



## APPENDIX G



## SHPO MEETING MINUTES



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### *MEETING MINUTES*

#### *Prairie-Crenshaw Corridor Project, Los Angeles County*

*Purpose:* **NHPA Section 106 Consultation**

*Date and Time:* July 23, 2008, 1:30 PM to 2:30 PM

*Place:* California Office of Historic Preservation

*Attendees:* **State Historic Preservation Officer Section 106 staff**

Susan Stratton

Dwight Dutchske

Natalie Lindquist

**Los Angeles County METRO (FTA designee)**

Roderick Diaz

**Consultant Staff**

Dennis Henderson, PB

Rick Starzak, ICF Jones & Stokes

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#### *Introduction*

Roderick Diaz introduced the project and team, mentioned that FTA has delegated limited consultation authority to METRO and consultants.

#### *Project Description*

Roderick Diaz and Dennis Henderson described the project BRT and LRT alternatives, physical nature of components along each alternative, and distributed a map of the components.

#### *Area of Potential Effects (APE)*

Rick Starzak described the locations of historic trolley service (from Leimert Boulevard south to Market Street) and the likely potential for effects on historic resources by each project component. In areas where there was a low risk of visual effect or damage, or where buildings are substantially altered, Natalie Lindquist agreed that some tables and photos could be substituted for DPR 523 inventory forms, thereby reducing the level of effort. DPR 523 forms would still be needed for consultation on all eligible properties in the APE, and for any properties to be acquired, demolished or subject to a major permanent effect. The attached table illustrates the APE components, nature of effect, and level of identification effort.



Component	APE	Level of effort	Note
<b>Bus Rapid Transit Alternative</b>			
Mixed Traffic	Curb-to-curb	Resources identified in records search, general research, and comments from interested parties	No major changes from existing (Includes north of Exposition Boulevard)
Exclusive curb lane	Parcels adjacent to curb reconstruction	DPR 523 forms for eligible properties; table & photos of other resources*	Curb reconstruction
Busway At-Grade	Parcels adjacent to lane construction	DPR 523 forms for eligible properties; table & photos of other resources*	New dedicated lanes/gates
Busway Aerial	Parcels within reasonable viewshed	DPR 523 forms	Introduction of major visual element
Minor Stations	Adjacent parcels that are visually sensitive	DPR 523 forms for eligible properties; table & photos of other resources*	Bus stations would be a minor visual element in an urban setting with existing bus shelters
MSF Sites and Dedicated Stations	Site and adjacent parcels	DPR 523 forms for all pre-1965 buildings, including those that are substantially altered	Demolition of buildings on site; new construction
<b>Light Rail Transit Alternative</b>			
At-Grade	Adjacent parcels that are visually sensitive	DPR 523 forms for eligible properties; table & photos of other resources*	Catenaries in raised median
Aerial	Parcels within reasonable viewshed	DPR 523 forms	Introduction of major visual element
Below Grade	Parcels adjacent to cut-and-cover	DPR 523 forms for eligible properties; table & photos of other resources*	Minor risk of settlement
Stations and Portals	Adjacent parcels	DPR 523 forms	Platforms or portals have visual effect
TPSS/MSF Sites	Site and adjacent parcels	DPR 523 forms for all pre-1965 buildings, including those that are substantially altered	Demolition of buildings on site; new construction

\*Individual pre-1965 resources. District contributors are to be recorded on DPR 523 forms.



Susan Stratton and Dwight Dutchske noted that archaeological resources could be encountered in areas where excavation would reach previously undisturbed ground, including but not limited to: sites to be acquired for new construction, footings for aerial structures, and areas of cut-and-cover construction. (Such areas that are known should be noted on the APE Map.)

*Interested Parties*

Rick Starzak handed out a list of interested parties to whom letters were sent on May 28, 2008, to seek information on historic properties.

*Identification effort*

In addition to the information in the table, SHPO agreed that the 50-year cutoff for identification could be set at 1965, 50 years before potential construction in 2015. It was also agreed that professional judgment for substantially altered resources could be applied by qualified architectural historians, and that a table with photos of excluded properties be included in the identification report.

*Next steps*

Roderick Diaz identified the schedule for the DEIR/DEIS is Spring 2009. Section 106 consultation will be coordinated with the NEPA schedule.

An APE Map will be prepared and submitted to SHPO for review and comment.

*Exhibits handed out at meeting:* Project alternatives maps, list of interested parties, candidate historic property list

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

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Arizona, California,  
Hawaii, Nevada, Guam

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415-744-2726 (fax)

Mr. Milford W. Donaldson  
State Historic Preservation Officer  
Department of Parks and Recreation  
P.O. Box 942896  
Sacramento, CA 94296-0001

MAR 22 2007

Attention: Ms. Amanda Blosser

Re: Crenshaw-Prairie Transit Corridor Project

Dear Mr. Donaldson:

We are writing with regard to the Section 106 requirements of the National Historic Preservation Act as they relate to the Los Angeles County Metropolitan Transportation Authority (LACMTA) Crenshaw-Prairie Transit Corridor Project. The project involves the proposed construction of either a Bus Rapid Transit (BRT) or a Light Rail Transit (LRT) line in the Crenshaw-Prairie Corridor with an at-grade BRT or an at-grade/grade separated LRT line to link the Exposition LRT with the Metro Green Line LRT by way of the Los Angeles International Airport (LAX).

The proposed BRT alignment would follow Wilshire Boulevard west from the LACMTA's existing Wilshire/Western subway station, south along Crenshaw Boulevard crossing the Exposition LRT, southwest and south along the existing Metro owned Harbor Subdivision rail right-of-way to the existing Metro Green Line station at Aviation Boulevard. This 12-mile route would include 12 stations.

The proposed LRT alignment would travel south from the Metro Exposition Line LRT station along Crenshaw Boulevard, southwest and south along the existing the LACMTA-owned Harbor Subdivision rail right-of-way to the existing Metro Green Line LRT station at Aviation Boulevard. The adoption of the LRT alignment would also include a new maintenance facility and traction power substations at approximately one-mile intervals along the route. This 8.5-mile route would include 7 stations.

The LACMTA owns the Harbor Subdivision which includes the right-of-way, existing railroad tracks, and facilities. Burlington Northern Santa Fe Railway (BNSF) currently operates freight trains along the LACMTA-owned Harbor Subdivision railroad right-of-way, but does not own the railroad tracks or right-of-way.



To the extent that it facilitates the review and approval process, the Federal Transit Administration (FTA) has authorized certain experienced and knowledgeable agencies to consult directly with you in addressing the Section 106 requirements. In permitting this arrangement, the agencies have been instructed to keep the FTA informed by forwarding copies of all transmittals to our attention, and immediately contacting the FTA on matters deemed to be of significant importance.

Until further notice, this authority is extended to the LACMTA for the Crenshaw-Prairie Transit Corridor Project. The LACMTA technical team will be contacting you shortly to discuss the details of the proposed Area of Potential Effects (APE) and the effort proposed for the identification of historic properties in the APE.

We encourage you to contact us with any issue needing our attention during the review process. Please contact Ray Tellis of our Los Angeles Metropolitan Office at (213) 202-3956 with any questions.

Sincerely,

Leslie T. Rogers  
Regional Administrator

cc: Mr. Roderick Diaz, Project Manager, LACMTA