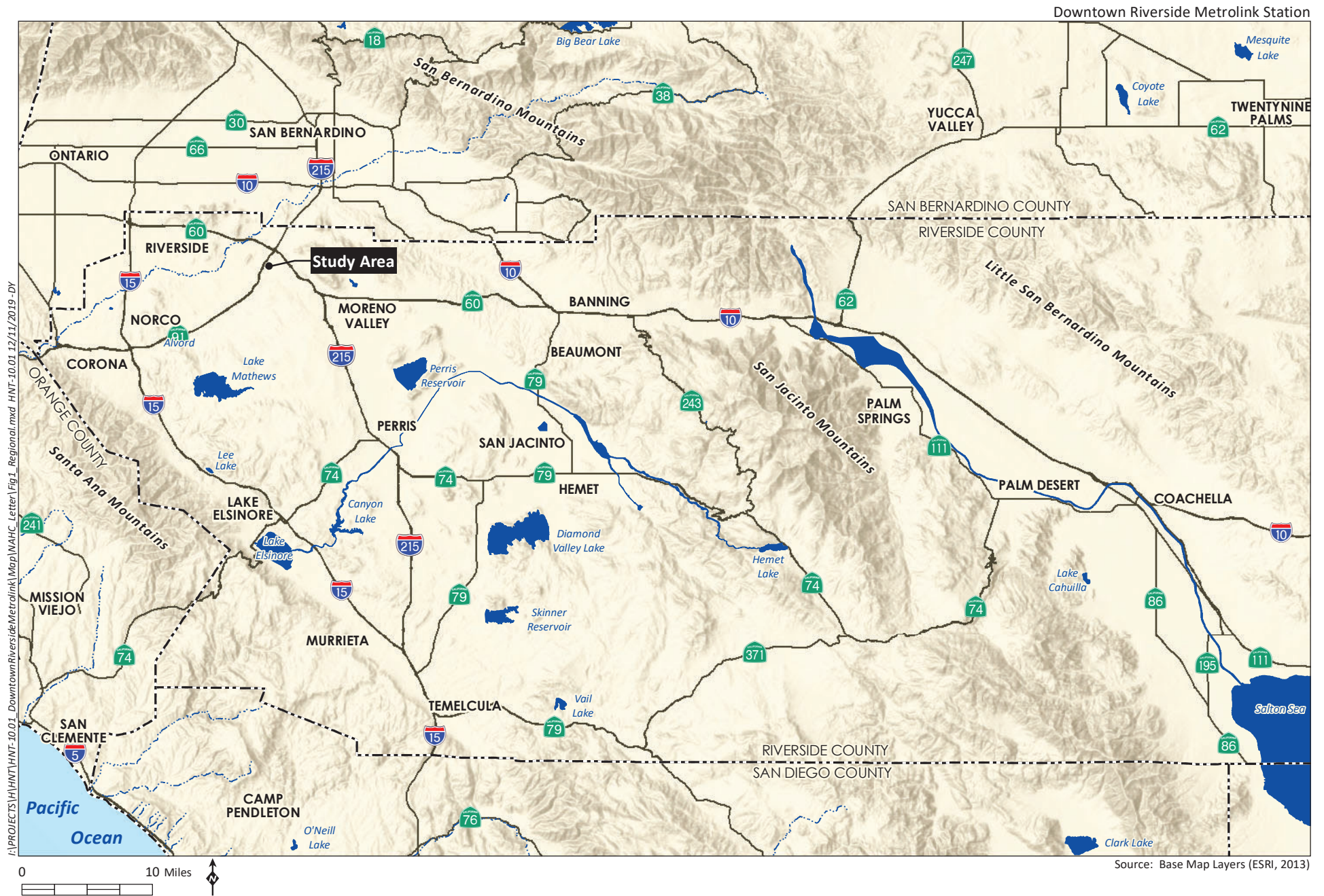
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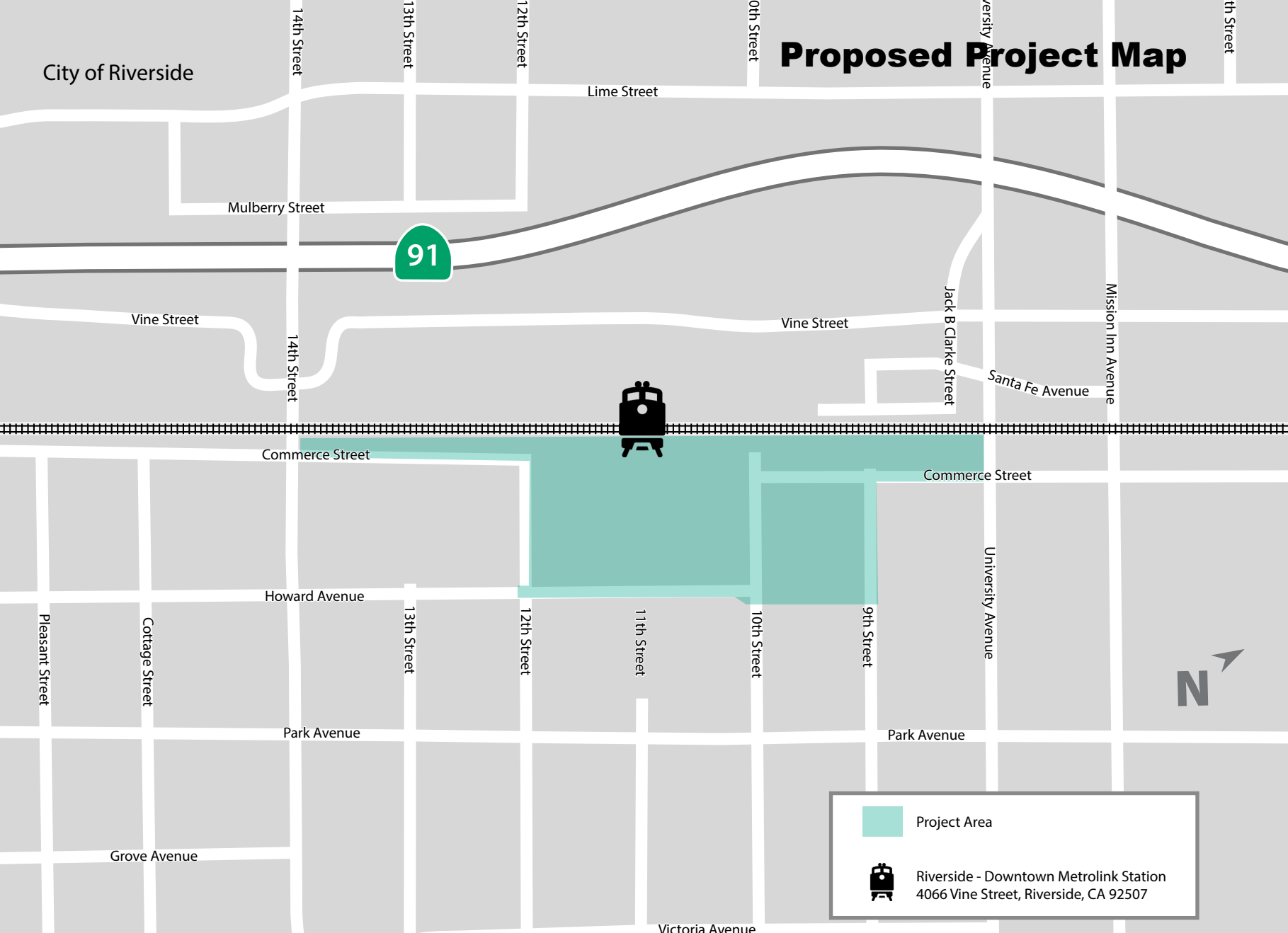
Area of Potential Effects Map (APE Map)

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City of Riverside

Proposed Project Map



Project Area

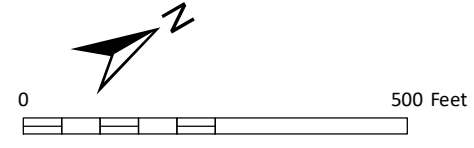


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Area of Potential Effect

Section 106 Consultation SHPO



U.S. Department
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REGION IX
Arizona, California,
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April 7, 2020

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Ms. Natalie Lindquist, Historian

Subject: Section 106 Consultation for the Riverside-
Downtown Station Improvements Project

Dear Ms. Polanco:

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) and Metrolink is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). The Project will be a federal undertaking because the FTA will be providing financial assistance. The FTA serves as the federal lead agency. This letter initiates consultation with the State Historic Preservation Officer and requests comments on the delineation of the Area of Potential Effect (APE) pursuant to Section 106 of the National Historic Preservation Act (NHPA) as amended (36 C.F.R. 800).

Overview of the Proposed Project

The existing Riverside-Downtown Station is located at 4066 Vine Street, Riverside, 92507, and at approximately Milepost 9.9 to 10.2 on the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision, within the City and County of Riverside, California. The Project would build an additional passenger loading platform and tracks to improve Metrolink service and extend the existing pedestrian bridge to have additional elevator and stair access. The proposed track would connect into the existing station layover tracks on the south side. The Project would also provide parking and improve traffic flow on the south side of the station. These improvements would enhance Metrolink train connections without affecting BNSF service.

As described and illustrated in the attached Technical Memorandum – ***Riverside-Downtown Station Improvements Project, APE Methodology Technical Memo*** (January 2020) (Attachment A: Figures 1, 2, and 3), the proposed Project includes:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system
- Extending the pedestrian bridge approximately 50 feet, including elevator and ADA access
- Relocating ADA parking
- Adding approximately 500 parking spaces (surface lot) to the south side of station
- Building a new pedestrian at-grade rail crossing
- Modifying the bus drop-off area
- Adding sidewalks

Area of Potential Effect (APE)

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects include physical changes to historic properties. Indirect effects include visual effects or effects caused by noise or vibration. The horizontal extent of the APE is generally defined as the parcels of land adjacent to the project site and potential construction staging areas.

The types of ground disturbance activities anticipated include removal of existing track, demolition of existing building and foundation, and removal of soils to a maximum depth of approximately 10 feet. The types of ground disturbance activities also included the following: excavation, backfill and grading up to a depth of 10 feet. Staging/laydown areas would be accommodated within the defined APE. Please refer to the attached APE map.

The APE also includes a buffer zone where there may be indirect effects on surrounding parcels from noise, vibration or visual intrusions associated with construction and post-construction Project operation. Maximum elevation of proposed structures (pedestrian bridge) would be approximately 35 feet above surface grade.

Built resources and historic properties and all areas that could be directly or indirectly affected by the proposed project are included in the APE. Direct effects include physical changes to historic properties and the anticipated removal of a large industrial building whose National Register of Historic Places (NRHP) eligibility will be investigated.

The APE is referred to as the Limit of Disturbance (LOD) in the ***Riverside-Downtown Station Improvements Project, APE Methodology Technical Memo*** (January 2020).

Native American and Tribal Consultation

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was conducted on December 19, 2019 with negative results, indicating that no known resources were within the Project APE. The NAHC provided information for twenty-six Native American tribes or individuals to be contacted for further information regarding the general project vicinity. FTA and RCTC are currently contacting Native American tribes and other consulting parties per 36 CFR Part 800.2(c) to help identify if there are any other prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Study Area.

Efforts for Historic Resources Identification

In accordance with 36 CFR Part 800.4(a)(2), information about known and potential historic properties within the APE will be reviewed. Investigations will be prepared by consultants who meet the Secretary of the Interior's Professional Qualifications Standards in archaeology, history, and architectural history. The project would be constructed by 2024, and identification efforts will be focused on properties constructed before 1969.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your comments on delineation of the APE.

If you have any questions, please contact Ms. Candice Hughes, Environmental Protection Specialist, at (213) 629-8613 or by email at candice.hughes@dot.gov.

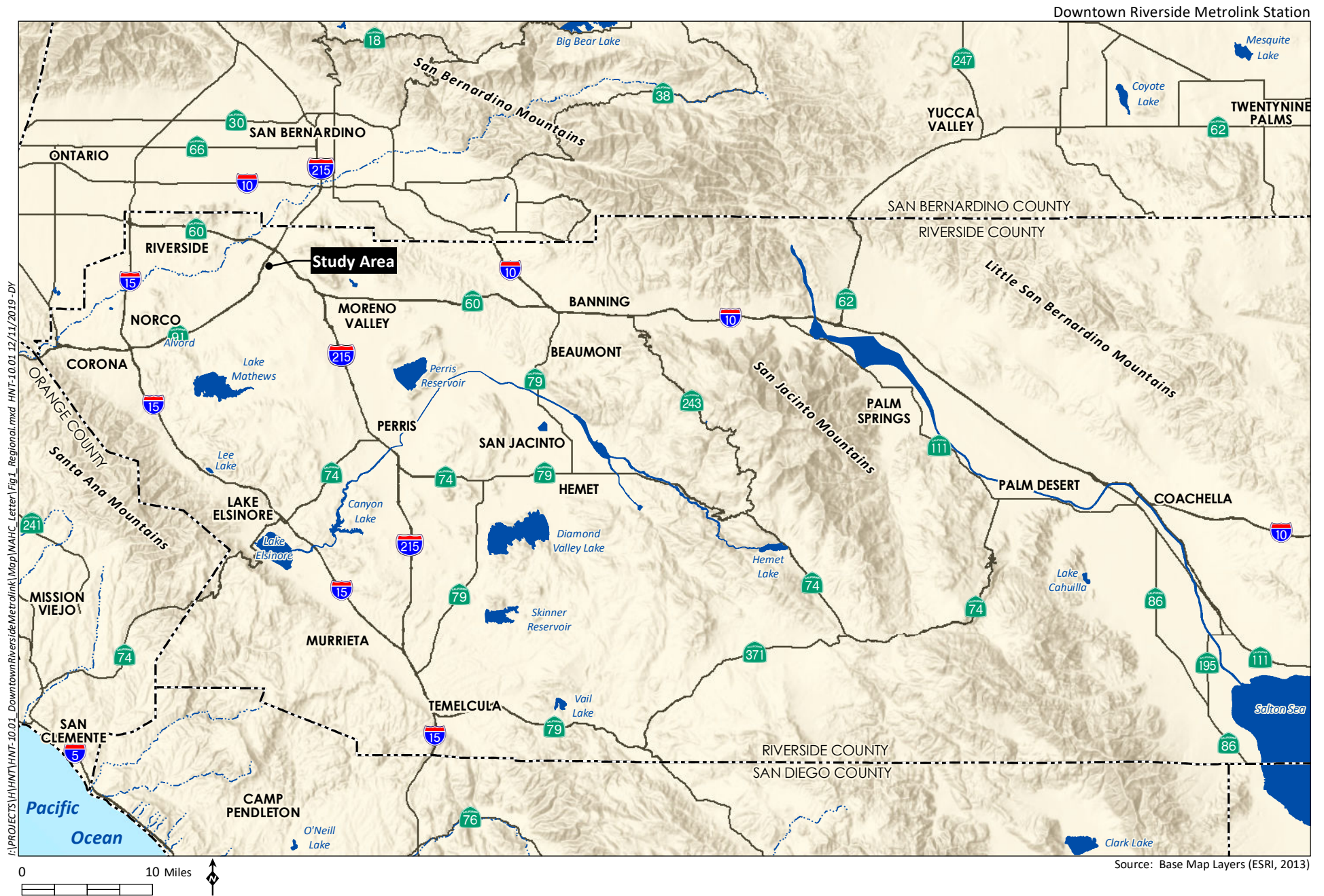
Sincerely,

RAYMOND S TELLIS

Digitally signed by RAYMOND S
TELLIS
Date: 2020.04.07 18:32:31 -07'00'

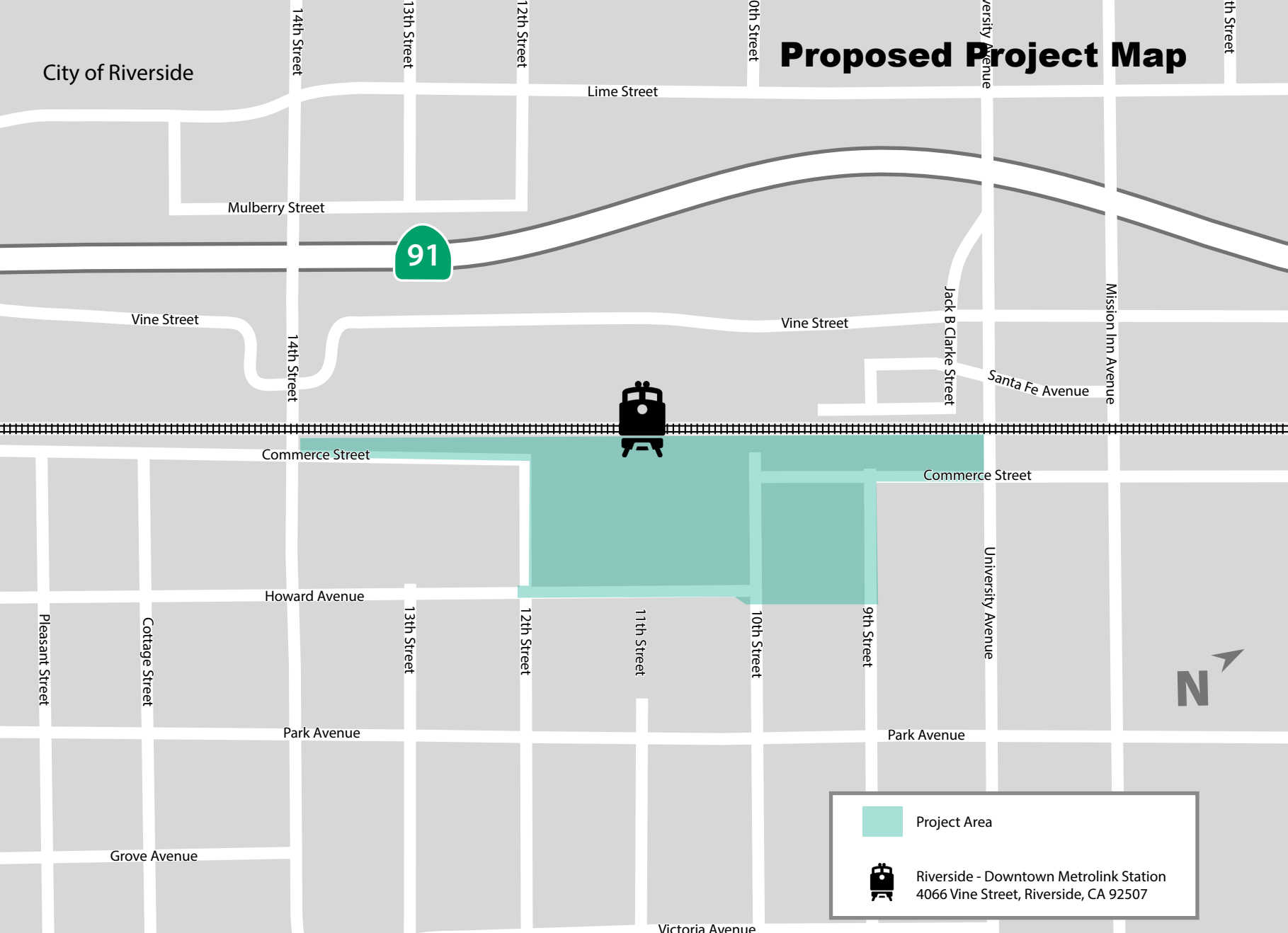
Ray Tellis
Regional Administrator

Enclosures: Regional Location Map
Proposed Project Area Map
Area of Potential Effects Map (APE Map)
Area of Potential Effects (APE) Technical Memo



City of Riverside

Proposed Project Map



91

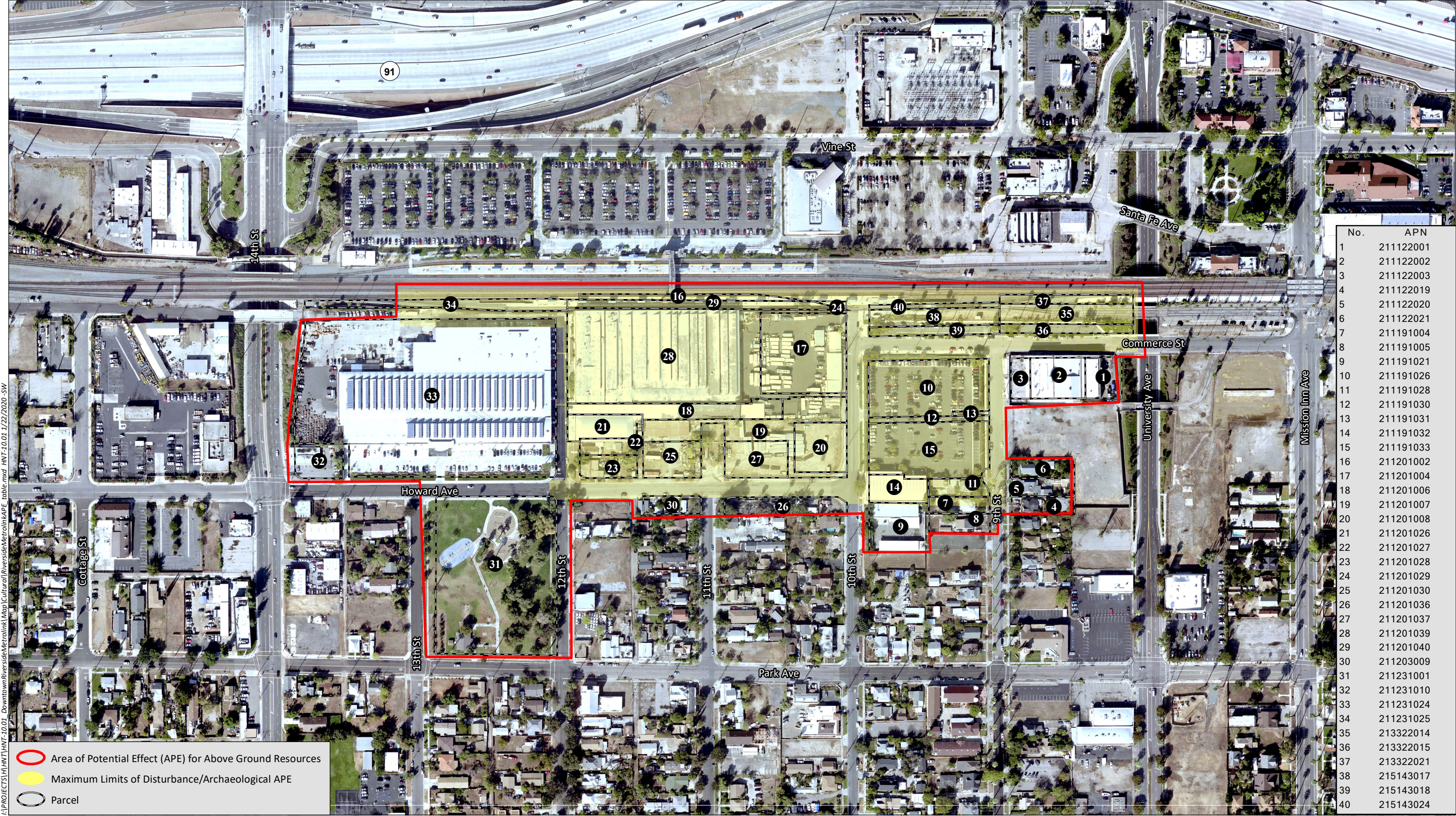


N

Project Area

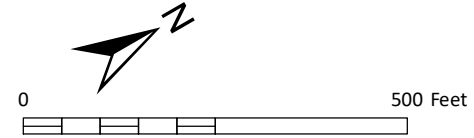


Riverside - Downtown Metrolink Station
4066 Vine Street, Riverside, CA 92507



No.	APN
1	211122001
2	211122002
3	211122003
4	211122019
5	211122020
6	211122021
7	211191004
8	211191005
9	211191021
10	211191026
11	211191028
12	211191030
13	211191031
14	211191032
15	211191033
16	211201002
17	211201004
18	211201006
19	211201007
20	211201008
21	211201026
22	211201027
23	211201028
24	211201029
25	211201030
26	211201036
27	211201037
28	211201039
29	211201040
30	211203009
31	211231001
32	211231010
33	211231024
34	211231025
35	213322014
36	213322015
37	213322021
38	215143017
39	215143018
40	215143024

Source: Aerial (RCIT, 2016)



Area of Potential Effect

TECHNICAL MEMORANDUM

Riverside-Downtown Station Improvements Project

PREPARED FOR: David Lewis/RCTC
COPY TO: Karl Sauer/RCTC
Erik Galloway/RCTC
Project File
PREPARED BY: James C. Bard/HNTB
DATE: January 30, 2020

This memorandum describes how the draft Area of Potential Effects (APE) Map is delineated for the Riverside-Downtown Station Improvements Project (Project). The purpose of APE definition in federal undertakings is explained in 36 CFR Part 800.4(a)(1). This memorandum presents the method used to define the APE boundary and provides a project description that is used to develop the APE.

Introduction

The proposed Project is located at the existing Riverside-Downtown Station in the City and County of Riverside at 4066 Vine Street, Riverside, CA 92507, at approximately Milepost 9.9 to 10.2 on the BNSF San Bernardino Subdivision (Figure 1).

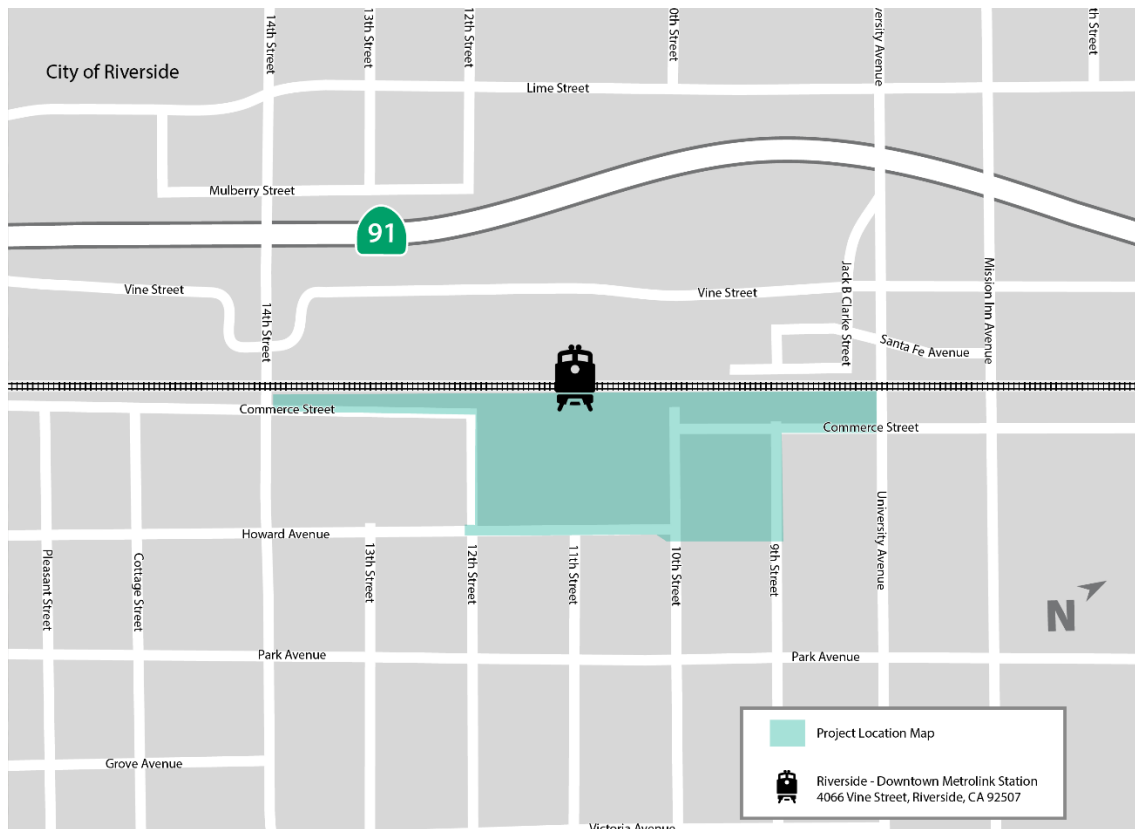


Figure 1. Project Location Map

The Project consists of the construction of an additional platform, extended bridge and elevator, and associated tracks on the south side of the station, which will allow for two trains to service the station off the BNSF Railway (BNSF) mainline. The additional train traffic from the Perris Valley Line can then connect with additional Metrolink Lines without impacting operations on the BNSF.

The station as it is currently constructed consists of two center platforms, the outside of the north one accessible only by stub tracks. This Project would add an additional platform face to the south side of the station, improving the feasibility and convenience of train meet times. This Project would also maintain the existing storage tracks located east of the station, on the south side of the BNSF right-of-way.

The Project is not defined strictly within the existing station footprint, and acquisition of property is expected to be required. Riverside County Transportation Commission (RCTC), shall manage Project progress with the public and all stakeholders including: Federal Transit Administration (FTA), Southern California Regional Rail Authority (SCRRA), County of Riverside, City of Riverside, and BNSF. Additionally, the planned staging of the Project shall be closely coordinated with the operators and right-of-way owner (BNSF) to minimize any potential service disruptions during construction. This includes both Metrolink (operated by SCRRA) and the Southwest Chief (operated by Amtrak).

Project Description

The Riverside County Transportation Commission (RCTC) and Metrolink propose building an additional passenger loading platform and tracks to improve Metrolink service and extend the existing pedestrian bridge to have additional elevator and stair access (Figure 2). The proposed track would connect into the existing station layover tracks on the south side. The Project would also provide parking and improve traffic flow on the south side of the station. These improvements would enhance Metrolink train connections without affecting BNSF services.

The proposed Project includes:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system
- Extending the pedestrian bridge approximately 50 feet, including elevator and ADA access
- Relocating ADA parking
- Adding approximately 500 parking spaces (surface lot) to the south side of station
- Building a new pedestrian at-grade rail crossing
- Modifying the bus drop-off area
- Adding sidewalks

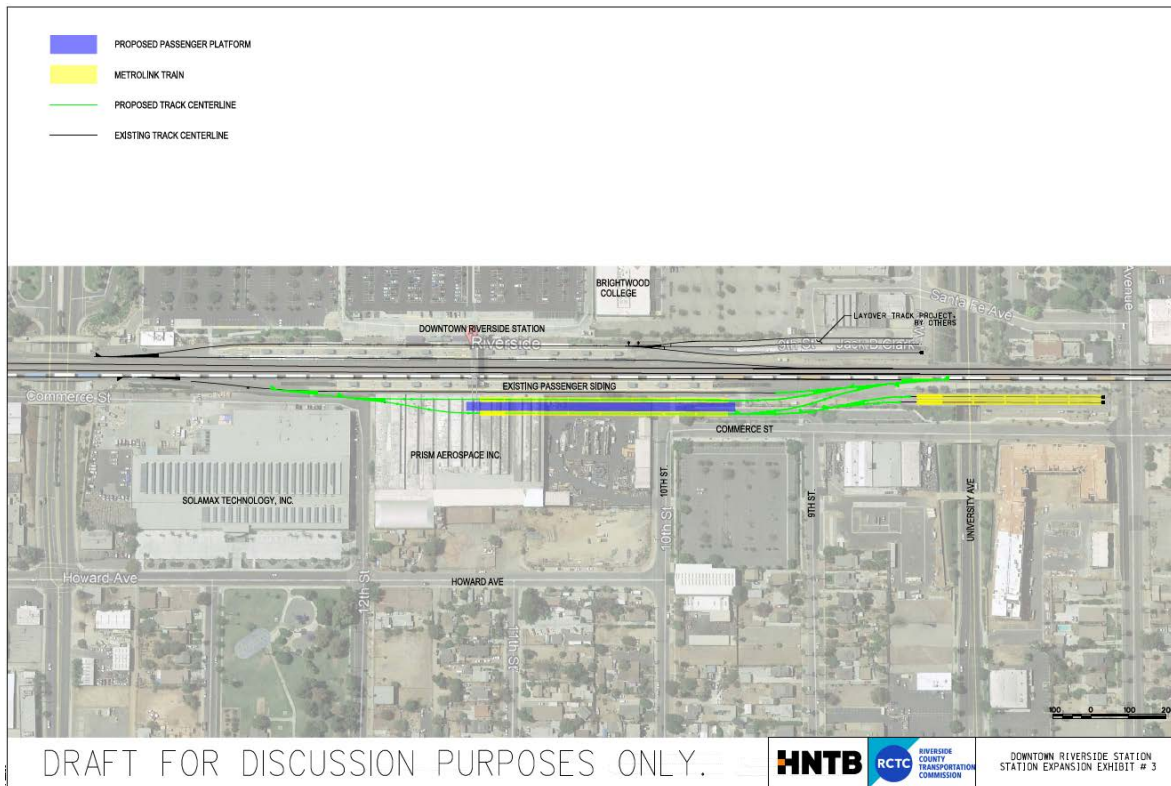


Figure 2. Proposed Project Elements

APE Delineation

APE delineation began with project engineering and other drawings and plans currently available. Then, APE delineation was developed by examining information recently secured (December 2019) from the Eastern Information Center (EIC) of the California Historic Resources Information System (CHRIS), viewing Google Earth imagery to discern the presence/absence of buildings and structures (as of the most recent aerial photography used by Google Earth in January 2020), and compilation of Assessor's Parcel Numbers to help identify the parcels subject to direct and/or indirect project effects.

The project area is undergoing constant change as indicated by "historical" Google Earth imagery. Buildings have been removed (or modified) in recent years and new buildings (and parking lots) are appearing in their place. Recent improvements to the Riverside Station are now visible on Google Earth and can be compared to the "historical" imagery.

The APE encompasses two elements. The first is the Limits of Disturbance (LOD). This is the zone where there may be ground disturbance from project construction (often referred to as the Direct APE). The LOD includes both the horizontal and vertical areas associated with ground disturbing and physical construction activities. Subsurface disturbance will occur during removal of building foundations and soil removal to an estimated maximum depth of 10 feet below surface across the proposed project area where existing structures and/or soils would require excavation. In other areas, excavation is expected to be more shallow to a maximum depth of 5 feet.

The existing former FMC building (now occupied by Prism Aerospace, Inc.) to be removed is approximately 20 feet high and, in its place, will be the proposed pedestrian bridge extension and additional parking. The existing pedestrian bridge is approximately 35 feet high, thus, the maximum vertical APE ranges from about 10 feet below grade to as high as 35 feet above grade.

Table 1. Proposed Subsurface Disturbance

Subsurface Disturbance up to Maximum Depth of 10 feet	
No.	APN
17	211201004
18	211201006
19	211201007
20	211201008
21	211201026
22	211201027
23	211201028
25	211201030
27	211201037
28*	211201039
Subsurface Disturbance up to Maximum Depth of 5 feet	
No.	APN
7	211191004
10	211191026
11	211191028
12	211191030
13	211191031
14	211191032
15	211191033
16	211201002
24	211201029
29	211201040
34	211231025
35	213322014
36	213322015
37	213322021
38	215143017
39	215143018
40	215143024

*proposed foundation for the extended pedestrian bridge would be located in this APN

Surrounding the LOD is a buffer zone where there may be effects on surrounding parcels from noise, vibration or visual intrusions associated with construction and post-construction project operation. This buffer zone is often referred to as the Indirect APE, or APE for the Historic Built Environment.

Typically, the kinds of cultural resources subject to project impact within the LOD are standing buildings and structures that may be demolished or modified and archaeological sites (on the surface and buried below surface). Similarly, the kinds of cultural resources subject to indirect project impact within the buffer zone are standing buildings and structures that may be harmed from vibration or suffer changes in setting from noise and visual intrusions.

The APE delineated here (Figure 3) is designed to include all parcels subject to direct effects (ground disturbance) and potential indirect effects (Table 2).

Table 2. Potential Indirect Effects

No.	APN	Potential Indirect Effects
26	211201036	Change in viewshed once parcel No. 28 (APN 211201039) is removed
30	211203009	
31	211231001	
32	211231010	
33	211231024	



Figure 3. Proposed Area of Potential Effect

Purpose of APE

APE delineation is a critical first step in the cultural resources review. It defines the LOD zone where archaeologists will conduct pedestrian survey to check for the presence/absence of archaeological resources and the presence/absence of standing buildings and structures. The buffer area lying just beyond the LOD is where an architectural historian will field survey the historic built environment to check the current status and condition of standing buildings and structures previously identified as being historically or architecturally significant and those buildings and structures that are now old enough to need evaluation.

The City of Riverside and the project vicinity have many known and recorded archaeological sites and historic properties (buildings, structures or archaeological sites eligible for listing in the National Register of Historic Places or other state and local registers). The APE serves to focus the cultural resources review on a limited geography of relevant zones or areas pertinent to the actual project and its anticipated physical and indirect effects. The APE defines the universe of cultural resources concerns and filters out all but the needed parcels for the forthcoming investigations and review.

Conclusions and Recommendations

The APE delineation is appropriate to the project as it is conceived at this time. If the project design changes, it may be necessary to revise or refine the APE to accommodate such changes. Finally, the APE is subject to approval by the lead federal agency, the Federal Transit Administration (FTA). Upon FTA approval, the RCTC consultant team of cultural resources specialists (HELIX and HNTB) can proceed ahead with their field studies and preparation of needed documents and reports.



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000

FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov

www.ohp.parks.ca.gov

June 4, 2020

VIA EMAIL

Reply To: FTA_2020_0408_001

Mr. Ray Tellis, Regional Administrator
Federal Transit Administration, Region 9
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701

Re: Proposed Riverside-Downtown Station Improvements Project, Riverside, CA,
Riverside County, CA

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) letter of April 7, 2020, initiating consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The FTA included a technical memorandum describing the area of potential effect (APE) for the project as well as maps of the project area.

The FTA is proposing to build an additional passenger loading platform and tracks to improve Metrolink service and extend the existing pedestrian bridge to have additional elevator and stair access. The proposed track would connect into the existing station layover tracks on the south side. The Project would also provide parking and improve traffic flow on the south side of the station. These improvements would enhance Metrolink train connections without affecting BNSF service.

In accordance with 36 CFR § 800.4, the FTA is requesting your comments on delineation of the APE. The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects include physical changes to historic properties. Indirect effects include visual effects or effects caused by noise or vibration. The horizontal extent of the APE is generally defined as the parcels of land adjacent to the project site and potential construction staging areas.

The types of ground disturbance activities anticipated include removal of existing track, demolition of existing building and foundation, and removal of soils to a maximum depth of approximately 10 feet. The types of ground disturbance activities also included the following: excavation, backfill and grading up to a depth of 10 feet. Staging/laydown

areas would be accommodated within the defined APE. Please refer to the attached APE map.

The APE also includes a buffer zone where there may be indirect effects on surrounding parcels from noise, vibration or visual intrusions associated with construction and post-construction Project operation. Maximum elevation of proposed structures (pedestrian bridge) would be approximately 35 feet above surface grade.

Built resources and historic properties and all areas that could be directly or indirectly affected by the proposed project are included in the APE. Direct effects include physical changes to historic properties and the anticipated removal of a large industrial building whose National Register of Historic Places (NRHP) eligibility will be investigated.

Based on review of the submitted documentation, the APE as currently delineated appears appropriate.

If you have any questions, please contact Natalie Lindquist, Historian, at natalie.lindquist@parks.ca.gov or Elizabeth Hodges at elizabeth.hodges@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', followed by a long horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer



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

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

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

January 5, 2021

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Ms. Natalie Lindquist, Historian

Re: Section 106 APE Methodology and
Revised Project Description, Riverside-
Downtown Station Improvements
Project (FTA_2020_048_001)

Dear Ms. Polanco:

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) and the Southern California Regional Rail Authority (Metrolink) is conducting consultation under Section 106 of the National Historic Preservation Act for the Riverside-Downtown Station Improvements Project (Project). The Project will be a federal undertaking because the FTA will be providing financial assistance. The FTA serves as the federal lead agency. This letter continues consultation with the State Historic Preservation Officer and requests comments on the revised Project Description, as well as the delineation of the Area of Potential Effect (APE) pursuant to Section 106 of the National Historic Preservation Act (NHPA) as amended (36 C.F.R. 800).

The original Area of Potential Effect (APE) Methodology Memorandum for the Riverside-Downtown Station Improvements Project was submitted to your office on April 7, 2020 and was approved on June 4, 2020. Subsequent design refinements to the existing project description warranted a review of the APE methodology for the project, resulting in the attached APE Methodology and Revised Project Description Memo. The project description Build Alternative was revised to include traffic circulation improvement options which are included as design options. The attached memorandum provides an update to the APE Methodology and Revised Project Description to describe how the subsequent refinements of the traffic circulation and parking options, including the extension of Howard Avenue from 10th Street to 9th Street, are consistent with the original APE delineation for this project.

Revised Project Description

The original project description included a new station platform, pedestrian overcrossing, additional parking, and traffic circulation improvements on the east side (previously referred to as the south side) of the station, and included track connectivity into the existing station layover tracks on the east side. Also included were parking and improvements for traffic flow on the east side of the station. Furthermore, the original project description included:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system
- Extending the pedestrian bridge approximately 50 feet, including elevator and Americans with Disabilities Act (ADA) access
- Relocating ADA parking
- Adding approximately 500 parking spaces (surface lot) to the south side of station
- Building a new pedestrian at-grade rail crossing
- Modifying the bus drop-off area
- Adding sidewalks

The project refinements are confined to the traffic circulation and parking options (six total: 1A, 1B, 2A, 2B, 3A and 3B) that are currently being evaluated as design options for the Riverside-Downtown Station Improvements Project. Parking spaces increased from 500 parking spaces to 560 parking spaces, and six traffic circulation with parking options and configurations were added to accommodate future parking and traffic circulation needs. The bus drop-off area is no longer under consideration for the Project (See Table 3 Proposed Project Elements).

Area of Potential Effect (APE)

The original APE defined a direct effects APE (Limits of Disturbance, LOD) and an indirect APE for Built-Environment resources. The original APE project description included the passenger station improvements, including the loading platforms, extension of an existing pedestrian overcrossing, and construction of new tracks to service the new platforms. The original project description also outlined (proposed) parking and traffic flow improvements in the vicinity of the existing station. The original LOD also included areas for construction-related excavation to an estimated maximum depth of 10 feet below surface across the proposed project area where existing structures and/or soils would require excavation.

In the attached Section 106 APE Methodology and Revised Project Description Memorandum for the proposed Riverside-Downtown Station Improvements Project the LOD is included in Table 1 and Table 2. Based on the revised project description, the original APE delineation remains valid.

Efforts for Historic Resources Identification

In accordance with 36 CFR Part 800.4(a)(2), information about known and potential historic properties within the APE will be reviewed. Investigations will be prepared by consultants who meet the Secretary of the Interior's Professional Qualifications Standards in archaeology, history, and architectural history. The project is expected to be constructed by 2024, therefore the identification efforts will be focused on properties constructed before 1969.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your comments on delineation of the APE.

If you have any questions, please contact Ms. Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,

RAYMOND S TELLIS

Ray Tellis
Regional Administrator

Enclosures: Figure 1 Proposed Project Area Map
 Figure 2 Regional Location Map
 Figure 3 Area of Potential Effects Map
 Updated APE Project Description and Methodology Memo



Riverside-Downtown STATION IMPROVEMENTS

Technical Memorandum

Project: Riverside-Downtown Station Improvements Project

Prepared For: Julianne Polanco
California State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
(Project File)

Prepared By: HNTB On Behalf of Candice Hughes
U.S. Department of Transportation
Federal Transit Administration Region IX

Copied To: David Lewis, Riverside County Transportation Commission
Erik Galloway, Riverside County Transportation Commission
Gustavo Quintero, Riverside County Transportation Commission
Kimberly Demuth, HNTB
Leslie Schwab, HNTB
James Bard, HNTB
Graham Christie, HNTB
Liz Suh, HNTB
(Project File) (RCTC)

Date: December 29, 2020

Subject: Section 106 APE Methodology and Updated Project Description
State Historic Preservation Officer ID# 2020_0408_001

The Federal Transit Administration (FTA) requests that the State Historic Preservation Officer (SHPO) review the supplemental Area of Potential Effects (APE) methodology for the Riverside-Downtown Station Improvements Project (the Project or RDS), as presented in this technical memorandum. The project description was updated to describe refinements in the project elements (primarily traffic circulation improvements) that have the potential to cause effects to historic properties within the APE. Attached for your reference is the original APE Methodology Technical Memo and FTA's April 7, 2020 letter, which initiated consultation under Section 106 (Enclosure 1).

SUMMARY

The original APE for the Project defined the limits of disturbance (LOD) in the APE and an APE for built environment resources. The LOD extended down to 10 feet below ground surface in areas where excavation of soils and removal of buildings would occur and where foundations for the extended pedestrian overpass were anticipated. The vertical limits of the APE for built environment resources extended to 35 feet above ground because of the potential for visual effects caused by the extension of the existing pedestrian overpass.

The original project description included the following elements:

- Building a new 720-foot center platform
- Constructing new tracks and making other track improvements
- Modifying the railroad signal system
- Extending the pedestrian bridge approximately 50 feet, including elevator and Americans with Disabilities Act (ADA) access
- Relocating ADA parking
- Adding approximately 500 parking spaces (surface lot) to the south side of station
- Building a new pedestrian at-grade rail crossing
- Modifying the bus drop-off area
- Adding sidewalks

Since the submittal of the original APE Methodology Technical Memo, project refinements have occurred, warranting the submittal of this updated project description to supplement the original APE Methodology Technical Memo approved by SHPO on June 4, 2020. The project refinements are generally confined to the traffic circulation and parking options (six total) that are currently being evaluated as part of the Project. Parking spaces increased from 500 parking spaces to 560 parking spaces, and six traffic circulation and parking options and configurations were added to accommodate future parking and traffic circulation needs. Lastly, the modification of the bus drop-off area is no longer under consideration for the Project.

CURRENT AREA OF POTENTIAL EFFECTS

Purpose of the APE: APE delineation is a critical first step in the cultural resources review. It defines the LOD zone where archaeologists will conduct a pedestrian survey to check for the presence or absence of archaeological resources and the presence or absence of standing buildings and structures. The buffer area, lying just beyond the LOD, is where an architectural historian will field survey the historic built environment to check the current status and condition of standing buildings and structures (previously identified as being historically or architecturally significant) and those buildings and structures that are now old enough to need evaluation.

The City of Riverside and the project vicinity have many known and recorded archaeological sites and historic properties (buildings, structures, or archaeological sites eligible for listing in the National Register of Historic Places or other state and local registers). The APE serves to focus the cultural resources review on a limited geography of relevant zones or areas pertinent to the actual Project and its anticipated physical and intangible effects. The APE defines the universe of cultural resources concerns and filters out all but the needed parcels for the forthcoming investigations and review.

Current APE: The current APE for the project encompassed tax parcels that would potentially be exposed to disturbance (the Limits of Disturbance, or LOD). The LOD included areas “...for construction-related excavation to an estimated maximum depth of 10 feet below surface across the proposed project area where existing structures and/or soils would require excavation.”

Limits of Disturbance

The LOD in the current APE includes the Assessor Parcel Numbers (APNs), as shown in Table 1.

Table 1. Area of Potential Effects: Limits of Disturbance
(remains consistent with APE Methodology Technical Memorandum dated April 7, 2020)

Subsurface Disturbance up to Maximum Depth of 10 feet	
No.	APN
7	211191004
9*	211191021
10	211191026
11	211191028
12	211191030
13	211191031
14	211191032
15	211191033
16	211201002
17	211201004
18	211201006
19	211201007
20	211201008
21	211201026
22	211201027
23	211201028
24	211201029
25	211201030
27	211201037
28 ^a	211201039
29	211201040
34	211231025
35	213322014
36	213322015
37	213322021
38	215143017
39	215143018
40	215143024
41 ^b	211231026

^a The proposed foundation for the extended pedestrian bridge would be located in this APN.

^b Parcel 41 (APN 211231026) refers to a parcel that was added to the LOD (12/29/20).

Built Environment APE

A buffer zone surrounding the LOD was also included in the APE where additional effects to historic resources, such as noise, vibration, or visual intrusions associated with construction and post-construction project operation could occur. This buffer zone is often referred to as the APE for the historic built environment and encompasses all properties within the APE.

Table 2 provides a list of APNs included in the built environment APE. The vertical limits of the APE, where visual changes to the setting of potential historic resources might occur, was defined in the original APE Methodology Technical Memo as 35 feet. The existing pedestrian overpass is approximately 35 feet high and the extension would be at the same height.

Table 2. Built Environment Area of Potential Effects

APNs Included in the Above Ground/Built Environment APE	
No.	APN
1	211122001
2	211122002
3	211122003
4	211122019
5	211122020
6	211122021
7	211191004
8	211191005
9	211191021
26	211201036
30	211203009
31	211231001
32	211231010
33	211231024

All of the APNs are represented in Figure 1 which is based on the project description and the LOD.

UPDATED PROJECT DESCRIPTION

The Riverside County Transportation Commission (RCTC) and Metrolink propose to improve the Riverside-Downtown Station (RDS), located at Milepost 9.9 to 10.2 on the Burlington Northern Santa Fe Railway (BNSF) San Bernardino Subdivision, located just east of State Route (SR) 91 and a short distance from the SR 60 in the city and county of Riverside, California (see Figure 2).

The updated project description further refines the original project elements. Changes to the project description are minor and include eliminating the bus drop-off area and the at-grade pedestrian crossing. Proposed improvements include constructing an additional passenger loading platform, extending the existing pedestrian overcrossing, and adding an elevator and associated tracks, which would allow for two trains to service the station off the BNSF Railway

mainline. The proposed track would be required to connect and integrate into the existing station layover tracks on the east side to improve train meet times without impacting BNSF Railway operations. The Project would also provide additional parking and improved vehicular traffic circulation on the east side of the station.

Project Objectives

The purpose of the proposed Project is to expand the capacity of the station; improve operations and efficiency; connectivity; and the passenger experience at the RDS. The basic project objectives supporting the purpose of the Project are as follows:

- Expand platform capacity to meet passenger train storage needs
- Allow for train meets off the BNSF mainline and minimize impacts to BNSF operations
- Improve transit connectivity and accessibility while minimizing impacts on improvement projects near the station that are already designed or in construction
- Facilitate more efficient passenger flow and reduce dwell times
- Enhance safety and access for station users
- Accommodate projected future demand

ALTERNATIVES CONSIDERED

No Project Alternative

The No Project Alternative would not meet the project objectives or improve operations to accommodate the 91/Perris Valley (91/PV) and Inland Empire Orange County (IEOC) Lines. Train capacity and storage would be limited to the existing platforms. This alternative does not meet the purpose and need for station improvements and additional passenger service.

Build Alternative

RCTC and Metrolink propose improvements to the following elements of the station (see Table 3).

SECTION 106 APE METHODOLOGY AND UPDATED PROJECT DESCRIPTION
Riverside-Downtown Station Improvements



Figure 1. Regional and Project Location Map

Table 3. Proposed Project Elements

Element	Description
1. Station Platform and Track Improvements	<ul style="list-style-type: none"> Add new center platform (Platform 3) Add new tracks (station Tracks 5 and 6) Modification of railroad signal system
2. Pedestrian Overpass Access Improvements	<ul style="list-style-type: none"> Extend pedestrian access to new Platform 3 Emergency egress would be provided at three locations
3. Traffic Circulation Options, Parking and Streetscape Improvements	<ul style="list-style-type: none"> Traffic Circulation Options and Howard Avenue Extension Relocate ADA parking Add sidewalks and trees Add up to 560 additional parking spaces

1. Station Platform and Tracks

The proposed improvements include building an additional passenger loading platform and tracks on the east side of the existing station to improve Metrolink service and extending the existing pedestrian overpass to access the new (proposed) platform. The proposed track would also connect into the existing station layover tracks on the north end of the station, provide additional parking, and improve traffic flow on the east side of the station.

2. Pedestrian Overpass Access

As part of the Build Alternative, there are two pedestrian overpass design options to extend the existing pedestrian overpass. Both options extend an existing pedestrian overpass, connecting the two parking lots (one existing and one proposed) with the existing and new train platforms.

3. Traffic Circulation Options and Howard Avenue Extension

The Build Alternative also includes a study of six traffic circulation and parking options to accommodate the 560 parking spaces (surface parking lots) for the station and address circulation of pedestrians and vehicles to the station. The (optional) traffic circulation improvements are focused on the east side of the station.

Several of the traffic circulation options studied an extension of Howard Avenue from 10th Street to 9th Street (Options 2A, 2B, 3A, and 3B). These options would require acquisition of parcels directly to the east of the existing overflow parking lot. Table 4 details each of the proposed options (1A through 3B).

Parking and Streetscape Improvements

All six of the traffic circulation and parking options studied (1A through 3B) would include the following streetscape components:

1. Adding sidewalks and street trees along the perimeter of the new and existing parking lots, in the planter strips next to the roadway on 12th Street, Howard Avenue, and 10th and 9th Streets.

2. Adding up to 560 parking spaces (proposed surface parking lot) with access to the east side of the station via at-grade pedestrian crossings. ADA parking would be adjacent to Platform 3 on the east side of the station.

Figure 3 illustrates each of the project elements previously described.

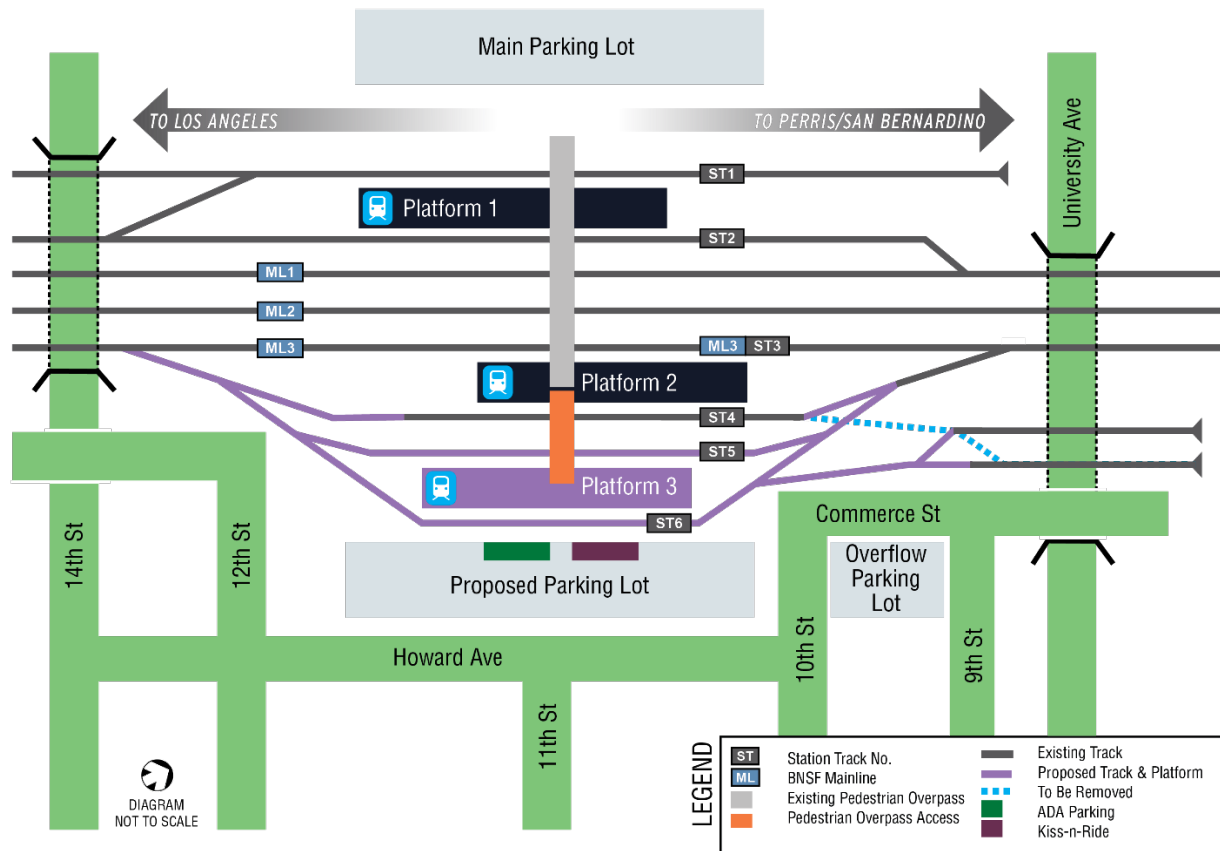


Figure 3. Project Elements

The Build Alternative also includes a study of six traffic circulation improvement options to accommodate the 560 parking spaces (parking lots) for the station and address circulation of pedestrians and vehicles to the station. Table 4, Build Alternative Options provides an overview of how circulation to the station could be accommodated. Figures 4 through 9 illustrate traffic circulation and parking option configurations and show the impacts associated with each option.

Table 4. Build Alternative Options

Build + Design Option	Description
<i>Pedestrian Overpass Access Improvements</i>	
Pedestrian Overpass Access Design Option 1	Extend pedestrian overpass access to the new Platform 3 and to the new surface parking lot.
<i>Traffic Circulation and Parking Improvement Options</i>	
Traffic Circulation and Parking Option 1A	New surface parking lot east of station Requires acquisition and demolition of existing structures and other ancillary structures and residential parcels on the corner of 12 th Street and Howard Avenue to facilitate construction of the proposed improvements.
Traffic Circulation and Parking Option 1B	Same as Traffic Circulation and Parking Option 1A but avoids impacts to residential parcels on the corner of 12 th Street and Howard Avenue.
Traffic Circulation and Parking Option 2A	New surface parking lot east of station combined with existing overflow parking lot with the extension of Howard Avenue through to 9 th Street. Requires acquisition and demolition of existing structures and other ancillary structures and residential parcels on the corner of 12 th Street and Howard Avenue. This option requires acquisition of additional parcels north of Howard Avenue and 10 th Street, extending north one block to intersect with 9 th Street.
Traffic Circulation and Parking Option 2B	Same as Traffic Circulation and Parking Option 2A, but avoids impacts to residential parcels on the corner of 12 th Street and Howard Avenue.
Traffic Circulation and Parking Option 3A	Same as Traffic Circulation and Parking Option 1A and 2A but avoids impacts to additional parcels east of the existing overflow parking lot by routing Howard Avenue around the parcels.
Traffic Circulation and Parking Option 3B	Same as Traffic Circulation and Parking Option 1B and 2B but avoids impacts to additional parcels east of the existing overflow parking lot.

Traffic Circulation and Parking Option 1A – Add a new surface parking lot and maintain separation from the existing overflow parking lot on the east side of the station. Acquisition and demolition of residential parcels on the corner of 12th Street and Howard Avenue would be required (see Figure 4, Build Alternative with Traffic Circulation and Parking Option 1A).

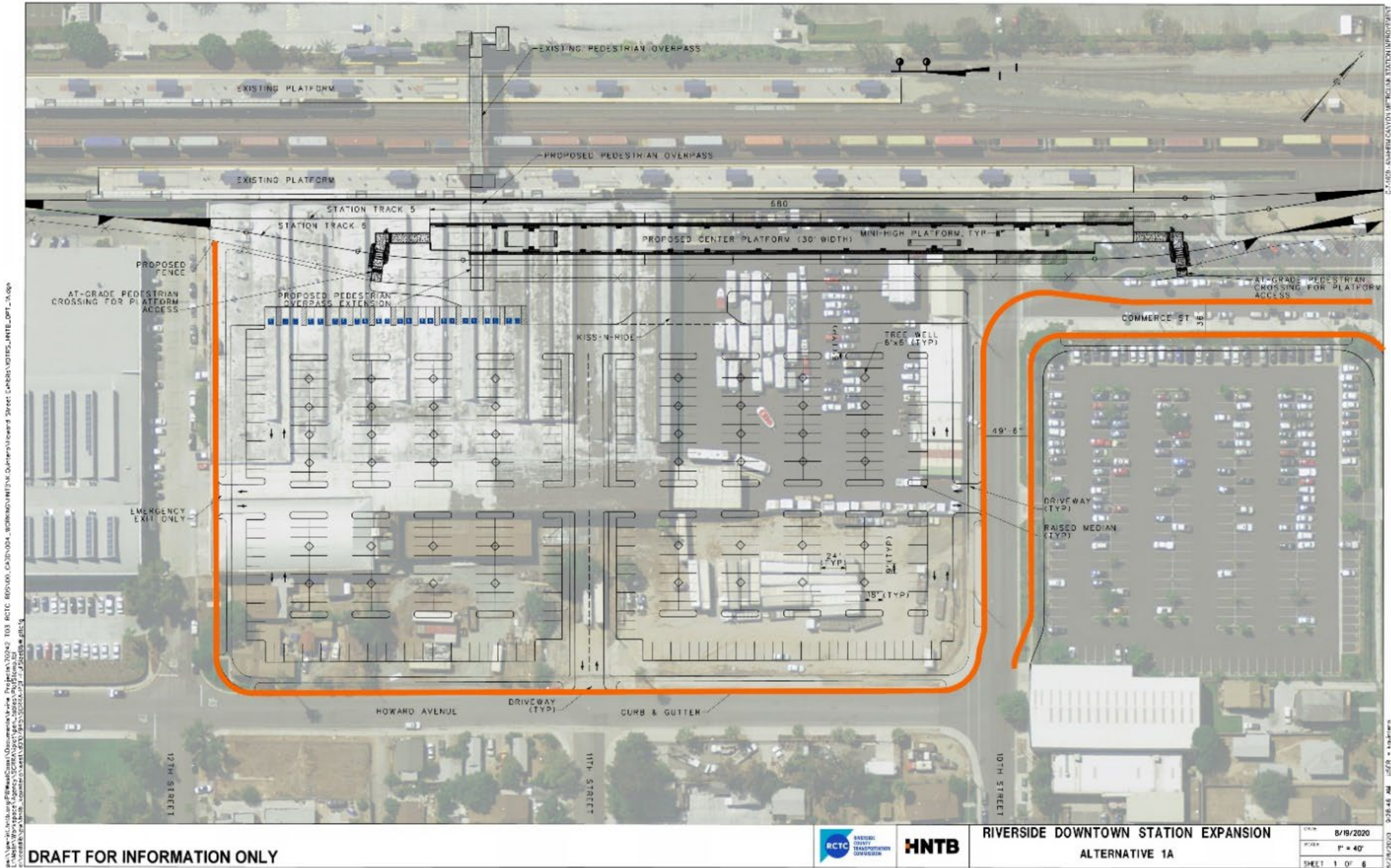


Figure 4. Build Alternative with Traffic Circulation and Parking Option 1A

Traffic Circulation and Parking Option 1B – Add a proposed surface parking lot and maintain separation from the existing overflow parking lot on the east side of the station and avoid impacts to residential parcels at the corner of 12th Street and Howard Avenue (see Figure 5, Build Alternative with Traffic Circulation and Parking Option 1B).

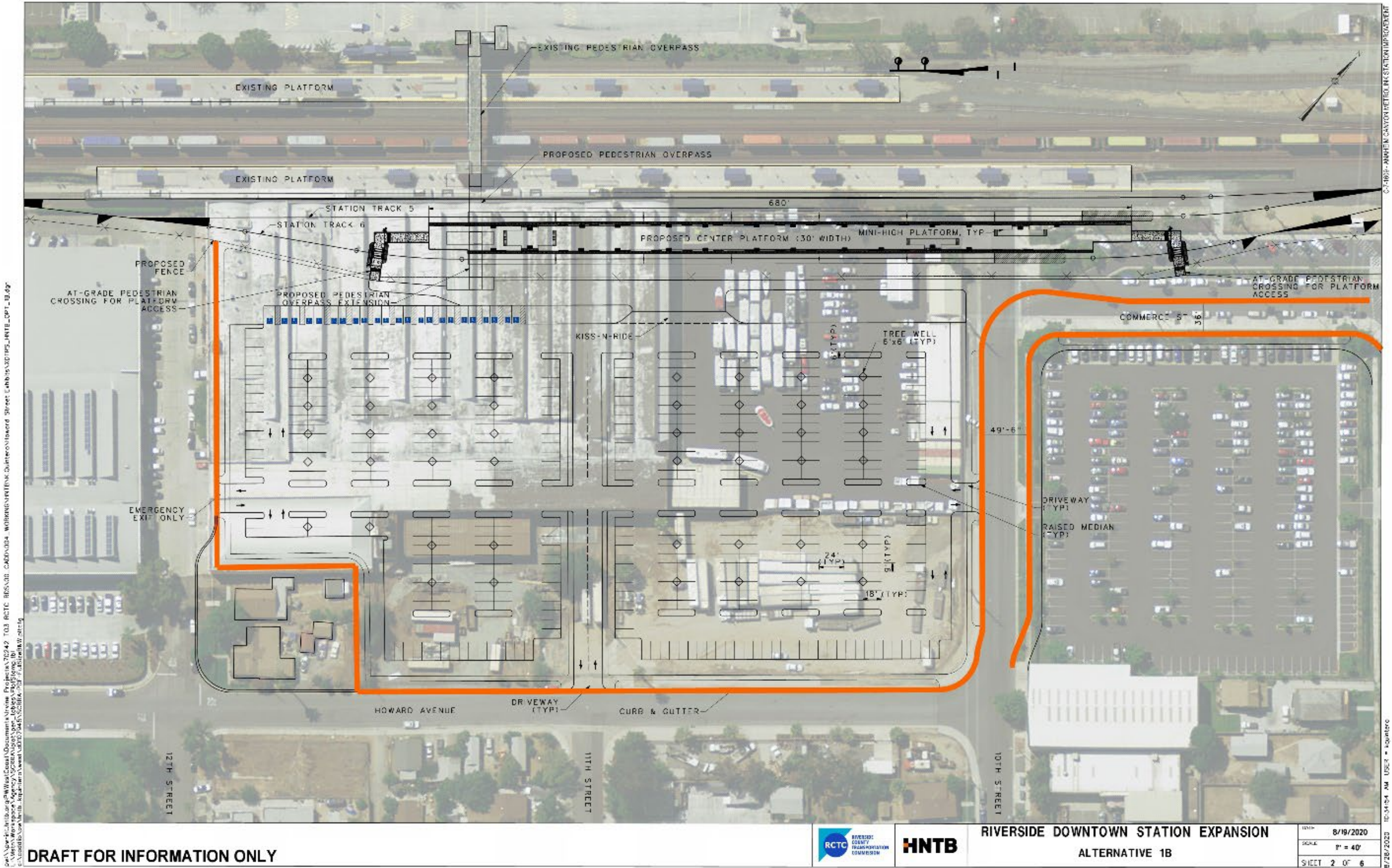


Figure 5. Build Alternative with Traffic Circulation and Parking Option 1B

Traffic Circulation and Parking Options 2A and 2B – Proposes a new surface parking lot directly east of the station combined with the existing overflow parking lot (see Figure 6, Build Alternative with Traffic Circulation and Parking Option 2A and Figure 7, Build Alternative with Traffic Circulation and Parking Option 2B).

Traffic Circulation and Parking Option 2A – Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station, which would require acquisition and demolition of residential parcels on the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street and would require additional acquisition of parcels directly east of the existing overflow parking lot, as well as partial street vacations for 10th Street and Commerce Street (see Figure 6, Build Alternative with Traffic Circulation and Parking Option 2A).

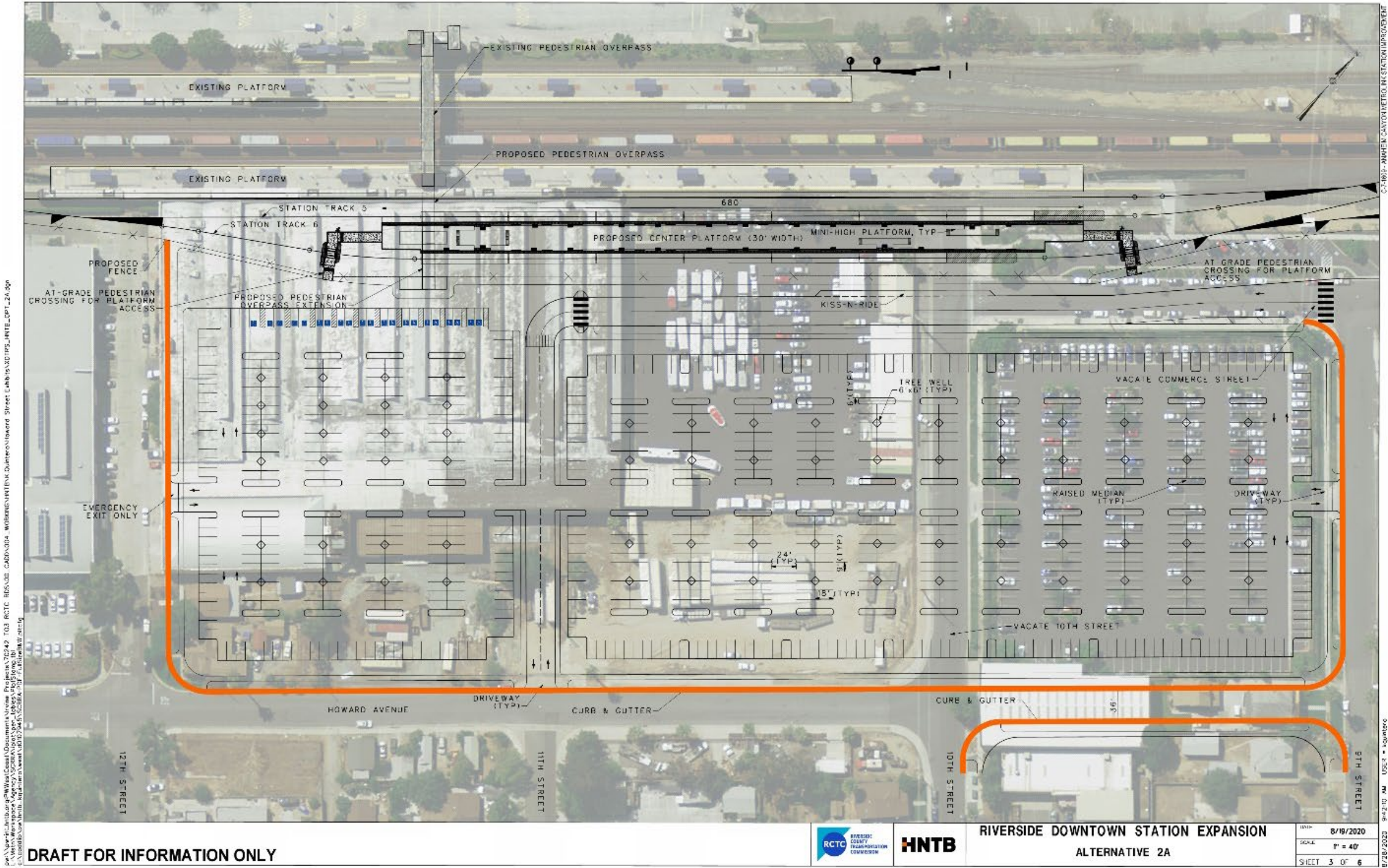


Figure 6. Build Alternative with Traffic Circulation and Parking Option 2A

Traffic Circulation and Parking Option 2B – Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station and avoid impacts to residential parcels at the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street and would require additional acquisition of parcels directly east of the existing overflow parking lot, as well as partial street vacations for 10th Street and Commerce Street (see Figure 7, Build Alternative with Traffic Circulation and Parking Option 2B).

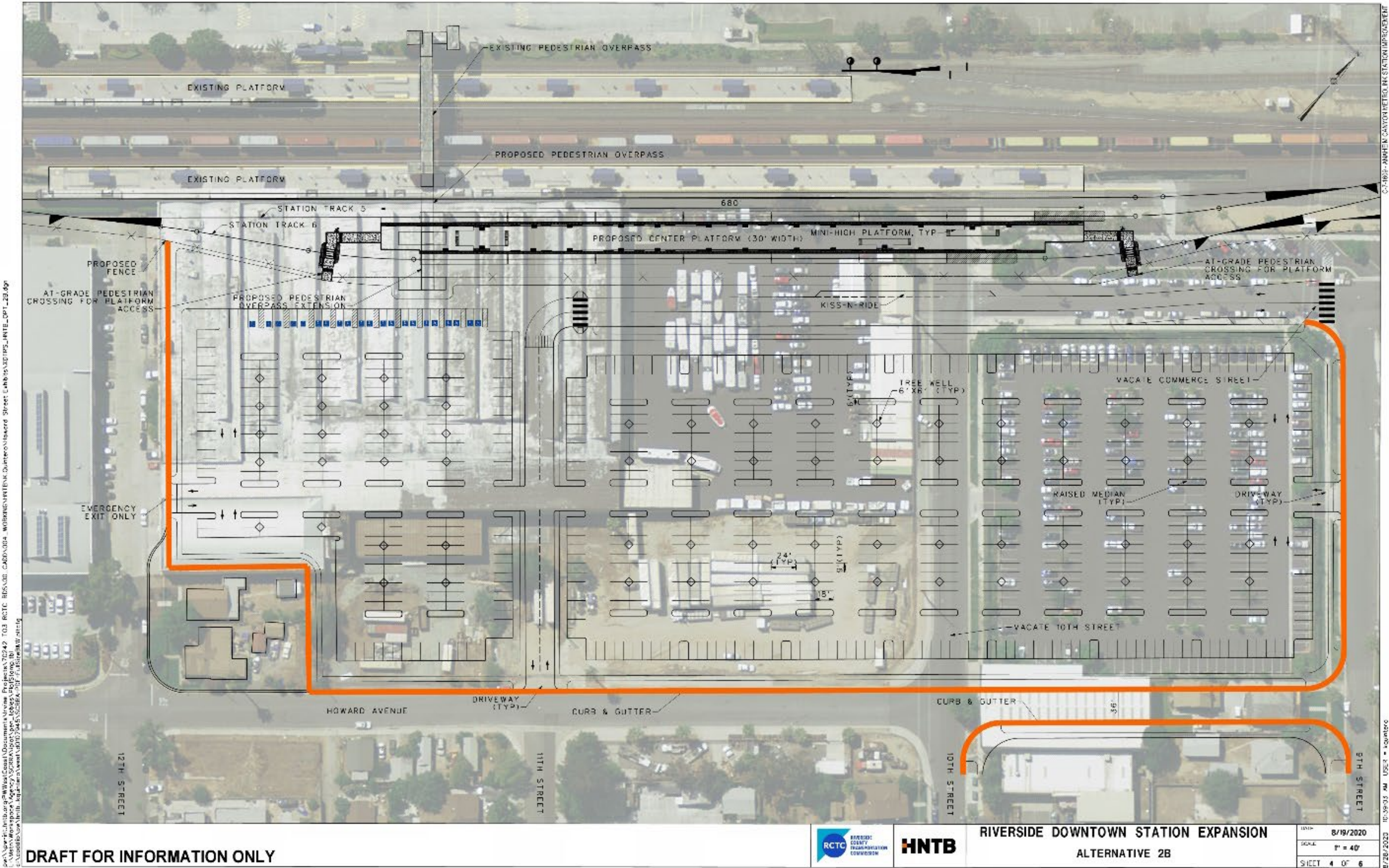


Figure 7. Build Alternative with Traffic Circulation and Parking Option 2B

Traffic Circulation and Parking Options 3A and 3B – Proposes a new surface parking lot directly east of the station combined with the existing overflow parking lot and extension of Howard Street through to 9th Street (see Figure 8, Build Alternative with Traffic Circulation and Parking Option 3A and Figure 9, Build Alternative with Traffic Circulation and Traffic Circulation and Parking Option 3B).

Traffic Circulation and Parking Option 3A – Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station, which would require demolition of residential parcels on the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street, as well as partial street vacations for 10th Street and Commerce Street while avoiding additional acquisition of parcels directly east of the existing overflow parking lot (see Figure 8, Build Alternative with Traffic Circulation and Parking Option 3A).

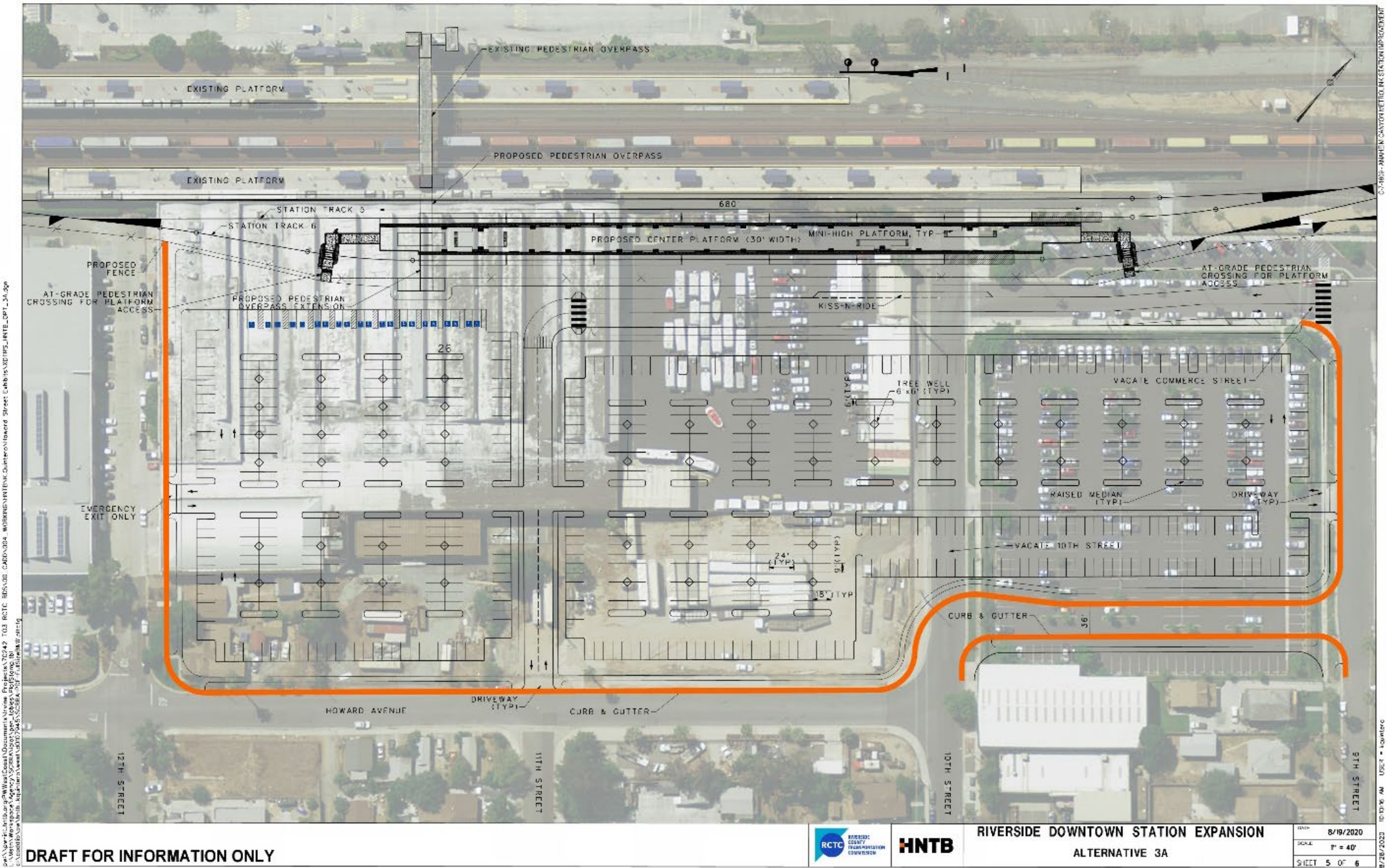


Figure 8. Build Alternative with Traffic Circulation and Parking Option 3A

Traffic Circulation and Parking Option 3B – Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station and avoid impacts to residential parcels at the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street, as well as partial street vacations for 10th Street and Commerce Street while avoiding additional acquisition of parcels directly east of the existing overflow parking lot (see Figure 9, Build Alternative with Traffic Circulation and Parking Option 3B).

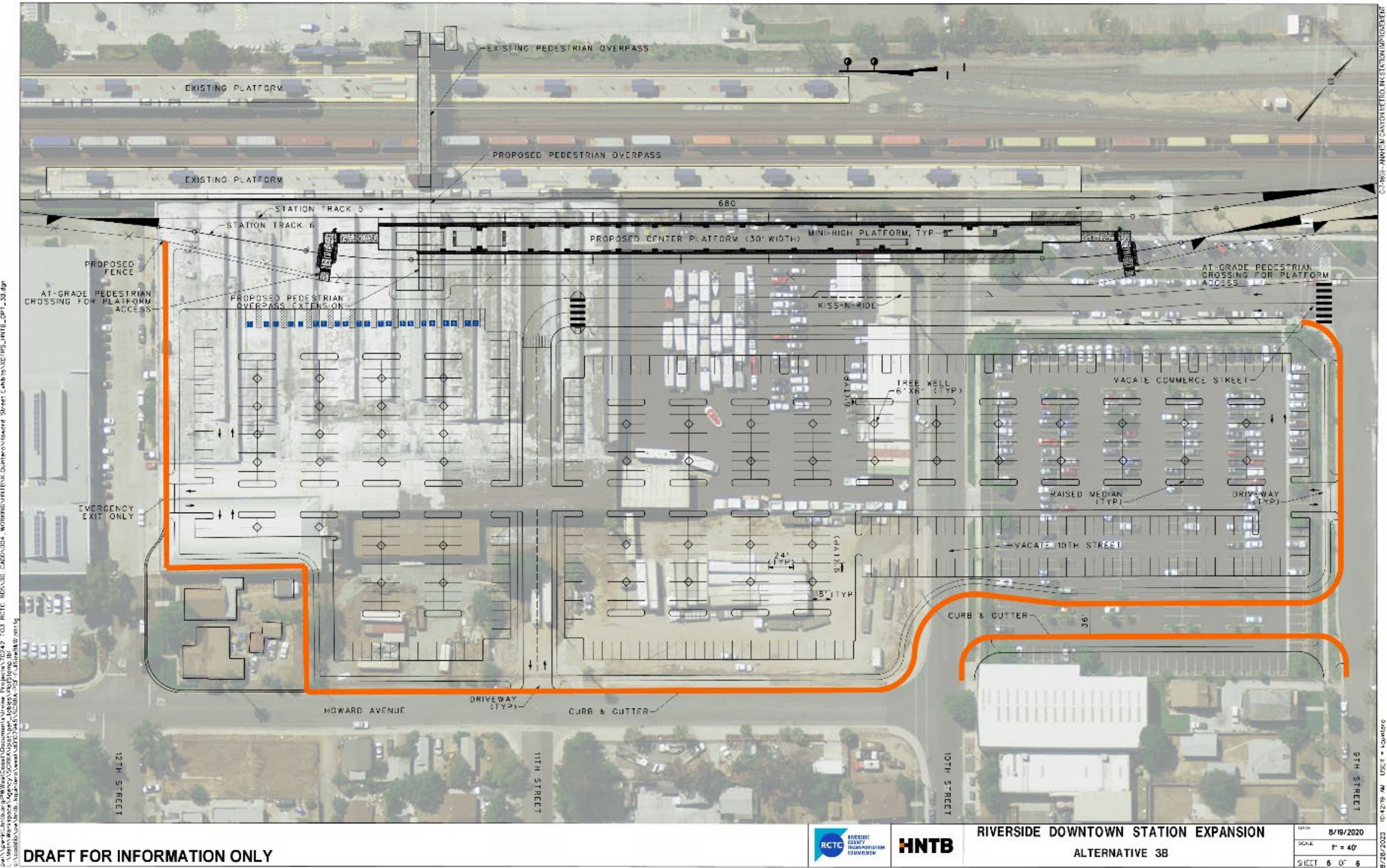


Figure 9. Build Alternative with Traffic Circulation and Parking Option 3B

Figure 10 is a U.S. Geological Survey (USGS) 7.5-minute series topographic map that shows the project area of potential effects and surrounding areas.

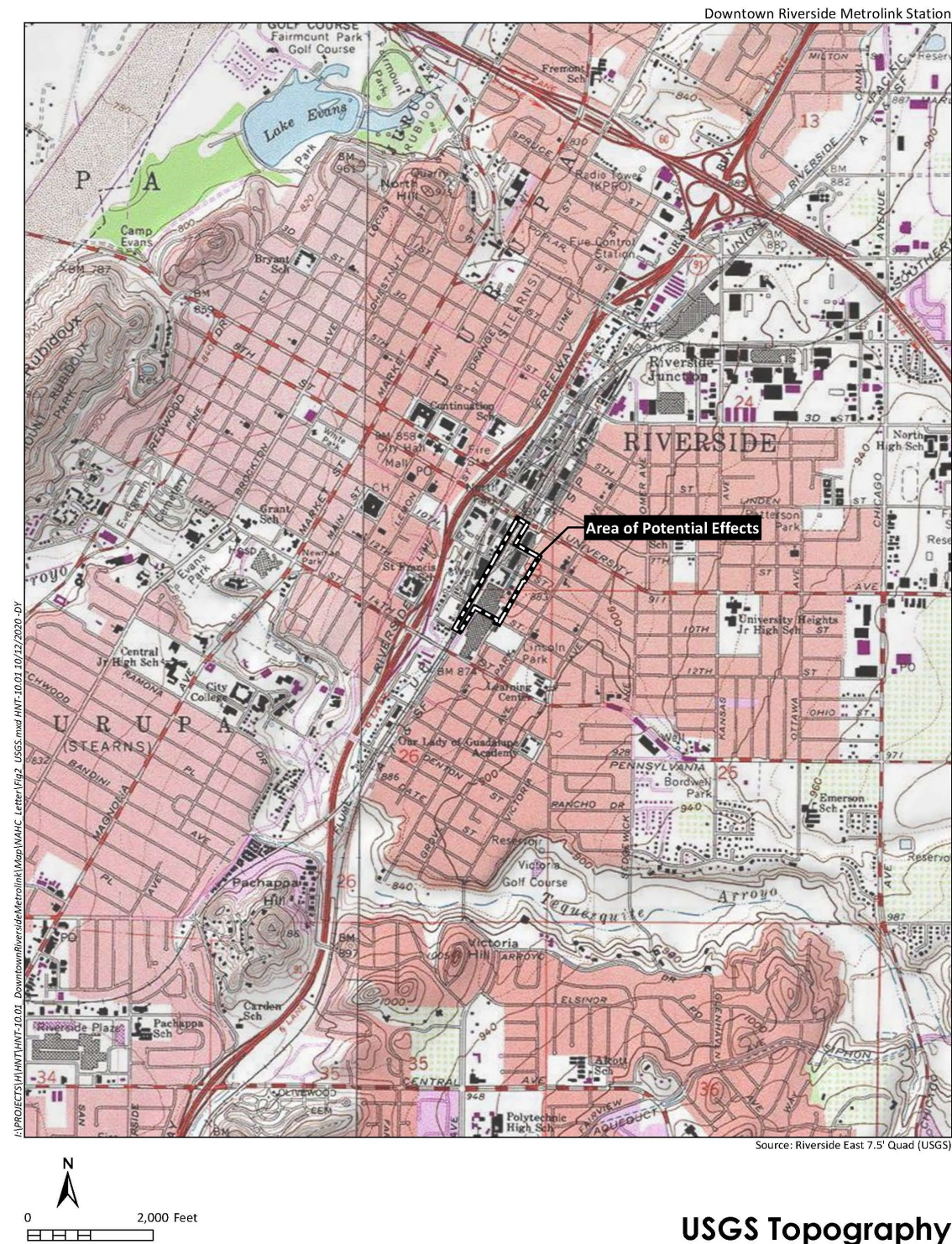


Figure 10. USGS Topographic Map (7.5-Minute Series) Riverside East, California 1967; Photo Revised 1980

UPDATED PROJECT DESCRIPTION: CONCLUSIONS

The purpose of this memorandum was to evaluate and to ensure that the current project's cultural resources identification methodology is consistent with the methodology that SHPO concurred with on June 4, 2020.

The original project description and the current APE (including the LOD) are consistent with the design refinements and additional project details described in the Build Alternative for the following reasons:

- The original APE Methodology Technical Memo described improving traffic circulation, and the proposed traffic circulation and parking options (with the optional extension of Howard Avenue from 10th to 9th Streets) are consistent with that original project description.
- The LOD included all the areas anticipated to have ground disturbance and excavation. For clarification, the maximum depth of disturbance is up to 10 feet across all areas within the LOD where structure removal, excavation of materials, foundations and other ground-disturbing construction activities might occur. In addition, a tribal monitor and an archaeologist will be on site monitoring all ground-disturbing activities during construction, and a Post-Review Discovery Plan will be in place prior to commencement of construction activities.

Therefore, FTA requests that the SHPO review and comment on the updated project description and validity of the APE as originally proposed.

Enclosures:

- 1) Figure 1 Project Map
- 2) Figure 2 Regional Location Map
- 3) Figure 3 Area of Potential Effect (APE) Map



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer
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March 17, 2021

VIA EMAIL

Reply To: FTA_2020_0408_001

Mr. Ray Tellis, Regional Administrator
Federal Transit Administration, Region 9
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701

Re: Proposed Riverside-Downtown Station Improvements Project, Riverside, CA,
Riverside County, CA

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) letter of January 5, 2021, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The FTA included a technical memorandum describing the area of potential effect (APE) for the project as well as maps of the project area.

The original Area of Potential Effect (APE) Methodology Memorandum for the Riverside-Downtown Station Improvements Project was submitted the SHPO on April 7, 2020 and agreed to on June 4, 2020. Subsequent design refinements to the existing project description warranted a review of the APE methodology for the project, resulting in a new APE Methodology and Revised Project Description Memo. The FTA study determined that the proposed changes in project description are consistent with the original APE delineation for this project.

Based on review of the submitted documentation, the APE as originally delineated still appears appropriate.

If you have any questions, please contact Natalie Lindquist, Historian, at natalie.lindquist@parks.ca.gov.

Sincerely,

A blue ink handwritten signature, appearing to be "Julianne", written over a horizontal line.

Julianne Polanco
State Historic Preservation Officer



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

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March 25, 2021

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Ms. Natalie Lindquist, Historian

Re: Section 106 Consultation for the Riverside-Downtown
Station Improvements Project (FTA_2020_048_001)

Dear Ms. Polanco:

The Riverside County Transportation Commission (RCTC) and the Southern California Regional Rail Authority (Metrolink) propose to improve the Riverside-Downtown Station, Mile Post (MP) 9.9 to MP 10.2, on the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision, located just east of the State Route (SR) 91 and a short distance from the SR 60 in the City and County of Riverside, California. The Riverside-Downtown Station Improvements Project (Project) would result in improvement of the existing Riverside-Downtown Station (RDS), including a new station platform, pedestrian overcrossing, additional parking, and traffic circulation improvements. The station is located at 4066 Vine Street, Riverside, California, 92507.

Section 106 Consultation

The Area of Potential Effects (APE) Methodology Memorandum for the Riverside-Downtown Station Improvements Project was submitted to your office on April 7, 2020, and was approved on June 4, 2020. Subsequent design options and the associated changes to the existing project description warranted an update to the APE project description to provide additional detail.

The original APE defined a direct effects APE (Limits of Disturbance) and an indirect APE for Built-Environment resources. The original project description included the passenger station improvements, including the new station platform, extension of an existing pedestrian overcrossing, and construction of new tracks to service the new platform. The original project description also outlined (proposed) parking and traffic flow improvements in the vicinity of the existing station. Since the submittal of the original APE memorandum, RCTC refined the project description and submitted the revised description to the SHPO on January 5, 2021. The SHPO responded with no questions or comments on March 17, 2021.

Historic Resources Report

Per 36 CFR Part 800.4(a)(2), and to satisfy the regulatory requirements associated with Section 106 of the NHPA as well as CEQA, the Historic Resources Report (HRR) provides the results of the Archaeological Survey Report (ASR), the built-environment, and the historic resources survey (NRHP-eligible, as well as, CRHR-eligible properties). All historic-era properties identified within the APE are recorded on State of California Department of Parks and Recreation (DPR) inventory forms.

The investigations were prepared by consultants who meet the Secretary of the Interior's Professional Qualifications Standards in archaeology, history, and architectural history. The project is proposed to begin construction by late 2021, therefore, the identification efforts were focused on properties constructed before 1966 (45 years old or older).

Please see the table Summary of Section 106 Anticipated Effects to Historic Properties which includes relevant APE Map numbers, property names and addresses, and Assessor Parcel Numbers (APNs).

Summary of Section 106 Effects to Historic Properties

APE Map No.	Property Name/Address	APN	Section 106 (Preliminary) Effect Determinations
17 18 21 28	FMC Complex Plant 1 3087 12 th Street	211201004 211201006 211201026 211201039	Adverse Effect
33	FMC Complex Plant 2 3080 12 th Street	211231024	Adverse Effect
30	Worker's Houses 4110, 4120, 4130, 4140 Howard Avenue	211203004	No Adverse Effect

FMC = Food Machinery Corporation

Avoidance alternatives were developed to avoid or minimize harm (through adaptive reuse) to the FMC Complex's Plant 1. However, the avoidance alternatives would move the passenger loading platform and new tracks to the opposite side (west side) of the BNSF rail corridor or to the northeast of the proposed project area. All avoidance alternatives fail to meet the stated goals, objectives, and the purpose and need for the proposed station improvements and were eliminated from further consideration. Additionally, two adaptive reuse scenarios were evaluated that would incorporate Plant 1 into the Project's station design. A full reuse and a partial reuse of the structure were evaluated. Both were eliminated from further consideration due to the associated environmental impacts, prohibitive costs of remediation and structural alterations, and the resulting loss of historic material and design integrity that would compromise the structure's ability to convey its historic significance. Please see Section 5.3 and Section 5.4, for a detailed discussion on Avoidance Alternatives, Minimization of Harm/Build Alternative Option for Adaptive Reuse.

Additional Consultation

In accordance with 36 CFR Part 800.4(a)(3), the RCTC has contacted local historic groups and other stakeholders that may have an interest in the project and is continuing coordination (HRR, Section 3.5). The FTA and RCTC are also continuing consultation with identified Native American and Tribal groups (HRR, Section 3.4). If you are aware of any additional agencies, organizations, or individuals that could be interested in the effects of the proposed project on historic properties, please provide us with the appropriate contact information.

Finding of Effect

For the development of the Finding of Effect (FOE), FTA and RCTC shall continue consultation with the State Historic Preservation Officer (SHPO) and interested parties, as well as, Native American and Tribal groups to resolve any expected adverse effects through mitigation. Mitigation, such as photographic documentation, deconstruction and reuse of salvaged building components, and other measures to minimize harm to the affected resources will be investigated. There are also off-site mitigation measures which may be developed as part of a mitigation agreement document such as a Memorandum of Agreement (MOA).

If you have any questions, please contact Ms. Mahilet Amare, Project Manager, at (213) 629-8610, or by email at mahilet.amare@dot.gov, or Ms. Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,

RAYMOND S TELLIS

Ray Tellis
Region Administrator

Attachments: Historical Resources Report (HRR)



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

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calshpo.ohp@parks.ca.gov

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June 10, 2021

In reply refer to: FTA_2020_0408_001

Mr. Raymond Tellis, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Riverside-Downtown Station Improvements
Project, Riverside County, California.

Dear Mr. Tellis:

On March 25, 2021, the Office of Historic Preservation (OHP) received a letter from the Federal Transit Administration (FTA), in coordination with the Riverside County Transportation Commission (RCTC) and the Southern California Regional Rail Authority (Metrolink), continuing consultation with the State Historic Preservation Officer (SHPO) on the above referenced undertaking to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended), and its implementing regulations at 36 CFR Part 800. There was also a follow up email on June 7, 2021 clarifying some details involving the letter.

Previous Consultation: The FTA submitted an Area of Potential Effects (APE) Methodology Memorandum on April 7, 2020 that was approved on June 4, 2020. A refined project description was submitted to the SHPO on January 5, 2021. The SHPO responded on March 17, 2021 with no questions and comments.

Identification of Historic Properties: Per 36 CFR Part 800.4(a)(2), and to satisfy the regulatory requirements associated with Section 106 of the NHPA, the FTA submitted a Historic Resources Report (HRR) that provides the results of the Archaeological Survey Report (ASR), the built-environment, and the historic resources survey (NRHP-eligible, as well as, CRHR-eligible properties).

Architectural Survey

As part of its identification and evaluation of historic properties that FTA has determined that the following properties are eligible for the National Register of Historic Places:

- Food Machinery Corporation (FMC) Complex Plant 1, 3087 12th Street
- FMC Complex Plant 2, 3080 12th Street
- Worker's Houses, 4110, 4120, 4130, 4140 Howard Avenue

Archaeological Survey

FTA's efforts to identify historic properties (archaeological) within the APE included a record search, consultation with Native American tribes, organizations and individuals, and an archaeological pedestrian survey of the APE. FTA did not receive information from consulting Native Americans regarding historic properties of religious and cultural tribal significance within the APE.

While these efforts failed to identify surficial historic properties within the APE, FTA states that given the historic-era land use history of the APE there is a potential for encountering historic-era archaeological resources during ground disturbing activities. Prior land use within the APE is associated with 19th- and 20th-century industrial, commercial, and residential development, agricultural activities, irrigation systems, and transportation (railway) installation. FTA indicates that much of the APE has been cleared/graded for these previous activities, although subsurface archaeological deposits associated with this prior land use may exist. As such, FTA recommends that grading, trenching, and other ground disturbing activities be monitored by a qualified archaeologist and a Native American tribal cultural monitor.

Following review of the documentation provided, the following comments are given:

1. Pursuant to 36 CFR 800.4(b)(1), the SHPO provides the following comments on FTA's efforts to identifying historic properties within the APE:
 - a. Please clarify the historic significance of the above listed properties, specifically with regards to the NRHP criteria. The current discussion combines local, California and NRHP criteria in such a way that it is unclear under which historic context the properties have been found eligible for the NRHP. Having a clear understanding of the historical significance of the individual properties will better help to inform what effects the project will have on said properties.
2. Please note that construction monitoring is not a substitute for identifying potential historic properties within an APE as part of the Section 106 process. An analysis of the potential for encountering subsurface historic-era archaeological deposits associated with this prior land use during construction activities within the vertical APE should be conducted as part of FTA's identification efforts to demonstrate how the undertaking will not result in adverse effects to as of yet identified historic-era archaeological resources. Overall, the analysis should consider the extent of vertical ground disturbance as well as previous subsurface disturbances to help predict the likelihood of encountering intact subsurface historic-era deposits. A description of the methods used to verify areas of previous ground disturbing activities (as-builts) and subsurface sensitivity (Sanborn maps) within the APE should also be discussed.

Mr. Tellis

June 10, 2021

Page 3 of 3

: FTA_2020_0408_001

If you have any questions, please contact Natalie Lindquist at Natalie.Lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', with a long horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer



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

REGION IX
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July 19, 2021

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Ms. Natalie Lindquist, Historian

Re: Section 106 Consultation for the Riverside-
Downtown Station Improvements Project
(FTA_2020_048_001)

Dear Ms. Polanco,

The Riverside County Transportation Commission (RCTC) and Metrolink propose to improve the Riverside-Downtown Station Mile Post (MP) 9.9 to MP 10.2 on the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision located just east of the State Route (SR) 91 and a short distance from the SR 60 in the City and County of Riverside, California. The Riverside-Downtown Station Improvements Project (Project) would result in improvement of the existing Riverside-Downtown Station (RDS), including a new station platform, pedestrian overcrossing, additional parking, and traffic circulation improvements. The station is located at 4066 Vine Street, Riverside, California, 92507.

On April 7, 2020, the FTA submitted an Area of Potential Effects (APE) Methodology Memorandum and it was approved on June 4, 2020. A refined project description was submitted to the State Historic Preservation Office (SHPO) on January 5, 2021. The SHPO responded on March 17, 2021 with no questions and comments. On March 25, 2021, the FTA submitted the Historic Resources Report (HRR). This continuing consultation is the response to the June 10, 2021 SHPO comments on the HRR.

SHPO Comment 1

“Please clarify the historic significance of the above listed properties, specifically with regards to the National Register of Historic Places (NRHP) criteria. The current discussion combines local, California and NRHP criteria in such a way that it is unclear under which historic context the properties have been found eligible for the NRHP. Having a clear understanding of the historical significance of the individual properties will better help to inform what effects the project will have on said properties.”

Response to SHPO Comment 1

The revisions made to the HRR address the SHPO's request for clarification regarding the NRHP significance of the Food Machinery Corporation (FMC) Complex Plant 1 and 2, as well as the worker houses on 4110, 4120, 4130, and 4140 Howard Avenue which appear to meet NRHP criteria of significance.

HRR Revisions to Address Comment 1:

- *Section 4.5 – Historic Setting and Context: Riverside and Citrus Industry*
Two new context statements were inserted into Chapter 4. The following sections were added to Section 4.5 to further develop the historic setting and context of Riverside and the citrus industry with an expanded discussion on packing houses and Shotgun houses as associated property types. The new sections can be found starting on page 4-17.
 - *Section 4.5.2 – Packing Houses in Riverside*
The architectural historian(s) under Howard, Needles, Tammen & Bergendoff (HNTB) who met the U.S. Secretary of the Interior's Professional Qualification Standards under History and Architectural History researched historic context for the Packing House property type during the historic period, contextualized the property type within the greater Riverside area, and noted extant examples of this type within that context.
 - *Section 4.5.3 – Shotgun Houses in Southern California*
The Shotgun House was added as a property type. HNTB conducted research to examine the characteristics of the property type, regionally. A recent survey of Shotgun Houses in greater Los Angeles served as the basis for this context.
- *Section 4.6 - NRHP and CRHR Eligible and Listed Historic Properties in the APE*
The combined California Register of Historic Resources (CRHR) and NRHP criteria have been separated according to the two sets of criteria (CRHR first, followed by the NRHP criteria) with the integrity discussion following the NRHP significance criteria. None of the eligibility recommendations have changed. The clarifications were also made in the DPR forms which can be found in Appendix C.
- *Section 4.6.1 – FMC Complex Eligibility and Integrity Discussion*
The context associated with the related criteria can be found in Section 4.5 as discussed above. For FMC Plants 1 and 2, the eligibility and integrity discussions were separated for clarity. The eligibility and integrity discussion for NRHP can be found at the end of the section on pages 4-29 to 4-34. As discussed above, the discussion was separated to more specifically indicate significance (or lack of) under each of the relevant CRHR and NRHP criteria. The NRHP discussion for Plant 2 begins on page 4-33.
- *Appendix C – FMC Complex DPR Forms Revisions*
The DPR forms for the FMC Plants 1 and 2 were revised to reflect the changes made in the HRR:
 - The Building/Structure/Object (BSO) page was updated to include a summary of eligibility under relevant significance criteria for the CRHR, followed by NRHP significance criteria.

- Continuation sheets for Section B.10 were added, reflecting changes made to the HRR (as discussed above). A historic context, drawn from Sections 4.5.1 and 4.5.2, is followed by an overview of the CRHR and NRHP eligibility and relevant significance criteria. A detailed discussion of each of the CRHR and NRHP significance criteria is followed by a discussion of the integrity of Plants 1 and 2.
- *Section 4.6.4 – 4110, 4120, 4130 and 4140 Howard Avenue*
The eligibility and integrity discussion for each of the four dwellings can be found at the end of Section 4.6.4 on pages 4-41 to 4-43. As discussed previously, each of the CRHR and NRHP criteria were separated and enlarged to more specifically indicate significance (or lack of) under each of the relevant CRHR and NRHP criteria. Following the NRHP criteria is a discussion on integrity.
- *Appendix C – Howard Avenue Worker Housing DPR Forms Revisions*
The Building/Structure/Object (BSO) page for each of the four dwellings was updated to include a summary of eligibility under relevant significance criteria for the CRHR, followed by eligibility under NRHP significance criteria. Continuation sheets for Section B.10 were added, reflecting changes made to the HRR (as discussed above). A historic context, drawn from Sections 4.5.1, and 4.5.3 of the HRR was inserted in the continuation sheets and it is followed by an overview of the CRHR and NRHP eligibility and relevant significance criteria. The detailed discussion of each of the CRHR and NRHP significance criteria is followed by a discussion of the integrity of the dwellings.

SHPO Comment 2

“Please note that construction monitoring is not a substitute for identifying potential historic properties within an APE as part of the Section 106 process. An analysis of the potential for encountering subsurface historic-era archaeological deposits associated with this prior land use during construction activities within the vertical APE should be conducted as part of FTA’s identification efforts to demonstrate how the undertaking will not result in adverse effects to as of yet identified historic-era archaeological resources. Overall, the analysis should consider the extent of vertical ground disturbance as well as previous subsurface disturbances to help predict the likelihood of encountering intact subsurface historic-era deposits. A description of the methods used to verify areas of previous ground disturbing activities (as-builts) and subsurface sensitivity (Sanborn maps) within the APE should also be discussed.”

Response to SHPO Comment 2

A review of Sanborn maps, historic aerial photographs, and geotechnical information has been conducted and this information was added to the Archaeological Survey Report (ASR) in Section 2.2 Historic Archival Research. Although the APE has been subject to past disturbances and the geotechnical report shows that fill soils are present to depths of up to 10 feet in some areas, the geotechnical boring conducted within the western half of the APE documents young alluvium is present within the APE in between 9th and 12th Streets. North of 10th Street, alluvial soils are only present in the upper five feet below ground surface. However, areas south of 10th Street contained deeper deposits of alluvial soils, extending down to 15 feet near 12th Street. There is a potential for subsurface cultural material in these alluvial soils, and the past land use is discussed by parcel in Chapter 5 of the revised ASR report.

While depths of the two buried archaeological resources identified within the APE were not noted in the site records, two nearby archaeological sites (P-33-013917 and P-33-013941) encountered cultural material in the upper two feet of soil. As a precautionary measure, RCTC will require both a professional archaeologist and a tribal monitor to observe all below-grade earth-disturbing operations. Monitoring of subsurface ground-disturbance will be guided by an Inadvertent Discovery Plan.

Additional Consultation

The RCTC and the FTA have continued consultation with the Native American and Tribal groups, as well as, interested parties. Updated project information was provided to both the Soboba Band of Luiseno Indians and the Agua Caliente Band of Cahuilla Indians (ACBCI) on February 25, 2021, as the Project description was refined. Both Tribes had previously requested continuing coordination, as needed, in the Summer of 2020; therefore an invitation was provided to reopen consultation with RCTC and the FTA, if desired.

Additionally, in May of 2021, the RCTC project team provided a presentation to the Old Riverside Foundation (ORF) in a virtual format. The presentation summarized an overview of the project, historic resources within the APE, the development of avoidance alternatives and consideration of adaptive reuse. A joint letter responding to the questions and concerns of the ORF Board was also mailed on June 21, 2021, by the RCTC and the FTA.

Under 36 CFR § 800.4(b)(1), the State Historic Preservation Office (SHPO) concurrence is requested by the FTA for the “reasonable and good faith effort” to identify historic properties.

If you have any questions, please contact Ms. Mahilet Amare, Project Manager, at (213) 629-8610 or mahilet.amare@dot.gov, as well as, Ms. Candice Hughes, Environmental Protection Specialist, at (213) 629-8613 or candice.hughes@dot.gov.

Sincerely,



Ray Tellis
Federal Transit Administration
Region Administrator

Attachments:

- Historical Resources Report (HRR)
 - ASR
 - Revised DPR Forms



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000

FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov

www.ohp.parks.ca.gov

September 16, 2021

In reply refer to: FTA_2020_0408_001

Mr. Raymond Tellis, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Riverside-Downtown Station Improvements
Project, Riverside County, California.

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) revised letter of September 1, 2021, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800.

Previous Consultation: The FTA submitted an Area of Potential Effects (APE) Methodology Memorandum on April 7, 2020 that was approved on June 4, 2020. A refined project description was submitted to the SHPO on January 5, 2021. The SHPO responded on March 17, 2021 with no questions and comments. On March 25, 2021, the FTA submitted a Historic Resources Report. The SHPO responded on June 10, 2021, requesting additional information.

Identification of Historic Properties: Per 36 CFR Part 800.4(a)(2), and to satisfy the regulatory requirements associated with Section 106 of the NHPA, the FTA submitted a Historic Resources Report (HRR) that provides the results of the Archaeological Survey Report (ASR), the built-environment, and the historic resources survey (NRHP-eligible, as well as, CRHR-eligible properties).

Pursuant to 36 CFR 800.4(b)(1), the FTA has determined that the following properties are eligible for the National Register of Historic Places (NRHP) for the following reasons:

- Food Machinery Corporation (FMC) Complex Plant 1, 3087 12th Street – Plant 1 is eligible under Criterion A at a state level of significance for its association with FMC and the far-reaching impacts of the machinery that was developed in the drafting room of Plant 1 and building in both Plant 1 and Plant 2 of the Complex. Under Criteria B the building is eligible for the work of Fred Stebler, George Parker and Hale Paxton who were industry leaders in food machinery. Plant 1 and 2 are also associated with FMC engineer James M. Hait, who

designed the Water Buffalo, an amphibious fighting vehicle that made a documented, significant impact in the Pacific during World War II. He later became chairman of the FMC Corporation. Under Criterion D the property is eligible because, at the southeast corner of the property, Sanborn maps dated 1908 and 1945 reveal the presence of "Japanese Shanties" (1908), which later became "Mexican Shanties" (1945). An early racially segregated swimming pool is likely buried at the southwest intersection of 12th Street and Howard Avenue beneath blacktop paving. The pool was originally part of Lincoln Park before Howard Avenue was connected between 12th and 13th streets.

- FMC Complex Plant 2, 3080 12th Street – Plant 2 is eligible under Criterion A for its association with the building of the Water Buffalo amphibious fighting vehicle. It was engineered by FMC and made documented, significant impacts in the Pacific Arena during World War II. It was also used during the Korean War. After the Korean conflict, Plant 2 manufactured food machinery. Under Criterion B the building is eligible for its association with FMC engineer James M. Hait, who designed the Water Buffalo. Under Criterion D the property is eligible because, at the southeast corner of the property, Sanborn maps dated 1908 and 1945 reveal the presence of "Japanese Shanties" (1908), which later became "Mexican Shanties" (1945). An early racially segregated swimming pool is likely buried at the southwest intersection of 12th Street and Howard Avenue beneath blacktop paving. The pool was originally part of Lincoln Park before Howard Avenue was connected between 12th and 13th streets.

- Worker's Houses, 4110, 4120, 4130, 4140 Howard Avenue – These houses are eligible under Criterion C as a multi-component resource. The Worker's Houses are a good example of Shot Gun Houses as outlined in *SurveyLA's Citywide Historic Context Statement: The Shotgun House, 1898-1929*.

Based on review of the submitted documentation, I have the following comments:

- I concur that FMC Complex Plant Buildings 1 and 2 are eligible for the NRHP under Criteria A and B for the reasons stated above. I do not have enough information currently to comment on the eligibility of these two properties under Criterion D. I recommend that further discussions occur regarding the eligibility of these two sites under D as we move forward with the effect finding.
- I concur that the Worker's Houses are eligible for the NRHP.

If you have any questions, please contact Natalie Lindquist at Natalie.Lindquist@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

Section 106 Consultation Interested Parties

From: kimjj61@aol.com
To: [Leslie Schwab](#)
Subject: Re: Section 106 Letter of consultation to Interested Parties
Date: Tuesday, January 12, 2021 3:31:25 PM
Attachments: [image001.png](#)

Three RHS board members, including myself, reviewed this item and determined we have no concern with this project with regards to historic structures and the like.

Thank you for including us on the comment list.

Kim Jarrell Johnson

-----Original Message-----

From: Leslie Schwab <lschwab@HNTB.com>
To: kimjj61@aol.com <kimjj61@aol.com>
Cc: Elisabeth Suh <elsuh@HNTB.com>; David Lewis <dlewis@rctc.org>
Sent: Mon, Jan 11, 2021 3:50 pm
Subject: Section 106 Letter of consultation to Interested Parties

Dear Kim,

Please find attached a letter inviting you and your organization to participate in the public involvement process for the Riverside Downtown Station Improvements Project.

Regards,

Leslie Schwab, Architectural Historian

Environmental Department
Tel (425) 456-8670
Ext. 68670

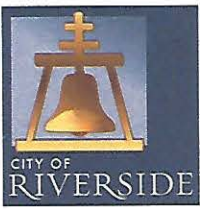
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RIVERSIDE METROPOLITAN MUSEUM

City of Arts & Innovation

25 January 2021

David Lewis, Capital Projects Manager
Riverside County Transportation Commission
P. O. Box 12008
Riverside, CA 92502-2208

Dear Mr. Lewis:

We are in receipt of your "Letter of Consultation to Interested Parties" dated 8 January 2021, regarding the proposed changes to the Metrolink Riverside-Downtown Station.

We have consulted Dr. Vince Moses, formerly on the Museum staff and longtime historian of the Riverside area. The result is that we draw attention to the following locales of historic significance—which may or may not be within your project area—and potential CEQA issues:

Lincoln Park – This is the historic "separate but equal" park built by the City during the era of Jim Crow laws with the assistance of Frank Miller of the Mission Inn and Mayor S. C. Evans, Jr., to assuage the African American community for not allowing black and brown children and adult people of color to use the Fairmount Park Plunge during the week, when only white people were allowed entry. The north end of the current limited version of the Park is abutted by 12th Street & Howard, illustrated below:

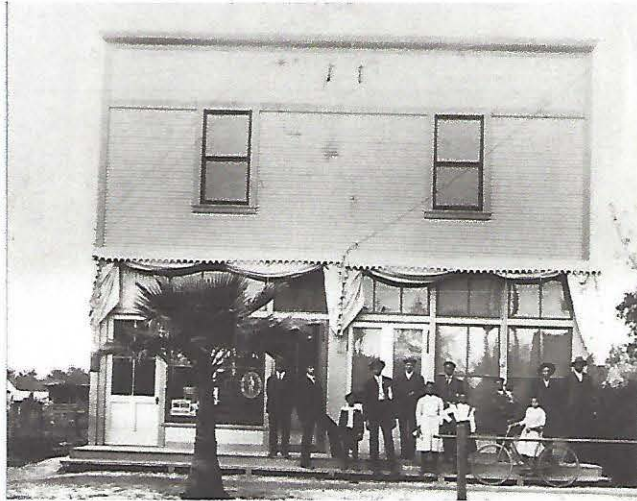


The former **Stokes and Wiley Grocery Store and Mercantile building**, which also housed the Orange Valley Lodge #13, Colored Masons and the associated Eastern Star. Both the black Masons and the Eastern Star used the second floor as headquarters, along with Latino groups,



as a community center for the Eastside. The rather non-descript two-story building is currently covered with a stucco finish but is undoubtedly eligible for City Landmark status and possibly the National Register due to its history and its association with notable African American figures. The Masonic building is about a block east of Howard on the north side of 12th Street past a one-story red stucco building. It is possible that there are historic archeological resources in the empty lots surround the Masonic Lodge.

We recommend strongly that the RCTC project employ a historic site archeologist to assess the sites prior to approval of any grading on the empty lots around the Lodge and any demolished houses.



On the lot just to the west of the Lodge, **an African American butcher shop had once been attached to the mercantile building.** It is possible that mitigation archaeology may be required in connection with the lots, if the project reaches this far.

The original building of the **African American Park Avenue Baptist Church** sits at Park Avenue and 12th Street, just east of the Masonic Lodge.



The church was designed by noted Riverside architect G. Stanley Wilson.

The small cottages sitting on the northwest corner of 12th and Howard are remnants of historic housing stock on the Eastside and are at least a century old or older. Under CEQA, any proposal to demolish them should trigger a minimum HABS record with narrative history and photo-documentation as a condition of approval.

Although it is our reading of the documentation you sent that the project does not extend this far, we note that the **historic Korean settlement, Pachappa Camp**, was located immediately around 10th and Howard.

Please be in touch if you believe we may be of further assistance.

Cordially,



Robyn G. Peterson, Ph.D.
Museum Director
Museum of Riverside (formerly the Riverside Metropolitan Museum)
951-826-5792
rpeterson@riversideca.gov

/rgp

From: [John Dichtl](#)
To: [Lilly Acuna](#)
Cc: [David Lewis](#); [Elisabeth Suh](#); [Leslie Schwab](#)
Subject: RE: Section 106 Letter of Consultation to Interested Parties
Date: Wednesday, January 27, 2021 8:50:07 AM
Attachments: [image001.png](#)

Thank you for the invitation, however, AASLH does not participate in local preservation or improvement projects.

Best,

John R. Dichtl, PhD (he, him, his)
President & CEO
American Association for State and Local History
615-320-3203 | aaslh.org

From: Lilly Acuna <lacuna@HNTB.com>
Sent: Wednesday, January 27, 2021 10:47 AM
To: John Dichtl <Dichtl@aaslh.org>
Cc: David Lewis <dlewis@rctc.org>; Elisabeth Suh <elsuh@HNTB.com>; Leslie Schwab <lschwab@HNTB.com>
Subject: Section 106 Letter of Consultation to Interested Parties

Dear Mr. Dichtl,

Attached please find a letter inviting the American Association for State and Local History to participate in the public involvement process for the Riverside Downtown Station Improvements Project. We are following up with an email to ensure receipt of the invitation letter.

Thank you,

Lilly

Lilly Acuña
Environmental Planner
Tel (213) 337-2125 Email lacuna@hntb.com

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601 W. 5th Street, 9th Floor | Los Angeles, CA 90071 | hntb.com

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February 17, 2021

Via E-mail

David Lewis, Capital Projects Manager
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Re: Response to Section 106 Letter of Consultation to Interested Parties
Riverside Downtown Station Improvement Project

Dear Mr. Lewis:

Old Riverside Foundation (ORF) is in receipt of the letter from Riverside County Transportation Commission letter dated January 8, 2021 (received via e-mail on January 27, 2021, therefore the 30-day window starts on that date) regarding the above-referenced project. The letter asked for information regarding historic resources within the project area. Old Riverside Foundation would like to bring to your attention the historic building located on the north side of 12th Street between Howard Avenue and the existing railroad tracks.

The historic building in question, planned for demolition as part of the Build Alternative Options, is one of the Food Machinery Corporation (FMC) buildings that have been a major part of Riverside's history. The FMC Corporation produced many pieces of equipment that fueled Riverside's citrus industry. During World War II, the FMC Corporation built an amphibious tank nicknamed the "Water Buffalo" that was an integral part of Pacific Theater invasions that methodically led to victory for the allies. FMC continued its important role in America's arsenal as the primary contractor for the Bradley Fighting Vehicle.

Attached is a copy of ORF's June 2020 newsletter that has more information about FMC and the Water Buffaloes. There is also an article on a successful rehabilitation of an historic building in Redlands that could serve as a model for restoring and integrating the FMC building into this project. Finally there is an item describing what is at stake with the proposed plans for expansion.

Another building of interest within the Limits of Disturbance shown in Figure 9 is number 17 at 3084 10th Street. The original permit for this building was labeled a "Compressor Building" for the Southern California Gas Company. A permit issued in 1940 described the construction of a "Gas Holder" consisting of a large round vessel of steel construction. A note on the permit says that it was the second one of its kind built in the USA.

Within the buffer zone are the homes on Howard Avenue built in the 1920s through the 1940s that are part of the community fabric. Outside of the buffer zone at 2931 Twelfth Street is the historic Orange Valley Masonic Lodge #13, an African-American Masonic Lodge. Sadly there are no permit records for the original building in the City's online database, but alterations were constructed in 1951, which appear to be the current configuration. An oral history of sorts can



be found at <https://midnightbreakfast.com/orange-valley-lodge-13>. Old Riverside Foundation recommends that they be reached for comment.

Given the rich history that is within the project zone and its vicinity, it is beyond ORF's comprehension why a significant building such as the FMC Building, is being considered for demolition for a surface parking lot without any attempt to analyze alternatives that could preserve and integrate it into the design. Typically transportation projects offer more than a simple choice of build or no build. It is frankly appalling and insulting that these are the only choices before us. Old Riverside Foundation respectfully suggests that RCTC go back to the drawing board and come up with some alternatives that would preserve and integrate the FMC building into the proposed expansion, and lessen the impact on the surrounding area. This is a great opportunity to incorporate Riverside's history as part of Riverside's future. Don't waste it.

Sincerely,

Michael J. Gentile
President
Old Riverside Foundation

Attachment: Old Riverside Foundation June 2020 Newsletter

Copy to: Mayor Patricia Lock-Dawson
Ward 2 Councilmember Andy Melendrez
Ward 1 Councilmember Erin Edwards

From: RCMAHS
To: [Lilly Acuna](#); [Kenneth Sotelo](#)
Subject: Historical Site
Date: Thursday, February 25, 2021 7:51:39 AM

Good Morning Lilly,

RCMAHS would like to inform The Riverside County Transportation Commission that the organization does not have any historic sites to identify as to your project.

*Kenneth Sotelo-CEO
Linda Salinas Thompson-Founder
Riverside County Mexican American Historical Society
February 25,2021*



Riverside-Downtown STATION IMPROVEMENTS

March 9, 2021

Mr. Michael Gentile, President
Old Riverside Foundation
P.O. Box 601
Riverside, CA 92502

**SUBJECT: Riverside-Downtown Station Improvements Project: Old Riverside Foundation
Response to RCTC Invitation to Participate in Section 106 Process**

Dear Mr. Gentile:

Thank you for communicating your interest in the Riverside-Downtown Station Improvement Project (Project) and for discussing your concerns with the Riverside County Transportation Commission (RCTC) regarding the historic resources located in and around the Project area. Our Project team is in the early coordination phases of the Section 106 consultation process, which requires us to send notices early in the process before work is completed to identify and evaluate historic resources. Even as this early coordination has been carried out, we have begun this evaluation. So far, RCTC has identified the Food Machinery Corporation (FMC) complex as not only locally significant as a City of Riverside-listed Landmark due to its contributions to the advancement of the citrus industry in California, but also nationally significant due to the FMC's role in World War II and the Korean War. The complex, which comprises the two larger structures (Plants 1 and 2), also includes the smaller, ancillary structures just north of Plant 1 and facing 10th Street (3080 10th Street). Given its significance, the FMC complex is considered eligible for the National Register of Historic Places (NRHP) and the California State Register of Historical Resources (pending review and concurrence from the California State Historic Preservation Officer (SHPO)).

RCTC is in the process of analyzing the effects that the proposed station improvements would have on historic resources as part of the environmental planning processes (both CEQA and NEPA) for the project. While coordination with the Federal Transit Administration (FTA) and the California SHPO is ongoing, RCTC is exploring preliminarily avoidance alternatives that would avoid or minimize impacts to the FMC complex structures, specifically Plant 1. A total of seven avoidance alternatives that would avoid adversely affecting the FMC complex are being analyzed. In addition, the project team is evaluating two alternatives that would allow for adaptive reuse of Plant 1 that would incorporate the structure into the overall station improvement project. A full adaptive reuse and a partial reuse of the structure are also being considered. The seven avoidance alternatives and two adaptive reuse scenarios are being evaluated based on the

Mr. Michael Gentile, President
March 9, 2021
Page 2

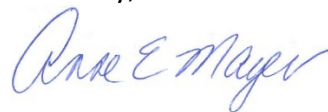
Section 106 Criteria of Adverse Effect. They are also being evaluated against core performance criteria, which are based on the Project's purpose and need and Project objectives.

RCTC will continue to keep the Old Riverside Foundation apprised of the Project team's efforts related to the cultural resource investigations. The results of the cultural resources identification effort and the preliminary findings will be made available to ORF and all Interested Parties for review and comment once the FTA and the California SHPO have reviewed and approved the release of the draft documents. As Interested Parties, the ORF will have the opportunity to review and comment on the draft Historic Resources Report and preliminary effect findings. There will also be several opportunities for the ORF to participate formally or informally throughout the Project development process to assist RCTC and FTA in developing measures to minimize harm to or to mitigate the effects to historic properties caused by the project. We look forward to working together throughout this process.

Please feel free to contact RCTC if you have additional questions about the project. Written comments may be sent or emailed to:

David Lewis, Capital Projects Manager
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208
Phone No. (951) 787-7970
dlewis@rctc.org

Sincerely,



Anne Mayer
Executive Director

cc: Mayor Patricia Lock-Dawson, City of Riverside
Ward 1 Councilmember Erin Edwards, City of Riverside
Ward 2 Councilmember Andy Melendrez, City of Riverside
Supervisor - 2nd District Karen Spiegel, Board of Supervisors



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Name
(Project File)

Address: Organization
Address 1
Address 2

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code* – PRC Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

The project study area, or Area of Potential Effects (APE), is based on the project description, as described herein, and it is established early in project planning to delineate areas where project impacts could occur to archaeological and historic sites. The project description and associated figures and tables included in this letter describe the project's components, which have the potential to impact historic and/or archaeological resources, should they exist in the APE.

Also included in this letter is a description of the APE, based on the project description. Figures 9 and 10 illustrate the defined areas where ground disturbance and impacts caused by construction noise, vibration, and visual intrusions (both temporary and permanent) could occur.

We would like your input as we identify historic, archaeological, and culturally significant resources in the APE. If you or your organization would like to stay apprised of the survey and the project as it develops, please respond in writing.

PROJECT DESCRIPTION

The Riverside County Transportation Commission (RCTC) and Metrolink propose to improve the Riverside-Downtown Station (RDS), located at Milepost 9.9 to 10.2 on the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision, located just east of State Route (SR) 91 and a short distance from the SR 60 in the city and county of Riverside, California (see Figure 1).

The proposed improvements to the existing station include constructing an additional passenger

loading platform, extending the existing pedestrian overcrossing, and adding an elevator and associated tracks, which would allow for two trains to service the station off the BNSF Railway mainline. The proposed track would be required to connect and integrate into the existing station layover tracks on the east side to improve train meet times without impacting BNSF Railway operations. The Project would also provide additional parking and improved vehicular traffic circulation on the east side of the station.

Project Objectives

The purpose of the proposed Project is to expand the capacity of the station; improve operations and efficiency; connectivity; and the passenger experience at the RDS. The basic project objectives supporting the purpose of the Project are as follows:

- Expand platform capacity to meet passenger train storage needs
- Allow for train meets off the BNSF Railway mainline and minimize impacts to BNSF Railway operations
- Improve transit connectivity and accessibility while minimizing impacts on improvement projects near the station that are already designed or in construction
- Facilitate more efficient passenger flow and reduce dwell times
- Enhance safety and access for station users
- Accommodate projected future demand

ALTERNATIVES CONSIDERED

No Project Alternative

The No Project Alternative would not meet the project objectives or improve operations to accommodate the 91/Perris Valley (91/PV) and Inland Empire Orange County (IEOC) Lines. Train capacity and storage would be limited to the existing platforms.

Build Alternative

RCTC and Metrolink propose improvements to the following elements of the station (see Figure 2 and Table 1).



Figure 1. Regional and Project Location Map

Table 1. Proposed Project Elements

Element	Description
Station Platform and Track Improvements	Add new center platform (Platform 3) Add new tracks (Station Tracks 5 and 6) Modification of railroad signal system
Pedestrian Overpass Access Improvements	Extend pedestrian access to new Platform 3 Emergency egress would be provided at three locations
Traffic Circulation Options, Parking and Streetscape Improvements	Traffic Circulation Options and Howard Avenue Extension Relocate ADA parking Add sidewalks and trees Add up to 560 additional parking spaces

1. Station Platform and Tracks

The proposed improvements include building an additional passenger loading platform and tracks on the east side of the existing station to improve Metrolink service and extending the existing pedestrian overpass to access the new (proposed) platform. The proposed track would also connect into the existing station layover tracks on the north end of the station, provide additional parking, and improve traffic flow on the east side of the station.

2. Pedestrian Overpass Access

As part of the Build Alternative, there are two pedestrian overpass design options to extend the existing pedestrian overpass. Both options extend an existing pedestrian overpass, connecting the two parking lots (one existing and one proposed) with the existing and new train platforms.

3. Traffic Circulation Options and Howard Avenue Extension

The Build Alternative also includes a study of six traffic circulation and parking options to accommodate the 560 parking spaces (parking lots) for the station and address circulation of pedestrians and vehicles to the station. The (optional) traffic circulation improvements are focused on the east side of the station.

Several of the traffic circulation options studied an extension of Howard Avenue from 10th Street to 9th Street (Options 2A, 2B, 3A, and 3B). These options would require acquisition of parcels directly to the east of the existing overflow parking lot. Table 4 details each of the proposed options (1A through 3B).

Parking and Streetscape Improvements

All six of the traffic circulation and parking options studied (1A through 3B) would include the following streetscape components:

1. Adding sidewalks and street trees along the perimeter of the new and existing parking lots, in the planter strips next to the roadway on 12th Street, Howard Avenue, and 10th and 9th Streets.
2. Adding up to 560 parking spaces (proposed surface parking lot) with access to the east side of the station via at-grade pedestrian crossings. ADA parking would be adjacent to Platform 3 on the east side of the station.

Figure 2 illustrates each of the project elements previously described.

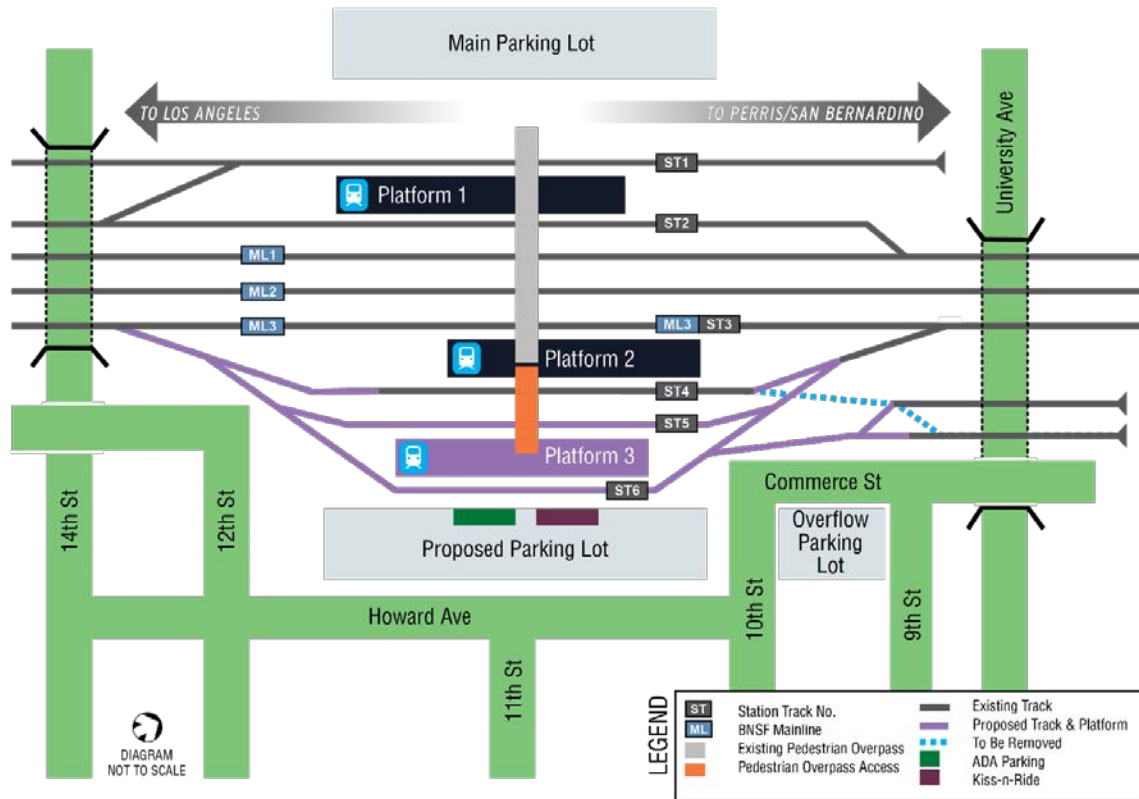


Figure 2. Project Elements

Build Alternative Options

The Build Alternative also includes a study of six traffic circulation improvement options to accommodate the 560 parking spaces (parking lots) for the station and address circulation of pedestrians and vehicles to the station. Table 2, Build Alternative Options provides an overview of how circulation to the station could be accommodated. Figures 3 through 8 illustrate traffic circulation and parking option configurations and show the impacts associated with each option.

Table 2. Build Alternative Options

Build + Design Option	Description
<i>Pedestrian Overpass Access Improvements</i>	
Pedestrian Overpass Access Design Option 1	Extend pedestrian overpass access to the new Platform 3 and to the new surface parking lot.
<i>Traffic Circulation and Parking Improvement Options</i>	
Traffic Circulation and Parking Option 1A	New surface parking lot east of station Requires acquisition and demolition of existing structures and other ancillary structures and residential parcels on the corner of 12 th Street and Howard Avenue to facilitate construction of the proposed improvements.
Traffic Circulation and Parking Option 1B	Same as Traffic Circulation and Parking Option 1A but avoids impacts to residential parcels on the corner of 12 th Street and Howard Avenue.

Table 2. Build Alternative Options

Build + Design Option	Description
Traffic Circulation and Parking Option 2A	<p>New surface parking lot east of station combined with existing overflow parking lot with the extension of Howard Avenue through to 9th Street.</p> <p>Requires acquisition and demolition of existing structures and other ancillary structures and residential parcels on the corner of 12th Street and Howard Avenue. This option requires acquisition of additional parcels north of Howard Avenue and 10th Street, extending north one block to intersect with 9th Street.</p>
Traffic Circulation and Parking Option 2B	Same as Traffic Circulation and Parking Option 2A, but avoids impacts to residential parcels on the corner of 12 th Street and Howard Avenue.
Traffic Circulation and Parking Option 3A	Same as Traffic Circulation and Parking Option 1A and 2A but avoids impacts to additional parcels east of the existing overflow parking lot by routing Howard Avenue around the parcels.
Traffic Circulation and Parking Option 3B	Same as Traffic Circulation and Parking Option 1B and 2B but avoids impacts to additional parcels east of the existing overflow parking lot.

Traffic Circulation and Parking Option 1A – Add a new surface parking lot and maintain separation from the existing overflow parking lot on the east side of the station. Acquisition and demolition of residential parcels on the corner of 12th Street and Howard Avenue would be required (see Figure 3, Build Alternative with Traffic Circulation and Parking Option 1A).

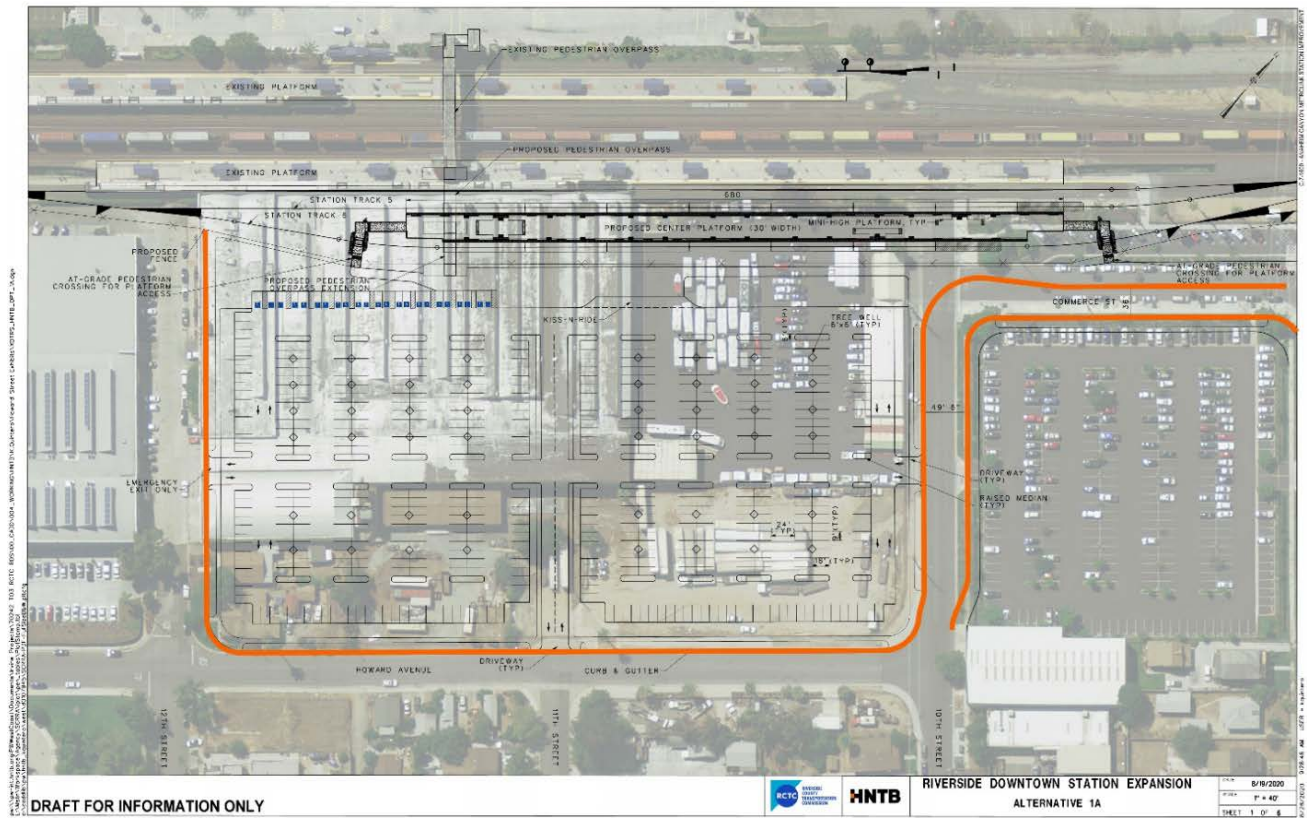


Figure 3. Build Alternative with Traffic Circulation and Parking Option 1A

Traffic Circulation and Parking Option 1B – Add a proposed surface parking lot and maintain separation from the existing overflow parking lot on the east side of the station and avoid impacts to residential parcels at the corner of 12th Street and Howard Avenue (see Figure 4, Build Alternative with Traffic Circulation and Parking Option1B).

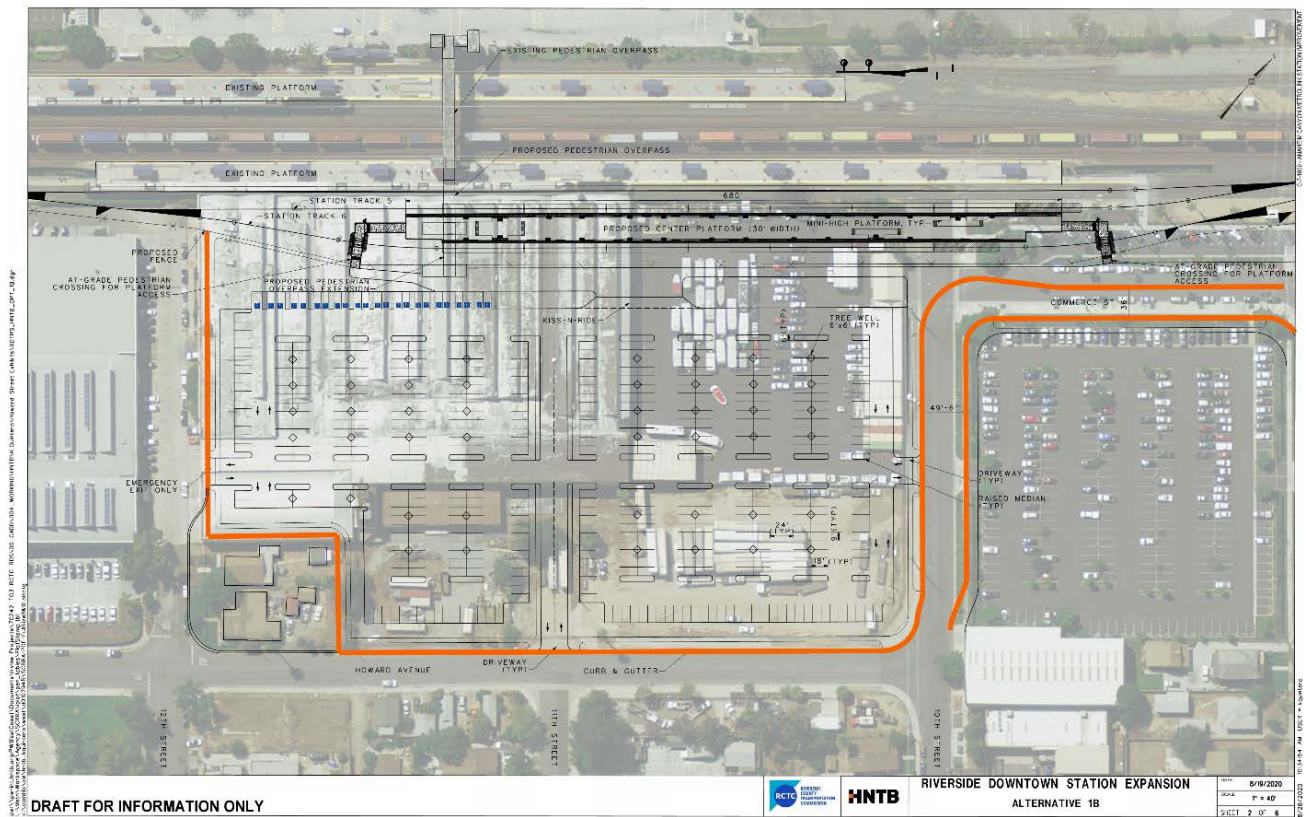


Figure 4. Build Alternative with Traffic Circulation and Parking Option 1B

Traffic Circulation and Parking Options 2A and 2B – Proposes a new surface parking lot directly east of the station combined with the existing overflow parking lot (see Figure 5, Build Alternative with Traffic Circulation and Parking Option 2A and Figure 6, Build Alternative with Traffic Circulation and Parking Option 2B).

Traffic Circulation and Parking Option 2A – Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station, which would require acquisition and demolition of residential parcels on the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street and would require additional acquisition of parcels directly east of the existing overflow parking lot, as well as partial street vacations for 10th Street and Commerce Street (see Figure 5, Build Alternative with Traffic Circulation and Parking Option 2A).

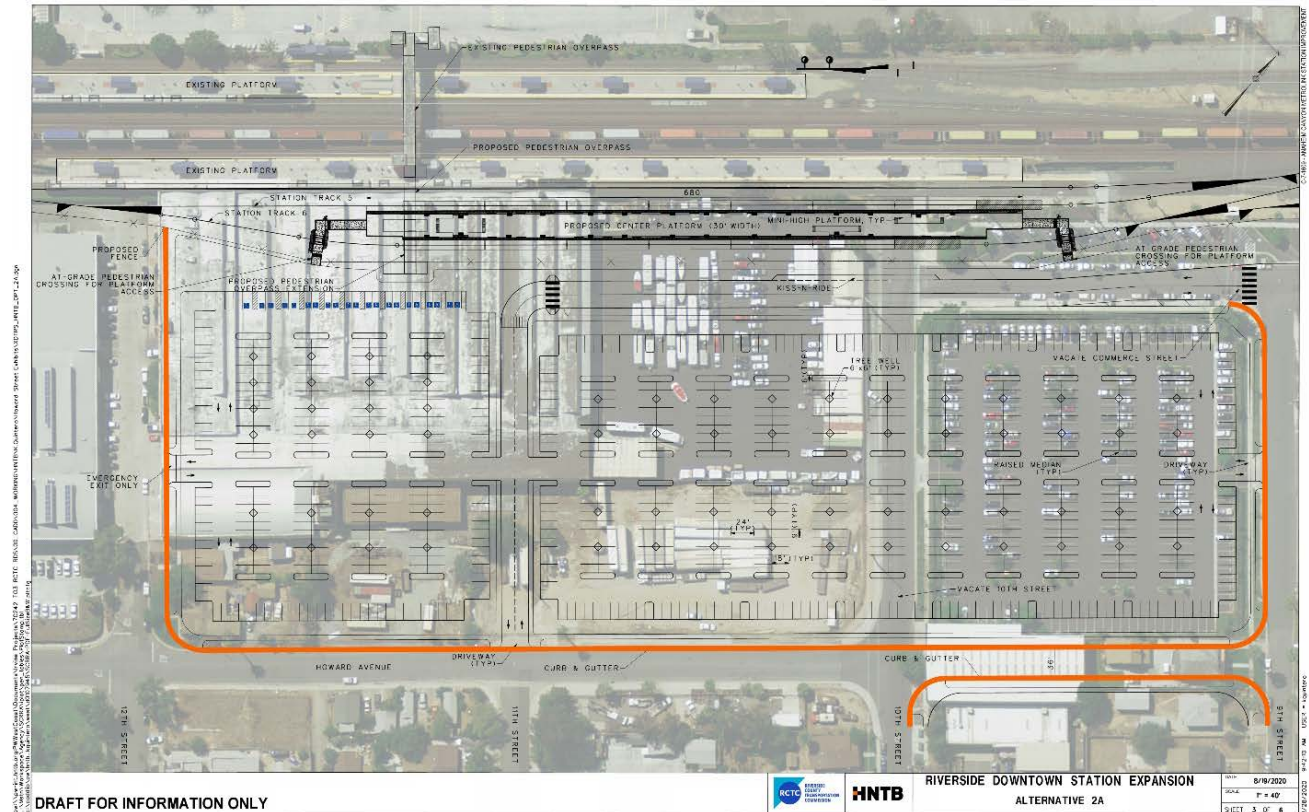


Figure 5. Build Alternative with Traffic Circulation and Parking Option 2A

Traffic Circulation and Parking Option 2B – Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station and avoid impacts to residential parcels at the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street and would require additional acquisition of parcels directly east of the existing overflow parking lot, as well as partial street vacations for 10th Street and Commerce Street (see Figure 6, Build Alternative with Traffic Circulation and Parking Option 2B).

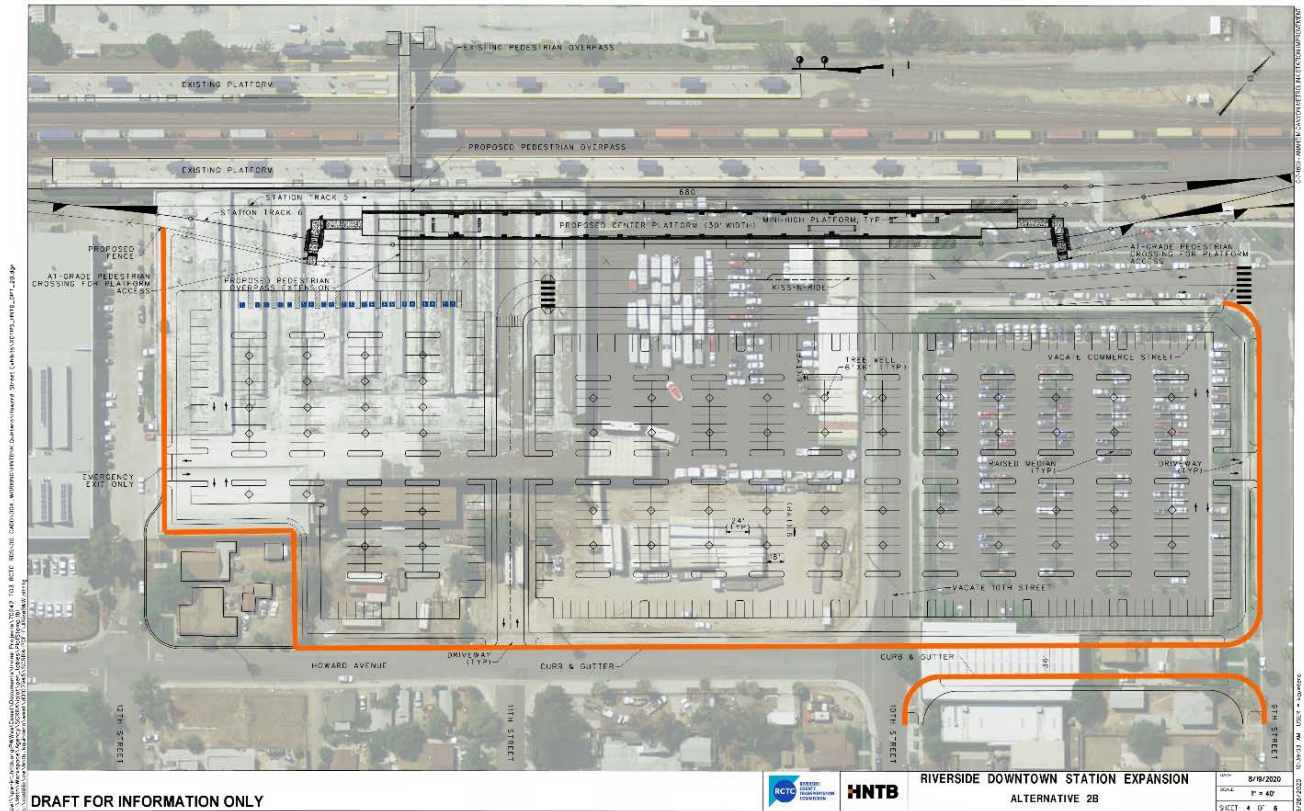


Figure 6. Build Alternative with Traffic Circulation and Parking Option 2B

Traffic Circulation and Parking Options 3A and 3B – Proposes a new surface parking lot directly east of the station combined with the existing overflow parking lot and extension of Howard Street through to 9th Street (see Figure 7, Build Alternative with Traffic Circulation and Parking Option 3A and Figure 8, Build Alternative with Traffic Circulation and Traffic Circulation and Parking Option 3B).

Traffic Circulation and Parking Option 3A – Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station, which would require demolition of residential parcels on the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street, as well as partial street vacations for 10th Street and Commerce Street while avoiding additional acquisition of parcels directly east of the existing overflow parking lot (see Figure 7, Build Alternative with Traffic Circulation and Parking Option 3A).

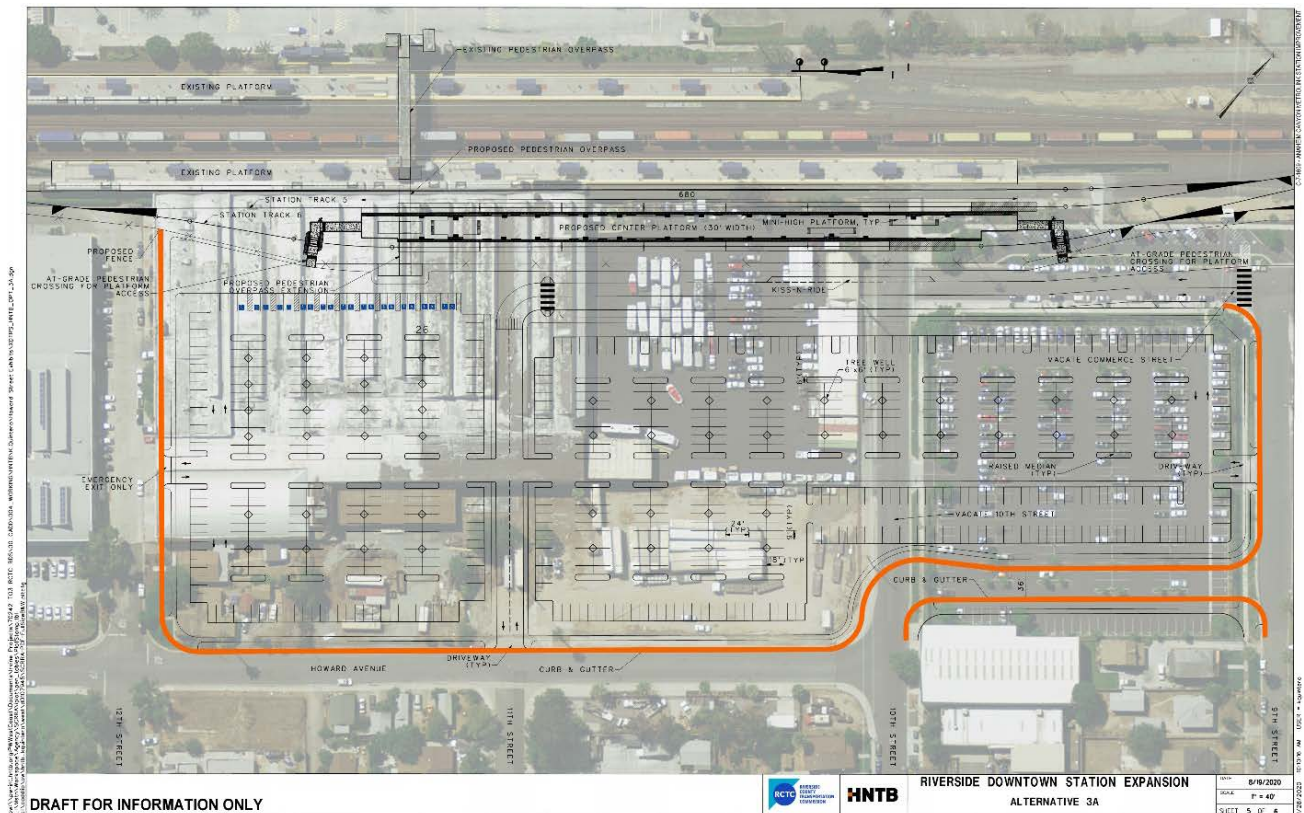


Figure 7. Build Alternative with Traffic Circulation and Parking Option 3A

Traffic Circulation and Parking Option 3B – Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station and avoid impacts to residential parcels at the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street, as well as partial street vacations for 10th Street and Commerce Street while avoiding additional acquisition of parcels directly east of the existing overflow parking lot (see Figure 8, Build Alternative with Traffic Circulation and Parking Option 3B).

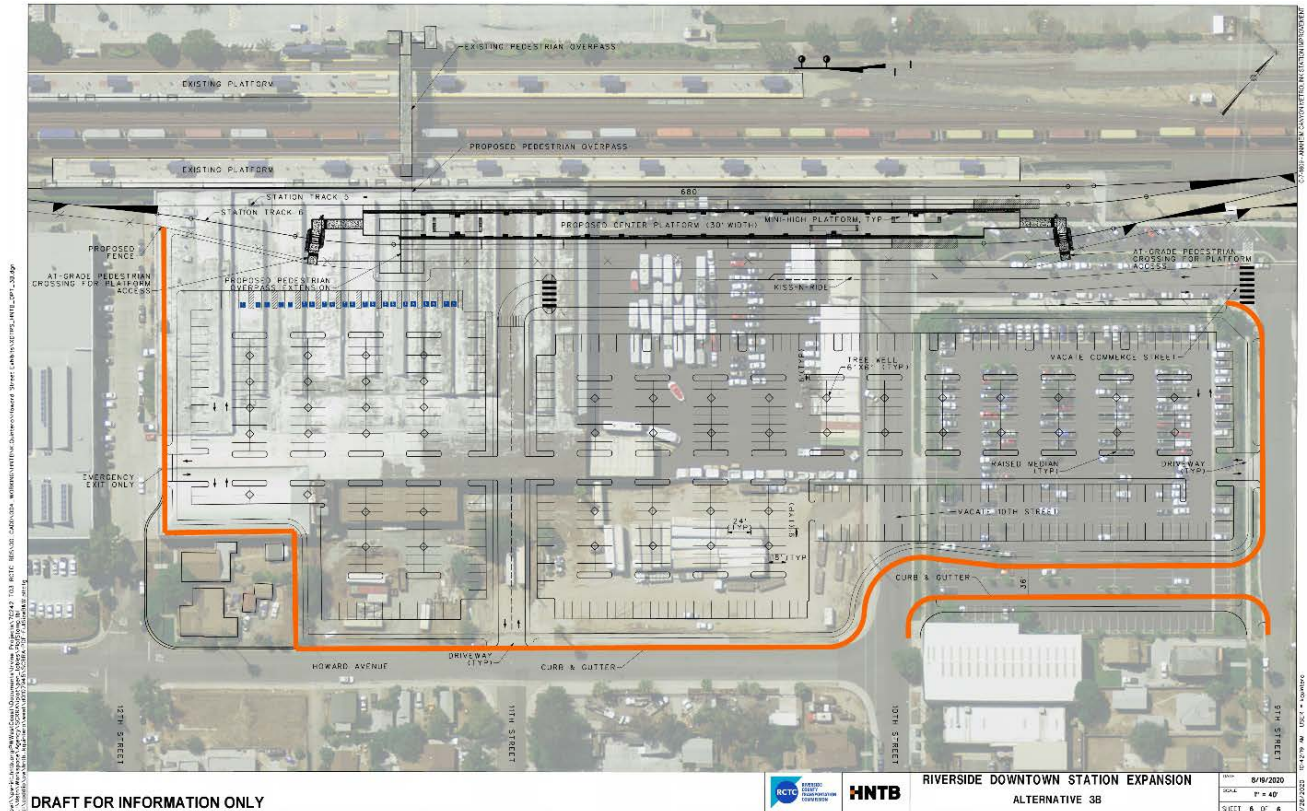


Figure 8. Build Alternative with Traffic Circulation and Parking Option 3B

AREA OF POTENTIAL EFFECTS

The Federal Transit Administration (FTA), RCTC, and Metrolink initiated consultation with the California State Historic Preservation Office for this project on April 7, 2020, with the establishment of the APE. The APE for the Project encompasses two elements. The first is the Limits of Disturbance (LOD). This is the zone where there may be ground disturbance from project construction. The LOD includes both the horizontal and vertical areas associated with ground disturbing and physical construction activities. The LOD is represented in the yellow-shaded areas in Figure 9.

Surrounding the LOD is a buffer zone (red boundary line) where there may be effects on surrounding parcels from noise, vibration or visual intrusions associated with construction and post-construction project operation. This buffer zone is often referred to as the APE for the historic built environment.



Figure 9. Area of Potential Effects

Figure 10 is a U.S. Geological Survey (USGS) 7.5-minute series topographic map that shows the project area of potential effects and surrounding areas.

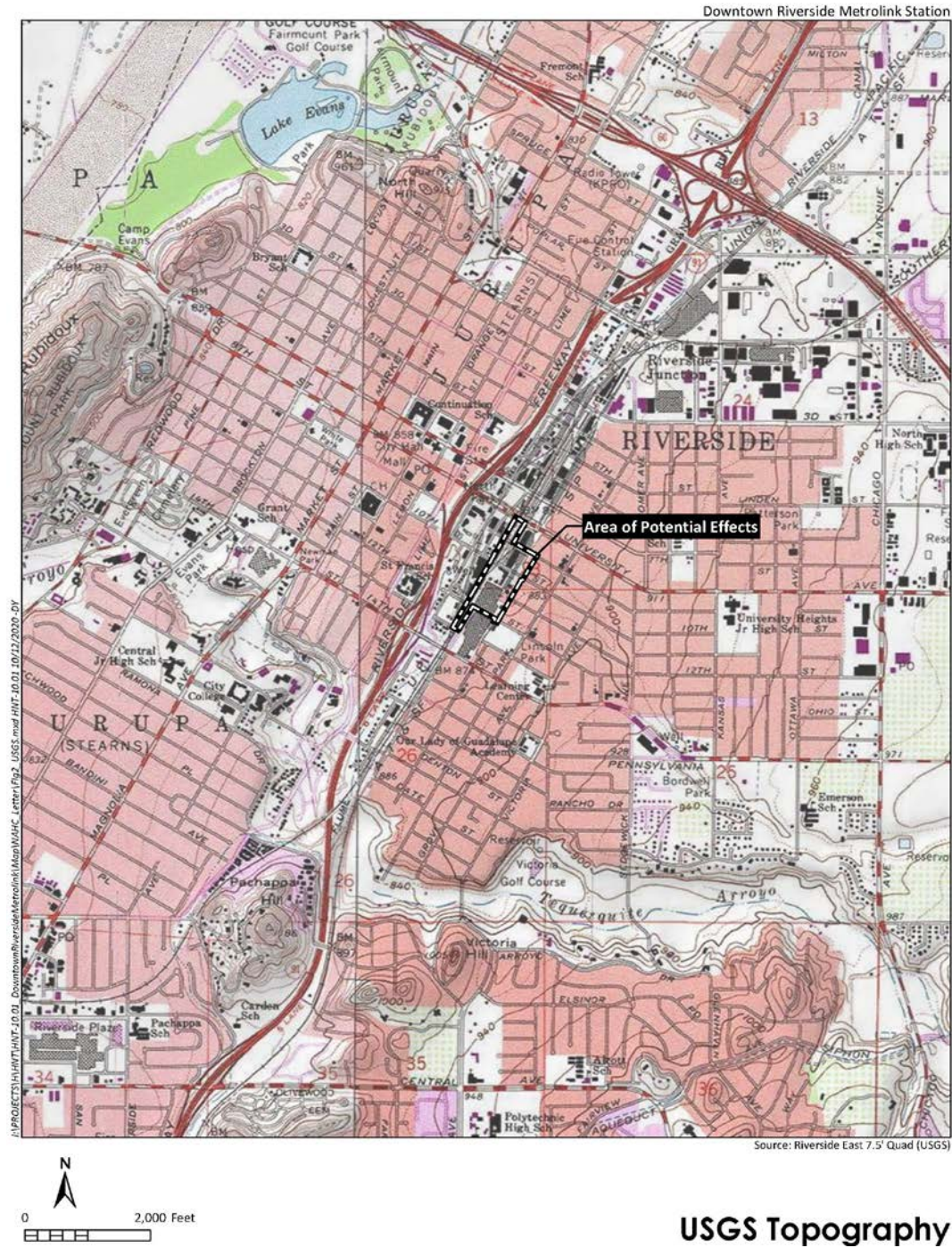


Figure 10. USGS Topographic Map (7.5-Minute Series) Riverside East, California 1967; Photo Revised 1980

PUBLIC INVOLVEMENT

As the project team surveys the APE for cultural resources that could be affected by the Project, the project team would like your help identifying known or potential historic properties in the project area. If you or your organization have any information about historic properties, or have concerns regarding potential impacts to historic resources (including historic sites, prehistoric sites, sacred sites, and/or traditional cultural properties in or near the project area) that would be relevant to the Project, please contact us (in writing) within 30 days of receiving this letter. If you are not the designated representative for such consultation, please let us know the correct contact. Please send comments and concerns to:

David Lewis, Capital Projects Manager
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208
Phone No. 951-787-7970
stationproject@rctc.org

Thank you,

David Lewis, Capital Projects Manager
Riverside County Transportation Commission



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: John Dichtl
President and CEO

Address: American Association for State and Local History
2021 21st Ave S., Suite 320
Nashville, TN 37212

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code – PRC* Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

The project study area, or Area of Potential Effects (APE), is based on the project description, as described herein, and it is established early in project planning to delineate areas where project impacts could occur to archaeological and historic sites. The project description and associated figures and tables included in this letter describe the project's components, which have the potential to impact historic and/or archaeological resources, should they exist in the APE.

Also included in this letter is a description of the APE, based on the project description. Figures 9 and 10 illustrate the defined areas where ground disturbance and impacts caused by construction noise, vibration, and visual intrusions (both temporary and permanent) could occur.

We would like your input as we identify historic, archaeological, and culturally significant resources in the APE. If you or your organization would like to stay apprised of the survey and the project as it develops, please respond in writing.

PROJECT DESCRIPTION

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Enrique Arroyo

Address: California Citrus State Historic Park
9400 Dufferin Ave.
Riverside, CA 92504

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code* – PRC Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Scott Watson
Historic Preservation Assistant Planner

Address: City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code* – PRC Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Meiko Inaba
Newsletter Editor

Address: Japanese American Citizens League, Riverside Chapter
4280 Mount Vernon Avenue
Riverside, CA 92507

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code – PRC* Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Jarod Hoogland
Executive Director

Address: The Mission Inn Foundation
3696 Main Street
Riverside, CA 92501

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code – PRC* Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Robyn G. Peterson, Ph.D
Director

Address: Museum of Riverside
3580 Mission Inn Avenue
Riverside, CA 92501

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code – PRC* Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENTS

Date: January 8, 2021

Attn: Betsy Merritt
Chris Morris

Address: National Trust for Historic Preservation
Email: emerritt@savingplaces.org
Email: cmorris@savingplaces.org

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code* – PRC Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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The proposed improvements to the existing station include constructing an additional passenger loading platform, extending the existing pedestrian overcrossing, and adding an elevator and



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Mike Gentile

Address: Old Riverside Foundation
1510 University Avenue
Riverside, CA 92507

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code* – PRC Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Rose Mayes
Vice President

Address: Riverside African-American Historic Society
P.O. Box 209
Riverside, CA 92502

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code* – PRC Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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Riverside-Downtown STATION IMPROVEMENTS

Date: January 8, 2021

Attn: Kim Jarrell Johnson

Address: Riverside Historical Society
Email: kimjj61@aol.com

Subject: Section 106 Letter of Consultation to Interested Parties

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The proposed improvements to the existing station include constructing an additional passenger loading platform, extending the existing pedestrian overcrossing, and adding an elevator and



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Linda Salinas Thompson

Address: Riverside County Mexican American Historical Society
8418 Colorado Avenue, Apt.132
Riverside, CA 92504

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code* – PRC Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENTS

Date: January 8, 2021

Attn: Interested Parties

Address: Riverside Neighborhood Partnership
Email: 1RNPinfo@gmail.com

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code* – PRC Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

The project study area, or Area of Potential Effects (APE), is based on the project description, as described herein, and it is established early in project planning to delineate areas where project impacts could occur to archaeological and historic sites. The project description and associated figures and tables included in this letter describe the project's components, which have the potential to impact historic and/or archaeological resources, should they exist in the APE.

Also included in this letter is a description of the APE, based on the project description. Figures 9 and 10 illustrate the defined areas where ground disturbance and impacts caused by construction noise, vibration, and visual intrusions (both temporary and permanent) could occur.

We would like your input as we identify historic, archaeological, and culturally significant resources in the APE. If you or your organization would like to stay apprised of the survey and the project as it develops, please respond in writing.

PROJECT DESCRIPTION

The Riverside County Transportation Commission (RCTC) and Metrolink propose to improve the Riverside-Downtown Station (RDS), located at Milepost 9.9 to 10.2 on the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision, located just east of State Route (SR) 91 and a short distance from the SR 60 in the city and county of Riverside, California (see Figure 1).

The proposed improvements to the existing station include constructing an additional passenger loading platform, extending the existing pedestrian overcrossing, and adding an elevator and



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Deryl W. Crossman

Address: Riverside Preservation Group
4158 Fourteenth St.
Riverside, CA 92501

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code* – PRC Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Alicia L. Goehring
Executive Director and CEO

Address: The California Historical Society
678 Mission Street
San Francisco, CA 94105

Subject: Section 106 Letter of Consultation to Interested Parties

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENT¹

Date: January 8, 2021

Attn: Cindy Heitzman
Executive Director and CEO

Address: The California Preservation Foundation
101 Embarcadero, Suite 120
San Francisco, CA 94105

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code – PRC* Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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The proposed improvements to the existing station include constructing an additional passenger



Riverside-Downtown STATION IMPROVEMENTS

Date: June 10, 2021

Attn: Orange Valley Masonic Lodge #13

Address: 2931 12th Street
Riverside, CA 92507

Subject: Section 106 Letter of Consultation to Interested Parties

The Federal Transit Administration (FTA) in coordination with the Riverside County Transportation Commission (RCTC) is conducting consultation under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act (CEQA) for the Riverside-Downtown Station Improvements Project (Project). In accordance with the *Code of Federal Regulations*, Title 36, Section 800.4(a)(3) and the *Public Resources Code* – PRC Section 21000 (et seq.), we are contacting interested parties to help identify historic and cultural properties in the project study area. You have been identified as a potential organization having an interest in or knowledge of resources in the project study area.

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Other

BOARD OF EDUCATION

Mr. Tom Hunt, **President** | Mr. Brent Lee, **Vice President**
Dr. Angelov Farooq **Clerk** | Mrs. Kathy Allavie, **Member**
Mr. Dale Kinnear, **Member** | David C. Hansen, Ed.D., **Superintendent**



May 24, 2021

David Lewis, Capital Projects Manager
Riverside County Transportation Commission
P.O. Box 12008
Riverside, California 92502-2208

Subject: District Comments on Riverside County Transportation Commission and Metrolink Proposed Station Improvements to the Riverside-Downtown Station
[submitted via e-mail: info@rctc.org]

Dear Mr. Lewis:

The Riverside Unified School District (District) has available information pertaining to the Riverside County Transportation Commission (RCTC) and Metrolink proposed station improvements project to the Riverside-Downtown Station. Although the District recognizes the need for an improved passenger loading platform and tracks and improved passenger train service, our responsibility is to monitor the project's potential positive and negative impacts on District Schools. Specifically, the District is proposing to develop the Eastside Neighborhood School at a site that is approximately 100 feet southeast of the Riverside-Downtown Station. The school site is bounded by 12th Street and 13th Street to the northeast, Victoria Avenue to the southeast, 14th Street to the southwest, and Howard Avenue to the northwest. The BNSF/Metrolink right-of-way is approximately 515 feet northwest of the proposed school site. See attached figure for school site location.

The safety and health of our students are top priorities of the District. We must ensure that any potential negative impacts on the safety or health of our students and staff, including student access to the new school, noise impacts from the project construction, and potential diesel particulate matter (DPM) emissions be mitigated if the Metrolink Station project increases traffic along nearby surface streets.

The District is unable to fully review the potential impacts of the RCTC project until completion of the Draft Environmental Impact Report (DEIR). We would greatly appreciate updates on this project, particularly as it serves the Eastside Community.

We look forward to hearing updates on this project. Should you have any questions or need additional information, please contact me at (951) 788-7135, ext. 80413.

Respectfully,

Sergio San Martin
Assistant Superintendent, Operations

Cc: File

Figure - School Location and Transit Projects



--- Project Boundary

0 400
Scale (Feet)



Source: Nearmap, 2021

Department of the Interior



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

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

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

March 30, 2021

Mr. Shawn Alam
Regional Environmental Officer
Office of Environmental Policy and Compliance
Department of the Interior (DOI), Region IX
2800 Cottage Way, Room E-1712
Sacramento, CA 95825

Re: Section 4(f) Consultation for the Riverside-
Downtown Station Improvements Project
for the City and County of Riverside

Dear Mr. Alam,

The Riverside County Transportation Commission (RCTC) and Metrolink propose to improve the Riverside-Downtown Station Mile Post (MP) 9.9 to MP 10.2, on the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision located just east of the State Route (SR) 91 and a short distance from the SR 60 in the City and County of Riverside, California. The Riverside-Downtown Station Improvements Project (Project) would result in improvement of the existing Riverside-Downtown Station (RDS), including a new station platform, pedestrian overcrossing, additional parking, and traffic circulation improvements. The station is located at 4066 Vine Street, Riverside, California, 92507.

Proposed improvements include construction of an additional passenger loading platform, the extension of the existing pedestrian overcrossing and additional elevator and associated tracks which would allow for two trains to service the station off the BNSF mainline. The proposed track would be required to connect and integrate into the existing station layover tracks on the east side to improve train meet times without impacting BNSF operations. The Project would also provide additional parking and improved vehicular traffic circulation on the east side of the station.

The proposed project will receive federal funding through the FTA and would have a “use” of property protected by Section 4(f) as defined in 23 CFR 774.17.

Section 4(f) Analysis

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

- **Direct Use:** A direct use of a Section 4(f) property occurs when property is permanently incorporated into a proposed transportation project. This may occur as a result of partial or full acquisition of a fee simple interest, permanent easement, or temporary easement that exceeds regulatory limits.
- **Temporary Use:** A temporary use of a Section 4(f) property occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservation purposes of the Section 4(f) statute.

- **Constructive Use:** A constructive use of a Section 4(f) property occurs when a transportation project does not incorporate land from the resource, but the proximity of the Project results in impacts so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (23 CFR 774.15).
- **De minimis impact:** The requirements of Section 4(f) are satisfied with respect to a Section 4(f) resource if it is determined by the FTA that a transportation project would have only a “*de minimis* impact” on the Section 4(f) resource. The provision allows avoidance, minimization, mitigation, and enhancement measures to be considered in making the *de minimis* determination. The official(s) with jurisdiction over the resource must be notified of FTA’s determination.
- **Individual Section 4(f) evaluation:** For the approval of a project that requires the use of Section 4(f) property if the use results in a greater than De Minimis impact and a Programmatic Section 4(f) evaluation cannot be applied to the situation (23 CFR 774.3). The individual Section 4(f) evaluation documents the evaluation of the proposed use of Section 4(f) properties in the project area of all alternatives. The individual Section 4(f) evaluation requires two findings:

Based on the mentioned considerations and anticipated effects, an individual Section 4(f) evaluation has been performed to conclude that there are no feasible and prudent avoidance alternative(s) to the use of land from the FMC Plant 1 (APE Map Nos. 17, 18, 21, and 28), and the Build Alternative causes the least overall harm, given the statute’s preservation purpose. However, the proposed action shall include all possible planning to minimize harm resulting from the use of the FMC Plant 1 and Plant 2 (APE Map Nos. 17, 18, 21, 28, and 33). Please see the table Summary of Anticipated Effects to Historic Properties which includes relevant APE Map numbers, property names and addresses, and Assessor Parcel Numbers (Nos.) (APNs).

Summary of Section 4(f) Effects to Historic Properties

APE Map No.	Property Name/Address	APN	Section 106 (Preliminary) Effect Determinations
17 18 21 28	FMC Complex Plant 1 3087 12 th Street	211201004 211201006 211201026 211201039	Adverse Effect
33	FMC Complex Plant 2 3080 12 th Street	211231024	Adverse Effect
30	Worker’s Houses 4110, 4120, 4130, 4140 Howard Avenue	211203004	No Adverse Effect

FMC = Food Machinery Corporation

Avoidance alternatives were developed to avoid or minimize harm (through adaptive reuse) to the FMC Complex’s Plant 1. However, the avoidance alternatives would move the passenger loading platform and new tracks to the opposite side (west side) of the BNSF rail corridor or to the northeast of the proposed project area. All avoidance alternatives fail to meet the stated goals, objectives, and the purpose and need for the proposed station improvements and were eliminated from further consideration. Additionally, two adaptive reuse scenarios were evaluated that would incorporate Plant 1 into the Project’s station design. A full reuse and a partial reuse of the structure were evaluated. Both were eliminated from further consideration due to the associated environmental impacts, prohibitive costs of remediation and structural alterations, and the resulting loss of historic material and design integrity that would compromise the structure’s ability to convey its historic significance. Please see Section 5.3 and Section 5.4, for a detailed discussion on Avoidance Alternatives, Minimization of Harm/Build Alternative Option for Adaptive Reuse.

Section 106 Consultation

The APE Methodology Memorandum for the Riverside-Downtown Station Improvements Project was submitted to the State of Historic Preservation Office on April 7, 2020 and was approved on June 4, 2020. Subsequent design options and the associated changes to the existing project description warranted an update to the APE project description to provide additional detail. Therefore, the original APE defined a direct effects APE (Limits of Disturbance) and an indirect APE for Built-Environment resources. The original project description included the passenger station improvements, including the new station platform, extension of an existing pedestrian overcrossing, and construction of new tracks to service the new platform. The original project description also outlined (proposed) parking and traffic flow improvements in the vicinity of the existing station. Since the submittal of the original APE memorandum, RCTC refined the project description and submitted the revised description to the SHPO on January 5, 2021. The SHPO responded with no questions or comments on March 17, 2021. The SHPO also began review of the Historic Resources Report (HRR) on March 25, 2021.

Additional Consultation

In accordance with 36 CFR Part 800.4(a)(3), the RCTC has contacted local historic groups and other stakeholders that may have an interest in the project and is continuing coordination (HRR, Section 3.5). FTA and RCTC are also continuing consultation with identified Native American and Tribal groups (HRR, Section 3.4). If you are aware of any additional agencies, organizations, or individuals that could be interested in the effects of the proposed project on historic properties, please provide us with the appropriate contact information.

Conclusion

FTA and RCTC shall continue consultation with the State Historic Preservation Officer (SHPO), interested parties, as well as, Native American and Tribal groups to resolve any expected adverse effects through mitigation. Mitigation, such as photographic documentation, deconstruction and reuse of salvaged building components, and other measures to minimize harm to the affected resources will be investigated. There are also off-site mitigation measures which may be developed as part of a mitigation agreement document such as a Memorandum of Agreement (MOA).

If you have any questions, please contact Ms. Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,

RAYMOND S TELLIS

Ray Tellis
Region Administrator

Attachments: Section 4(f) Analysis



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
2800 Cottage Way, Rm E-1712
Sacramento, California, 95825

In Reply Refer To:

21/0122

Filed electronically

May 14, 2021

Candice Hughes
Federal Transit Administration, Region IX
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701
candice.hughes@dot.gov

Dear Ms. Hughes:

As required under Section 4(f) of the Department of Transportation Act, the United States Department of the Interior, through the National Park Service, has reviewed a draft Section 4(f) evaluation for the Riverside-Downtown Station Improvements Project, City and County of Riverside, California project.

The Riverside County Transportation Commission (RCTC) and Federal Transit Administration (FTA) evaluated as Section 4(f) properties FMC Plant 1 [(17) / 211201004 (18) / 211201006 (21) / 211201026 (28) / 211201039], FMC Plant 2 [(33) / 211231024], and Workers Houses at 4110, 4120, 4130, and 4140 Howard Avenue [(30) / 211203009]. In greater Riverside, the Mission Inn and Harada House National Historic Landmarks, designated by the Secretary of the Interior on May 5, 1977 and December 14, 1990 respectively, are located outside of the project area and would not be affected by the project as currently described. As such, the National Park Service concurs that there is no feasible and prudent alternative to the proposed use of Riverside-Downtown Station Improvements Project and has no comments on this project.

For questions or further information regarding the above information, please contact Astrid Liverman, Ph.D. (astrid_liverman@nps.gov). For all other questions, please contact me at janet_whitlock@ios.doi.gov or at (415) 420-0524.

Sincerely,

Janet Whitlock
Regional Environmental Officer

Cc:
Shawn Alam, DOI
Astrid Liverman, NPS
Roxanne Runkel, NPS

Resource Agencies

Santa Ana Regional Water Quality Control Board

May 8, 2019

Hector Casillas, SR/WA
Acting Right of Way Manager
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502
(HCasillas@RCTC.org)

**POTENTIAL FOR ENVIRONMENTAL LIABILITY CONCERNING PROPERTIES
OVERLYING DOWNTOWN RIVERSIDE CONTAMINANT PLUME
(GLOBAL ID# SLT8R0373922)**

Dear Mr. Casillas:

This is in response to the April 17, 2019 e-mail request to Nick Amini of our staff, requesting our general policies and approach for establishing liability for owners of the subject site (the Property), which consists of several improved tracts of land totaling approximately 7.15 acres, in the City of Riverside, Riverside County, California. Its Assessor Parcel Numbers are 211-201-004, 005, 006, 007, 008, 026, 037, 038 and 039. The attached maps depict the location of the parcels (Attachments 1 and 2).

We sent a response similar to this letter in March 2017 for Mad Atom Properties, LLC. It is our understanding that the Property was subsequently acquired by the Riverside County Transportation Commission.

The Property overlies a volatile organic compounds (VOCs) and nitrate groundwater contaminant plume commonly known as the Downtown Riverside/Riverside Plume. In the early 1980s, VOCs were detected in several emergency supply wells owned and operated by the City of Riverside in proximity to the Property. Several investigations, including soil and groundwater studies, were conducted at the Property in the early 1990s by the then-owner, FMC Corporation, in order to determine the probable source of the VOCs found in groundwater in the immediate area. The available technical data obtained from the investigations did not provide sufficient information to consider the FMC Corporation as the primary responsible party for the VOC-impacted wells. No responsible party has been identified, and the Santa Ana Regional Water Board currently has no ability to obtain investigation and cleanup of the groundwater contaminant plume; therefore, the FMC case has been reclassified as "open-inactive" in the State Water Resources Control Board's GeoTracker database.

The Property was used for gas production and distribution by Riverside Manufactured Gas Plant (MGP), Edison Electric Company, Southern California Edison Company and The Gas Company, from 1887 to 1911. From 1911 to 1959, a section of the subject site was used by The Gas Company as a natural gas storage facility. In the 1930s, Riverside Foundry and Machine Works operated a foundry at the south section of the Property. FMC bought the majority of the Property, and handled waste oil and solvents until the early 1980s. During FMC ownership, operations included the manufacturing, assembly, metal plating, and painting of fruit packaging machinery, as well as amphibious landing craft. Since the mid-1980s, portions of the Property were owned and operated by both the Royal and Wolverine Western corporations. The Wolverine Western Corporation was a manufacturer of fruit packaging machinery and associated parts. Royal Corporation operated a citrus packinghouse.

Between July 2010 and February 2011, extensive soil excavation and removal in the former gas plant and gas storage areas at the Property was conducted by The Gas Company's environmental consultant. The excavation depths for the remediation at the Property varied between 2 feet below ground surface (bgs) in shallow impacted areas and 52 feet bgs in the deep total recoverable petroleum hydrocarbons (TRPH) impacted area. The total quantity of soil removed during the remediation was approximately 45,042 tons of non-hazardous TRPH- impacted soils. Approximately 26 tons of non-hazardous lead-impacted soils and 131 tons of non-hazardous tar-impacted soils were disposed of at a class II waste management facility.

Based on the completion of soil excavation and the results of the post-remediation monitoring, Regional Water Board staff believes that, in the event that the Property is redeveloped in the future for residential purposes, some form of vapor mitigation measures (such as a sub-surface vapor barrier system) would be necessary to address chlorinated VOCs in soil gas (i.e. tetrachloroethene and trichloroethene) that are not attributable to MGP, due to potential cancer risks associated with the vapor intrusion pathway. Regional Water Board staff does not believe that additional restrictions with regard to potential exposure via the vapor intrusion pathway would be necessary for either current or future commercial/industrial use of the Property.

According to the City of Riverside Water Operations staff, two of the supply wells owned by the City in the proximity of the former FMC Corporation are used for irrigation supply via discharge to the Riverside Irrigation Canal. These wells have historically been used for irrigation purposes in the past 20 years.

It has been the practice of the Regional Water Board to identify owners and operators of properties who either caused or contributed to the associated contamination as the parties responsible for assessment, monitoring and cleanup of such properties. Although the Regional Water Board has statutory authority to do so, as a matter of general policy, the Regional Water Board does not typically pursue site mitigation enforcement against owners and/or operators of a particular site if:

- They do not exacerbate or contribute to the existing pollution;

- Their operations at the site will not result in health risks to persons on the site;
- They are not responsible for, or affiliated with any party who is identified as responsible for, creating or allowing the existing contamination;
- They cooperate with ongoing cleanup efforts by allowing all necessary site access;
- They take all reasonable steps to prevent unauthorized disposal on the site; and
- There are other viable responsible parties who are willing and able to conduct any necessary remediation.

Additionally, we recommend that subsequent property owners and/or operators avoid the use of any substances of concern at the site in the future, in order to ensure that no questions arise regarding the contribution to, or exacerbation of, the existing condition.

Accordingly, based on the available information related to the Property, the Regional Water Board would generally not order the current or future owners of the Property as parties responsible for remediating the contamination that exists on and under the Property. The Regional Water Board does expect full cooperation by the former, current and any prospective owners of the Property in the form of reasonable site access to conduct any necessary testing, monitoring or cleanup by the parties responsible for the soil and groundwater contamination beneath the Property.

The determination that Riverside County Transportation Agency and its prospective buyers, tenants or subtenants of the Property will not, at this time, be held responsible for the investigation and cleanup of the Property is based on the information and data currently available to the Regional Water Board. In the event that new information is received that supports another conclusion, this determination is subject to change.

If you have any questions, please contact the Chief of our Site Cleanup Program, Nick Amini, at (951) 782-7958 or by e-mail: nick.amini@waterboards.ca.gov.

Sincerely,



Hope A. Smythe
Executive Officer

Attachments: 1. Assessor's Map BK211-PG20
2. Areal Map showing Parcel numbers

cc: Jay Roberts – Ninyo & Moore (jroberts@ninyoandmoore.com)

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.

SEC. 23, 25, 26 T.2S, R.5W.

CITY OF RIVERSIDE

N80-55-59W 505.38

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AVE

AVE

ELEVENTH

STREET

HOWARD

PARK

TWELFTH

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SBE 804-33-5A
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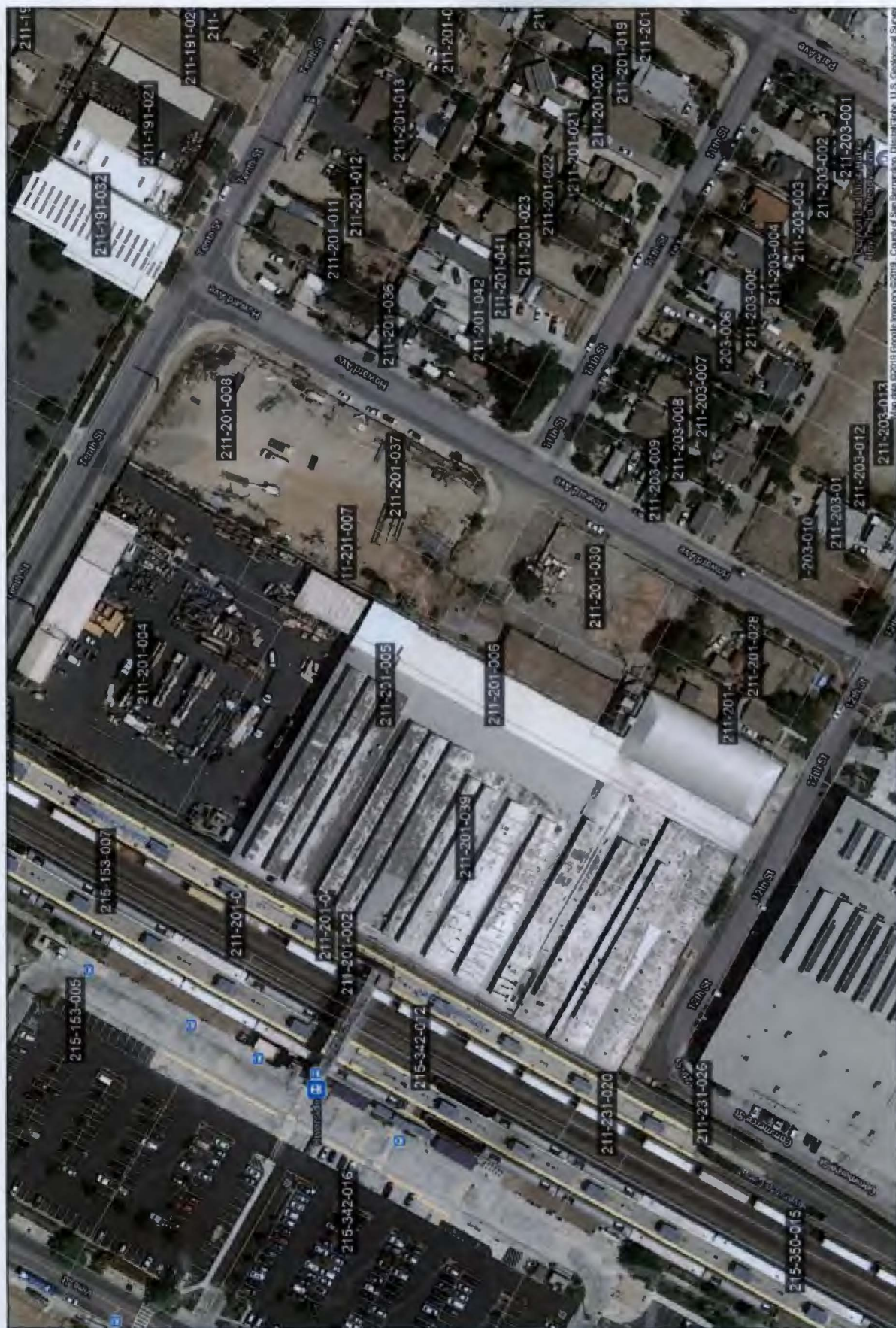
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Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Acting Director
9211 Oakdale Avenue
Chatsworth, California 91311



Gavin Newsom
Governor

June 7, 2019

Mr. Hector Casillas
Riverside County Transportation Commission
4080 Lemon Street, Third Floor
P.O. Box 12008
Riverside, California 92502

TECHNICAL MEMORANDUM WORK PLAN LIMITED PHASE II ENVIRONMENTAL SITE
ASSESSMENT 10 APNS ADJACENT TO THE RIVERSIDE DOWNTOWN METROLINK
STATION, RIVERSIDE, CALIFORNIA

Dear Mr. Casillas:

The Department of Toxic Control Substances has reviewed the revised Technical Memorandum Work Plan Limited Phase II Environmental Site Assessment (Work Plan) dated May 28, 2019, prepared by Ninyo & Moore on behalf of the Riverside County Transportation Commission (RCTC) for the above referenced site (Site). DTSC earlier commented on the Work Plan dated November 2018 and April 2019 in March, April and May 2019. The Work Plan presented the historical operations and the previous Phase I Site Assessment done on the Site. It has also established Phase II Environment Site Assessment Objectives, Site Conceptual Model, Phase II Field Sampling Plan, Procedures and Health & Safety Plan.

Based on the review of the Work Plan, DTSC noted that the comments/concerns are appropriately addressed and hereby approves the Work Plan. Please submit the field work schedule when available. If you have any questions please contact me at (818) 717-6552 or e-mail at chand.sultana@dtsc.ca.gov.

Sincerely,

Chand Sultana, Ph.D.
Project Manager
Site Mitigation and Restoration Program - Chatsworth Office

cc: See next page

Mr. Hector Casillas

June 7, 2019

Page2

cc: John Jay Roberts, PG, CEG (via e-mail)
Principal Geologist
Ninyo & Moore
Geotechnical & Environmental Sciences Consultants
475 Goddard, Suite 200
Irvine, California 92618



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Acting Director
9211 Oakdale Avenue
Chatsworth, California 91311



Gavin Newsom
Governor

May 13, 2020

Hector Casillas
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, California 92501

APPROVAL OF REVISED LIMITED PHASE II ENVIRONMENTAL SITE ASSESSMENT
AND HUMAN HEALTH RISK ASSESSMENT WORK PLAN, 10 APNS ADJACENT TO THE
RIVERSIDE DOWNTOWN METROLINK STATION, RIVERSIDE, CALIFORNIA 92502
(SITE CODE: 401863)

Dear Mr. Casillas:

The Department of Toxic Substances Control (DTSC) reviewed the Revised Limited Phase II Environmental Site Assessment (Report) and Revised Human Health Risk Assessment (HHRA) dated April 30, and May 12, 2020 prepared by Ninyo & Moore on behalf of the Riverside County Transportation Commission (RCTC) for the above referenced site (Site).

The Site is comprised of ten parcels encompassing approximately 7 acres adjacent to the Riverside Downtown Metrolink Station in Riverside, California. RCTC proposes to purchase these properties and develop them into a parking lot as a part of the Riverside Downtown Metrolink Station project. DTSC earlier commented on Reports dated September 23, 2019 in October 2019; December 3, 2019 in December 2019; March 30, 2020 and April 2, 2020 in April 2020.

The Report presented soil and soil vapor sampling procedures, analytical data and recommendations. The objectives of the assessment were to establish the presence of chemicals of potential concern (COPCs) in soil and soil vapor and their potential threat to construction workers, public health, and the environment at the Site.

The assessment was conducted in accordance with the Technical Memorandum Work Plan (Workplan) dated May 28, 2019. DTSC approved the Workplan by a letter dated June 7, 2019.

Hector Casillas
May 13, 2020
Page 2

Based on the review of the revised Report and HHRA, DTSC noted that comments and concerns are adequately addressed and hereby approves the Report and HHRA. Should you have any questions, please contact me at (818) 717-6552.

Sincerely,



Chand Sultana, Ph.D., M.B.A.
Project Manager
Site Mitigation & Restoration Program - Chatsworth Office

cc: John Jay Roberts, PG, CEG (via e-mail)
Principal Geologist
Ninyo & Moore
Geotechnical & Environmental Sciences Consultants
475 Goddard, Suite 200
Irvine, California 92618



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
9211 Oakdale Avenue
Chatsworth, California 91311



Gavin Newsom
Governor

November 06, 2020

Hector Casillas
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, California 92501

APPROVAL OF ADDENDUM AND HUMAN HEALTH RISK ASSESSMENT FOR
ADDENDUM TO LIMITED PHASE II ENVIRONMENTAL SITE ASSESSMENT,
10 APNS ADJACENT TO THE RIVERSIDE DOWNTOWN METROLINK STATION,
RIVERSIDE, CALIFORNIA, FOR THE ADJOINING SOLARMAX PROPERTY,
3080 12TH STREET RIVERSIDE, CALIFORNIA 92502 (SITE CODE: 401863)

Dear Mr. Casillas:

The Department of Toxic Substances Control (DTSC) has reviewed the Addendum (Addendum) dated August 2020 and Human Health Risk Assessment (HHRA) for Addendum dated September 2020 to Limited Phase II Environmental Site Assessment, prepared by Ninyo & Moore on behalf of the Riverside County Transportation Commission (RCTC) for the above referenced site (Site).

The Site is adjacent to the ten parcels adjoining to Riverside Downtown Metrolink Station in Riverside, California. RCTC proposes to purchase these properties and develop them into a parking lot as a part of the Riverside Downtown Metrolink Station project. DTSC earlier commented on Addendum on September 15, 2020 and November 3, 2020.

The Addendum presents the methodology, environmental sampling of subsurface soils and chemical analysis for the portion of the SolarMax Property. The purpose of sampling is to evaluate the concentrations of Title 22 Metals and polycyclic aromatic hydrocarbons (PAHs) in the subsurface soils beneath the Site. HHRA presents risk evaluation to assess whether the metals and PAHs detected in soil could pose a health threat to future construction workers and/or maintenance workers at the Site. Soil analytical data used in the evaluation was collected by Ninyo & Moore as part of the referenced Addendum.

Hector Casillas
November 6, 2020
Page 2

Based on the review of the Addendum and HHRA, DTSC noted that comments and concerns are adequately addressed and hereby approves the Addendum and HHRA. Enclosed please find the memorandum from Riz A. Sarmiento, Ph.D., the Project Toxicologist.

Should you have any questions, please contact me at (818) 717-6552 or e-mail at Chand.sultana@dtsc.ca.gov or Riz A. Sarmiento at (818) 717-6596 or e-mail at loveriza.sarmiento@dtsc.ca.gov.

Sincerely,



Chand Sultana, Ph.D., M.B.A.
Project Manager
Site Mitigation & Restoration Program - Chatsworth Office

Enclosure

cc: John Jay Roberts, PG, CEG (via e-mail)
Principal Geologist
Ninyo & Moore
Geotechnical & Environmental Sciences Consultants
475 Goddard, Suite 200
Irvine, California 92618



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D., Director
9211 Oakdale Avenue
Chatsworth, California 91311



Gavin Newsom
Governor

MEMORANDUM

TO: Chand Sultana, Ph.D.
Project Manager
Site Mitigation and Restoration Program – Chatsworth Office

FROM: Riz A. Sarmiento, Ph.D.
Staff Toxicologist
Human and Ecological Risk Office

DATE: November 3, 2020

SUBJECT: RESPONSES TO COMMENTS AND REVISED ADDENDUM TO THE
LIMITED PHASE II ENVIRONMENTAL SITE ASSESSMENT (ESA),
SOLARMAX PROPERTY, RIVERSIDE, CALIFORNIA

PCA: 12018

Site: 401863 –11

MPC: SSIR

BACKGROUND:

The Human and Ecological Risk Office (HERO) reviewed the responses to HERO's comments that were provided on September 15, 2020, and the above-referenced revised document. The report was prepared by Ninyo & Moore on behalf of the Riverside County Transportation Commission.

COMMENTS AND CONCLUSIONS

The revised document addressed HERO's comments and the revised Addendum to the Limited Phase II ESA is acceptable. The results show that the cumulative cancer risks associated with potential soil exposures of a non-intrusive worker and a construction worker are 2E-07 and 7E-07, respectively. Therefore, the cancer risk estimates show that soil exposures of workers at the site are below the *de minimis* levels of 1E-06.

The cumulative hazard indices due to soil exposures of a non-intrusive worker and a construction worker are 0.017 and 1.6, respectively. The exceedance of the threshold level

Project Manager: Chand Sultana, Ph.D.
Addendum to the Limited Phase II ESA
Riverside, California
September 15, 2020
Page 2 of 2

Solar Max Property
Site: 401863-11
PCA: 12018
MPC: SSIR

of one is due to the arsenic concentration of six milligrams per kilogram (mg/kg), which is the highest detected concentration at the site. Based on the conservative nature of the evaluation, HERO recommends no further action at the SolarMax property.

HERO notes that the recommendations made in this memorandum are site specific and should not be construed as a policy decision applicable to other sites. If you have additional questions, please contact me at (818) 717-6596 or loveriza.sarmiento@dtsc.ca.gov.

HERO Internal Review: Shukla Roy-Semmen, Ph.D.
Senior Toxicologist
Southern California Unit Chief
Human and Ecological Risk Office, Cypress Office



From: Steve Hatt
Sent: Thursday, January 21, 2021 11:16 AM
To: Khoury, Oscar <OKhoury@riversideca.gov>
Subject: Cunningham Well Site Rehabilitation

Good Morning Oscar,

I understand that RCTC's appraisal consultants have scheduled an inspection appointment with RPU for January 27th. They anticipate a February 15th completion date unless something out of the ordinary is encountered. As we have discussed, the Cunningham well site rehabilitation proposal sounds really promising, so I was hoping that your team has had an opportunity to investigate that option further. If you need to discuss, I am reachable by both email and my cellphone. Hopefully, we'll be allowed to return to Riverside in the not-too-distant future and we'll be able to meet again in person.

Stephen M. Hatt, PMP
ROW and Utility Relocations Coordinator

Bechtel-RCTC
(951) 787-7940 (Work)
(951) 205-1292 (Cell)