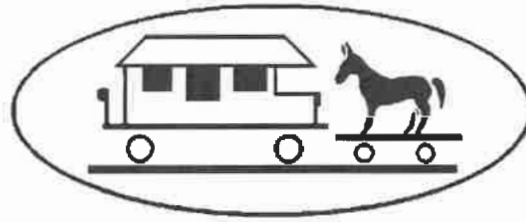


Historic Ontario



The "Model Colony"

**CITY OF ONTARIO HISTORIC PRESERVATION
COMMISSION
HISTORIC PRESERVATION SUBCOMMITTEE**

AGENDA

September 13, 2023

**All documents for public review are on file in the Planning Department located in
City Hall at 303 East "B" Street, Ontario, CA 91764.**

**MEETINGS WILL BE HELD AT 5:30 PM IN COMMUNITY CONFERENCE ROOMS 1 & 2
LOCATED AT 303 East "B" Street**

PUBLIC COMMENTS

Citizens wishing to address the Historic Preservation Subcommittee on any matter that is not on the agenda may do so at this time. Please state your name and address clearly for the record and limit your remarks to five minutes.

Please note that while the Historic Preservation Subcommittee values your comments, the members cannot respond nor take action until such time as the matter may appear on the forthcoming agenda.

AGENDA ITEMS

For each of the items listed below the public will be provided an opportunity to speak. After a staff report is provided, the chairperson will open the public hearing. At that time the applicant will be allowed five (5) minutes to make a presentation on the case. Members of the public will then be allowed five (5) minutes each to speak. The Historic Preservation Subcommittee may ask the speakers questions relative to the case and the testimony provided. The question period will not count against your time limit. After all persons have spoken, the applicant will be allowed three minutes to summarize or rebut any public testimony. The chairperson will then close the public hearing portion of the hearing and deliberate the matter.

CONSENT CALENDAR ITEMS

A. MINUTES APPROVAL

Historic Preservation Subcommittee Minutes of August 09, 2023, approved as written.

Motion to Approve/Deny

PUBLIC HEARING ITEMS

- B. ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NOS. PHP22-002, PHP22-004, PHP22-005, AND PHP22-006:** A public hearing to consider a Certificate of Appropriateness for the demolition of 4, Tier III historic resources located at 204, 220-222, 444 and 616 East Holt Boulevard, to facilitate the construction of the West Valley Connector Bus Rapid Transit (BRT) service. The environmental impacts of this project were previously reviewed in conjunction with the West Valley Connector Corridor Project, for which an Environmental Impact Report (SCH No. 2016031071) was approved by the Board of Directors of the San Bernardino County Transportation Authority on May 12, 2020. This application introduces no new significant environmental impacts, and all previously adopted mitigation measure are a condition of project approval; (APNs: 1049-063-01, 1049-063-03, 1049-063-04, 1049-066-02 and 1049-093-01) **submitted by San Bernardino County Transportation Authority.**

1. CEQA Determination

No action necessary – Use of previous EIR

- 2. File Nos. PHP22-002, PHP22-004, PHP22-005, AND PHP22-006** (Certificate of Appropriateness)

Motion to Approve/Deny

- C. ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO. PHP23-006:** A Certificate of Appropriateness to construct a 577 square foot addition to an existing 872 square foot single family residence (Eligible Historic Resource), located at 541 Lynn Haven Court, within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district. The project is categorially exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15331 (Historical Resource Restoration/Rehabilitation). (APN: 1048-531-20) **submitted by Reliance Development and Construction Inc.**

1. CEQA Determination

No action necessary – Not a project pursuant to CEQA Guidelines Section § 15331

- 2. File No. PHP23-006** (Certificate of Appropriateness)

Motion to Approve/Deny

- D. ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO. PHP23-009:** A Certificate of Appropriateness to construct a 489 square foot addition to an existing 805 square foot single family residence (Eligible Historic Resource), located at 726 East H Street, within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district. The project is categorially exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15331 (Historical Resource Restoration/Rehabilitation). (APN: 1048-202-09) **submitted by Koby Klinghoffer.**

1. CEQA Determination

No action necessary – Not a project pursuant to CEQA Guidelines Section § 15331

- 2. File No. PHP23-009** (Certificate of Appropriateness)

Motion to Approve/Deny

- E. **ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO. PHP22-003**: A public hearing to consider a Certificate of Appropriateness for the demolition of a Tier II designated historic resources (Local Landmark No. 8, Dietz Garage) located at 212-214 East Holt Boulevard, to facilitate the construction of the West Valley Connector Bus Rapid Transit (BRT) service. The environmental impacts of this project were previously reviewed in conjunction with the West Valley Connector Corridor Project, for which an Environmental Impact Report (SCH # 2016031071) was certified by the Board of Directors of the San Bernardino County Transportation Authority on May 12, 2020. This application introduces no new significant environmental impacts, and all previously adopted mitigation measure are a condition of project approval; (APN: 1049-063-02) **submitted by San Bernardino County Transportation Authority. Historic Preservation Commission action is required.**

1. **CEQA Determination**

No action necessary – Use of previous EIR

2. **File No. PHP22-003** (Certificate of Appropriateness)

Motion to recommend Approval/Denial

If you wish to appeal a decision of the **Historic Preservation Subcommittee**, you must do so within ten (10) days of the **Historic Preservation Subcommittee** action. Please contact the **Planning Department** for information regarding the appeal process.

If you challenge any action of the **Historic Preservation Subcommittee** in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the **Historic Preservation Subcommittee** at, or prior to, the public hearing.

The next **Historic Preservation Subcommittee** meets on October 11, 2023.

I, Angie Alvarez Cruz, Office Specialist of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on or before **September 08, 2023**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East “B” Street, Ontario.



Office Specialist

CITY OF ONTARIO HISTORIC PRESERVATION COMMISSION

Historic Preservation Subcommittee Meeting

Minutes

August 9, 2023

REGULAR MEETING: Called to order by Rick Gage, at 5:30pm

BOARD MEMBERS PRESENT

Rick Gage, Chairman
Ken Dean, Planning Commissioner
Nancy DeDiemar, Planning Commissioner

BOARD MEMBERS ABSENT

None

STAFF MEMBERS PRESENT

Diane Ayala, Senior Planner
Alexis Vaughn, Associate Planner
Kimberly Ruddins, Sustainability Program Manager

PUBLIC COMMENTS

No one responded from the public.

MINUTES

- A. **APPROVAL OF MINUTES:** Approval of the minutes for the April 12, 2023 and May 10, 2023, were approved as written.

PUBLIC HEARING ITEMS

- B. ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO. PHP22-015:** A hearing to consider a Certificate of Appropriateness to facilitate the construction of a mixed-use development consisting of 346 apartment units and 5,400 square feet of commercial space on 9.4 acres of land located at the northwest corner of Euclid Avenue and Walnut Avenue, within the Mixed-Use – Neighborhood Hub 8e – Euclid and Walnut (MU-NH 8e) zoning district. An Addendum to The Ontario Plan 2050 Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364), which was certified by the City Council on August 16, 2022, was prepared. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APNs: 1051-271-67, 1051-271-06, and 1051-271-66) **submitted by Legacy/Collier Residential LLC. Planning/Historic Preservation Commission action is required.**

Alexis Vaughn, Associate Planner, presented the staff report for File No. PHP22-015.

Motion to recommend the Historic Preservation/Planning Commission approve **File No. PHP22-015** was approved unanimously by those present (3-0).

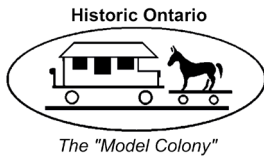
DISCUSSION ITEMS

1. **AAM Site Visit**
2. **Jay Littleton Ballpark Grant**
3. **Euclid Avenue Treatment Management Plan**

Respectfully submitted,



Diane Ayala
Senior Planner



Historic Preservation Subcommittee

September 13, 2023

DECISION NOS.:

FILE NOS: PHP22-002, PHP22-004, PHP22-005 and PHP22-006

DESCRIPTION: A Certificate of Appropriateness for the demolition of 4 Tier III historic resources located at 204, 220-222, 444 and 616 East Holt Boulevard to facilitate the construction of the West Valley Connector Bus Rapid Transit (BRT) service. (APNs: 1049-063-01, 1049-063-03, 1049-063-04, 1049-066-02 and 1049-093-01); **submitted by San Bernardino County Transportation Authority.**

PART I: BACKGROUND & ANALYSIS

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, (herein after referred to as "Applicant") has filed applications for the approval of Certificates of Appropriateness, File Nos. PHP22-002 (204 East Holt Boulevard), PHP22-004 (220-222 East Holt Boulevard), PHP22-005 (444 East Holt Boulevard) and PHP22-006 (616 East Holt Boulevard), as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) Project Setting: The project site is comprised of 5 non-contiguous parcels of land containing 4 historic buildings located on the south side of East Holt Boulevard generally bordered by Lemon Avenue on the west and Malcolm Avenue on the east. The historic buildings, which are currently listed on the Ontario Register of Historic Resources as "Tier III- Eligible," are located at 204 East Holt Boulevard (APN:1049-063-01) 220-222 East Holt Boulevard (APNs: 1049-063-03 and 1049-063-04), 444 East Holt Boulevard (APN: 1049-066-02) and 616 East Holt Boulevard (APN: 1049-093-01), and are depicted in *Exhibit A: Tier III Historic Properties Aerial Photograph*, attached. This segment of Holt Boulevard is developed with a mix of commercial, residential and automotive related uses.

(2) Project Background: The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, is preparing for the construction of a 35-mile-long bus rapid transit (BRT) system referred to as the West Valley Connector Corridor (WVCC) project. The WVCC is the first stage of the San Bernardino County Zeroemission Bus Initiative and second BRT route in San Bernardino County and will receive approximately \$310 Million in federal, state and local funding to construct. The purpose of the BRT is to decrease travel times and improve the existing public transit system within the corridor by linking major destinations along the route such as the Ontario Convention Center, Ontario Mills shopping/entertainment complex, and Victoria Gardens, and connecting the Ontario International Airport (ONT) to the Metrolink San Bernardino Line in Rancho Cucamonga, as well as to the Riverside Line in Pomona.

Upon completion of construction, the WVCC will include up to 60 station platforms at 33 locations/major intersections that will be operated by Omnitrans, a public transit agency that serves the San Bernardino Valley. Two phases of construction are planned for the project, and are depicted in *Exhibit B: WVCC Project Map*.

(a) Phase I: Milliken Alignment, from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga. Phase I is anticipated to start Fall of 2023 and be completed by Spring of 2026. Under Phase I, the WVCC buses will run for 19 miles from the Pomona Transit Center station, along Holt Boulevard, Vineyard Avenue, looping through Terminal Way, Archibald Avenue, Inland Empire Boulevard, looping through Mills Circle, Milliken Avenue, Foothill Boulevard, Day Creek Boulevard and ending at the Victoria Gardens. From Victoria Gardens, the BRT will have a return route from Day Creek Boulevard to Church Street, Rochester Avenue, Foothill Boulevard, and back on the same streets as listed above.

The 3.5-mile BRT dedicated lane segment proposed in the City of Ontario, along Holt Boulevard, includes 2 mixed-flow lanes (cater to buses and regular traffic vehicles) and 1 transit lane (dedicated BRT lane west of Bonita Court) in each direction and 5 center-running platform stations. The 5 center-running platform stations are proposed at the following intersections:

- Holt Boulevard/Mountain Avenue
- Holt Boulevard/San Antonio Avenue
- Holt Boulevard/Lemon Avenue
- Holt Boulevard/Campus Avenue
- Holt Boulevard/Grove Avenue

The center-running platform stations would be located in the center of the street right-of-way on a raised platform with an end-block crossing. Access would be provided by crosswalks at intersections and Americans with Disabilities Act (ADA)-compliant ramps to the station platforms. Center-running platforms would be placed as close to the intersection as possible while still maintaining left-turn pockets, where required. The existing right-of-way in the downtown area, from Lemon Avenue to Vine Avenue, would remain as existing and feature que jump lanes at the traffic signalized intersection of Euclid Avenue and Holt Boulevard. The remainder of the BRT would be a traditional side-running bus stop with headways of 10 minutes in the peak commute period and 15 minutes off-peak. A typical cross section of the 3.5-mile-long dedicated lanes along Holt Boulevard is shown in *Exhibit C: Typical Cross Section of Center-Running Platform Station*.

(b) Phase II: Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. Under Phase II, the buses will run for 16 miles from Ontario International Airport, looping through Terminal Way and head north on Archibald Avenue to Inland Empire Boulevard and turns right to go east on Inland Empire Boulevard. From Inland Empire Boulevard, the alignment turns left to go north up Haven Avenue into Rancho Cucamonga, then turns right to travel east onto Foothill Boulevard and into Fontana.

In order to facilitate the WVCC's dedicated lanes, right-of-way acquisition and temporary construction easements are required for roadway widening and placement of electrical and fiber optic utility lines. SBCTA has been acquiring private property along the corridor in order to accommodate the desired roadway reconfiguration and station construction. In addition, some areas of the project corridor involve relocation or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, local bus stops, and demolition of certain buildings.

In the Spring of 2022, the Applicant submitted 5 Certificate of Appropriateness applications for the demolition of 4 historic buildings with an Eligible status (Tier III historic resources), File Nos. PHP22-002, PHP22-004, PHP22-005 and PHP22-006, and one historic building (Tier II historic

resource) with a local landmark status, File No. PHP22-003. The Historic Preservation Subcommittee is the Approving Authority of Certificates of Appropriateness for the demolition of “Eligible” historic resources and the Advisory (recommending) Authority to the Historic Preservation Commission of Certificates of Appropriateness for the demolition of historic landmarks.

(3) **Project Description:** The Applicant is proposing demolition of 4 local historic buildings that are currently located within WVCC’s new right-of-way alignment. The demolition is required to facilitate the construction of the WVCC as design and approved by SBCTA. The subject historic properties have been determined to be Tier III historic resources, and are included in *Attachment C: Tier Determination*. A summary of each building’s historic significance is provided below.

(a) ***Stanyer & Edmondson Building (204 East Holt Boulevard):*** This single-story brick commercial building was constructed in 1904 (est.). The building is rectangular in plan. It has a front gabled roof behind a stepped parapet. In 1923 an addition was constructed on the front of the building with three bays, a garage on the east, an entry door in the middle, and a large plate glass window on the west. Since then, the garage bay has been replaced with a large plate glass window. In 1946, a 2,000 square foot addition was constructed on the rear of this building. This style is representative of the typical brick commercial building that was common to the city during the turn of the century. The storefront alteration and addition have acquired architectural significance since its construction in 1923 with its large plate glass windows and wall height. The design of the building preserves a sense of the historic character of the commercial core of the city of Ontario.

(b) ***Gartner Building (220-222 East Holt Boulevard):*** This single-story brick commercial building was constructed in 1925 (est.) by Carl Gartner. The building is rectangular in plan and has a stepped parapet. There are three entrance bays along the front façade. Each bay has a recessed single door entry, a band of transom windows, large, fixed storefront windows, and a brick bulkhead. The aluminum storefront windows and doors were likely replacements, wood would have been typically used during the original period of construction. This style is representative of the typical brick commercial building that was common to the city during this period of time. The stepped parapet, recessed doors, bulkhead, brick material, and transom windows are all character defining features. In addition, the building is located along the front property line with no setback distance as many historic downtowns were designed. This building is also part of a commercial city block as it is connected to two other buildings.

(c) ***Torley’s Market (444 East Holt Boulevard):*** This 1935 single-story concrete commercial building is rectangular in plan and is approximately 14,000 square feet. It has an arched shaped composition shingle roof with a series of equipment containers centrally located in a row along the top. The building is treated with stucco. The front façade has four vertical bays distinguished by cement columns that extend just beyond the wall. Each bay has multiple aluminum fixed paned windows. At each end there is a double door entrance. There is a small addition located along the front façade on the east elevation constructed in 1958 (est.). This addition also has an arched pass through.

This site was developed in 1930 by Torley’s Big Store. The original building is described as having a “large tower” with neon and pull-down doors. On New Year’s Eve 1935, the building was so severely damaged by a fire that it had to be completely removed. The rebuilt store was larger in

size but did not have the same “high tower” as the original. Later in 1939, a permit was issued to install glass and a street door. A second store front remodel permit was issued in 1952. The date of the historic photo attached in this Tier Determination may have been a photo of the original Torley’s Big Store.

Torley’s Big Store appears to be Ontario’s first “big box” retail store. There have been several storefront alterations and the equipment along the roof may have been added in 1985. In 1976, Torley’s Big Store closed its doors. Shortly after, the building became home to Patton’s sales office. The significance of the building, in terms of its construction, is the operations and function for which it was constructed and not necessarily its architectural style.

(d) Jiffy Lunch (616-618 East Holt Boulevard): This parcel consists of a one-story commercial building attached to the northwest corner of a two-story wood frame residential building. The residential building was constructed in 1916 in the Craftsman architectural style, is square in plan, has a high-pitched side gabled roof covered in composition shingles and is clad in molded stone block. Character-defining features include a large dormer with a decorative truss, carved exposed rafter tails, triangular braces at the gable ends, wide exposed eaves, hung windows, a recessed main entry and a front porch supported by heavy squared piers and a pair of classical columns. The one-story commercial building was constructed at the northwest corner of the site in 1926, is square in plan and wraps the northwest corner of the residential building. The building has a flat roof, is covered in stucco siding and has two large plate glass windows flanking a single door on the north façade. The commercial building was originally constructed to house Webster H D Electric Fixtures and was converted to a restaurant by 1931. Numerous restaurants occupied the space, most notably Jiffy Lunch occupied the restaurant in the late 1940s through the mid-1960s.

(4) Environmental Assessment: The WVCC project will utilize federal funds administered by the Federal Transit Administration (FTA) and is therefore subject to the requirements of the National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Preservation Act (NHPA) of 1966, in addition to the requirements of the California Environmental Quality Act (CEQA). SBCTA, in cooperation with FTA, prepared a joint Environmental Impact Report and Environmental Assessment to evaluate environmental impacts associated with implementation of the proposed project and address appropriate and feasible mitigation measures and alternatives to the proposed project that would reduce or eliminate potential impacts. To this end, the cities and community members located within the project boundary were invited to participate in the design of the project. The primary purpose of the community outreach is to inform the public of the project, identify historic resources, and to avoid adverse impacts to historic resources, where feasible. While the environmental process encourages preservation of historic resources through avoidance, minimizing or mitigating impacts, it does not guarantee preservation.

City staff provided input on the project by identifying the location of approximately 41 local historic resources listed on the Ontario Register of Historic Resources. The project included a large format historic property survey to determine eligibility to the California and National Registers of Historic Resources for approximately 128 properties within the City. Five historic resources were found to be eligible for listing on the National Register of Historic Places and include the Jacob Lerch House (541 East Holt Boulevard), Grinder Haven sign (724 West Holt Boulevard), the Moorehead House (961 West Holt Boulevard), Vince’s Spaghetti sign (1026 West Holt Boulevard), and Ontario Ice Rink (1225 West Holt Boulevard). The WVCC was unable to avoid adverse impacts

to 5 local historic resources. Staff requested inclusion of city standard mitigation measures for the demolition of the subject properties, consistent with The Ontario Plan (TOP) Supplemental Environmental Impact Report (State Clearinghouse No. 2008101140) by City Council on August 10, 2022. The mitigation measures include full documentation of the historic resources, payment of a mitigation fee, approval of a Certificate of Appropriateness and the salvaging of historic items, and are included in *Attachments A: West Valley Connector Corridor Project Mitigation Monitoring Program Reporting Table and B: Conditions of Approval*.

On May 12, 2020, the Board of Directors of the San Bernardino County Transportation Authority, serving as the Lead Agency for the project, adopted the Final Environmental Impact Report (SCH No. 2016031071) and determined that impacts to traffic and transportation, air quality, and cultural and paleontological resources would be significant and unavoidable. The Board of Directors of the SBCTA found there were several benefits that outweigh the unavoidable adverse impacts of the project. These overriding benefits include economic, legal, social, and technological considerations that outweigh the identified significant effect on the environment.

PART II: RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (“CEQA”) and was reviewed to determine possible environmental impacts; and

WHEREAS, on May 12, 2020, the West Valley Connector Project Environmental Impact Report (State Clearinghouse No. 2016031071) was adopted by the Board of Directors of the San Bernardino County Transportation Authority, determining that demolition of historic resources results in significant and unavoidable impacts that cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible mitigation measures identified in the EIR for which a Statement of Overriding Consideration was documented; and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with the West Valley Connector Project Environmental Impact Report (State Clearinghouse No. 2016031071) and this Application introduces no new significant environmental impacts; and

WHEREAS, on November 12, 2009, the Historic Preservation Subcommittee approved a Tier III Determination (File No. PHP09-017) for a 4,000 square foot, one-story commercial building, a historic resource, located at 204 East Holt Boulevard; and

WHEREAS, on November 12, 2009, the Historic Preservation Subcommittee approved a Tier III Determination (File No. PHP09-018) for a 10,000 square foot, one-story commercial building, a historic resource, located at 220-222 East Holt Boulevard; and

WHEREAS, on November 12, 2009, the Historic Preservation Subcommittee approved a Tier III Determination (File No. PHP09-019) for a 14,000 square foot, one-story concrete commercial building, a historic resource, located at 444 East Holt Boulevard; and

WHEREAS, on November 12, 2009, the Historic Preservation Subcommittee approved a Tier III Determination (File No. PHP09-021) for a residential building with a commercial addition, a historic resource, located at 616-618 East Holt Boulevard; and

WHEREAS, Ontario Development Code Section 4.02.050 requires approval of a replacement structure or development plan by the City of Ontario prior to approval and issuance of a Certificate of Appropriateness for demolition; and

WHEREAS, the San Bernardino County Transportation Authority in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the West Valley Connector Project, a 35-mile-long bus rapid transit project; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee ("HPSC") the responsibility and authority to review and act, or make recommendation to the Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, on September 13, 2023, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

PART III: THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the approving body for the Project, the HPSC has reviewed and considered the information contained in the previously certified West Valley Connector Project Environmental Impact Report (State Clearinghouse No. 2016031071) and supporting documentation, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The previous certified West Valley Connector Project Environmental Impact Report contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(2) The previous certified West Valley Connector Project Environmental Impact Report was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(3) The previous certified West Valley Connector Project Environmental Impact Report reflects the independent judgment of the Board of Directors of the San Bernardino County Transportation Authority; and

(4) All previously adopted mitigation measures, which are applicable to the Project, shall be a condition of Project approval and are incorporated herein by this reference.

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) *The proposed demolition is necessary because all efforts to restore, rehabilitate, and/or relocate the resource have been exhausted.* The proposed widening of Holt Boulevard for the WVCC project would require the removal of the front facades of the existing buildings. While only partial building removal is necessary, full building demolition is proposed as the structural and historical integrity of the existing buildings cannot be retained; and

(2) *The proposed demolition is necessary because restoration/rehabilitation is not practical because the extensive alterations required would render the resource not worthy of preservation.* The proposed removal of the front facades of the existing building would eliminate the main architectural elements of the buildings, as well as compromise the structural integrity of the structure. These extensive alterations would not make restoration or rehabilitation a feasible alternative in terms of cost and restoration of the historic significance of the properties.; and

(3) *The proposed demolition is necessary because failure to demolish the resource would adversely affect or detract from the character of the District.* The historic properties are located within the proposed Downtown Historic District and would be considered Contributor to the district. However, the property locates at 616-618 East Holt Boulevard is outside of the proposed Downtown Historic District boundary in an area that does not have potential to become a historic district. Failure to demolish the contributing properties would result in adverse impacts because the project could not achieve a safe roadway alignment for drivers; and

(4) *The resource proposed to be demolished has been assigned a Tier III designation.* The HPSC determined the commercial buildings were Tier III historic resources, as included in Attachment "C" of this Decision.

SECTION 3: Based upon all related information presented to the HPSC, the HPSC finds that the preparation of a subsequent or supplemental EIR is not required for the Project, as the Project:

(1) Does not constitute substantial changes to the certified EIR that will require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(2) Does not constitute substantial changes with respect to the circumstances under which the certified EIR was prepared, that will require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(3) Does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, that shows any of the following:

(a) The project will have one or more significant effects not discussed in the certified EIR; or

(b) Significant effects previously examined will be substantially more severe than shown in the certified EIR; or

(c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the City declined to adopt such measures; or

(d) Mitigation measures or alternatives considerably different from those analyzed in the certified EIR would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

SECTION 4: Based upon the findings and conclusions set forth in Sections 1 through 3 above, the HPSC hereby approves the Application subject to each and every condition, included as Attachment “B” of this Decision, and incorporated herein by this reference.

SECTION 5: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the Applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 6: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East “B” Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

APPROVED AND ADOPTED this 13th day of September 2023.

Historic Preservation Subcommittee

Exhibit A: Tier III Historic Properties Aerial Photograph



Exhibit B: WVCC Project Map

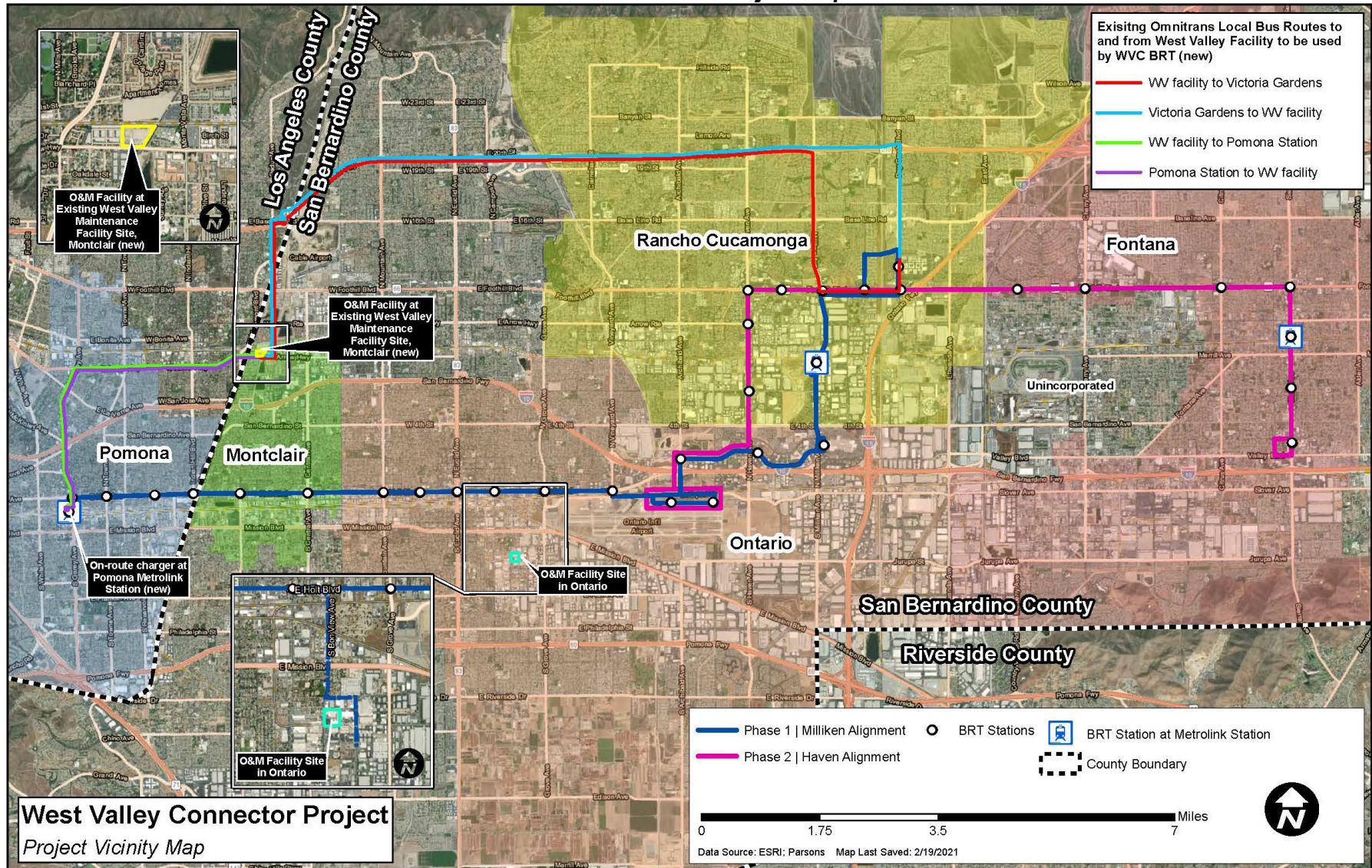


Exhibit C: Typical Cross Section of Center-Running Platform Station

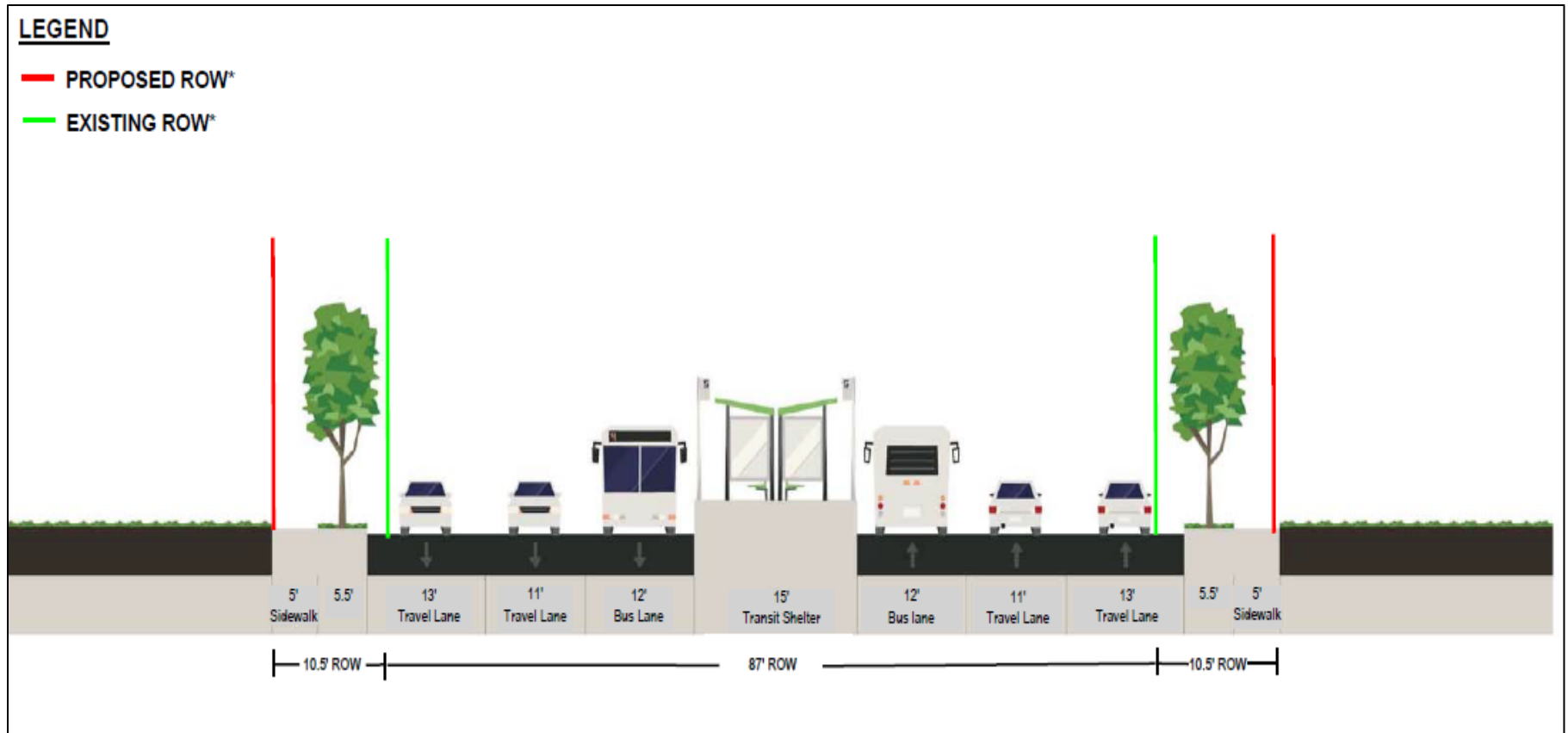


Exhibit D: Site Photographs



204 East Holt Blvd. – View looking southeast



204 East Holt Blvd. – View looking northeast

Exhibit D: Site Photographs Continued



220-222 East Holt Blvd. – View looking south



220-222 East Holt Blvd. – View looking south

Exhibit D: Site Photographs Continued



444 East Holt Blvd. – View looking southwest



444 East Holt Blvd. – View looking northwest

Exhibit D: Site Photographs Continued



616-618 East Holt Blvd. – View looking northwest



616-618 East Holt Blvd. – View looking southeast

Exhibit E: Proposed Improvements

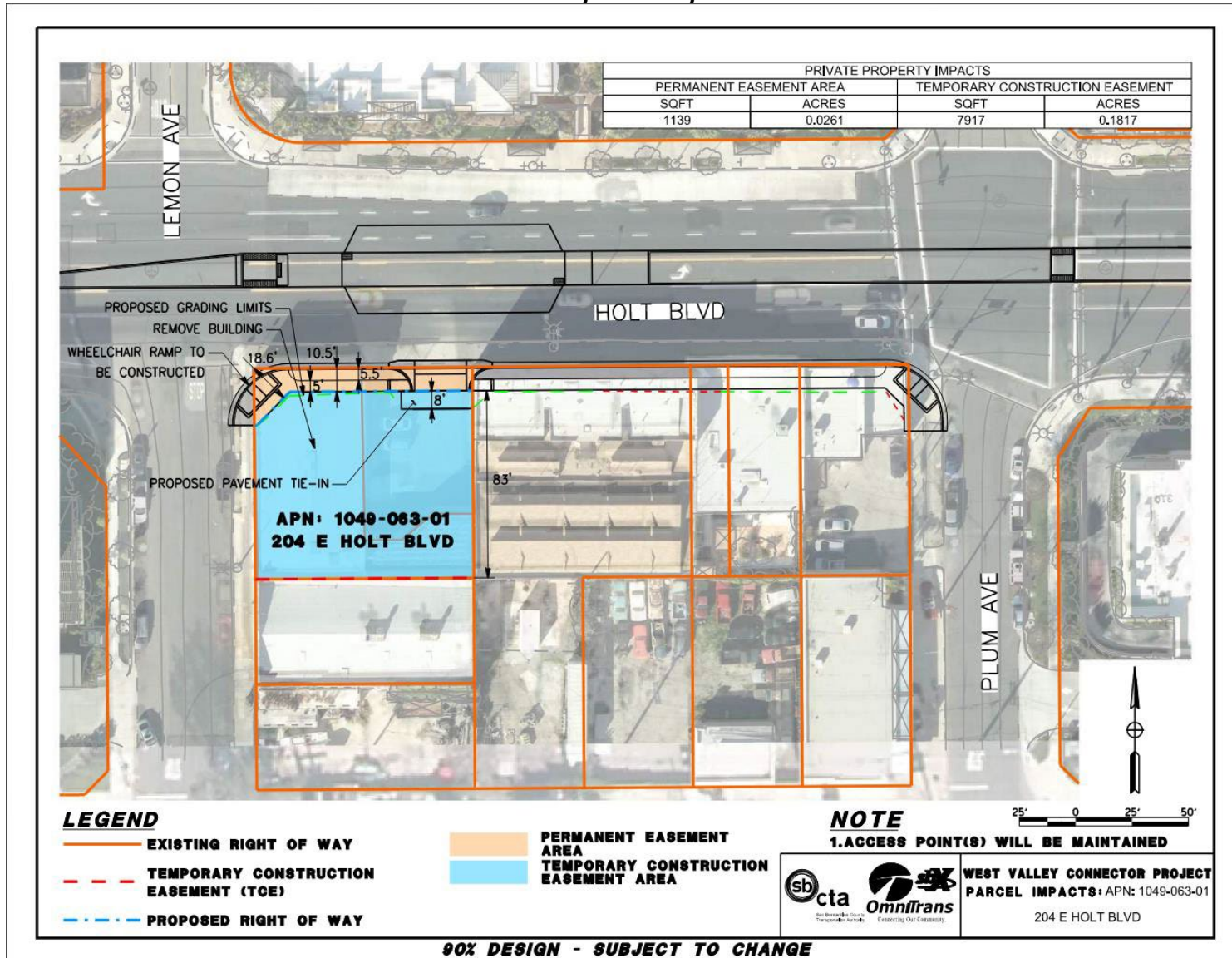


Exhibit E: Proposed Improvements Continued

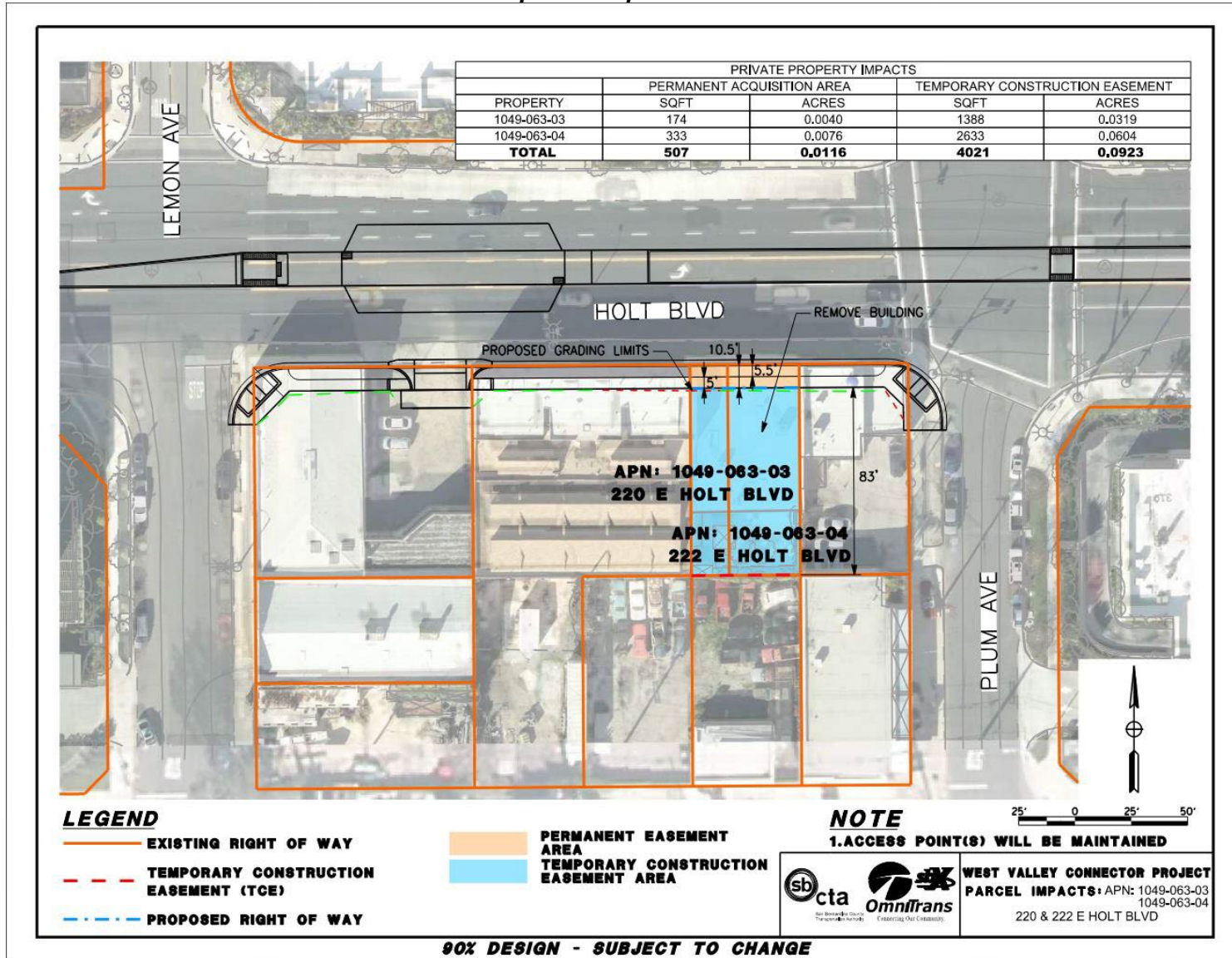


Exhibit E: Proposed Improvements Continued

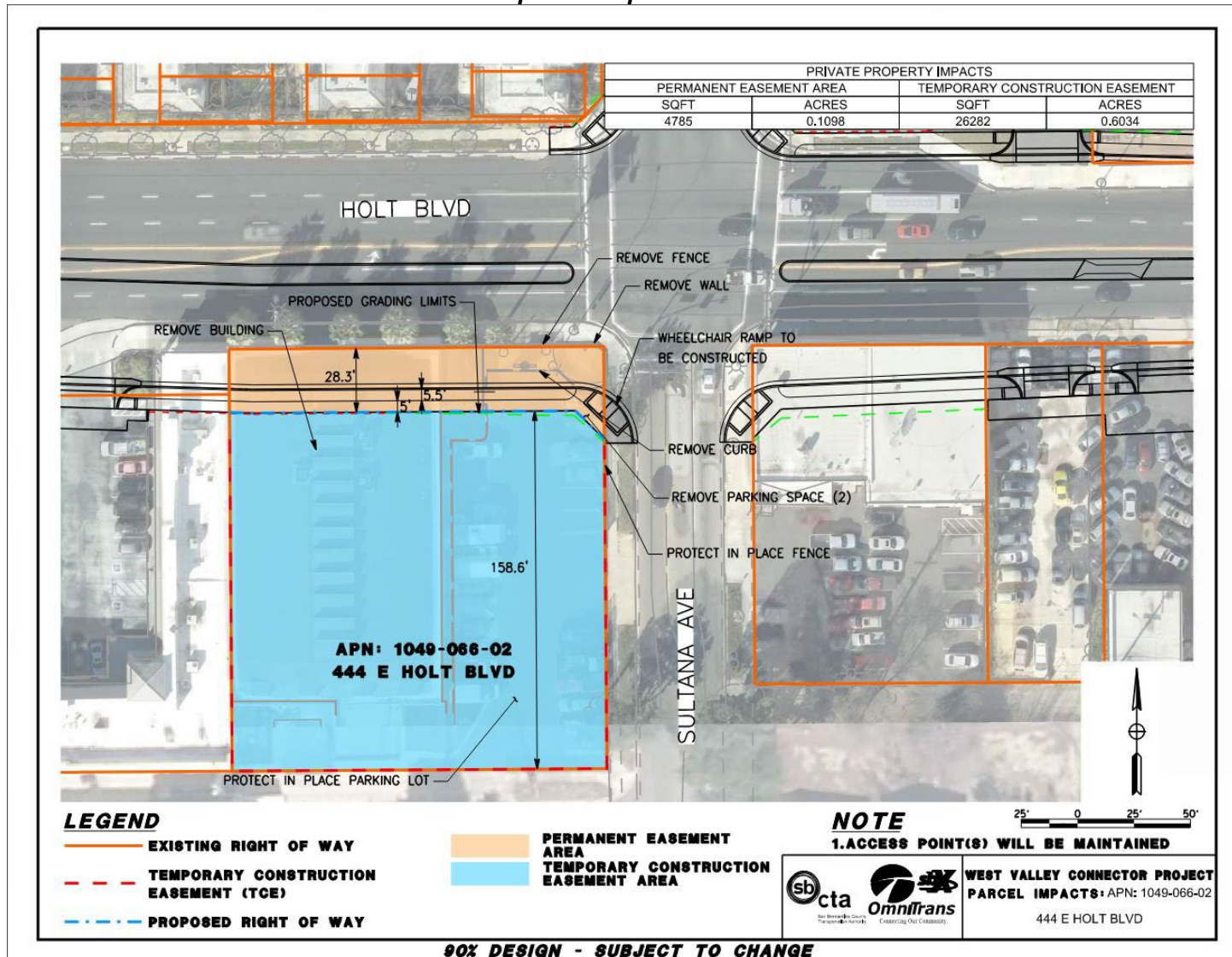
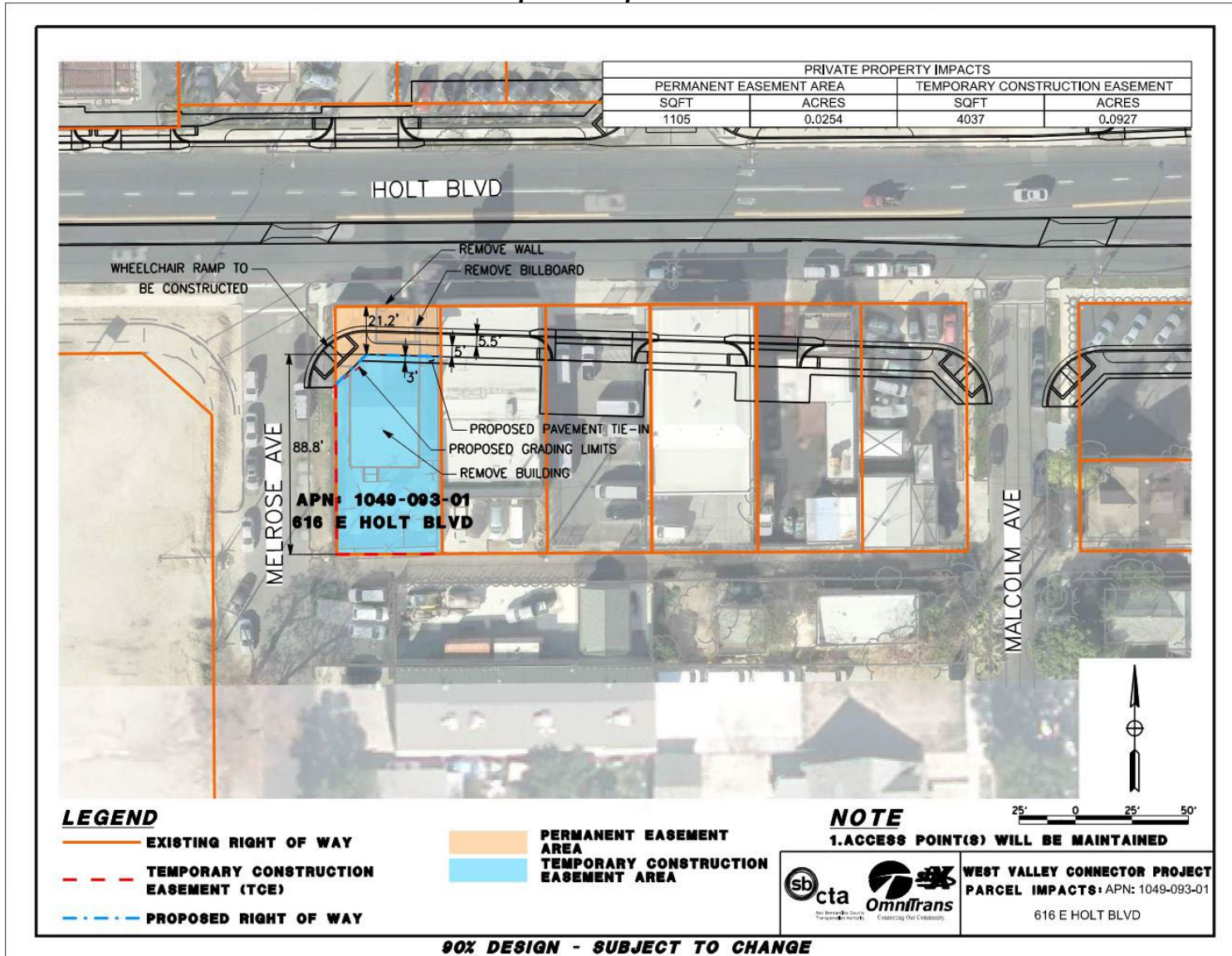


Exhibit E: Proposed Improvements Continued



Attachment “A”

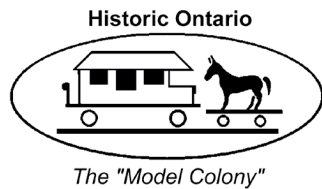
WEST VALLEY CONNECTOR CORRIDOR PROJECT MITIGATION MONITORING AND REPORTING PROGRAM TABLE – CULTURAL RESOURCES

Table 2. Mitigation Measures, Implementation, Scheduling, and Reporting (Construction Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	Monitoring Report (PMR) shall be prepared and submitted to SBCTA, FTA, and the fossil repository.						
CI-CR-7	<p>In compliance with the City of Ontario's Historic Preservation regulations, the following measures will be implemented to mitigate impacts on the City's locally designated historical resources:</p> <ol style="list-style-type: none"> Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including but not limited to: (i) preparation of site plans, floor plans, exterior and interior elevations, and detailed drawings of character-defining features (e.g., moldings, stairs); and (ii) photographs of the resource, including interior and exterior character-defining features (e.g., moldings, light fixtures, trim patterns). A mitigation fee established pursuant to Ontario Development Code Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the EIR process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources. A Certificate of Appropriateness shall not be issued for the demolition of a historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure have been approved by the City, and appropriate permits have been issued for its construction, unless (i) a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050 of the Ontario Development Code; (ii) a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050 of the Ontario Development Code; or (iii) demolition is required pursuant to Ontario Development Code Section 7.01.055 (Unsafe or Dangerous Conditions). To preserve features and artifacts from historic resources, a determination of the items within or on the resource that should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, dimension (as necessary), and location of each item on the floor plan. 	<p>Cultural and Paleontological Resources Sections 5.2.4 and 5.3.4</p>	<ol style="list-style-type: none"> Prepare HABS/HAER. Pay mitigation fee. Obtain Certificate of Appropriateness. Salvage historic items. 	<p>1-4. Prior to demolition or alteration of historic property</p>	<ol style="list-style-type: none"> SBCTA Project Architect SBCTA SBCTA Project Architect 	<p>1-4. Record of compliance (i.e., HABS/HAER, payment receipt, Certificate of Appropriateness, and inventory of salvaged items) kept on file at SBCTA</p>	<p>1-4. SBCTA</p>
CI-GSS-1	<p>During construction, the appropriate level of inspections and tests shall be performed by a third-party contractor to confirm soil and subsurface conditions within the corridor.</p>	<p>Geology, Soils, Seismicity Sections 5.2.5 and 5.3.5</p>	<ol style="list-style-type: none"> SBCTA to hire a third-party contractor to perform inspections and tests. Monitor to ensure the third-party contractor complies with the requirements. 	<ol style="list-style-type: none"> contract documents Demolition and construction 	<ol style="list-style-type: none"> SBCTA SBCTA Construction Manager 	<ol style="list-style-type: none"> Record of compliance kept on file at SBCTA Record of 	<p>1-3. SBCTA</p>

Attachment “B”

FILE NOS. PHP22-002, PHP22-004, PHP22-005 and PHP22-006 CONDITIONS OF APPROVAL



CERTIFICATE OF APPROPRIATENESS- DEMOLITION

CONDITIONS OF APPROVAL

Date: September 13, 2023

File Nos.: PHP22-002, PHP22-004, PHP22-005 and PHP22-006

Location: 204, 220-222, 444 and 616 East Holt Boulevard (APNS: 1049-063-01, 1049-063-03, 1049-063-04, 1049-066-02 and 1049-093-01)

Prepared By: Elly Antuna, Associate Planner

Description:

A Certificate of Appropriateness for the demolition of 4, Tier III historic resources located at 204, 220-222, 444 and 616 East Holt Boulevard, to facilitate the construction of the West Valley Connector Bus Rapid Transit (BRT) service.

Conditions:

1. The Certificate of Appropriateness shall become void twenty-four (24) months from the date of approval unless a building permit has been issued and work authorized by this approval has commenced prior to the expiration date and is diligently pursued to completion.
2. Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including but not limited to: (i) preparation of site plans, floor plans, exterior and interior elevations, and detailed drawings of character-defining features (e.g., moldings, stairs); and (ii) photographs of the resource, including interior and exterior character-defining features (e.g., moldings, light fixtures, trim patterns).
3. A mitigation fee pursuant to Section 7.01.030 of the Ontario Development Code shall be paid to the Planning Department prior to issuance of building permit for demolition. For Tier III structures, this mitigation fee is equal to 10% of the price per square foot construction cost as established in the most current ICC Building Valuation Data. The fee amount will be provided by the Planning Department at the time of payment.
4. A Certificate of Appropriateness shall not be issued for the demolition of a historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure have been approved by the City, and appropriate permits have been issued for its construction, unless (i) a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050 of the Ontario Development Code; (ii) a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050 of the Ontario Development Code; or (iii) demolition is required pursuant to Ontario Development Code Section 7.01.055 (Unsafe or Dangerous Conditions).
5. To preserve features and artifacts from historic resources, a determination of the items within or on the resource that should be salvaged must be made by the Planning Department and

Conditions of Approval

File No.: PHP22-002, PHP22-004, PHP22-005 and PHP22-006

September 13, 2023

may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, dimension (as necessary), and location of each item on the floor plan.

6. The applicant shall obtain a building permit prior to any demolition, relocation, or construction.
7. Any deviation from the approved plans shall require approval of the Planning Department and, if necessary, the Historic Preservation Commission.
8. Conditions of Approval table shall be reproduced onto all plans submitted for permits.

Attachment “C”

TIER DETERMINATIONS

HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION



TIER DETERMINATION

Date: October 28, 2009
Location: 204 East Holt Blvd.
Historic Name: Stanyer & Edmudson Building
APN: 1049-063-01
Description:

Decision Date: November 12, 2009

File No.: PHP09-017

Decision Making Body: HPSC

Tier Determination: III

Current Historic Status: Eligible



This single-story Vernacular Brick Commercial building was constructed in 1904 (est.). The building is rectangular in plan. It has a front gabled roof behind a stepped parapet. In 1923 an addition was constructed on the front of the building with three bays, a garage on the east, an entry door in the middle, and a large plate glass window on the west. Since then the garage bay has been replaced with a large plate glass window. In 1946, a 2,000 square foot addition was constructed on the rear of this building. The integrity of this building appears to be good.

INDIVIDUAL PROPERTY

HISTORIC DISTRICT

TIER DETERMINATION

- Tier I** – Properties which should not be demolished or significantly altered. These properties are the most significant historical or cultural properties and must meet any of the following:
- A property listed on the City's List of Eligible Historical Resources and meets at least 1 of the architectural category and 3 criteria in the history category as listed below;
 - A contributing structure in a district where the district meets 1 of the criterion in the architecture category and 3 criterion in the history category.
- Tier II** – Properties where demolition should be avoided. These properties must meet any of the following:
- Any property listed or determined eligible for listing in the National Register of Historic Places; or
 - Any property listed or determined eligible for listing in the California Register of Historic Resources; or
 - A property listed on the City's List of Eligible Historical Resources and meets at least 2 of the criteria in either the architecture or history categories; or
 - A contributing structure in a Eligible Historic District where the district meets at least 2 of the criteria in either architecture or history categories.

- Tier III** – Properties where demolition should be avoided where possible, but may be appropriate under certain circumstances. These properties must be one of the following:
- Designated Historic Landmarks, or
 - Contributing structures in a Designated Historic District, or
 - Eligible Historical Resources as defined in Section 9-1-2612.

TIER CRITERIA

Architecture (Check all that apply)

- The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type.
- The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.

Explanation:

This style is representative of the typical brick commercial building that was common to the city during the turn of the century. The storefront alteration and addition has also acquired architectural significance since its construction in 1923 with its large plate glass windows and wall height. The construction periods are easily identified as they embody character defining features from each period. In addition, the building is located along the front property line with no setback distance as many historic downtowns were designed.

History (Check all that apply)

- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.
- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.
- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
- It embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers.
- It has a direct relationship to one of the principle historic contexts in the City's history, including:
 - The Model Colony including the Chaffey Bros., and Ontario Land and Improvement Co.
 - The Guasti Winery or the Wine Industry
 - The Dairy Preserve, or the Dairy Industry
 - The Citrus Context, or the Citrus Industry
- It is related with a business, company or individual significant in the agricultural history of the City.

Explanation:

From 1922- 1923, the Ontario Motor Car Company was located in this building. From 1924 to at least 1930, it housed the Western Auto Supply Company. B.S. Dolan was the manager. In 1931, the store was vacant. From 1937 to at least 1966, Stanyer & Edmudson who is associated with Goodyear Tire operated from this location. Sources include DPR523 records, city directory, and newspaper articles. Research has failed to find businesses and uses of the building pre-1922.

HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION



TIER DETERMINATION

Date: February 12, 2009
Location: 220-222 East Holt Blvd.
Historic Name: None
APN: 1049-063-03 & 04
Description:

Decision Date: 11/12/2009
File No.: PHP09-018
Decision Making Body: HPSC
Tier Determination: Tier III
Current Historic Status: Eligible



This single-story Vernacular Brick Commercial building was constructed in 1925 (est.) by Carl Gartner. The building is rectangular in plan and has stepped parapet. There are three entrance bays along the front facade. Each bay has a recessed single door entry, a band of transom windows, large fixed storefront windows, and a brick bulkhead. The aluminum storefront windows and doors were most likely replacements and wood was originally used. The integrity of this building appears to be good.

INDIVIDUAL PROPERTY

HISTORIC DISTRICT

TIER DETERMINATION

- Tier I** – Properties which should not be demolished or significantly altered. These properties are the most significant historical or cultural properties and must meet any of the following:
- A property listed on the City's List of Eligible Historical Resources and meets at least 1 of the architectural category and 3 criteria in the history category as listed below;
 - A contributing structure in a district where the district meets 1 of the criterion in the architecture category and 3 criterion in the history category.
- Tier II** – Properties where demolition should be avoided. These properties must meet any of the following:
- Any property listed or determined eligible for listing in the National Register of Historic Places; or
 - Any property listed or determined eligible for listing in the California Register of Historic Resources; or
 - A property listed on the City's List of Eligible Historical Resources and meets at least 2 of the criteria in either the architecture or history categories; or
 - A contributing structure in a Eligible Historic District where the district meets at least 2 of the criteria in either architecture or history categories.
- Tier III** – Properties where demolition should be avoided where possible, but may be appropriate under certain circumstances. These properties must be one of the following:
- Designated Historic Landmarks, or

- Contributing structures in a Designated Historic District, or
 Eligible Historical Resources as defined in Section 9-1-2612.

TIER CRITERIA

Architecture (Check all that apply)

- The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type.
- The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.

Explanation:

This style is representative of the typical brick commercial building that was common to the city during this period of time. The stepped parapet, recessed doors, bulkhead, brick material, and transom windows are all character defining features. In addition, the building is located along the front property line with no setback distance as many historic downtowns were designed. This building is also part of a commercial city block as it is connected to two other buildings.

History (Check all that apply)

- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.
- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.
- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
- It embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers.
- It has a direct relationship to one of the principle historic contexts in the City's history, including:
- The Model Colony including the Chaffey Bros., and Ontario Land and Improvement Co.
 - The Guasti Winery or the Wine Industry
 - The Dairy Preserve, or the Dairy Industry
 - The Citrus Context, or the Citrus Industry
- It is related with a business, company or individual significant in the agricultural history of the City.

Explanation:

This building housed many different businesses including dressmaker, sign, real estate office, artist, and sewing machine retail. Sources include DPR523 records, city directory, and newspaper articles. Research has failed to find that the businesses and persons associated with this building significant.

HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION



TIER DETERMINATION

Date: February 12, 2009
Location: 444 East Holt Blvd.
(Historic address: 416 East A Street)

Historic /Common Name: Torley's Market

APN: 1049-066-02

Description:

Decision Date:

File No.: PHP09-019

Decision Making Body: PC

Tier Determination: Recommend Tier II by HPSC 11/12/2009

Current Historic Status: Eligible



This 1935 single-story concrete commercial building is rectangular in plan and is approximately 14,000 square feet. It has an arched shaped composition shingle roof with a series of equipment containers centrally located in a row along the top. The building is treated with stucco. The front façade has four vertical bays distinguished by cement columns that extend just beyond the wall. Each bay has multiple aluminum fixed paned windows. At each end there is a double door entrance. There is a small addition located along the front façade on the east elevation constructed in 1958 (est.). This addition also has an arched pass through.

INDIVIDUAL PROPERTY

HISTORIC DISTRICT

TIER DETERMINATION

Tier I – Properties which should not be demolished or significantly altered. These properties are the most significant historical or cultural properties and must meet any of the following:

- A property listed on the City's List of Eligible Historical Resources and meets at least 1 of the architectural category and 3 criteria in the history category as listed below;
- A contributing structure in a district where the district meets 1 of the criterion in the architecture category and 3 criterion in the history category.

Tier II – Properties where demolition should be avoided. These properties must meet any of the following:

- Any property listed or determined eligible for listing in the National Register of Historic Places; or

- Any property listed or determined eligible for listing in the California Register of Historic Resources; or
 - A property listed on the City's List of Eligible Historical Resources and meets at least 2 of the criteria in either the architecture or history categories; or
 - A contributing structure in a Eligible Historic District where the district meets at least 2 of the criteria in either architecture or history categories.
- Tier III** – Properties where demolition should be avoided where possible, but may be appropriate under certain circumstances. These properties must be one of the following:
- Designated Historic Landmarks, or
 - Contributing structures in a Designated Historic District, or
 - Eligible Historical Resources as defined in Section 9-1-2612.

TIER CRITERIA

Architecture (Check all that apply)

- The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type.
- The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.

Explanation:

This site was developed in 1930 by Torley's Big Store. The original building is described as having a "large tower" with neons and pull down doors. On New Year's Eve 1935, the building was so severally damaged by a fire that it had to be completely removed.

The rebuilt store was larger in size but did not have the same "high tower" as the original. Later in 1939, a permit was issued to install glass and a street door. A second store front remodel permit was issued in 1952. The date of the historic photo attached in this Tier Determination may have been a photo of the original Torley's Big Store.

Torley's Big Store appears to be Ontario's first "big box" retail store. There have been several storefront alterations and the equipment along the roof may have been added in 1985. In 1976, Torley's Big Store closed its doors. Shortly after, the building became home to Patton's sales office. The significance of the building, in terms of its construction, is the operations and function for which it was constructed and not necessarily it architectural style.

History (Check all that apply)

- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.
- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.

TIER DETERMINATION CONT.

Location: 444 E. Holt Street (416 East A Street)



- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
- It embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers.
- It has a direct relationship to one of the principle historic contexts in the City's history, including:
 - The Model Colony including the Chaffey Bros., and Ontario Land and Improvement Co.
 - The Guasti Winery or the Wine Industry
 - The Dairy Preserve, or the Dairy Industry
 - The Citrus Context, or the Citrus Industry
- It is related with a business, company or individual significant in the agricultural history of the City.

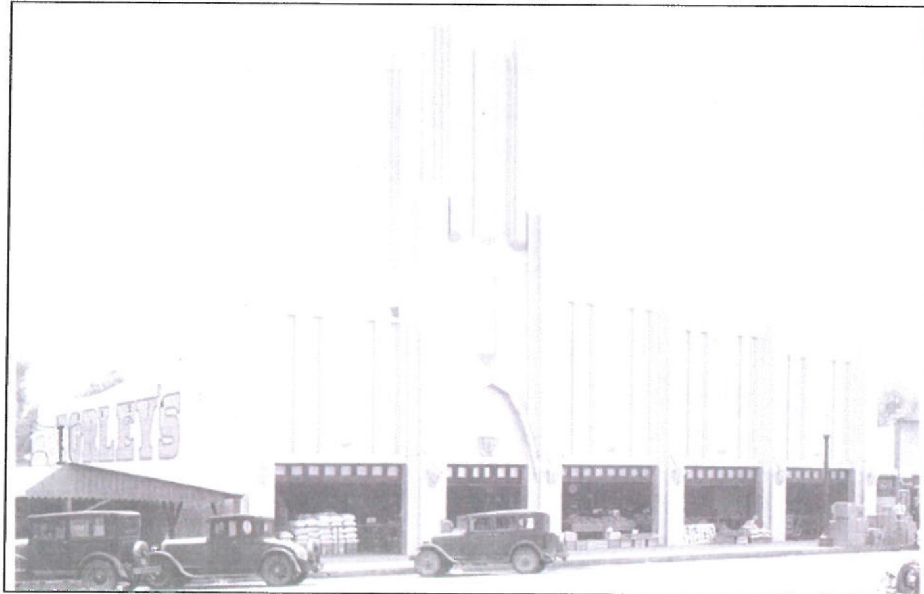
Explanation:

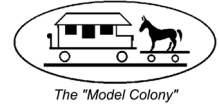
Torley's Big Store (Torley's Market) in Ontario was the third store opened by J. M. Torley and his son Ray. The other two stores were located in Pomona. Torley's was the largest grocery store in the region. Torley's Big Store had a doughnut shop, restaurant, bakery, clothing department, and sold furniture, refrigerators, stoves, and appliances. According to the Daily Report, it was suggested by a long term employee that Torley's sold the first television set in Ontario. Torley also sold chicken feed to local residents and, in return, purchased the eggs. Torley's served not just the local residents but also "mom and pop" stores. For many years Torley's Big Store was the center for retail and outlasted other stores such as Lucky Stricke, A and P, and Safeway.

During the Depression years, Torley lifted the community's spirits by donating vegetables at the end of each day, giving away meat and bread to those who needed it most, and hosting special events. Almost every weekend, Torley sponsored drawing contests, picnics, singing, dancing, and shows often times awarding hams, turkeys, and trophies as prizes. In 1945, Torley retired and his son formed a business partnership with others to continue the operation. In 1959, Torley's son retired and dissolved the partnership. The Mednick brothers, Sam and Harry, purchased the store. In 1976, Sam and an employee were wounded in a robbery at the store. While they both survived the gunshot wounds, the Brothers closed Torley's Market after 46 years of service.

In 1985, Patton Sales (Patton Steel) headquarters moved into the building. Richard "Bud" Novack started his company in 1959 as a surplus steelyard in the Inland Empire. Novack was the eight-generation Californian whose family's scrap steel business dates back to the horse-and-buggy days. As the company grew it evolved into three separate divisions ; 1) office furniture and supplies, 2) industrial tools and machinery, and 3) structural steel. In the Inland Empire, the market shifted from agricultural, specifically the dairies, to an urban environment. Patton's business shifted along with it to accommodate the growing office supply demand. Patton is still operates in Ontario but no longer remains at this location.

Sources: City directories, Sanborn map, Daily Report (local paper), and city permit searches were completed for this property.





HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION

TIER DETERMINATION

Date: November 12, 2009

Location: 616 & 618 E. Holt Blvd.

Historic Name: None

APN: 1049-093-01

Description:

Decision Date: November 12, 2009

File No: PHP09-021

Decision No.: *

Tier Determination: Tier III

Current Historic Status: Eligible



The original residential building was constructed in 1916 (est.) and the commercial addition on the northwest corner of the building was constructed in 1926. The building is located at the southeast corner of Holt Boulevard and Melrose Avenue and sits on a 0.126-acre lot. The site is developed with a two-story residential building, and a one-story commercial building both of which front Holt Boulevard.



The residential building was constructed in 1916 in the Craftsman architectural style, is square in plan, has a high-pitched side gabled roof covered in composition shingles and is clad in molded stone block. Character-defining features include a large dormer with a decorative truss, carved exposed rafter tails, triangular braces at the gable ends, wide exposed eaves, hung windows, a recessed main entry and a front porch supported by heavy squared piers and a pair of classical columns. The one-story commercial building was constructed at the northwest corner of the site in 1926, is square in plan and wraps the northwest corner of the residential building. The building has a flat roof, is covered in stucco siding and has two large plate glass windows flanking a single door on the north façade.

INDIVIDUAL PROPERTY

HISTORIC DISTRICT

TIER DETERMINATION

Tier I – Properties which should not be demolished or significantly altered. These properties are the most significant historical or cultural properties and must meet any of the following:

- A property listed on the City’s List of Eligible Historical Resources and meets at least 1 of the architectural category and 3 criteria in the history category as listed below;

- A contributing structure in a district where the district meets 1 of the criterion in the architecture category and 3 criterion in the history category.

- Tier II** – Properties where demolition should be avoided. These properties must meet any of the following:
 - Any property listed or determined eligible for listing in the National Register of Historic Places; or
 - Any property listed or determined eligible for listing in the California Register of Historic Resources; or
 - A property listed on the City’s List of Eligible Historical Resources and meets at least 2 of the criteria in either the architecture or history categories; or
 - A contributing structure in an Eligible Historic District where the district meets at least 2 of the criteria in either architecture or history categories.

- Tier III** – Properties where demolition should be avoided where possible, but may be appropriate under certain circumstances. These properties must be one of the following:
 - Designated Historic Landmarks, or
 - Contributing structures in a Designated Historic District, or
 - Eligible Historical Resources as defined in Section 4.02.040 of the Ontario Development Code.

TIER CRITERIA

Architecture (Check all that apply)

- The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type.
- The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.

Explanation:

The Craftsman residence retains many of the original character-defining features including the large dormer with a decorative truss, carved exposed rafter tails, triangular braces at the gable ends, wide exposed eaves, hung windows, a recessed main entry and a front porch supported by heavy squared piers and a pair of classical columns. The Craftsman style residential building is unique in the molded concrete block exterior. During the early 1900s, builders and architects began experimenting with new and cheaper materials to combat the rising costs of lumber and brick and the scarcity of natural stone. Stamped, or molded concrete face blocks were cheaper and stronger than brick, lighter than natural stone and more affordable. Block molding machines that were mass produced and easy to use further increased the popularity of this building material. The Craftsman residence is one of the few buildings in Ontario that utilized this method of construction.

History (Check all that apply)

- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.
- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.
- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
- It embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers.
- It has a direct relationship to one of the principle historic contexts in the City's history, including:
 - The Model Colony including the Chaffey Bros., and Ontario Land and Improvement Co.
 - The Guasti Winery or the Wine Industry
 - The Dairy Preserve, or the Dairy Industry
 - The Citrus Context, or the Citrus Industry
- It is related with a business, company or individual significant in the agricultural history of the City.

Explanation:

Holt Boulevard was once a 2-lane scenic road lined with citrus trees and Victorian era homes. By 1920 the Boulevard was transformed into a modern 4-lane highway and became the main transportation route from Los Angeles to Palm Springs. Existing property owners and businesses along Holt Boulevard began to modify their products, services and buildings to better address the needs of the highway motorist. This is evident by the many residential buildings that were converted to commercial or those commercial additions that were attached to the front of the residence. Existing property owners and businesses along Holt Boulevard began to modify their products, services and buildings to better address the needs of the highway motorist. This is evident by the many residential buildings that were converted to restaurants. The Craftsman style residence was one of the earliest buildings along this route, and by 1926 the one-story commercial building was attached to the northwest corner of the residential building. The commercial building was originally constructed to house Webster H D Electric Fixtures and was converted to a restaurant by 1931. Numerous restaurants occupied the space, most notably Jiffy Lunch occupied the restaurant in the late 1940s through the mid-1960s. While the site is not associated with a business, person or company that have made significant contributions to the history of the City, state or nation, it does represent the transformation of Holt Boulevard in the early 20th century.



Historic Preservation Subcommittee

September 13, 2023

DECISION NO:

FILE NO: PHP23-006

DESCRIPTION: A Certificate of Appropriateness to construct a 577 square foot addition to an existing 872 square foot single family residence, an Eligible historic resource, located at 541 Lynn Haven Court, within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district. (APN: 1048-531-20); **submitted by Reliance Development and Construction Inc.**

PART I: BACKGROUND & ANALYSIS

RELIANCE DEVELOPMENT AND CONSTRUCTION INC., (herein after referred to as "Applicant") has filed an application for the approval of a Certificate of Appropriateness, File No. PHP23-006, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) Project Setting: The project site is comprised of 0.14 acres of land located at 541 Lynn Haven Court and is depicted in *Exhibit A: Project Location Map*, attached. The project site is within the proposed Parkside Historic District and is within an established neighborhood containing a mix of single and multiple family residential uses. The block began to develop in the early 1920s, and the surrounding blocks developed beginning in the early 1900s. The site is developed with a one-story, 872 square foot single-family residence, constructed in 1923 (est.) in the Craftsman bungalow architectural style. A 410 square foot detached garage is located in the rear yard, approximately 28 feet from the residence, and is accessed from an alley to the north. The property has been identified as an eligible historic resource and is depicted in *Exhibit B: Site Photographs*, attached.

(2) Architectural Description: The Craftsman Bungalow is rectangular in plan with a front facing gable roof covered in composition shingles and a shed roof addition at the rear. The asymmetrically located entrance is covered with a porch supported by two tapered posts on stone piers and a stone foundation. The wood paneled door has small decorative windows and is flanked by deeply recessed casement windows with decorative upper panes. A set of three casement windows are placed on each side of the door. The walls are clad in horizontal wood siding and the building sits on a raised foundation.

The remaining elevations continue the elements featured on the primary façade including horizontal wood siding, and recessed wood hung and casement windows with wood trim and sills. Historic aerials indicate the partially enclosed shed roof sunroom at the rear of the residence was constructed during the 1940s. The sunroom was constructed with a shed roof and horizontal wood siding. A permit was issued in 1967 for the construction of the existing detached garage, replacing the original garage.

(3) Project Description: The Applicant is requesting a Certificate of Appropriateness to facilitate the construction of a 577 square foot addition at the rear of the existing 872 square foot residence, an increase in area of 66 percent. Section 4.02.050 (Historic Preservation Certificate of Appropriateness and Demolition of Historic Resources) of the Ontario Development Code, requires approval of a Certificate of Appropriateness for any addition exceeding 650 square feet in area or 50 percent of the existing original historic building area, whichever is less, to all historical resources.

The new construction will extend the original building by 20-feet,10-inches at the rear and is depicted in *Exhibit C: Site Plan*. The addition continues the existing side yard setback of 7-feet, 7-inches along the western property line and continues the side yard setback of 4-feet, 6-inches along the eastern property line, and will be setback 3-feet, 4-inches from the northern property line. The addition will be setback 8-feet,1-inch from the existing detached garage to the north. The addition will accommodate a laundry area, master bedroom, will enlarge one of the existing bedrooms and the kitchen and will include a 168 square foot covered patio. The proposed floor plan is depicted in *Exhibit D: Floor Plan*. The exterior siding material will be a narrow horizontal wood siding to match the original building and is depicted in *Exhibit E: Conceptual Elevations*. The addition will feature a rear facing gable roof design to ensure compatibility with the original roof design. All new windows proposed on the addition will match the hung and casement style, size and recess of the existing recessed wood windows. The original wood windows on the residence will remain.

(4) Evaluation: The Secretary of the Interiors' Standards for the Treatment of Historic Properties was developed by the Federal Government to help protect cultural resources by promoting responsible preservation practices. They are a series of concepts about maintaining, repairing and replacing historic materials, as well as designing new additions or making alterations. Rehabilitation, like Preservation, acknowledges a building's change over time. The goal of Rehabilitation is to respectfully add to or alter a building in order to meet new use requirements. Staff uses the Standards for Rehabilitation when evaluating the appropriateness of proposed additions and alterations to historic resources.

The proposed addition is consistent with the Secretary of the Interior's Standards for the Rehabilitation. The new addition is constructed at the rear of the residence, is setback over 60-feet from the front property line and will remove inappropriate alterations. The addition will be constructed of materials compatible with the existing historic structure and all existing character-defining features will be preserved.

PART II: RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and was reviewed to determine possible environmental impacts; and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee (“HPSC”) the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed; and

WHEREAS, on September 13, 2023, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

PART III: THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the approving body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Project is categorically exempt from environmental review pursuant to Section 15331 (Class 31 Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines; The proposed project is consistent with the Secretary of the Interior Standards for the Treatment of Historic Resources Guidelines. The Guidelines were utilized in the development of the project design and, as a result, do not pose any adverse impacts to the historic resource; and

(2) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(3) The determination of CEQA exemption reflects the independent judgment of the HPSC.

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The new construction, in whole or in part,

a. *Will not detrimentally change, destroy or adversely affect any significant architectural feature of the resource.* The proposed addition will be constructed at the rear of the residence to minimize visual impacts. Additionally, the proposed gable roof, horizontal wood siding, hung windows and other architectural details on the new construction will match those of the main building resulting in a seamless addition, and therefore will not adversely change or affect any significant architectural features of the resource; and

b. *Will not detrimentally change, destroy or adversely affect the historic character or value of the resource.* The proposed roof pitch, exterior finishes and windows are all consistent with the Craftsman Bungalow architectural style of the building, and therefore will not detrimentally change, destroy or adversely affect the historic character or value of the resource; and

c. *Will be compatible with the exterior character-defining features of the historic resource.* Through appropriate placement, scale, windows and exterior finishes compatible with the Craftsman Bungalow architectural styles, the proposed new construction will be compatible with the exterior character-defining features of the historic resource; and

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby approves the Application subject to each and every condition, included as Attachment "A" of this Decision, and incorporated herein by this reference.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

APPROVED AND ADOPTED this 13th day of September 2023.

Historic Preservation Subcommittee

Exhibit A: Project Location Map

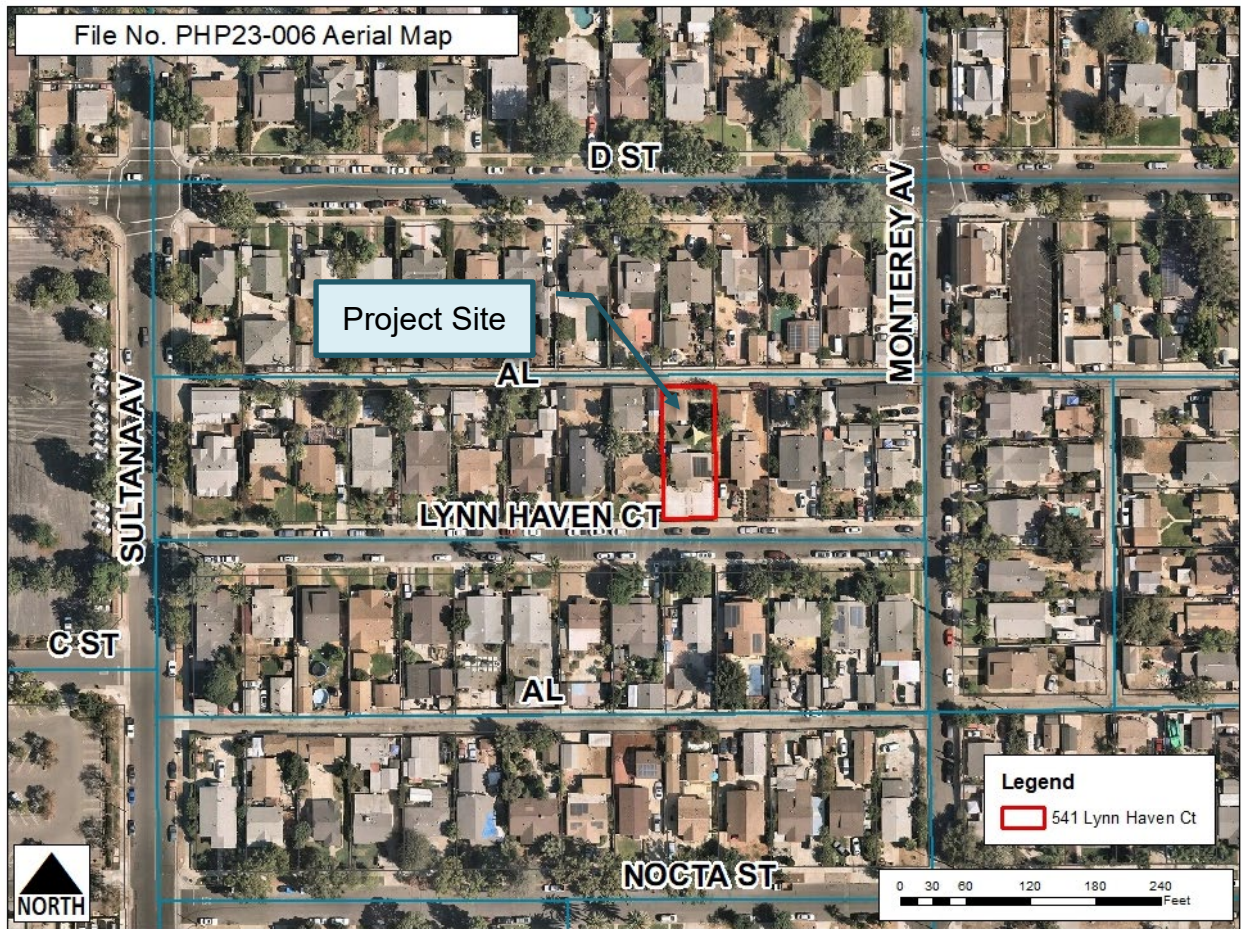


Exhibit B: Site Photographs



Current Photograph



1984 Photograph

Exhibit B Cont'd: Site Photographs



Rear – View looking south



West façade, view looking southeast



East façade, view looking southwest

Exhibit C: Site Plan

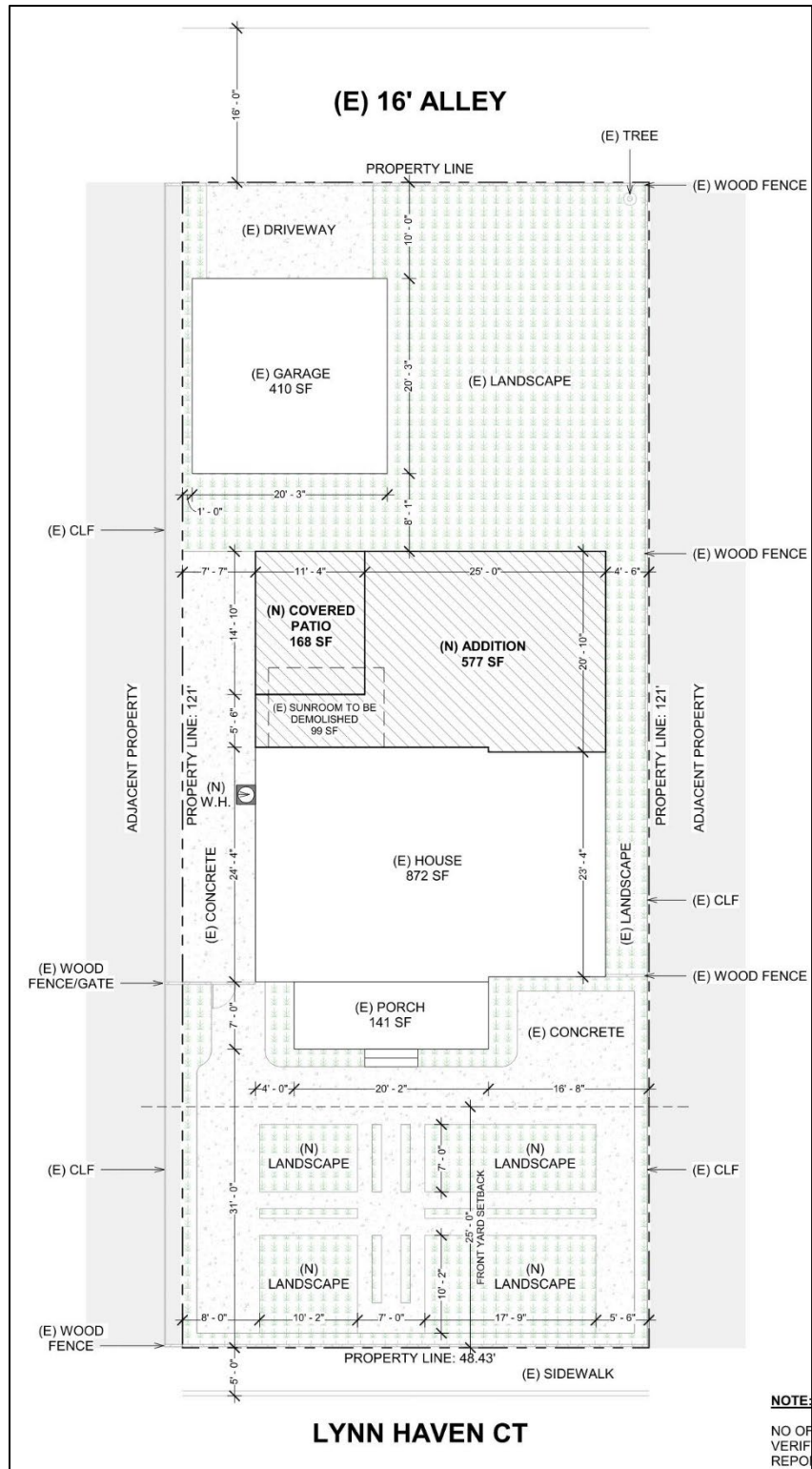


Exhibit D: Floor Plan

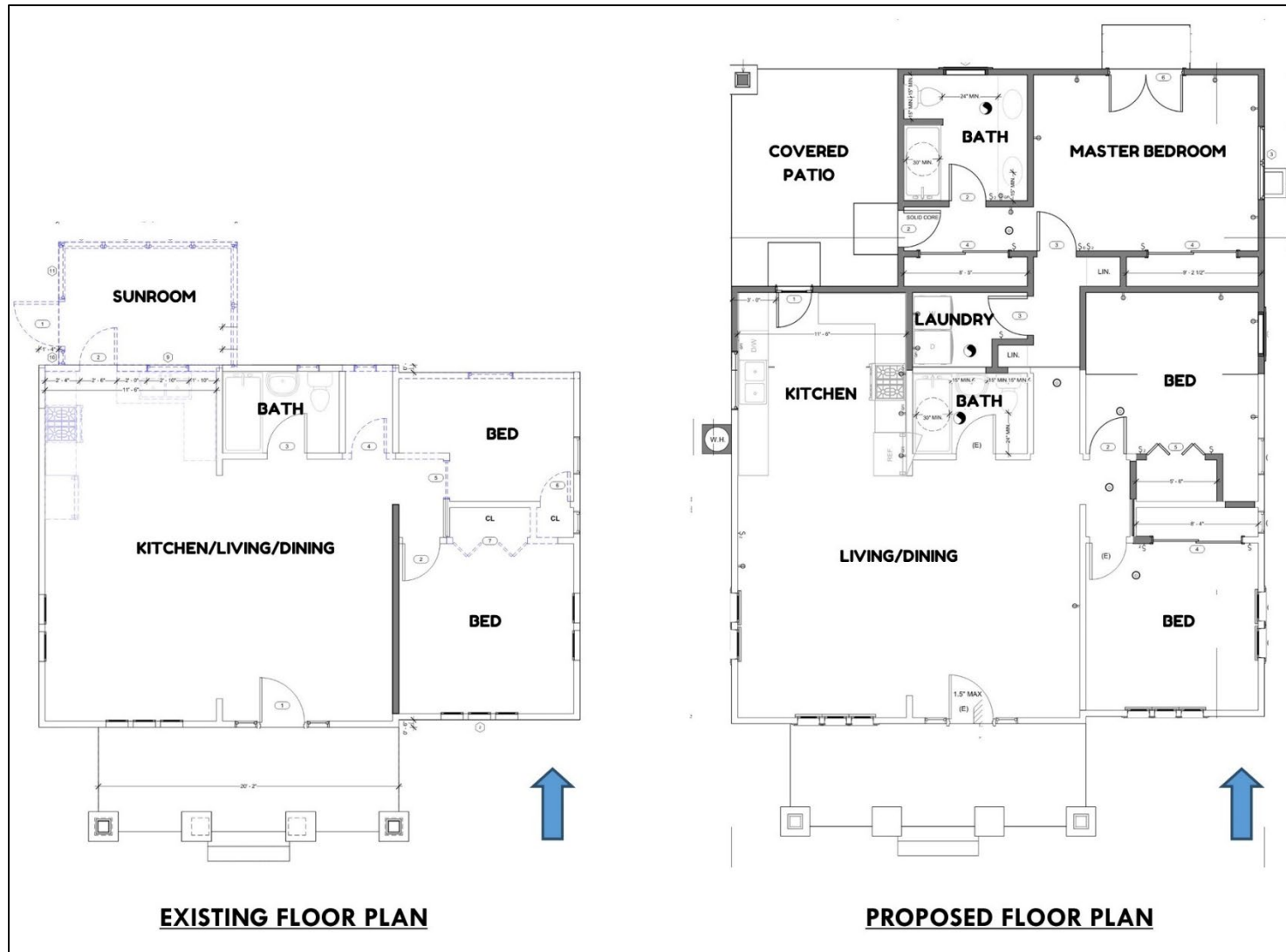
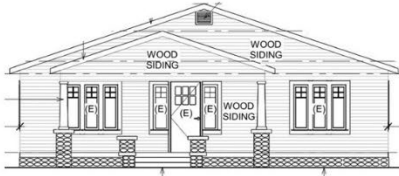


Exhibit E: Elevations



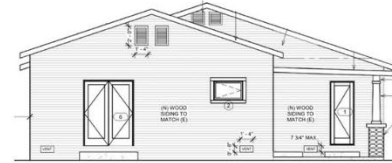
EXISTING SOUTH (FRONT) ELEVATION



PROPOSED SOUTH (FRONT) ELEVATION



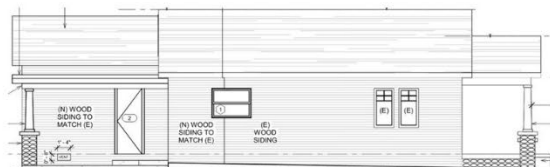
EXISTING NORTH (REAR) ELEVATION



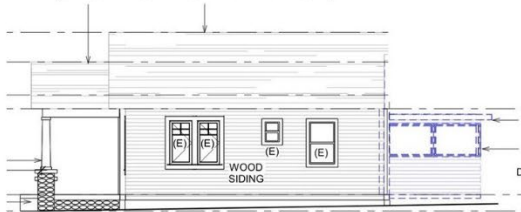
PROPOSED NORTH (REAR) ELEVATION



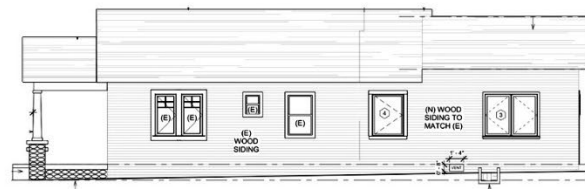
EXISTING WEST ELEVATION



PROPOSED WEST ELEVATION



EXISTING EAST ELEVATION

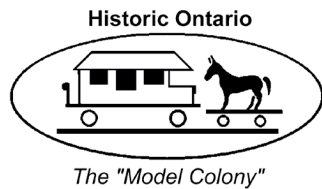


PROPOSED EAST ELEVATION

Attachment “A”

FILE NO. PHP23-006

CONDITIONS OF APPROVAL



CERTIFICATE OF APPROPRIATENESS

CONDITIONS OF APPROVAL

Date:	September 13, 2023
File No.:	PHP23-006
Location:	541 Lynn Haven Court (APN: 1048-531-20)
Prepared By:	Elly Antuna, Associate Planner
Description:	A Certificate of Appropriateness to construct a 577 square foot addition to an existing 872 square foot single family residence, an Eligible historic resource, located at 541 Lynn Haven Court, within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district.

CONDITIONS OF APPROVAL

The above-described Project shall comply with the following Conditions of Approval:

1. Time Limits.

1.1. The Certificate of Appropriateness shall become void twenty-four (24) months from the date of approval unless a building permit has been issued and work authorized by this approval has commenced prior to the expiration date and is diligently pursued to completion.

2. Site Plan.

2.1. New construction shall maintain an 8'-1" separation from detached garage.

2.2. Water heaters shall be within an enclosure, out of public view, that is designed to fully integrate with the architectural style. The enclosure shall be a cabinet covered in wood siding.

3. Architectural Treatment.

3.1. Exterior light fixtures shall be period appropriate. Submit a cut sheet to Planning Department for review and approval prior to issuance of building permit.

3.2. New Construction.

3.2.1. All of the exterior siding on the buildings shall be a narrow wood siding to match the original building.

3.2.2. Roof slope of new construction shall match the existing building. All roofing material on the existing building and new construction shall be a composition architectural shingle. Submit a cut sheet to Planning Department for review and approval prior to issuance of building permit.

3.2.3. The gable end of the new construction shall have decorative vertical wood slat vents and fascia board shall be added to the gable end of the new construction to match existing.

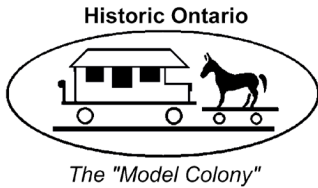
Conditions of Approval

File No.: PHP23-006

September 13, 2023

Page 2

- 3.2.4. Eave overhang shall match existing.
- 3.2.5. Post of new patio shall be tapered wood post on a stone pier to match existing front porch posts.
- 3.2.6. The style (i.e. frame thickness, opening direction, etc.) and fenestration of the new windows shall match the original building. Submit a cut sheet to Planning Department for review and approval prior to issuance of building permit.
 - 3.2.6.1. Windows shall be hung or casement style and shall be wood, wood clad or wood composite.
 - 3.2.6.2. All windows and exterior doors shall have a recessed opening to match existing.
 - 3.2.6.3. Window and exterior doors shall have wood trim to match existing.
- 3.2.7. The finished floor on the new construction shall match existing.
- 4. Paint color shall be selected from a period appropriate palette and shall require approval of the Planning Department prior to issuance of building permit.
- 5. The applicant shall obtain a building permit prior to any demolition or construction.
- 6. Any deviation from the approved plans, stamped red-lined plans are the official set, shall require approval of the Planning Department and, if necessary, the Historic Preservation Subcommittee.
- 7. Conditions of Approval shall be reproduced onto the plans submitted for permits.
- 8. Prior to Occupancy the Planning Department shall inspect the premises to ensure the Conditions of Approval have been met and that the project has been constructed per the approved plans.



Historic Preservation Subcommittee

September 13, 2023

DECISION NO:

FILE NO: PHP23-009

DESCRIPTION: A Certificate of Appropriateness to construct a 489 square foot addition to an existing 805 square foot single family residence, an Eligible historic resource, located at 726 East H Street, within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district. (APN: 1048-202-09); **submitted by Koby Klinghoffer.**

PART I: BACKGROUND & ANALYSIS

KOBY KLINGHOFFER, (herein after referred to as "Applicant") has filed an application for the approval of a Certificate of Appropriateness, File No. PHP23-009, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) Project Setting: The project site is comprised of 0.15 acres of land located at 726 East H Street and is depicted in *Exhibit A: Project Location Map*, attached. The project site is located within an established single-family residential neighborhood and is not within an existing or proposed historic district. The neighborhood contains a mix of period revival homes including Mediterranean, French Eclectic, Colonial and Craftsman style homes. The site is developed with a one-story, 805 square foot single-family residence, constructed in the 1920s in the Mediterranean Revival architectural style. A 200 square foot detached garage is located in the rear yard, approximately 16 feet from the residence, and accessed via a driveway from H Street to the north. The property has been identified as an Eligible historic resource and is depicted in *Exhibit B: Site Photographs*, attached.

(2) Architectural Description: The Mediterranean Revival Bungalow is rectangular in plan with a flat roof and has a shed roofed front porch covered in clay tiles with arched entries leading to the side facing main entry. Two sets of three hung windows are placed on each side of the entrance. The walls are clad in stucco siding and the building sits on a raised foundation. The remaining elevations continue the elements featured on the primary façade including stucco siding and recessed hung windows with wood trim and sills. The 1984 architectural building survey indicates the windows were originally wood and did not include a grid pattern. The windows have been changed to vinyl hung windows with a grid pattern, retaining the original openings, trim and sill.

(3) Project Description: The Applicant is requesting a Certificate of Appropriateness to facilitate the construction of a 489 square foot addition at the rear of the existing 805 square foot residence, an increase in area of 61 percent. Section 4.02.050 (Historic Preservation Certificate of Appropriateness and Demolition of Historic Resources) of the Ontario Development Code, requires approval of a Certificate of Appropriateness for any addition exceeding 650 square feet in area or 50 percent of the existing original historic building area, whichever is less, to all historical resources.

The new construction will extend the original building by 24-feet at the rear and is depicted in *Exhibit C: Site Plan*. The addition continues the existing 6-foot side yard setback along the western property line and continues the 18-foot and 2-inch side yard setback along the eastern property line for 10-feet and is setback an additional 2-feet for the remaining 14-feet of the addition to maintain a 6-foot separation from the detached garage to the east. The addition will be setback 53-feet and 1-inch from the southern property line. The addition will accommodate a laundry area, master bedroom, bathroom, and will relocate the kitchen. The proposed floor plan is depicted in *Exhibit D: Floor Plan*. The exterior siding material will be a stucco siding to match the original building and is depicted in *Exhibit E: Conceptual Elevations*. The addition will feature a flat roof design to ensure compatibility with the original roof design. All new windows proposed on the addition will match the hung style, size, and recess of the existing windows. The existing windows on the residence will remain.

(4) Evaluation: The Secretary of the Interiors' Standards for the Treatment of Historic Properties was developed by the Federal Government to help protect cultural resources by promoting responsible preservation practices. They are a series of concepts about maintaining, repairing and replacing historic materials, as well as designing new additions or making alterations. Rehabilitation, like Preservation, acknowledges a building's change over time. The goal of Rehabilitation is to respectfully add to or alter a building in order to meet new use requirements. Staff uses the Standards for Rehabilitation when evaluating the appropriateness of proposed additions and alterations to historic resources.

The proposed addition is consistent with the Secretary of the Interior's Standards for the Rehabilitation. The new addition is constructed at the rear of the residence, is setback over 59 feet from the front property line, will be constructed of materials compatible with the existing historic structure and all existing character-defining features will be preserved.

PART II: RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and was reviewed to determine possible environmental impacts; and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee ("HPSC") the responsibility and authority to review and act, or make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed; and

WHEREAS, on September 13, 2023, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

PART III: THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the approving body for the Project, the HPSC has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The Project is categorically exempt from environmental review pursuant to Section 15331 (Class 31 Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines; The proposed project is consistent with the Secretary of the Interior Standards for the Treatment of Historic Resources Guidelines. The Guidelines were utilized in the development of the project design and, as a result, do not pose any adverse impacts to the historic resource; and

(2) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(3) The determination of CEQA exemption reflects the independent judgment of the HPSC.

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The new construction, in whole or in part,

a. *Will not detrimentally change, destroy or adversely affect any significant architectural feature of the resource.* The proposed addition will be constructed at the rear of the residence to minimize visual impacts. Additionally, the proposed flat roof, stucco siding, hung windows and other architectural details on the new construction will match those of the main building resulting in a seamless addition, and therefore will not adversely change or affect any significant architectural features of the resource; and

b. *Will not detrimentally change, destroy or adversely affect the historic character or value of the resource.* The proposed roof pitch, exterior finishes and windows are all consistent with the Mediterranean Revival bungalow architectural style of the building, and therefore will not detrimentally change, destroy or adversely affect the historic character or value of the resource; and

c. *Will be compatible with the exterior character-defining features of the historic resource.* Through appropriate placement, scale, windows and exterior finishes compatible with

the Mediterranean Revival bungalow architectural styles, the proposed new construction will be compatible with the exterior character-defining features of the historic resource; and

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby approves the Application subject to each and every condition, included as Attachment "A" of this Decision, and incorporated herein by this reference.

SECTION 4: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

APPROVED AND ADOPTED this 13th day of September 2023.

Historic Preservation Subcommittee

Exhibit A: Project Location Map



Exhibit B: Site Photographs



Current Photograph



1984 Photograph

Exhibit C: Site Plan

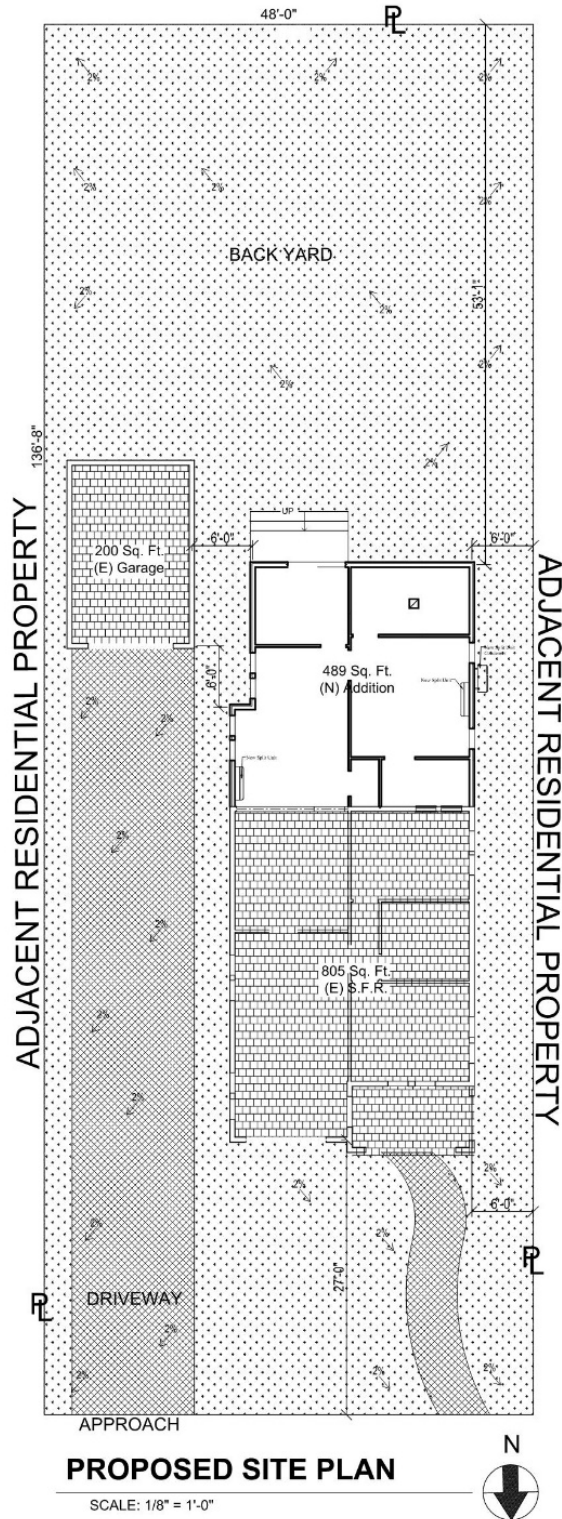
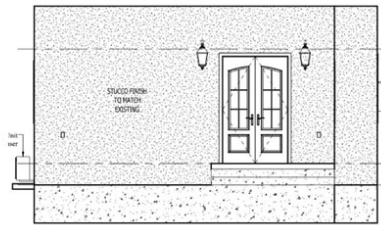


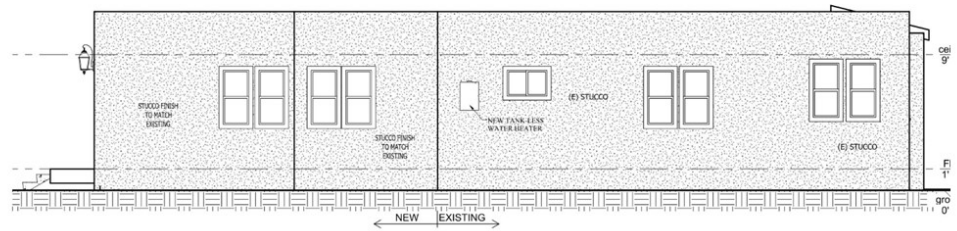
Exhibit D: Floor Plan



Exhibit E: Elevations



SOUTH ELEVATION



EAST ELEVATION

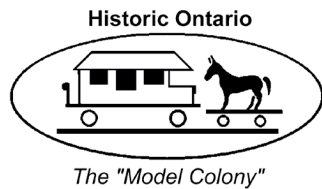


WEST ELEVATION

Attachment “A”

FILE NO. PHP23-009

CONDITIONS OF APPROVAL



CERTIFICATE OF APPROPRIATENESS

CONDITIONS OF APPROVAL

Date:	September 13, 2023
File No.:	PHP23-009
Location:	726 East H Street (APN: 1048-202-09)
Prepared By:	Elly Antuna, Associate Planner
Description:	A Certificate of Appropriateness to construct a 489 square foot addition to an existing 805 square foot single family residence, an Eligible historic resource, located at 726 East H Street, within the LDR-5 (Low Density Residential-2.1 to 5.0 DU/Acre) zoning district.

CONDITIONS OF APPROVAL

The above-described Project shall comply with the following Conditions of Approval:

1. Time Limits.

1.1. The Certificate of Appropriateness shall become void twenty-four (24) months from the date of approval unless a building permit has been issued and work authorized by this approval has commenced prior to the expiration date and is diligently pursued to completion.

2. Site Plan.

2.1. New construction shall maintain a 6' separation from detached garage.

2.2. Water heater shall be within an enclosure that is designed to fully integrate with the architectural style and out of public view. The enclosure shall be a cabinet painted to match stucco exterior.

3. Architectural Treatment.

3.1. Exterior light fixtures shall be period appropriate. Submit a cut sheet to Planning Department for review and approval prior to issuance of building permit.

3.2. New Construction.

3.2.1. All of the exterior finishes on the buildings shall be a stucco finish to match the original building.

3.2.2. Parapet wall of new construction shall match the height of the existing parapet wall.

3.2.3. The style (i.e. frame thickness, opening direction, etc.) and fenestration of the new windows shall match the original building. Submit a cut sheet to Planning Department for review and approval prior to issuance of building permit.

3.2.3.1. Windows shall be hung or casement style.

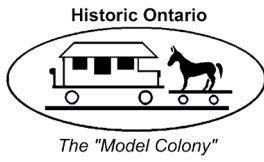
Conditions of Approval

File No.: PHP23-009

September 13, 2023

Page 2

- 3.2.3.2. All windows and exterior doors shall have a recessed opening to match existing.
- 3.2.3.3. Window and exterior doors shall have wood trim to match existing.
- 3.2.4. The finished floor on the new construction shall match existing.
- 4. Stucco color and finish shall match the existing building.
- 5. The applicant shall obtain a building permit prior to any demolition or construction.
- 6. Any deviation from the approved plans, stamped red-lined plans are the official set, shall require approval of the Planning Department and, if necessary, the Historic Preservation Subcommittee.
- 7. Conditions of Approval shall be reproduced onto the plans submitted for permits.
- 8. Prior to Occupancy the Planning Department shall inspect the premises to ensure the Conditions of Approval have been met and that the project has been constructed per the approved plans.



Historic Preservation Subcommittee

September 13, 2023

DECISION NO:

FILE NO: PHP22-003

DESCRIPTION: A Certificate of Appropriateness for the demolition of a Tier II historic resources (Local Historic Landmark No. 8, Dietz Garage) located at 212-214 East Holt Boulevard, to facilitate the construction of the West Valley Connector Bus Rapid Transit (BRT) service. (APN: 1049-063-02); **submitted by San Bernardino County Transportation Authority. Historic Preservation Commission action is required.**

PART I: BACKGROUND & ANALYSIS

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, (herein after referred to as "Applicant") has filed applications for the approval of a Certificate of Appropriateness, File Nos. PHP22-003, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of a single parcel of land containing a single historic building located on the south side of East Holt Boulevard generally bordered by Lemon Avenue on the east and Plum Avenue on the west. The historic building, which is currently listed on the Ontario Register of Historic Resources as "Tier II- Local Historic Landmark," and is located at 212-214 East Holt Boulevard, and is depicted in *Exhibit A: Tier III Historic Property Aerial Photograph*, attached. This segment of Holt Boulevard is developed with a mix of commercial, residential and automotive related uses.

(2) **Project Background:** The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, is preparing for the construction of a 35-mile-long bus rapid transit (BRT) system referred to as the West Valley Connector Corridor (WVCC) project. The WVCC is the first stage of the San Bernardino County Zeroemission Bus Initiative and second BRT route in San Bernardino County and will receive approximately \$310 Million in federal, state and local funding to construct. The purpose of the BRT is to decrease travel times and improve the existing public transit system within the corridor by linking major destinations along the route such as the Ontario Convention Center, Ontario Mills shopping/entertainment complex, and Victoria Gardens, and connecting the Ontario International Airport (ONT) to the Metrolink San Bernardino Line in Rancho Cucamonga, as well as to the Riverside Line in Pomona.

Upon completion of construction, the WVCC will include up to 60 station platforms at 33 locations/major intersections that will be operated by Omnitrans, a public transit agency that serves the San Bernardino Valley. Two phases of construction are planned for the project, and are depicted in *Exhibit B: WVCC Project Map*.

(a) **Phase I: Milliken Alignment, from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga.** Phase I is anticipated to start Fall of 2023 and be completed by Spring of 2026. Under Phase I, the WVCC buses will run for 19 miles from the

Pomona Transit Center station, along Holt Boulevard, Vineyard Avenue, looping through Terminal Way, Archibald Avenue, Inland Empire Boulevard, looping through Mills Circle, Milliken Avenue, Foothill Boulevard, Day Creek Boulevard and ending at the Victoria Gardens. From Victoria Gardens, the BRT will have a return route from Day Creek Boulevard to Church Street, Rochester Avenue, Foothill Boulevard, and back on the same streets as listed above.

The 3.5-mile BRT dedicated lane segment proposed in the City of Ontario, along Holt Boulevard, includes 2 mixed-flow lanes (cater to buses and regular traffic vehicles) and 1 transit lane (dedicated BRT lane west of Bonita Court) in each direction and 5 center-running platform stations. The 5 center-running platform stations are proposed at the following intersections:

- Holt Boulevard/Mountain Avenue
- Holt Boulevard/San Antonio Avenue
- Holt Boulevard/Lemon Avenue
- Holt Boulevard/Campus Avenue
- Holt Boulevard/Grove Avenue

The center-running platform stations would be located in the center of the street right-of-way on a raised platform with an end-block crossing. Access would be provided by crosswalks at intersections and Americans with Disabilities Act (ADA)-compliant ramps to the station platforms. Center-running platforms would be placed as close to the intersection as possible while still maintaining left-turn pockets, where required. The existing right-of-way in the downtown area, from Lemon Avenue to Vine Avenue, would remain as existing and feature que jump lanes at the traffic signalized intersection of Euclid Avenue and Holt Boulevard. The remainder of the BRT would be a traditional side-running bus stop with headways of 10 minutes in the peak commute period and 15 minutes off-peak. A typical cross section of the 3.5-mile-long dedicated lanes along Holt Boulevard is shown in *Exhibit C: Typical Cross Section of Center-Running Platform Station*.

(b) Phase II: Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. Under Phase II, the buses will run for 16 miles from Ontario International Airport, looping through Terminal Way and head north on Archibald Avenue to Inland Empire Boulevard and turns right to go east on Inland Empire Boulevard. From Inland Empire Boulevard, the alignment turns left to go north up Haven Avenue into Rancho Cucamonga, then turns right to travel east onto Foothill Boulevard and into Fontana.

In order to facilitate the WVCC's dedicated lanes, right-of-way acquisition and temporary construction easements are required for roadway widening and placement of electrical and fiber optic utility lines. SBCTA has been acquiring private property along the corridor in order to accommodate the desired roadway reconfiguration and station construction. In addition, some areas of the project corridor involve relocation or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, local bus stops, and demolition of certain buildings.

In the Spring of 2022, the Applicant submitted 5 Certificate of Appropriateness applications for the demolition of 4 historic buildings with an Eligible status (Tier III historic resources), File Nos. PHP22-002, PHP22-004, PHP22-005 and PHP22-006, and one historic building (Tier II historic resource) with a local landmark status, File No. PHP22-003. The Historic Preservation Subcommittee is the Approving Authority of Certificates of Appropriateness for the demolition of "Eligible" historic resources and the Advisory (recommending) Authority to the Historic

Preservation Commission of Certificates of Appropriateness for the demolition of historic landmarks.

(3) **Project Description:** The Applicant is proposing demolition of one local historic landmark building that is currently located within WVCC's new right-of-way alignment. The demolition is required to facilitate the construction of the WVCC as design and approved by SBCTA. The subject historic property, as described below, has been determined to be Tier II historic resource, included in *Attachment C: Tier Determination*.

(a) *Dietz Garage (212- 214 East Holt Boulevard):* The building is a minimal example of a combination of the Spanish Colonial and Mediterranean Revival architectural styles which were both highly popular throughout southern California beginning in the early 1920s. It is built in a nearly square building plan, and is of reinforced concrete construction with a wood truss roof with sawtooth skylights. The building has a 2-story building mass fronting on Holt Boulevard, and one-story building mass to the rear, each forming separate but connected building components. It has a one-story large garage to the rear, and a 2-story storefront and residential unit on the upper floor fronting on Holt Boulevard. The garage is accessed by a centrally located drive-thru first floor entrance off of Holt Boulevard. The building has a combined 15,990 square feet of floor space. It was designed as a combination of rental spaces including the garage (primary rental), street level shops with showcase windows fronting on Holt Boulevard, and rental apartments in the second story directly above the shops.

The main (north) elevation first floor consists of two arched entryways leading to the second story apartments at the extreme west and east ends of the facade. The arches at each of the doorways are extended in height to reach the height of each of the four plate glass showcase windows. The facade was originally designed with four identical retail rental spaces, each defined by a flat-curved entry area comprised of a single doorway, two flat plate glass window panels, and a leaded glass skylight above. Each window has a narrow band of decorative concrete defining the exterior boundary of the showcase window/entry. A centrally located and open flat-curved entry provides drive-through access to the one-story garage at the rear of the building. The garage entry has a similar narrow band of decorative concrete defining the exterior boundary of the entry. Two metal "bullet" guards protect the street level driveway entry corners. The entry acts as a "tunnel" leading to the repair shop at the rear of the building. Glass windows on each side of the entry tunnel provide views of each flanking shop space and serve to help light the interior driveway. Each of the first story articulated features are identical in height. The main/north elevation second story consists of two small apartment bathroom windows at the extreme west and east ends of the facade, with six additional metal casement windows across. Four of the second story windows are double-casement and two are single-casement. Each of the second story articulated features are identical in height. A red tile slant roof is at the parapet level. Historically, there were six apartments in the second story, or three on each side of the building.

It was built in 1923 by Willis E. Barlett of Glendale and was sold to the owner of Scheu Orchard Heating Company of Upland in 1926. However, the Dietz and Graves Garage opened business at the location in 1923 which featured innovative service pits and was the official garage of the Automobile Club of Southern California. In 1928, Owen Dietz acquired Graves' interest in the business and the name simply became Dietz Garage. Dietz hired his younger brother Eli Miller Dietz in 1927 to assist with the business. Eli would take over business ownership after his brother's death in 1940 until his own death in 1972. The Dietz Garage business was then

purchased by Philip Pannone. The business operation eventually shifted to towing and is now known as Dietz Towing. They relocated to 1300 East Holt Boulevard in 1981.

(4) Environmental Assessment: The WVCC project will utilize federal funds administered by the Federal Transit Administration (FTA) and is therefore subject to the requirements of the National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Preservation Act (NHPA) of 1966, in addition to the requirements of the California Environmental Quality Act (CEQA). SBCTA, in cooperation with FTA, prepared a joint Environmental Impact Report and Environmental Assessment to evaluate environmental impacts associated with implementation of the proposed project and address appropriate and feasible mitigation measures and alternatives to the proposed project that would reduce or eliminate potential impacts. To this end, the cities and community members located within the project boundary were invited to participate in the design of the project. The primary purpose of the community outreach is to inform the public of the project, identify historic resources, and to avoid adverse impacts to historic resources, where feasible. While the environmental process encourages preservation of historic resources through avoidance, minimizing or mitigating impacts, it does not guarantee preservation.

City staff provided input on the project by identifying the location of approximately 41 local historic resources listed on the Ontario Register of Historic Resources. The project included a large format historic property survey to determine eligibility to the California and National Registers of Historic Resources for approximately 128 properties within the City. Five historic resources were found to be eligible for listing on the National Register of Historic Places and include the Jacob Lerch House (541 East Holt Boulevard), Grinder Haven sign (724 West Holt Boulevard), the Moorehead House (961 West Holt Boulevard), Vince's Spaghetti sign (1026 West Holt Boulevard), and Ontario Ice Rink (1225 West Holt Boulevard). The WVCC was unable to avoid adverse impacts to 5 local historic resources. Staff requested inclusion of city standard mitigation measures for the demolition of the subject properties, consistent with The Ontario Plan (TOP) Supplemental Environmental Impact Report (State Clearinghouse No. 2008101140) by City Council on August 10, 2022. The mitigation measures include full documentation of the historic resources, payment of a mitigation fee, approval of a Certificate of Appropriateness and the salvaging of historic items, and are included in *Attachments A: West Valley Connector Corridor Project Mitigation Monitoring Program Reporting Table and B: Conditions of Approval*.

On May 12, 2020, the Board of Directors of the San Bernardino County Transportation Authority, serving as the Lead Agency for the project, adopted the Final Environmental Impact Report (SCH No. 2016031071) and determined that impacts to traffic and transportation, air quality, and cultural and paleontological resources would be significant and unavoidable. The Board of Directors of the SBCTA found there were several benefits that outweigh the unavoidable adverse impacts of the project. These overriding benefits include economic, legal, social, and technological considerations that outweigh the identified significant effect on the environment.

PART II: RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and was reviewed to determine possible environmental impacts; and

WHEREAS, on May 12, 2020, the West Valley Connector Project Environmental Impact Report (State Clearinghouse No. 2016031071) was adopted by the Board of Directors of the San Bernardino County Transportation Authority, determining that demolition of historic resources results in significant and unavoidable impacts that cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible mitigation measures identified in the EIR for which a Statement of Overriding Consideration was documented; and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with the West Valley Connector Project Environmental Impact Report (State Clearinghouse No. 2016031071) and this Application introduces no new significant environmental impacts; and

WHEREAS, on June 24, 2008, the Historic Preservation Commission approved a Tier II Determination (File No. PHP08-020) for Dietz Garage, a two-story commercial and residential mixed-use building, a local historic landmark, located at 212-214 East Holt Boulevard; and

WHEREAS, Ontario Development Code Section 4.02.050 requires approval of a replacement structure or development plan by the City of Ontario prior to approval and issuance of a Certificate of Appropriateness for demolition; and

WHEREAS, the San Bernardino County Transportation Authority in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the West Valley Connector Project, a 35-mile-long bus rapid transit project; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee ("HPSC") the responsibility and authority to review and act, or make recommendation to the Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the Project; and

WHEREAS, on September 13, 2023, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

PART III: THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the recommending body for the Project, the HPSC has reviewed and considered the information contained in the previously certified West Valley Connector Project Environmental Impact Report (State Clearinghouse No. 2016031071) and supporting documentation, including all written and oral evidence presented to the HPSC, the HPSC finds as follows:

(1) The previous certified West Valley Connector Project Environmental Impact Report contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(2) The previous certified West Valley Connector Project Environmental Impact Report was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(3) The previous certified West Valley Connector Project Environmental Impact Report reflects the independent judgment of the Board of Directors of the San Bernardino County Transportation Authority; and

(4) All previously adopted mitigation measures, which are applicable to the Project, shall be a condition of Project approval and are incorporated herein by this reference.

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) *The proposed demolition is necessary because all efforts to restore, rehabilitate, and/or relocate the resource have been exhausted.* The proposed widening of Holt Boulevard for the WVCC project would require the removal of the front facade of the existing building. While only partial building removal is necessary, full building demolition is proposed as the structural and historical integrity of the existing building cannot be retained; and

(2) *The proposed demolition is necessary because restoration/rehabilitation is not practical because the extensive alterations required would render the resource not worthy of preservation.* The proposed removal of the front facade of the existing building would eliminate the main architectural elements of the building, as well as compromise the structural integrity of the structure. These extensive alterations would not make restoration or rehabilitation a feasible alternative in terms of cost and restoration of the historic significance of the properties.; and

(3) *The proposed demolition is necessary because failure to demolish the resource would adversely affect or detract from the character of the District.* The historic property is located within the proposed Downtown Historic District and would be considered Contributor to the district. Failure to demolish the contributing properties would result in adverse impacts because the project could not achieve a safe roadway alignment for drivers; and

SECTION 3: Based upon all related information presented to the HPSC, the HPSC finds that the preparation of a subsequent or supplemental EIR is not required for the Project, as the Project:

(1) Does not constitute substantial changes to the certified EIR that will require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(2) Does not constitute substantial changes with respect to the circumstances under which the certified EIR was prepared, that will require major revisions to the EIR due to the

involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(3) Does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, that shows any of the following:

(a) The project will have one or more significant effects not discussed in the certified EIR; or

(b) Significant effects previously examined will be substantially more severe than shown in the certified EIR; or

(c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the City declined to adopt such measures; or

(d) Mitigation measures or alternatives considerably different from those analyzed in the certified EIR would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

SECTION 4: Based upon the findings and conclusions set forth in Sections 1 through 3 above, the HPSC hereby recommends approval of the Application subject to each and every condition, included as Attachment "B" of this Decision, and incorporated herein by this reference.

SECTION 5: The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the Applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 6: The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

APPROVED AND ADOPTED this 13th day of September 2023.

Historic Preservation Subcommittee

Exhibit A: Tier II Historic Property Aerial Photograph



Exhibit B: WVCC Project Map

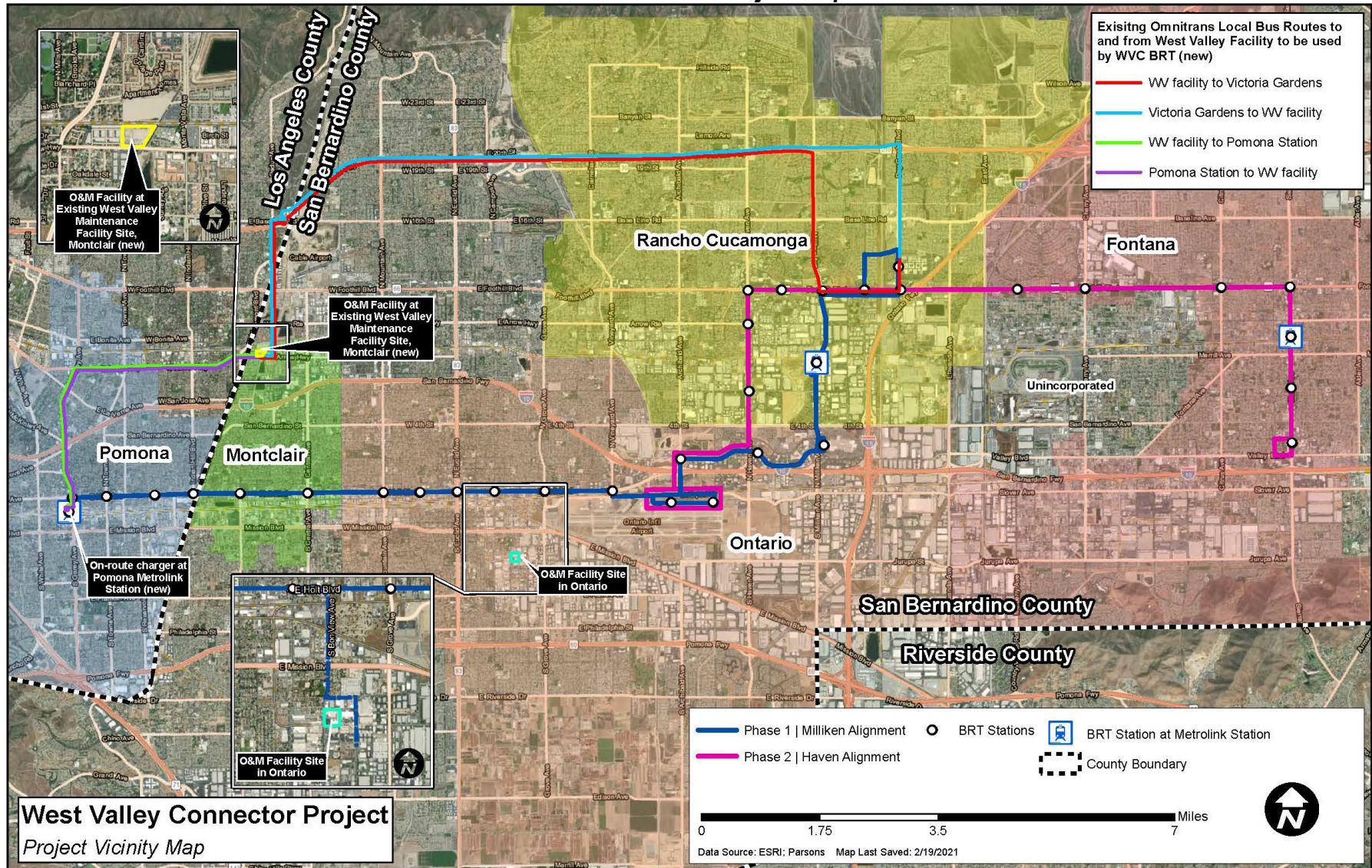


Exhibit C: Typical Cross Section of Dedicated Lanes Segment

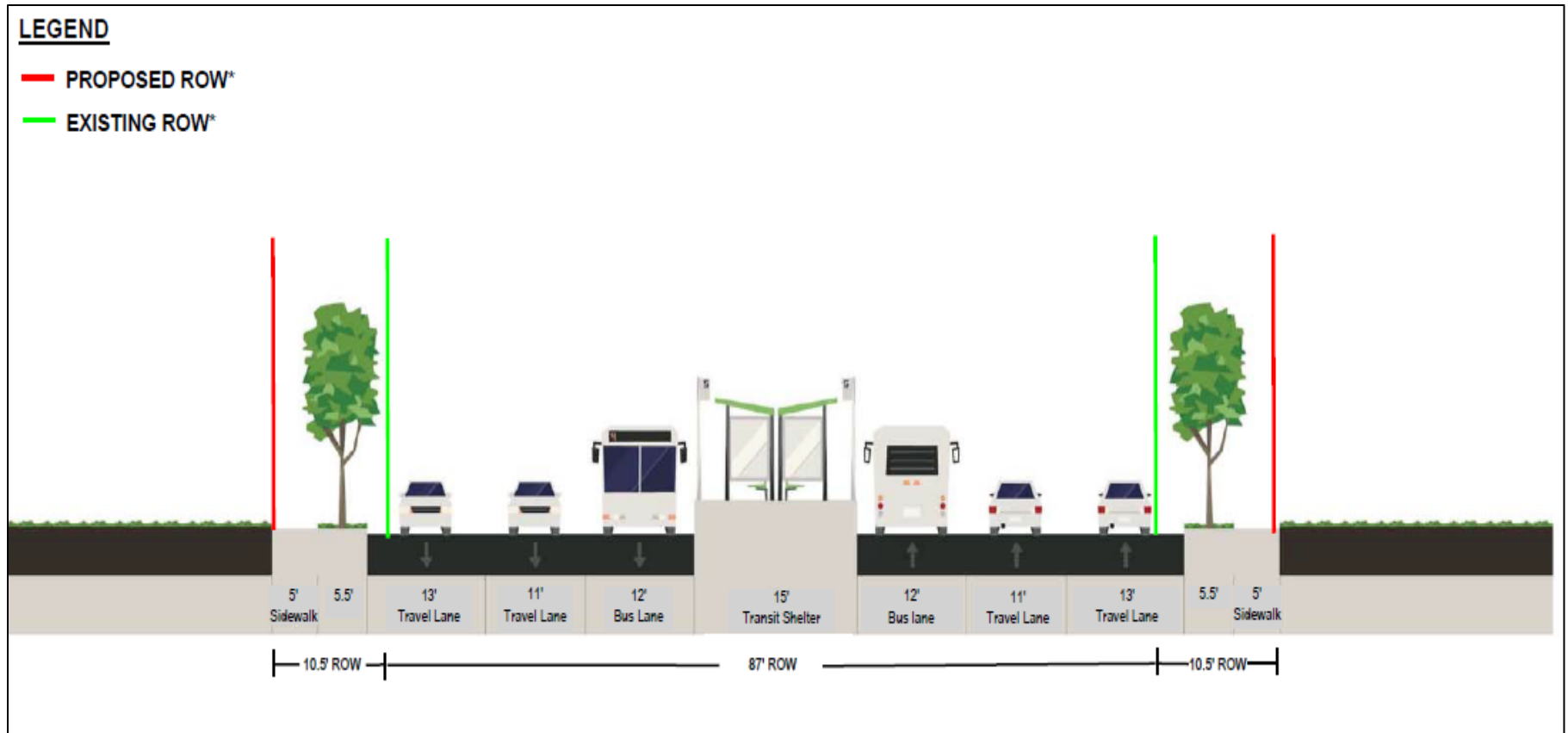


Exhibit D: Site Photographs



212-214 East Holt Blvd. – View looking south



212-214 East Holt Blvd. – View looking southeast

Exhibit D: Site Photographs Continued

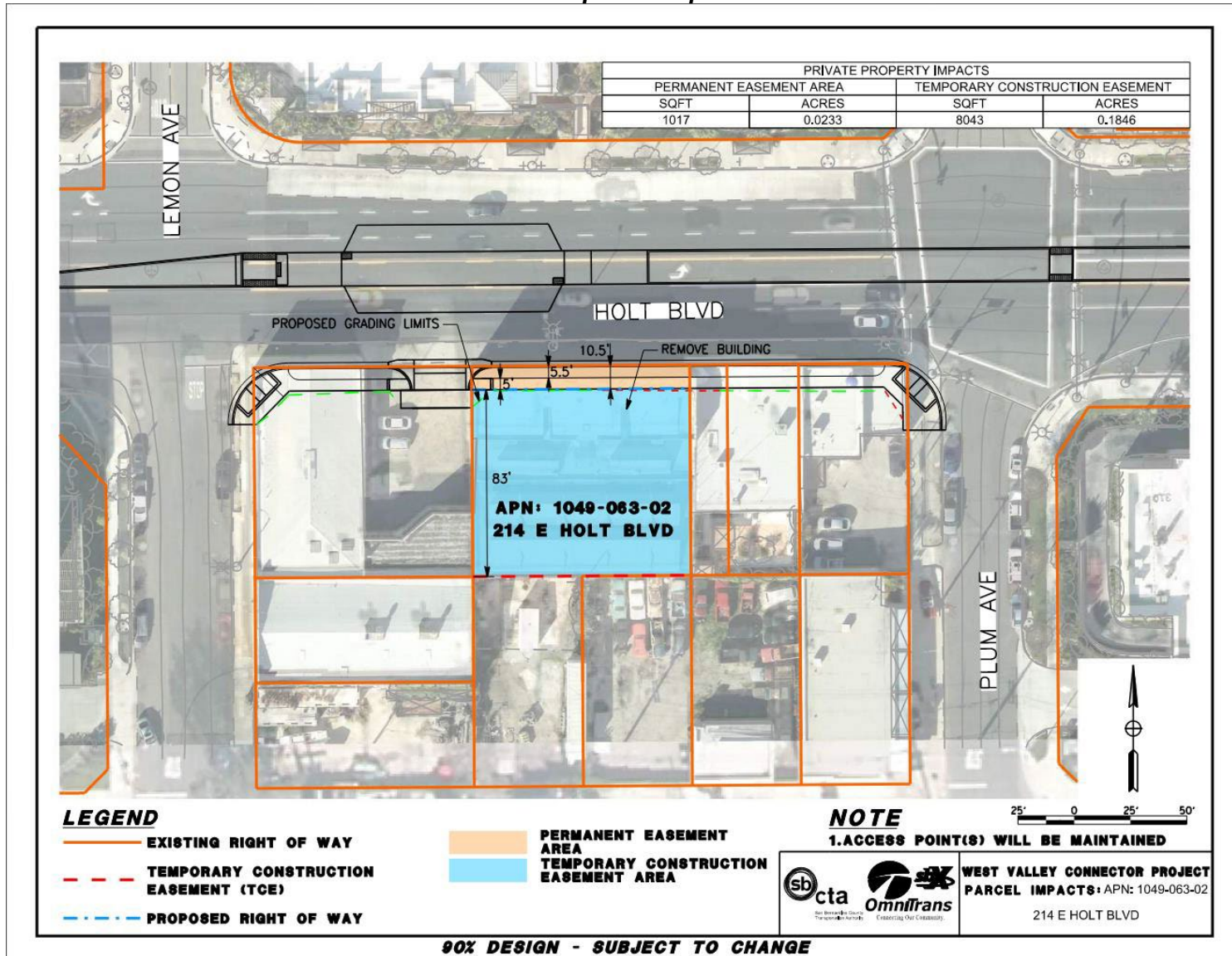


212-214 East Holt Blvd. – View looking southwest



212-214 East Holt Blvd. – Roof, view looking west

Exhibit E: Proposed Improvements



Attachment “A”

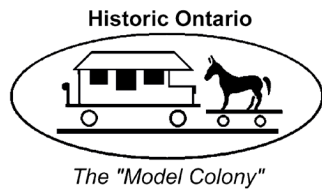
WEST VALLEY CONNECTOR CORRIDOR PROJECT MITIGATION MONITORING AND REPORTING PROGRAM TABLE – CULTURAL RESOURCES

Table 2. Mitigation Measures, Implementation, Scheduling, and Reporting (Construction Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	Monitoring Report (PMR) shall be prepared and submitted to SBCTA, FTA, and the fossil repository.						
CI-CR-7	<p>In compliance with the City of Ontario's Historic Preservation regulations, the following measures will be implemented to mitigate impacts on the City's locally designated historical resources:</p> <ol style="list-style-type: none"> Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including but not limited to: (i) preparation of site plans, floor plans, exterior and interior elevations, and detailed drawings of character-defining features (e.g., moldings, stairs); and (ii) photographs of the resource, including interior and exterior character-defining features (e.g., moldings, light fixtures, trim patterns). A mitigation fee established pursuant to Ontario Development Code Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the EIR process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources. A Certificate of Appropriateness shall not be issued for the demolition of a historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure have been approved by the City, and appropriate permits have been issued for its construction, unless (i) a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050 of the Ontario Development Code; (ii) a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050 of the Ontario Development Code; or (iii) demolition is required pursuant to Ontario Development Code Section 7.01.055 (Unsafe or Dangerous Conditions). To preserve features and artifacts from historic resources, a determination of the items within or on the resource that should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, dimension (as necessary), and location of each item on the floor plan. 	<p>Cultural and Paleontological Resources Sections 5.2.4 and 5.3.4</p>	<ol style="list-style-type: none"> Prepare HABS/HAER. Pay mitigation fee. Obtain Certificate of Appropriateness. Salvage historic items. 	<p>1-4. Prior to demolition or alteration of historic property</p>	<ol style="list-style-type: none"> SBCTA Project Architect SBCTA SBCTA Project Architect 	<p>1-4. Record of compliance (i.e., HABS/HAER, payment receipt, Certificate of Appropriateness, and inventory of salvaged items) kept on file at SBCTA</p>	<p>1-4. SBCTA</p>
CI-GSS-1	<p>During construction, the appropriate level of inspections and tests shall be performed by a third-party contractor to confirm soil and subsurface conditions within the corridor.</p>	<p>Geology, Soils, Seismicity Sections 5.2.5 and 5.3.5</p>	<ol style="list-style-type: none"> SBCTA to hire a third-party contractor to perform inspections and tests. Monitor to ensure the third-party contractor complies with the requirements. 	<ol style="list-style-type: none"> contract documents Demolition and construction 	<ol style="list-style-type: none"> SBCTA SBCTA Construction Manager 	<ol style="list-style-type: none"> Record of compliance kept on file at SBCTA Record of 	<p>1-3. SBCTA</p>

Attachment “B”

FILE NO. PHP22-003 CONDITIONS OF APPROVAL



CERTIFICATE OF APPROPRIATENESS- DEMOLITION

CONDITIONS OF APPROVAL

Date: September 13, 2023
File Nos.: PHP22-003
Location: 212-214 East Holt Boulevard (APN: 1049-063-02)
Prepared By: Elly Antuna, Associate Planner

Description:

A Certificate of Appropriateness for the demolition of a Tier II historic resources (Local Landmark No. 8, Dietz Garage) located at 212-214 East Holt Boulevard, to facilitate the construction of the West Valley Connector Bus Rapid Transit (BRT) service.

Conditions:

1. The Certificate of Appropriateness shall become void twenty-four (24) months from the date of approval unless a building permit has been issued and work authorized by this approval has commenced prior to the expiration date and is diligently pursued to completion.
2. Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including but not limited to: (i) preparation of site plans, floor plans, exterior and interior elevations, and detailed drawings of character-defining features (e.g., moldings, stairs); and (ii) photographs of the resource, including interior and exterior character-defining features (e.g., moldings, light fixtures, trim patterns).
3. A mitigation fee pursuant to Section 7.01.030 of the Ontario Development Code shall be paid to the Planning Department prior to issuance of building permit for demolition. For Tier II structures, this mitigation fee is equal to 20% of the price per square foot construction cost as established in the most current ICC Building Valuation Data. The fee amount will be provided by the Planning Department at the time of payment.
4. A Certificate of Appropriateness shall not be issued for the demolition of a historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure have been approved by the City, and appropriate permits have been issued for its construction, unless (i) a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050 of the Ontario Development Code; (ii) a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050 of the Ontario Development Code; or (iii) demolition is required pursuant to Ontario Development Code Section 7.01.055 (Unsafe or Dangerous Conditions).
5. To preserve features and artifacts from historic resources, a determination of the items within or on the resource that should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The

Conditions of Approval

File No.: PHP22-003

September 13, 2023

applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, dimension (as necessary), and location of each item on the floor plan.

6. The applicant shall obtain a building permit prior to any demolition, relocation, or construction.
7. Any deviation from the approved plans shall require approval of the Planning Department and, if necessary, the Historic Preservation Commission.
8. Conditions of Approval table shall be reproduced onto all plans submitted for permits.

Attachment “C”

TIER DETERMINATIONS

HISTORIC PRESERVATION SUBCOMMITTEE/COMMISSION



TIER DETERMINATION

Date: May 8, 2008

Location: 212-214 East Holt Blvd.

Historic Name: Dietz Garage

APN: 1049-063-02

Description:

Decision Date: HPSC to recommend 5-8-08

Related Files: PHP 08-020

Decision Making Body: HPC

Tier Determination: Recommend Tier II

Current Historic Status: Local Landmark No. 8



Dietz Garage was designated as Local Landmark No. 8 on April 2, 1996. The 2-story mixed use building has commercial units on the first floor, 6 residential units on the second floor which have access to the roof, and a large warehouse currently being used as storage on the rear of the property. It was built in 1923 for E. Miller Dietz and was previously used as a garage when Holt Blvd. was known as the Ocean to Ocean Highway. Mr. Dietz later served as a Council member from 1948-1952. The building is described as having a Spanish Revival influence with a red tile roof, stucco siding, multi-paned casement windows, arches with stained glass brick. It also has a sawtooth roof, and a central courtyard with drive that has been closed off with a wall and chain linked gate.

INDIVIDUAL PROPERTY

HISTORIC DISTRICT

TIER DETERMINATION

- Tier I** – Properties which should not be demolished or significantly altered. These properties are the most significant historical or cultural properties and must meet any of the following:
- A property listed on the City's List of Eligible Historical Resources and meets at least 1 of the architectural category and 3 criteria in the history category as listed below;
 - A contributing structure in a district where the district meets 1 of the criterion in the architecture category and 3 criterion in the history category.

- Tier II** – Properties where demolition should be avoided. These properties must meet any of the following:
- Any property listed or determined eligible for listing in the National Register of Historic Places; or
 - Any property listed or determined eligible for listing in the California Register of Historic Resources; or
 - A property listed on the City's List of Eligible Historical Resources and meets at least 2 of the criteria in either the architecture or history categories; or

- A contributing structure in a Eligible Historic District where the district meets at least 2 of the criteria in either architecture or history categories.

- Tier III** – Properties where demolition should be avoided where possible, but may be appropriate under certain circumstances. These properties must be one of the following:

- Designated Historic Landmarks, or
 Contributing structures in a Designated Historic District, or
 Eligible Historical Resources as defined in Section 9-1-2612.

TIER CRITERIA

Architecture (Check all that apply)

- The structure is (or the district contains resources which are) a prototype of, or one of the finest examples of a period, style, architectural movement, or construction in the City or a particular style of architecture or building type.
- The structure is (or the district contains resources which are) the first, last, only, or one of the finest examples, notable works, or the best surviving work by an architect or designer or major importance to the City, state or nation.

Explanation:

The building suffered damage from a fire that occurred approximately two years ago. Since then, the building maintenance has been grossly neglected by the property owner. The extent of the fire damage and the structural integrity are unknown at this time. Despite the recent series of unfortunate events, this Spanish Revival influenced urban styled garage has many of its character defining features still in tact such as the shape, form, and all original window and bay openings. It has some minor alterations and/or damage on the exterior that only slightly impacts the architectural integrity. These alterations and/or damage include two new inappropriately framed in doors at the each stairwell entry leading to the upstairs residential units, a wall and chain link gate closes off the central courtyard drive access, two of the four storefronts have been fire damaged and are boarded up, and a few broken windows on the second story can be easily removed, replaced, and restored with period appropriate features. In addition, it is one of the few remaining early commercial garages left in Southern California and the last remaining of its type in the City of Ontario. Furthermore, it is one of the few remaining early automobile related buildings from the Ocean to Ocean Highway era of Holt Boulevard.

History (Check all that apply)

- It is the location of an historic event(s) that have had a significant contribution to the history of the City, state or nation.
- It is associated with a business, company, or individual that has made a significant, cultural, social, or scientific contribution to the City, state, or nation.
- It is identified with a person(s) who has exerted a major influence on the heritage or history of the City, state, or nation.
- It embodies the ideals or principles of the "Model Colony" or furthers the ideals or principals established by the Chaffey Brothers.

- It has a direct relationship to one of the principle historic contexts in the City's history, including:
 - The Model Colony including the Chaffey Bros., and Ontario Land and Improvement Co.
 - The Guasti Winery or the Wine Industry
 - The Dairy Preserve, or the Dairy Industry
 - The Citrus Context, or the Citrus Industry
- It is related with a business, company or individual significant in the agricultural history of the City.

Explanation:

This building is significant because of its association with the transportation era and its association with a significant person within the local community. The urban style of garage was typical for large cities during the 1950s and previous years, especially in downtown Los Angeles. Its site location is as equally important as it is one of the remaining early automobile related buildings from the Ocean to Ocean Highway Era. Furthermore, this building is associated with a significant person in the City of Ontario's history. The original owner, Mr. Dietz, is recognized as a contributor to the City's history as a business owner and City Councilman (1948- 1952).