



WESTSIDE SUBWAY EXTENSION PROJECT

Archaeological Resources Supplemental Survey Technical Report



Metro



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

March 2012

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NATIONAL ARCHAEOLOGICAL DATABASE (NADB) INFORMATION

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Report Date	February 23, 2012
Report Title	Archaeological Resources Supplemental Survey Technical Report for the Westside Subway Extension Project, western Los Angeles County, California
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Cogstone Project No.	2068
USGS 7.5' Quadrangle	Beverly Hills 1995, Hollywood 1966 (PR 1981), Los Angeles 1996 (PR 1981, MR 1994)
Acreage	Supplemental survey of 102 acres (Total of 755 acres within entire APE)
Keywords	Archaeological Survey, P-19-002563 (CA-LAN-2563), P-19-002610 (CA-LAN-2610), P-19-004192 (CA-LAN-4192), P-19-004193 (CA-LAN-4193), P-19-100887, historic-era sites, Los Angeles County, City of Beverly Hills, City of Los Angeles

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Abstract

Cogstone Resource Management Inc. conducted a supplemental record search and survey, and an assessment to determine the effects on cultural resources of construction activities by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Westside Subway Extension Locally Preferred Alternative (LPA) and associated components. Located in western Los Angeles County, including portions of the Cities of Los Angeles and Beverly Hills, as well as portions of unincorporated Los Angeles County, the study was completed in compliance with Section 106 of the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA), with the Federal Transit Administration (FTA) acting as the lead federal agency. The study was also completed in support of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the undertaking.

A supplemental study was required because the project-specific Archaeological Area of Potential Effects (APE) was revised to encompass the refined LPA alignment, including station options and associated staging and laydown areas not included by the prior study completed in 2010 in support of the Draft EIS/EIR for the Westside Subway Extension Alternatives analysis. A companion study (Cogstone 2012) covers the built environment resources within a separate, refined Architectural APE for the LPA alignment.

The supplemental record search conducted for this study on April 21 and 28, 2011, determined that 128 prior studies had been completed and 17 archaeological resources (15 sites and 2 isolates) had been previously recorded within a 0.25-mile radius of the APE. Forty-nine of the studies are within or immediately adjacent to the APE. An additional 5 archeological resources (4 sites and 1 isolate), all dated to the historic-era, have been previously recorded within the APE for an LPA component (Division 20 Maintenance and Storage Facility). By letter dated September 8, 2010, the Native American Heritage Commission (NAHC) informed Metro that Native American cultural resources were not identified within a 0.5-mile radius of the APE.

The supplemental pedestrian survey of approximately 102 acres, including vacant lots, was conducted on June 5, 2011. Approximately 80 percent of the APE in this urban setting is developed hardscape. Ground visibility outside of hardscape was poor to fair due to landscaping and dense vegetation. Dated sidewalk stamp locations noted by the prior survey were revisited and related information was updated. Additional such stamps within the refined APE were informally recorded for this report. No prehistoric, ethnohistoric, or historic-era archaeological sites were identified during the supplemental survey.

Of the four previously recorded historic-era archaeological sites within the APE, CA-LAN-2610 is eligible for National and California Register inclusion, and thus qualifies as a historic property and historical resource. FTA determined the project will have No Adverse Effect on this site because it will be avoided by the planned improvements for the Division 20 maintenance facility. The three other historic-era archaeological sites within the APE (CA-LAN-2563, CA-LAN-4192, and CA-LAN-4193) are not eligible for National or California Register inclusion, and do not qualify as historic properties or historical resources. By definition, the isolated find (P-19-100887) is ineligible for listing on either register. Thus, as currently designed, FTA determined the project will not adversely affect or cause a substantial adverse change on any documented resource that currently

qualifies as a historic property or historical resource. The State Historic Preservation Officer has concurred with the historic property determination and determination of effect made by the FTA.

Construction of the LPA and associated components may affect undocumented cultural resources, including intact archaeological deposits. Given that the LPA right-of-way is generally within the street right-of-way, which often did not disturb more than a few feet of topsoil during its construction, construction activities may encounter subsurface prehistoric and/or historic archaeological deposits. The study uses a variety of methods to estimate the potential for buried archaeological deposits within the APE. Implementation of the unanticipated discovery mitigation measures provided at the end of the report will ensure that construction impacts to undocumented archaeological resources, including human remains, are reduced to a level that is less than significant. These measures are provided in a Memorandum of Agreement executed between the FTA and the State Historic Preservation Officer.

Copies of this report will be filed with Parsons Brinckerhoff, Metro, FTA, and the South Central Coastal Information Center at California State University, Fullerton. All project documents will be on file at Cogstone.



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- Appendix A—Native American Heritage Commission (NAHC) Coordination
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Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
APN	Assessor Parcel Number
AT&SF	Atchison Topeka & Santa Fe
CCR	California Code of Regulations
CEQA	<i>California Environmental Quality Act</i> (PRC 21000-21177)
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CRHR	California Register of Historical Resources
CSUF	California State University, Fullerton
DPR	California Department of Parks and Recreation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
GIS	Geographic information system
HOV	high-occupancy vehicle
HPOZ	historic preservation overlay zones
HRT	heavy rail transit
LPA	Locally Preferred Alternative
L RTP	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
NADB	National Archaeological Database
NAHC	Native American Heritage Commission
NEPA	<i>National Environmental Policy Act</i> (42 USC 4321-4347)
NHPA	<i>National Historic Preservation Act of 1966</i> (16 USC 470)
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
OHR	Department of City Planning's Office of Historic Resources, City of Los Angeles
PRC	State of California Public Resources Code

RCPG	<i>Regional Comprehensive Plan and Guide</i>
RPA	Registered Professional Archaeologist
RTP	<i>Regional Transportation Plan</i>
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SHPO	State Historic Preservation Officer
SHRC	State Historical Resources Commission
TBM	Tunnel boring machine
TPSS	traction power substation
UPRR	Union Pacific Railroad
USGS	United States Geological Survey
VA	Veterans Administration



1.0 INTRODUCTION

This archaeological resources study was completed in support of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Westside Subway Extension project proposed by the Los Angeles County Metropolitan Transportation Authority (Metro). The project is located in western Los Angeles County and includes portions of the Cities of Los Angeles and Beverly Hills, as well as portions of unincorporated Los Angeles County.

The Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR) as the Locally Preferred Alternative (LPA) on October 28, 2010. A supplemental study was required because the project-specific Archaeological Area of Potential Effects (APE) was revised to encompass the refined LPA alignment, including station options and associated staging and laydown areas. This study included a literature search, communication with Native American tribal representatives, pedestrian survey of portions of the APE not encompassed by the archaeological resource surveys conducted in 2009 and 2010 (URS 2010) in support of the Draft EIS/EIR (Metro 2010), and a significance assessment of known archaeological resources within the APE.

This report also examines the effects of construction associated with the LPA alignment and associated maintenance facility on documented archaeological resources located within the APE. In addition, construction activities required to implement the LPA may result in disturbance or potential destruction of undocumented archaeological resources, including human remains, and appropriate mitigation measures are presented.

This study was completed in compliance with the provisions of Section 106 of the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA), with the Federal Transit Administration (FTA) acting as the lead federal agency.

Built environment resources are not covered by this study. Built resources within the Architectural APE for the LPA are discussed in a companion Historic Properties Supplemental Survey Report (Cogstone 2012), which was also prepared in support of the Final EIS/EIR.

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2.0 PROJECT DESCRIPTION

On October 28, 2010, the Metro Board selected the Westwood/VA Hospital Extension (Alternative 2 in the Draft EIS/EIR; Metro 2010) as the Locally Preferred Alternative (LPA) for further discussion in the Final EIS/EIR. This alternative would extend heavy rail transit (HRT), in subway, from the existing Metro Purple Line Wilshire/Western Station to a Westwood/VA Hospital Station (Figure 2-1).

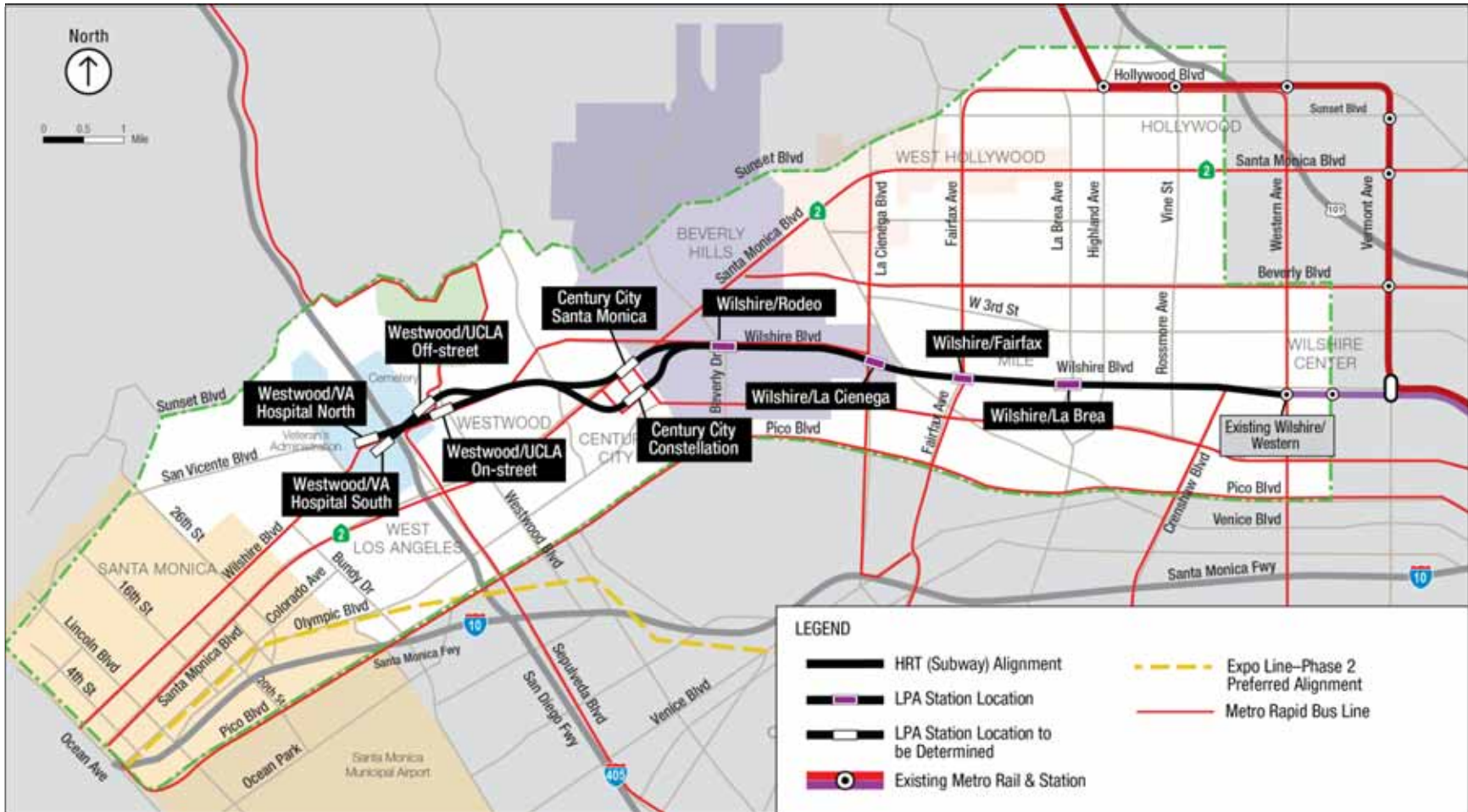
The LPA would best meet the Purpose and Need to improve mobility and provide fast, reliable, high-capacity, and environmentally sound transportation solutions in the study area. The separated right-of-way is all in a tunnel, with the top of the tunnel at least 30 to 70 feet below the ground surface.

The LPA tunnel alignment would be between 8.6 and 8.8 miles in length from the Wilshire/Western Station to the Westwood/VA Hospital Station (plus tail tracks) depending on the alignment between Wilshire/Rodeo Station and Westwood/VA Hospital (North or South) Station. This alignment would serve numerous activity centers across the west side of Los Angeles. The extension would include a total of seven new stations, each serving major activity and employment centers on the west side of Los Angeles:

Wilshire/La Brea Station would be located in a commercial and residential area and would serve as a key transit connection. The entrance would either be located on the northwest or the southwest corner of the Wilshire Boulevard and La Brea Avenue intersection.

Wilshire/Fairfax Station would offer access to a major cultural and tourism hub, and provide access to the nearby Farmer's Market, shops along West 3rd Street and Beverly Boulevard, and The Grove. The entrance would either be located immediately west of Johnie's Coffee Shop on the northwest corner of Wilshire Boulevard and Fairfax Avenue, in LACMA West (the former May Company Building) on the northeast corner of Wilshire Boulevard and Fairfax Avenue, or on the south side of Wilshire Boulevard, between Ogden Drive and Orange Grove Avenue.

Wilshire/La Cienega Station would provide access to a mixture of commercial, residential, and restaurant uses. The entrance would be located on the northeast corner of the Wilshire Boulevard and La Cienega Boulevard intersection at the current site of the CitiBank building.



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Figure 2-1: Locally Preferred Alternative: Westwood/VA Hospital Extension



Wilshire/Rodeo Station would serve the Beverly Hills “Golden Triangle,” a local and regional shopping destination as well as a hub for tourists visiting the famous Rodeo Drive and shops along Wilshire Boulevard, Beverly Drive, and other streets. The entrance would either be located on the southwest corner of Wilshire Boulevard and Reeves Drive at the current site of the Ace Gallery, on the northwest corner of Wilshire Boulevard and Beverly Drive (adjacent to the Bank of America Building), or on the southeast corner of the Wilshire Boulevard and El Camino Drive intersection at the current site of the Union Bank Building.

Century City Station would serve a high-density commercial, employment, and residential center. As part of the LPA selection, the Metro Board decided to continue to evaluate two station locations in Century City (Santa Monica Boulevard and Constellation Boulevard). The location of the Century City Station would affect the tunnel alignment to the east and west of the station.

- **Century City Santa Monica** would be a modified version of the Century City Santa Monica Station that was in the Draft EIS/EIR. Based on the results of the further studies of the Santa Monica Fault, the Century City Santa Monica Station was shifted to the east to the Century Park East intersection to avoid locating the station box on the Santa Monica Fault. The entrance would be located on the southwest corner of Santa Monica Boulevard and Century Park East.
- **Century City Constellation** would be located underneath Constellation Boulevard from west of Avenue of the Stars to just west of Century Park East. The entrance would be located either at the northeast corner of Constellation Boulevard and Avenue of the Stars or at the southwest corner of Constellation Boulevard and Avenue of the Stars near the Century Plaza Hotel.

Westwood/UCLA Station would serve as a major hub station for tourists, UCLA and medical center users, students, professors, and employees. As part of the LPA selection, the Metro Board decided to continue to study two station locations at Westwood/UCLA (Off-Street and On-Street). Two entrances would be constructed given the high ridership projections at this station.

- **Westwood/UCLA Off-Street** would be located underneath UCLA Lot 36, north of Wilshire Boulevard between Gayley Avenue and Veteran Avenue. The entrances would be on the northwest corner of the Wilshire Boulevard and Gayley Avenue intersection and the northeast corner of the Wilshire Boulevard and Veteran Avenue intersection.
- **Westwood/UCLA On-Street** would be located under Wilshire Boulevard, extending just west of Westwood Boulevard to west of Gayley Avenue, almost to Veteran Avenue. Either both station portals would be located on the north side of Wilshire Boulevard (the northwest corner of Wilshire Boulevard and Gayley Avenue and the northwest corner of Wilshire Boulevard and Westwood Boulevard) or the entrance at the Wilshire Boulevard and Westwood Boulevard intersection would be split between the north and south sides of Wilshire Boulevard.

Westwood/VA Hospital Station would serve veterans, visitors and workers using the VA campus and provide connections to the West Los Angeles, Brentwood, and Santa Monica communities. As part of the LPA selection, the Metro Board decided to continue to study two station locations at Westwood/VA Hospital.

- **Westwood/VA Hospital South** would be located at the northern edge of the VA Hospital parking lot, adjacent to Wilshire Boulevard. The entrance would be located on the Bonsall

level, beneath the bus drop-off area to the north of the VA Hospital parking lot. To accommodate the grade separation at this site, additional stairs, escalators, and elevators connecting the Wilshire level and the Bonsall level would be located on both the north and south sides of Wilshire Boulevard. A parking structure providing both permanent and temporary replacement parking would be located in the existing physician's parking lot, east of the VA Hospital.

- **Westwood/VA Hospital North** would locate the Westwood/VA Hospital Station on the north side of Wilshire Boulevard. The entrance would be located along the north side of Wilshire Boulevard, just west of Bonsall Avenue and south of the station box on the Bonsall level. As with the South station, to accommodate the grade separation at this site, stairs, escalators, and elevators connecting the Wilshire level and the Bonsall level would be located on both the north and south sides of Wilshire Boulevard.

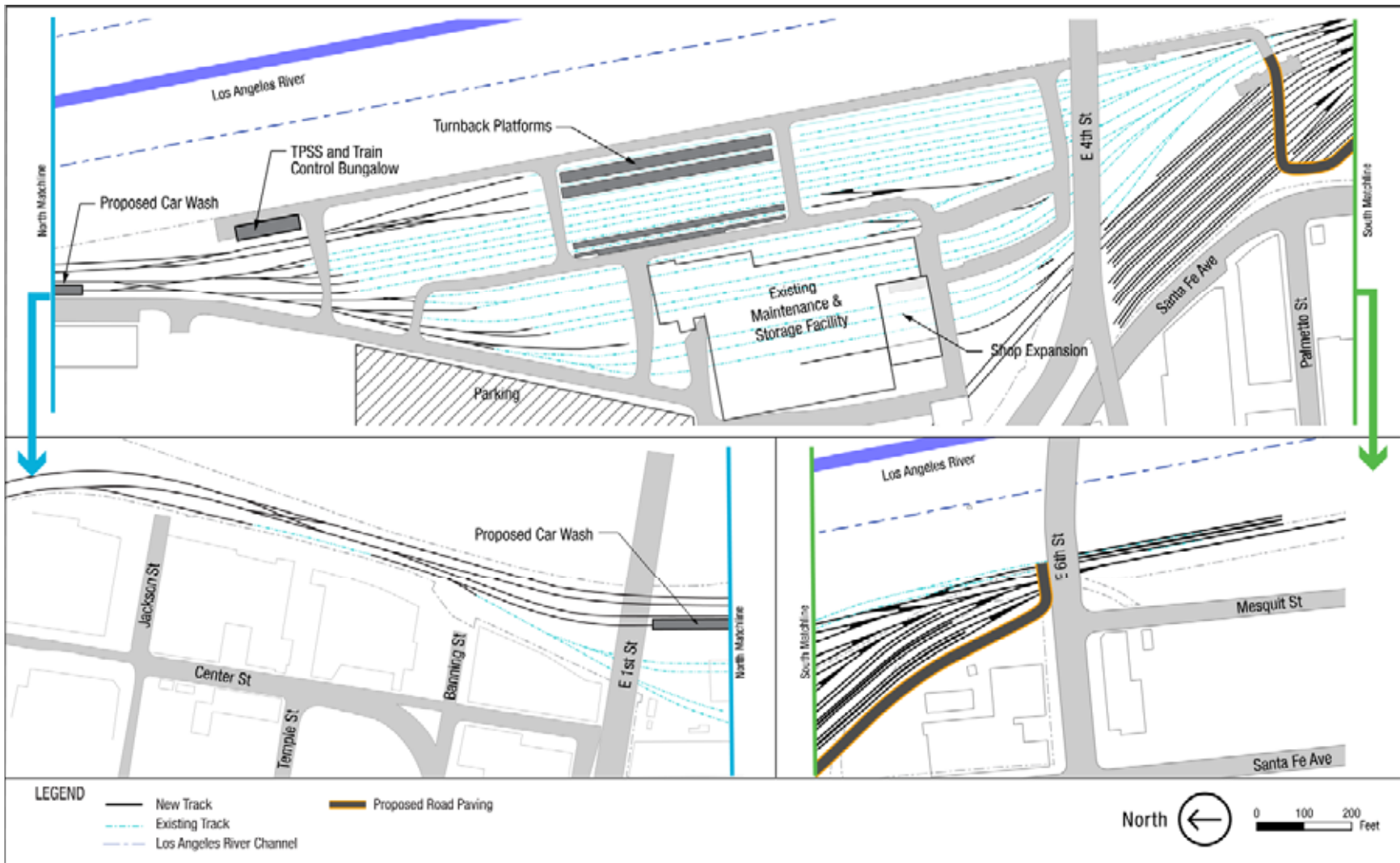
The estimated one-way running time would range from approximately 14 minutes, 26 seconds to 15 minutes, 21 seconds from the Wilshire/Western Station to the Westwood/VA Hospital Station depending on the alignment between the Wilshire/Rodeo and Westwood/VA Hospital Stations. The LPA is expected to operate seven days per week, 365 days per year, with hours of operation from 4:30 a.m. to 1:30 a.m. Peak-period headways of 4 minutes would be in effect during weekday non-holidays, from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 7:00 p.m. Off-peak headways of 10 minutes would be in effect during the remaining weekday hours of operation and on weekends.

Construction staging and laydown areas would be necessary for station, tunnel, portal, crossover structures and traction power substations (TPSS) excavation as well as the launch and retrieval of the tunnel boring machines (TBMs) and would be located at each station area. Additional construction staging and laydown sites would be located at Wilshire/Western and Wilshire/Crenshaw.

Metro is planning several enhancements to the Division 20 Maintenance and Storage Facility, including new storage tracks, new turnback platforms and turnback tracks and increased capacity at Division 20 for major repairs, wheel truing, service and inspection, and blow down operations, in addition to other associated facilities such as storage, offices, and amenities (Figure 2-2).

The construction schedule for the Project is partially dependent on the timing of Federal funding availability. Two LPA construction scenarios are considered in the Final EIS/EIR. Both scenarios contain the same elements with differences only in the timing of when they are built and operational. The first construction scenario assumes that under the America Fast Forward (30/10) Scenario (Concurrent Construction), the LPA would open in its entirety to the Westwood/VA Hospital Station in 2022 with the three construction segments built concurrently (Wilshire/Western to Wilshire/La Cienega, Wilshire/La Cienega to Century City and Century City to Westwood/VA Hospital). The second construction scenario assumes that under the Metro Long Range Transportation Plan (LRTP) Scenario (Phased Construction), the LPA would open in three consecutive phases (Phase 1 to Wilshire/La Cienega, Phase 2 to Century City, and Phase 3 to Westwood/VA Hospital), with the entire LPA operational to the Westwood/VA Hospital Station in 2036.

A detailed description of the LPA is provided in Chapter 2 of the Final EIS/EIR.



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Figure 2-2: Division 20 Maintenance and Storage Facility Expansion

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3.0 AREA OF POTENTIAL EFFECTS

An Area of Potential Effects (APE) is defined by 36 CFR Part 800.16(d) 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 Archaeological APE was established in compliance with 36 CFR Parts 800.4(a) and 800.16(d), and includes:

- A 200-foot wide corridor (extending 100 feet outward from both sides of the centerline) along the refined LPA alignment, including staging and laydown areas
- A 500-foot radius around all station locations
- Division 20 maintenance facility and a 100-foot radius around the facility boundaries

The parameters of the Archaeological APE, as well as the companion Architectural APE, were established during project planning in support of the Draft EIS/EIR, included guidance from Office of Historic Preservation (OHP) personnel, followed methodologies consistent with previous Metro projects, and were designed to avoid impacts to resources that qualify as historic properties or historical resources and are eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Places (CRHR).

With selection of the LPA, the Archaeological APE boundaries were refined to reflect its current appearance as depicted on the project location map showing the LPA alignment and the Division 20 maintenance facility to the east (Figure 3-1 at 1:120,000 scale).

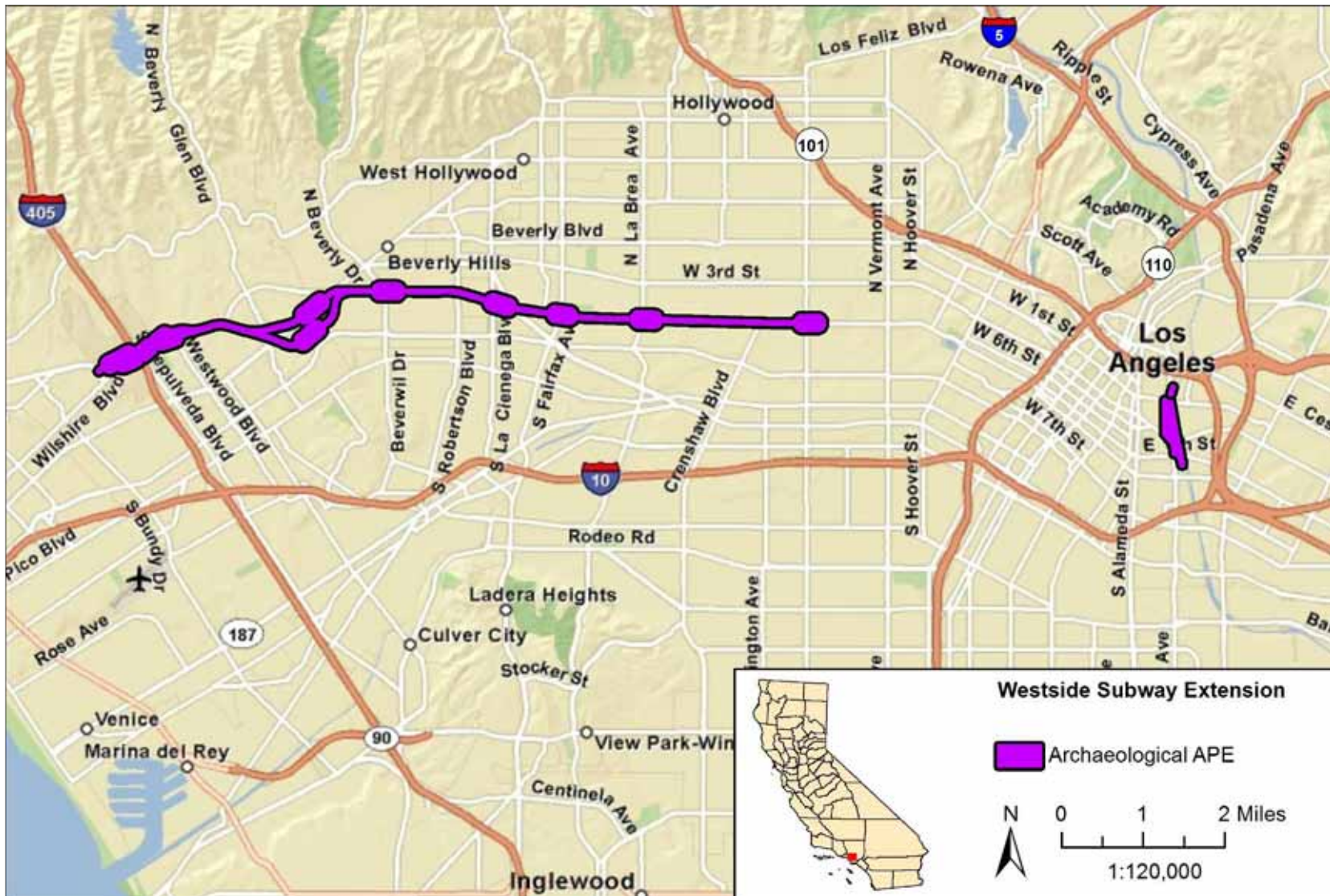
The refined Archaeological and Architectural APEs defined by the FTA, in consultation with the OHP and Metro, were subsequently approved by the SHPO as sufficient pursuant to 36 CFR Part 800.4(1)(a).

A series of eight aerial-based maps show the APE alignment and the Division 20 facility, at a scale of one inch equals 500 feet (1:7000) (Figure 3-2 through Figure 3-9).

The 755-acre APE, including 69 acres within the Division 20 facility, is located within the sections and USGS 7.5-minute quadrangles (San Bernardino Base and Meridian) listed below in Table 3-1. As discussed below under Survey Methods, 102 acres were covered by the supplemental archaeological survey for this study.

Table 3-1: Project Location (Quadrangle, Township, Range, Section)

LPA Component	USGS 7.5' Quadrangle	Township	Range	Sections
LPA Alignment	Beverly Hills, 1995	1S	15W	28, 27, 26, 25, 24, 23
LPA Alignment	Beverly Hills, 1995	1S	14W	19, 20
LPA Alignment	Hollywood, 1966, Photorevised 1981	1S	14W	20, 21, 22, 23, 24, 25, 26, 27, 28
Division 20 Maintenance Yard	Los Angeles 1996, Photorevised 1981, Minor Revision 1994	1S	13W	27, 34



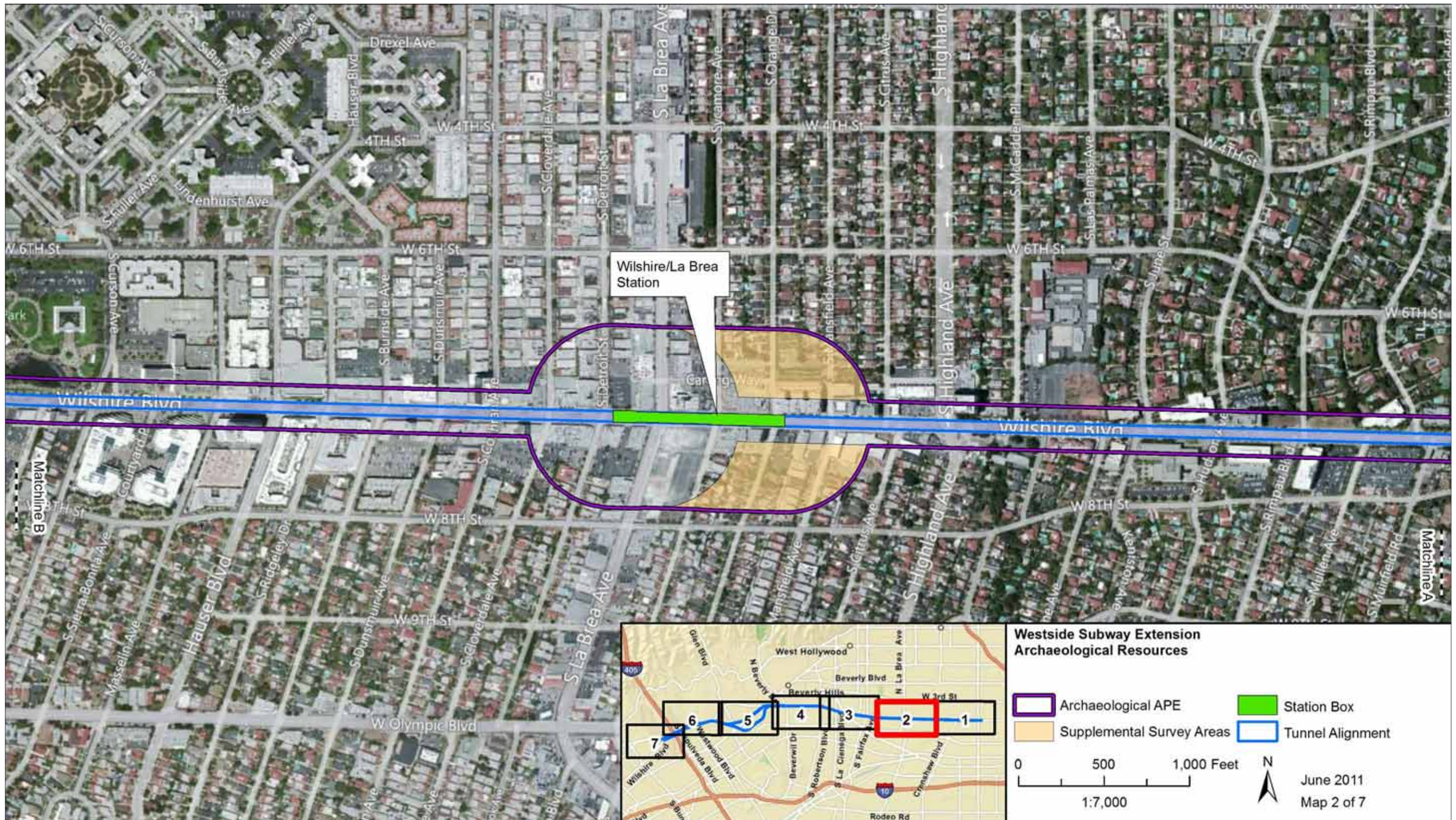
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Figure 3-1: Project Location Map

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Figure 3-2: Archaeological APE for LPA Alignment (Map 1 of 7)



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Figure 3-3: Archaeological APE for LPA Alignment (Map 2 of 7)