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TRUTH IS OUR VICTORY AND HONOR IS OUR PRIZE >TATTN ©

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JOHN TOMMY ROSAS  
TRIBAL ADMINISTRATOR  
TRIBAL LITIGATOR  
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## APPENDIX C

### CALIFORNIA DEPARTMENT OF PARKS AND RECREATION- SERIES 523 FORMS

**Appendix C removed to protect confidential  
locations of archeological resources.**



## APPENDIX D

# PROJECT-RELATED FTA/SHPO CORRESPONDENCE





Preserving America's Heritage

March 31, 2009

Mr. Roger Snoble  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**RE: *Regional Connector Transit Project***  
***Los Angeles County, California***

Dear Mr. Snoble:

On March 17, 2009, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). At this time, we do not expect to attend meetings or provide formal comments at environmental review milestones. However, we retain the right to become involved in the environmental review for this action in the future if, based on information provided by the Federal Transit Administration (FTA) or other consulting parties, we determine that our involvement is warranted.

In order to ensure compliance with Section 106 of the *National Historic Preservation Act*, the ACHP encourages FTA to initiate the Section 106 process by notifying, at its earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, FTA and your agency will be able to determine the appropriate strategy to ensure Section 106 compliance for this undertaking. Please note that FTA, as the federal agency, must be involved in the notification of consulting parties.

FTA and the Los Angeles County Metropolitan Transportation Authority should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If you determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of an agreement document is necessary, FTA must notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing agreement document, you should follow the process it outlines.

Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Blythe Semmer by telephone at (202) 606-8552 or by e-mail at [bsemmer@achp.gov](mailto:bsemmer@achp.gov).

Sincerely,

A handwritten signature in black ink that reads "LaShavio Johnson". The signature is written in a cursive, flowing style.

LaShavio Johnson  
Historic Preservation Technician  
Federal Permitting, Licensing, and Assistance Section  
Office of Federal Agency Programs



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

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

201 Mission Street  
Suite 1650  
San Francisco, CA 94105-1839  
415-744-3133  
415-744-2726 (fax)

Mr. Milford Wayne Donaldson  
State Historic Preservation Officer  
Office of Historic Preservation  
California State Department of Parks and Recreation  
Post Office Box 942896  
Sacramento, CA 94296-0001

APR - 7 2009

Attention: Dr. Susan Stratton, Supervisor, Project Review Unit

Re: Regional Connector Transit Corridor Project

Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is pleased to initiate efforts in the identification of historic properties and the analysis of effects on those properties for various components of the proposed Regional Connector Transit Corridor Project in downtown Los Angeles, California. This letter is to request your review and concurrence with the Area of Potential Effects (APE) and to delegate the authority to consult directly with the LACMTA.

Cultural resources identification and analysis will be prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, as required by the Advisory Council on Historic Preservation, with regulations contained in 36 Code of Federal Regulations (CFR), Part 800, and applicable sections of the California Environmental Quality Act (CEQA).

#### **Project Description**

The Regional Connector Transit Corridor Project is a proposed light rail transit infrastructure improvement project that would construct approximately 1.8 miles of a new set of dual tracks in order to connect four vital travel corridors that stretch across 50 miles of Los Angeles County. The proposed project would directly link the 7<sup>th</sup> Street/Metro Center Station (the terminus of the existing Metro Blue Line and Metro Expo Line under construction and opening in 2010) located at 7<sup>th</sup> and Figueroa Streets to the Little Tokyo/Arts District Station (a new Metro Gold Line Station opening in 2009) located at 1<sup>st</sup> and Alameda Streets. The project would include the construction of several new Metro stations in downtown Los Angeles and would create direct connections between Long Beach and Pasadena, as well as East Los Angeles and Culver City. It would also provide passengers with direct connections into the heart of the business and civic districts. These improvements would provide regional benefits to people throughout Los Angeles County.

Metro will evaluate the following four (4) alternatives in a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR):

- No Build (Baseline)
- Transportation System Management (TSM)
- Build Alternative 1: At-Grade Emphasis Light Rail Transit (LRT) Alternative (includes two options for station locations)
- Build Alternative 2: Underground Emphasis LRT Alternative

### Stations

Proposed station locations would include the following (depending on the selected alternative):

- Build Alternative 1:
  - Underground station on Flower Street, just north of 5<sup>th</sup> (Option A only)
  - At-grade station on Flower Street, just south of 3<sup>rd</sup> Street (Option B only)
  - Underground station just south of the intersection of Hope and Flower Streets
  - At-grade northbound only station on Los Angeles Street, just north of 1<sup>st</sup> Street
  - At-grade southbound only station on Main Street, just north of 1<sup>st</sup> Street
- Build Alternative 2:
  - Underground station on Flower Street, just north of 5<sup>th</sup> Street
  - Underground station just south of the intersection of Hope and Flower Streets
  - Underground station on 2<sup>nd</sup> Street between Broadway and Los Angeles Streets.

### Area of Potential Effects

A proposed project-specific APE was established in accordance with 36 CFR Part 800.16 (d), which defines an APE as:

the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The proposed project APE (see enclosed map) was delineated to ensure identification of significant historic and architectural resources that may be directly or indirectly affected by the proposed project and are listed in or eligible for inclusion in the National Register of Historic Places (National Register) and/or California Register of Historical Resources (California Register). The APE was established using methodology consistent with those of previous LACMTA projects.

For historic and architectural resources, the proposed APE includes all parcels adjacent to both sides of the proposed project alignment, including stations, subway or open cut construction areas, and areas proposed for acquisition. In addition, the APE includes areas that may be subject to potential project-related effects, including visual or audible effects, and settlement effects that may

result from construction or implementation the proposed project. Additionally, the built environment APE includes the boundaries of two known identified historic districts that are listed in or eligible for the National Register.

For archaeological resources, the proposed APE includes the proposed at-grade and underground right-of-way and/or areas of direct ground disturbance. The APE also includes areas with permanent site improvements and areas for staging and temporary construction activities.

The proposed vertical APE extends from approximately 0 to 25 feet above the existing ground surface to approximately 100 feet below the existing ground surface.

Because the proposed project is expected to be constructed by 2018, identification efforts will be focused on parcels containing improvements constructed in or before 1968 (2018-50 years=1968). Those improvements will be evaluated for National and California register eligibility as part of the project identification phase, as well as noting all previously identified historic properties and historical resources.

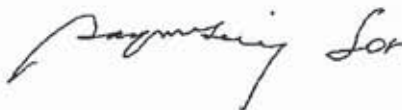
### Consultation Coordination

To the extent that it facilitates the review and approval process, FTA has authorized certain experienced and knowledgeable agencies to consult directly with you in addressing Section 106 requirements. In permitting this arrangement, agencies have been instructed to keep FTA informed by forwarding copies of all transmittals to our attention, and immediately contacting FTA on matters deemed to be of significant importance. Until further notice, this authority is extended to the LACMTA for the Regional Connector Transit Corridor project.

Previous scoping efforts have taken place and are expected to continue over the next several months. On behalf of FTA, the LACMTA supported by its consultants Camp Dresser and McKee (CDM) and Steven W. Carothers & Associates (SWCA), is currently contacting local historic groups, Native American groups, and other stakeholders that may have an interest in the project. The LACMTA also expects to meet with the Los Angeles Conservancy and the City of Los Angeles, Office of Historic Resources, to address their concerns.

Please let us know if you have comments on the project description, APE definition, methodology, or map. If you or your staff is interested in a site visit of the corridor, we would be pleased to accommodate your request. The LACMTA appreciates your assistance in the preservation of cultural resources related to all aspects of their transit system. If you or any members of your staff have questions, please contact Mr. Ray Tellis of our Los Angeles Metropolitan Office at (213) 202-3956.

Sincerely,



Leslie T. Rogers  
Regional Administrator

Enclosure: Draft Area of Potential Effects Map

cc: Dolores Roybal Saltarelli, Project Manager, LACMTA

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

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov  
www.ohp.parks.ca.gov



September 9, 2009

Reply In Reference To: FTA090409B

Leslie T. Rodgers  
Regional Administrator  
U.S. Department of Transportation  
Federal Transit Administration, Region IX  
201 Mission Street, Suite 1650  
San Francisco, CA 94105-1839

RE: Section 106 Consultation for Proposed Regional Connector Transit Corridor Project, Los Angeles, CA

Dear Mr. Rodgers:

Thank you for initiating consultation with me pursuant to 36 CFR Part 800, the implementing regulation of Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended. On behalf of the U.S. Department of Transportation, Federal Transit Administration (FTA), you are both initiating consultation with me and seeking my comments on your initial documentation of the undertaking's Area of Potential Effect (APE).

As I understand it, the Regional Connector Transit Corridor Project is a proposed light rail transit infrastructure improvement project that will necessitate the construction of approximately 1.8 miles of new dual tracks. The project will connect four travel corridors that stretch across 50 miles of Los Angeles County. The proposed project will directly link the 7<sup>th</sup> Street/Metro Center Station located at 7<sup>th</sup> and Figueroa Streets to the Little Tokyo/Arts District Station located at 1<sup>st</sup> and Alameda Streets. The project will include the construction of several new Metro stations in downtown Los Angeles and would create direct connections between Long Beach and Pasadena, as well as East Los Angeles and Culver City. In addition to your project description, you have submitted descriptions of route and design alternatives, detailed aerial maps of the project area, and a summary of initial consultation efforts pertaining to potentially interested Native American groups, local government entities, and local historic preservation organizations.

Having reviewed this documentation, I have the following comments:

- 1) The initial APE for this undertaking has been adequately determined and documented pursuant to 36 CFR Part 800.4 (a) (1);
- 2) As outlined in conversations between State Historian Tristan Tozer, State Associate Archaeologist William Soule and Francesca Smith of SWCA Environmental Consultants, I will be sent draft cultural resource/built environment surveys and archaeology technical reports encompassing the project area. Once I have received this information, I will provide further comment;

3) Please submit proof of public notification and consultation, including copies of notification letters and any responses you may receive.

Thank you for considering historic resources during project planning. I look forward to continuing this consultation. If you have any questions or comments, please contact staff historian Tristan Tozer at (916) 651-0304 or email at [ttozer@parks.ca.gov](mailto:ttozer@parks.ca.gov).

Sincerely,



Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer

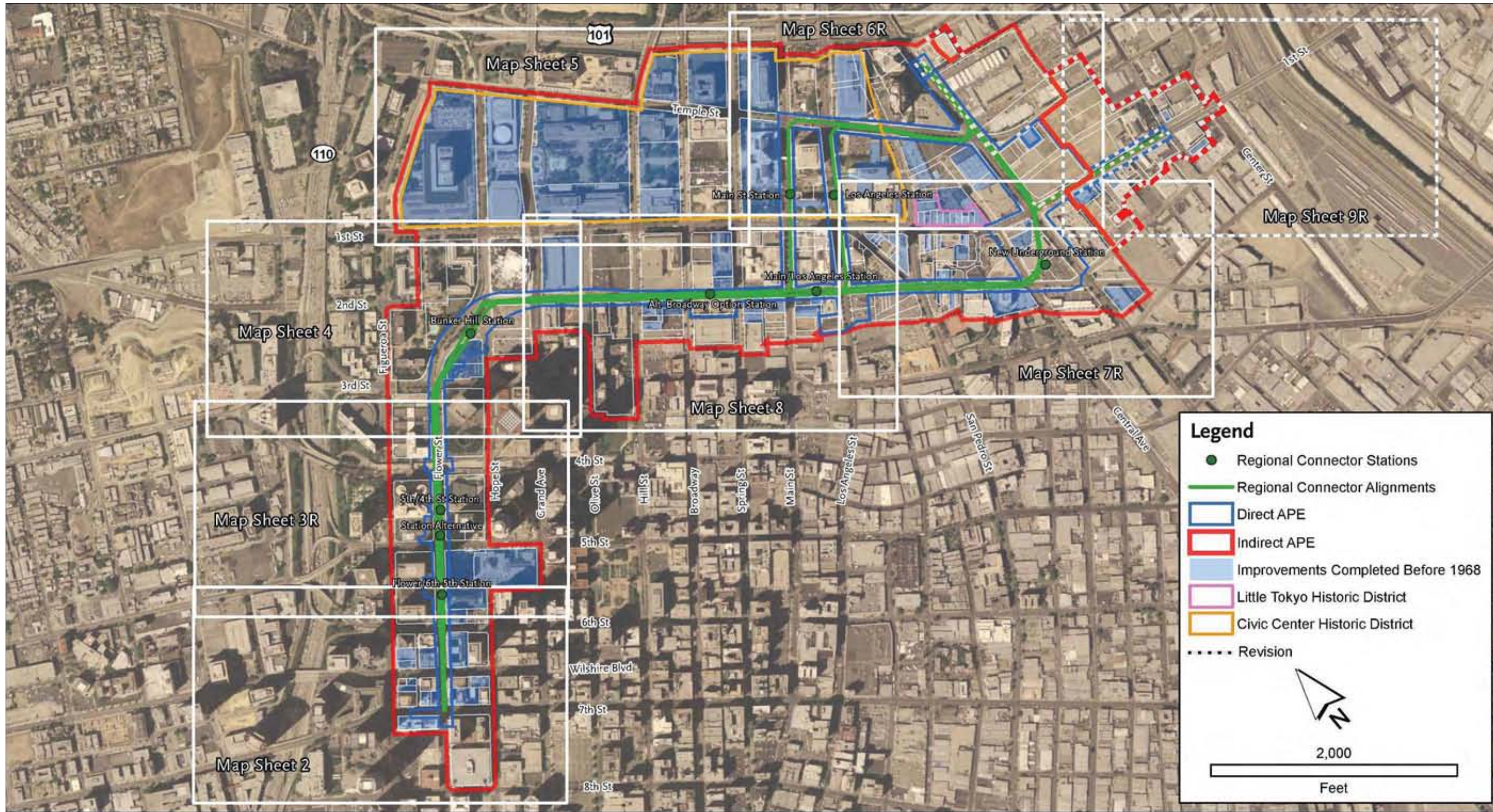


## APPENDIX E

### PROJECT AREA OF POTENTIAL EFFECTS MAP

The following maps depict the project Area of Potential Effects. This series of maps were prepared for the Built Environment Technical Memorandum and show the locations of historic built environment features. They are included in this appendix because they also include the tax assessor's parcel numbers referred to in the archaeology survey methodology section, Section 4.4.2.

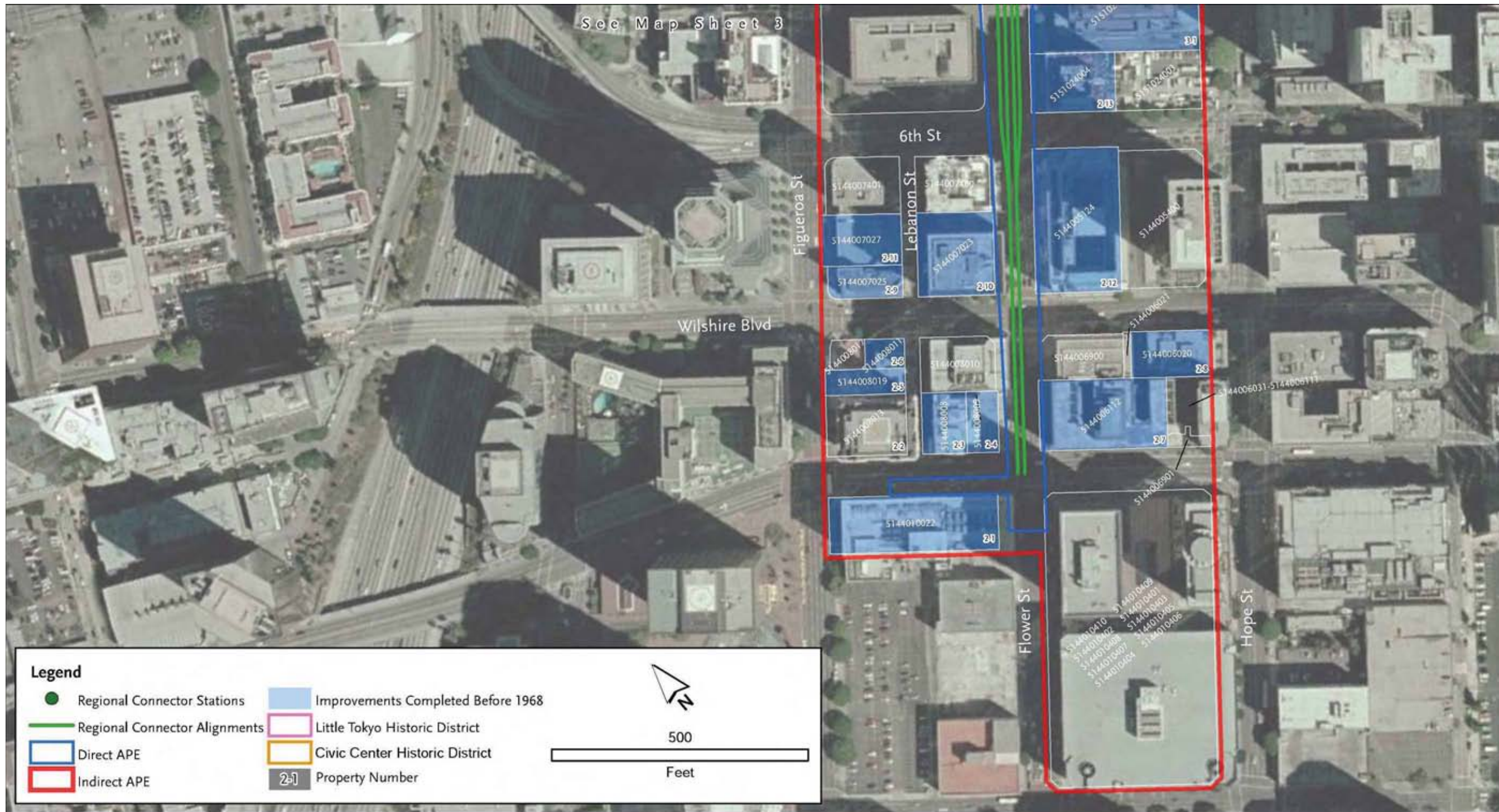




Sheet 1 of 9 Revised December 23, 2009

Figure E-1. Area of Potential Effects Map, Sheet 1

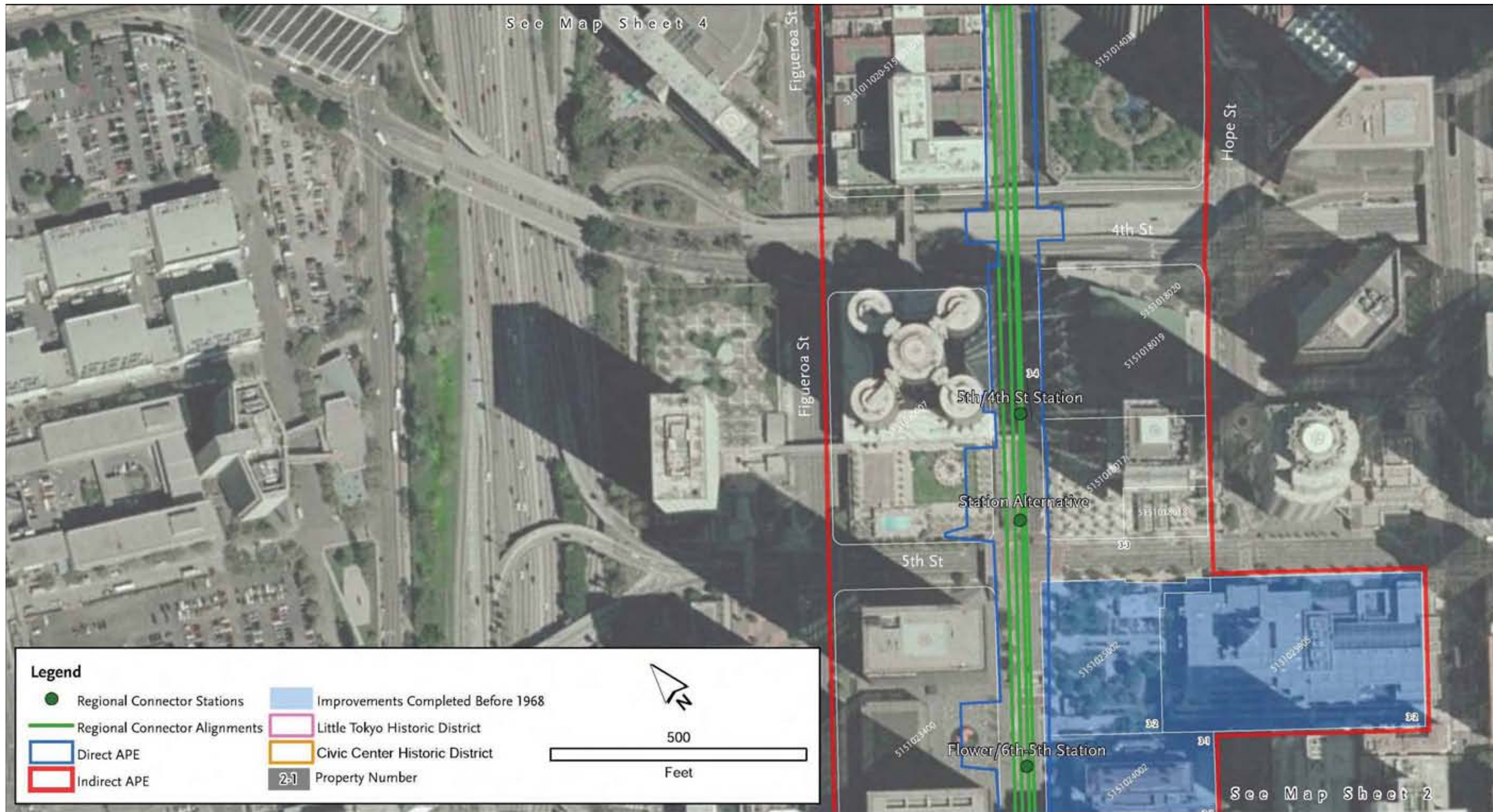




Sheet 2 of 9

Figure E-2. Area of Potential Effects Map, Sheet 2

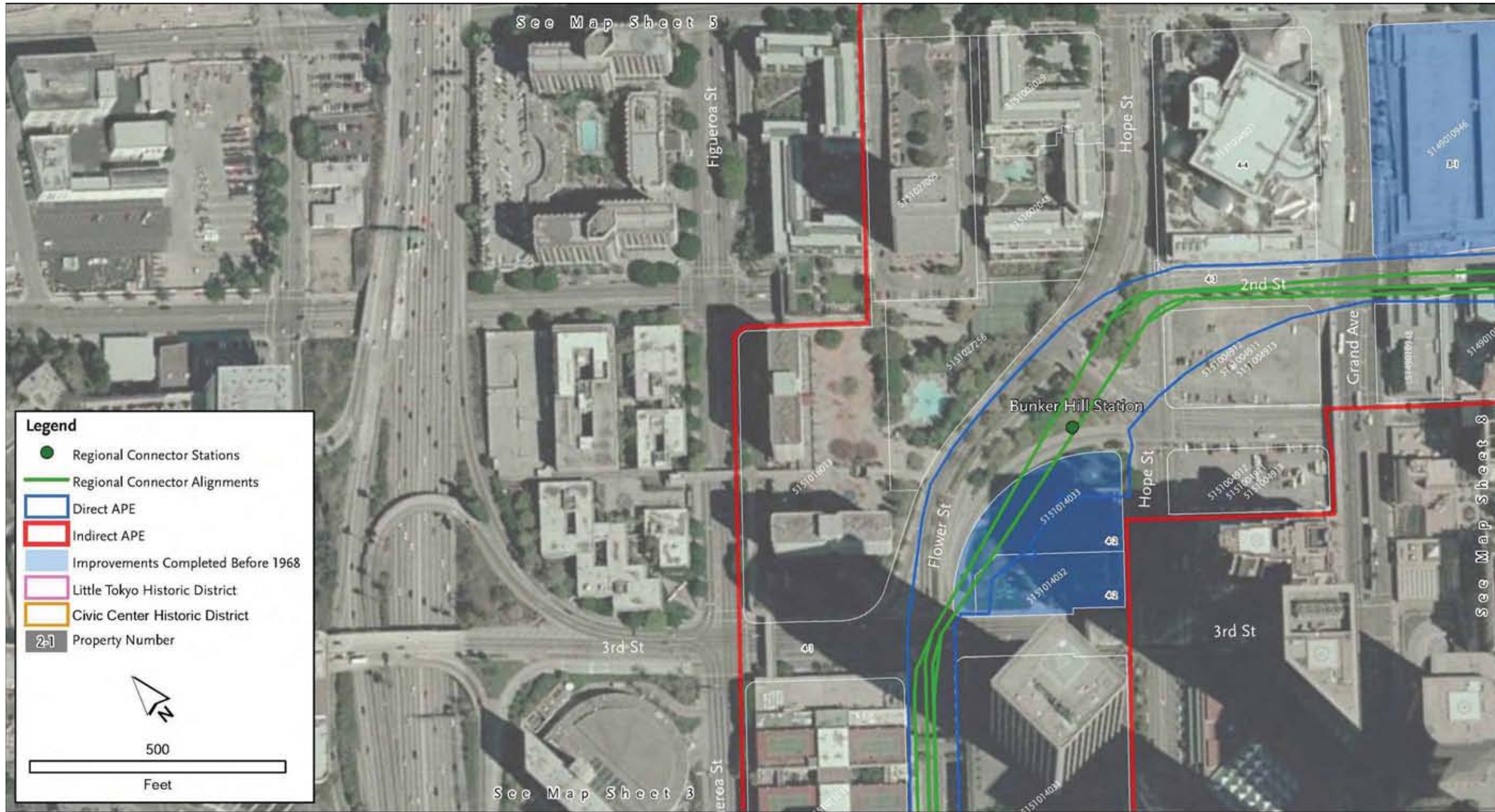




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Figure E-3. Area of Potential Effects Map, Sheet 3





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Figure E-4. Area of Potential Effects Map, Sheet 4



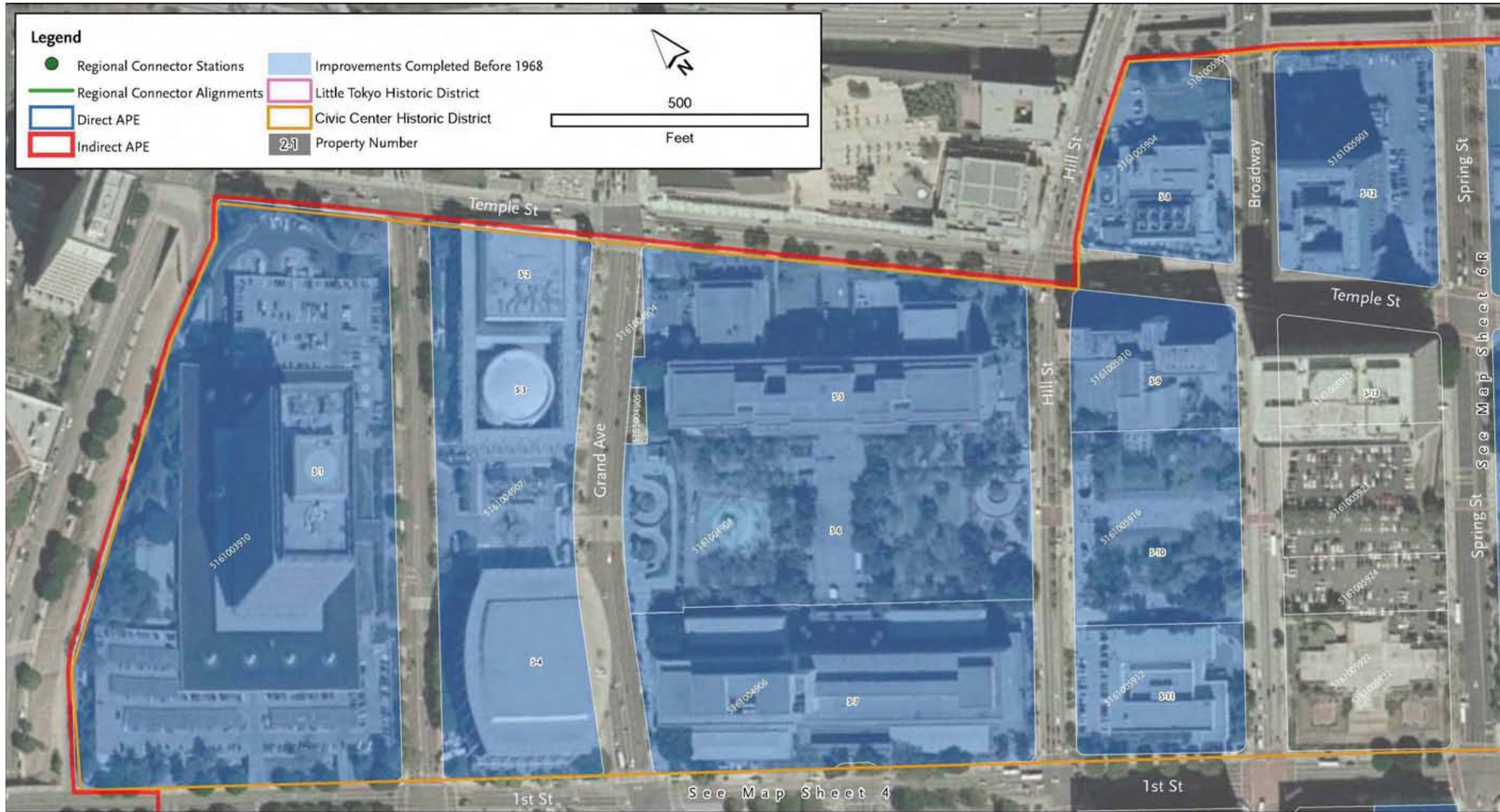


Figure E-5. Area of Potential Effects Map, Sheet 5

Sheet 5 of 9



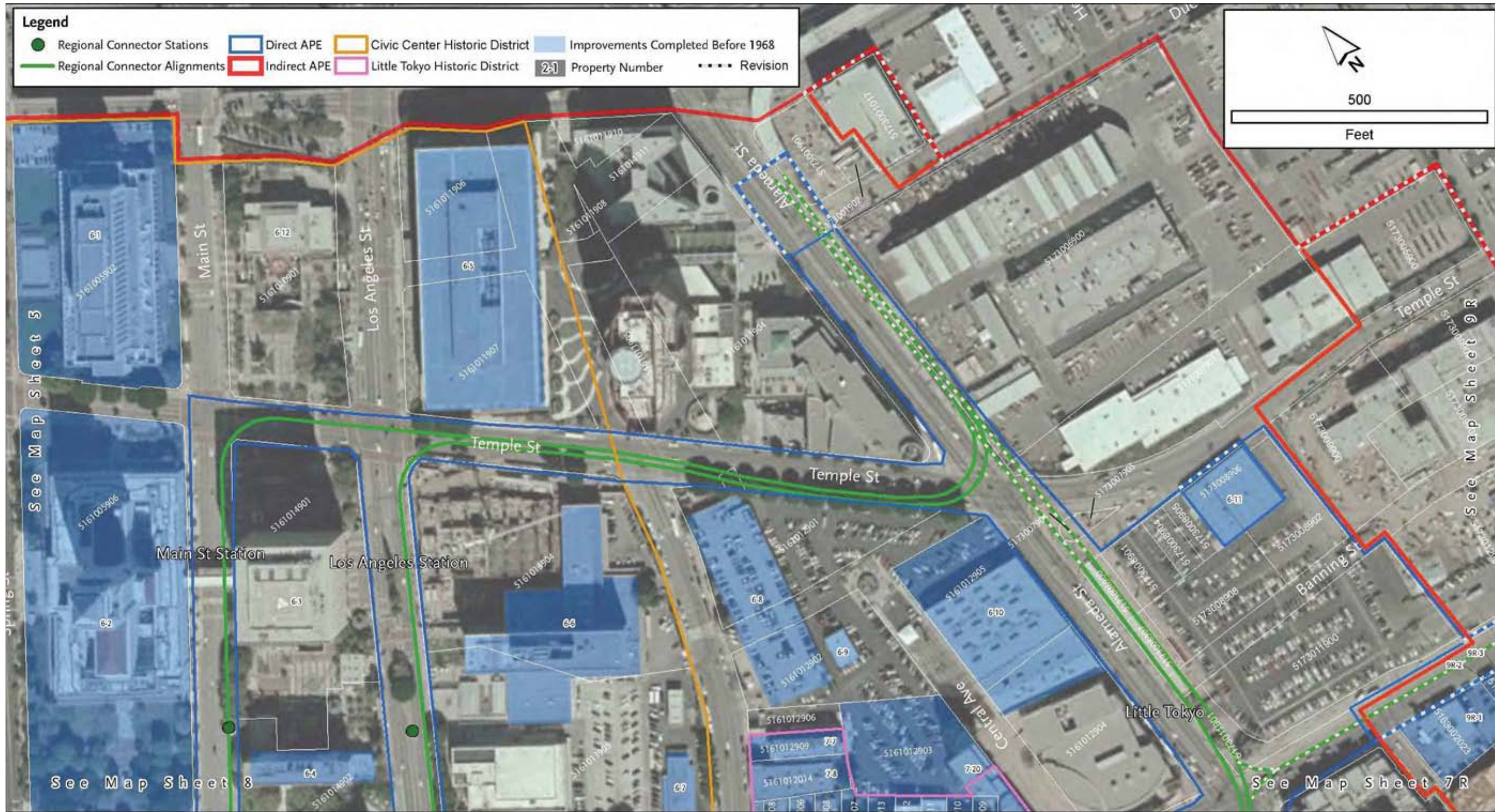


Figure E-6. Area of Potential Effects Map, Sheet 6

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