



**APPENDIX J
SHPO COORDINATION**

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

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23 May 2011

Reply To: FTA110222A

Roderick Diaz
Crenshaw/LAX Corridor Project Manager
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Section 106 Consultation for the Crenshaw/LAX Transit Corridor Project, Los Angeles County, CA

Dear Mr. Diaz:

Thank you for your letter of 18 February 2011 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. FTA has delegated authority to consult directly with the Los Angeles County Metropolitan Transportation Authority (LAMCTA) although FTA remains responsible for all findings. You are requesting at this time that I concur with the APE for the undertaking.

The proposed undertaking will improve public transit service and mobility in Los Angeles County by extending 8.5 miles from the Metro Crenshaw/LAX Station to the Exposition Light Rail Transit (LRT) line (under construction) at the Exposition/Crenshaw Boulevards intersection. The alignment would be double-tracked and would be comprised of at-grade street, at-grade railroad, aerial, and below-grade sections. The Crenshaw/LAX Line would join the Metro Green line at the Aviation Station and extend to the Exposition Line Crenshaw Station in the north. Metro Green Line service can also be extended north to serve the new Century Station for transfers to the Los Angeles International Airport (LAX). Four additional alternatives are being considered in the Final EIS/EIR. Each alternative is described in further detail in your letter.

FTA has defined the APE for the Light Rail Alternative as shown in the maps attached to your letter. A written description is also provided in your letter and includes a methodology for survey. I agree the APE is sufficient pursuant to 36 CFR 800.4(1)(a).

Within the APE, 210 resources were of sufficient age to be considered for inclusion in the National Register of Historic Places (NRHP). Of these resources, one was previously determined eligible for inclusion in the NRHP:

1. May Company, 4001 Crenshaw Boulevard, Criterion A and C

40 were determined eligible for inclusion in the NRHP as part of this survey either individually or as a contributor to a historic district. They are as follows:

2. Angelus Funeral Home, 3874-3887 Crenshaw Boulevard, Criteria A and C, period of significance 1951;
3. Broadway Department Store, 4101 Crenshaw Boulevard, Criteria A and C, period of significance 1947;

4. Department of Water and Power, 4030 Crenshaw Boulevard, Criteria C, period of significance 1959-1961. This building is also a contributor to the Leimert Park Historic District;
5. Harrison Ross Mortuary, 4601 Crenshaw Boulevard, Criterion C, period of significance 1930;
6. Merle Norman Cosmetics Company, 9030-9130 Bellanca Avenue, Criterion C; period of significance 1952-1961;
7. Leimert Park Historic District, Criteria A and C, period of significance 1927-1959. The following properties are contributors to the historic district and fall within the APE:
 - 1) 3514-3520 West 39th Street
 - 2) 3904 Crenshaw Boulevard
 - 3) 3908 Crenshaw Boulevard
 - 4) 3916-3934 ½ Crenshaw Boulevard
 - 5) 3936-3954 ½ Crenshaw Boulevard
 - 6) 3964-3970 ½ Crenshaw Boulevard
 - 7) 4030 Crenshaw Boulevard
 - 8) 4067 McClung Drive
 - 9) 4071 McClung Drive
 - 10) 4075 McClung Drive
 - 11) 4109 McClung Drive
 - 12) 4115 McClung Drive
 - 13) 4119 McClung Drive
 - 14) 4123 McClung Drive
 - 15) 4127 McClung Drive
 - 16) 4131 McClung Drive
 - 17) 4137 McClung Drive
 - 18) 4147 McClung Drive
 - 19) 4121-4223 McClung Drive
 - 20) 4125-4227 McClung Drive
 - 21) 4129-4231 McClung Drive
 - 22) 4235-4237 McClung Drive
 - 23) 4239 McClung Drive
 - 24) 4243-4245 McClung Drive
 - 25) 4247-4249 McClung Drive
 - 26) 4251-4253 McClung Drive
 - 27) 4261-4263 McClung Drive
 - 28) 4265-4267 McClung Drive
 - 29) 4269-4271 McClung Drive
 - 30) 4273-4275 McClung Drive
 - 31) 4279-4281 McClung Drive
 - 32) 4283 McClung Drive
 - 33) 3413-3415 W. 43rd Place
 - 34) Leimert Plaza Park, 4395 Leimert Park
8. Leimert Park Cemetery, 720 E. Florence Avenue, with the following contributors which fall in the APE: the Mausoleum of the West, the former Los Angeles Railroad Inglewood Station and the Chapel of the Chimes. The district is eligible under Criterion C and meets the Criterion Consideration D. The period of significance is 1905-1961.

I concur with the above determinations. The remainder of the resources were either determined not eligible or were exempted for survey either due to age, significant alterations (as agreement in the original meeting between SHPO staff and Metro), or they were vacant parcels.

FTA has determined the proposed undertaking will not have an adverse effect on historic properties. As described in your revised report, dated May 2011, all construction activities which could potentially affect historic properties (pile driving) was restricted to areas where there are no historic properties or potential for subsurface archaeological deposits. I concur with the determination.

Thank you for considering historic properties in your planning process and I look forward to consultation on future projects. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,



Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab

CC: Ray Tellis, Federal Transit Authority



Metro

February 18, 2011

Mr. M. Wayne Donaldson, FAIA
State Historic Preservation Officer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816
Attention: Dr. Susan Stratton, Project Review Supervisor

**RE: Crenshaw/LAX Transit Corridor Project
Los Angeles County, California**

Dear Mr. Donaldson:

With the Federal Transit Administration (FTA), Metropolitan Transportation Authority (Metro) 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 Crenshaw/LAX Transit Corridor Project.

As you know, Section 106 of the National Historic Preservation Act, as implemented by 36 CFR Part 800.4(a)(1), requires federal agencies to identify and document the proposed Area of Potential Effects (APE) for an undertaking, in consultation with the State Historic Preservation Officer (SHPO).

Current environmental review policies, in compliance with National Environmental Policy Act (NEPA) guidelines, require the identification of historic properties and consideration of project-related effects on those properties as part of the environmental assessment process. 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 Crenshaw/LAX Transit Corridor Project is a proposed transit infrastructure improvement project that would extend approximately 8.5 miles from the Metro Green Line Aviation/LAX Station to the Exposition Light Rail Transit (LRT) line (under construction) at the Exposition/Crenshaw Boulevards intersection. The alignment would be double-tracked and would be comprised of at-grade street, at-grade railroad, aerial, and below-grade sections. The Crenshaw/LAX Line would join the Metro Green line at the Aviation Station and extend to the Exposition Line

Crenshaw Station in the north. Metro Green Line service can also be extended north to serve the new Century Station for transfers to the Los Angeles International Airport (LAX). These improvements would provide regional benefits to people throughout Los Angeles County.

On December 10, 2009, the Metro Board of Directors adopted the LRT Alternative as the Locally Preferred Alternative (LPA) for the Crenshaw/LAX Project. The LPA was selected as follows:

From a northern terminus at the Exposition/Crenshaw Station, the alignment follows Crenshaw Boulevard south to the Metro owned Harbor Subdivision Railroad Right of Way and then follows the Harbor Subdivision west to a connection at the Metro Green Line Aviation/LAX station.

Metro will evaluate a No-Build Alternative, the LPA (as updated based on continued engineering analysis), and four design options (two optional stations, one optional grade separation, and an alternate station portal entry) in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR).

Grade separations

Proposed grade separations are to be located:

- Along Crenshaw Boulevard between Exposition Boulevard and 48th Streets (below grade)
- Between 60th Street and Harbor Subdivision

Along Harbor Subdivision:

- Between Crenshaw Boulevard and Victoria Avenue
- Across La Brea Avenue (below grade)
- Across La Cienega Boulevard/I-405 (aerial)
- Across Manchester Avenue (aerial)
- Across Century Boulevard (aerial)
- Adjacent to the Los Angeles International Airport (LAX) south runways (below-grade trench)
- Across Centinela Avenue (below grade) (design option)

Stations

Proposed station locations are planned as follows:

- Aviation/Century- Aerial station on Century Boulevard, potentially straddling Century Boulevard just north of the northwest corner of Aviation and Century Boulevards.
- Florence/La Brea- At-grade station just north/east of Market Street, to the north of Florence Avenue.
- Florence/West- At-grade center platform station just south of Redondo Boulevard, to the west of West Boulevard.

- Crenshaw/Slauson- At-grade center platform station on Crenshaw Boulevard, just south of Slauson Avenue
- Crenshaw/King - Underground station on Crenshaw Boulevard, just south of Martin Luther King Jr. Boulevard
- Crenshaw/Exposition- Underground station on Crenshaw Boulevard just south Exposition Boulevard
- Optional Aviation/Manchester Station - At-grade station east of Manchester Avenue or aerial station across Manchester Avenue, to the west of Aviation Boulevard.
- Optional Crenshaw/Vernon Station- Below-grade station on Crenshaw Boulevard, south of Vernon.

Area of Potential Effects (APE)

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 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 Metro projects.

For historic and architectural resources, the proposed indirect APE generally 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 indirect 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 of the proposed project.

For archaeological resources, the proposed direct APE includes the proposed at-grade and underground right-of-way and/or areas of direct ground disturbance. The direct 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 80 feet below the existing ground surface.

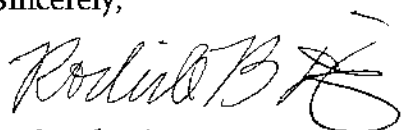
Because the proposed project is expected to be constructed by 2018, identification efforts will be focused on parcels containing improvements constructed in or before 1968 (2018-50 years=1968). Those improvements will be evaluated for National and California register eligibility as part of the project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

Scoping

Previous scoping efforts have taken place and are expected to continue over the next several months. On behalf of FTA and Metro, the consulting firm SWCA is currently consulting with local historic groups, Native American groups, and other stakeholders that may have an interest in the project.

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. Metro appreciates your assistance in the preservation of cultural resources related to all aspects of our transit system. If you or any members of your staff have questions, please do not hesitate to call me at (213) 922-3018, or transmit e-mail to diazroderick@metro.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Roderick Diaz". The signature is fluid and cursive, with a prominent "R" and "D".

Roderick Diaz
Crenshaw/LAX Transit Corridor Project Manager

Enclosure:
Draft Area of Potential Effects Map

cc: Ray Tellis, Federal Transit Administration

March 21, 2011

Mr. M. Wayne Donaldson, FAIA
State Historic Preservation Officer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento CA 95816
Attention: Ms. Amanda Blosser, Project Reviewer

**RE: Crenshaw/LAX Transit Corridor Project #FTA 11022A
Los Angeles County, California**

Dear Mr. Donaldson:

With the Federal Transit Administration (FTA), Metropolitan Transportation Authority (Metro) is pleased to submit the archaeology and built environment technical reports for the proposed Crenshaw/LAX Transit Corridor Project. These documents summarize the project's efforts to identify and analyze the effects to historic properties in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended and the Advisory Council on Historic Preservation, with regulations contained in 36 Code of Federal Regulations (CFR), Part 800. Cultural resource documents were also prepared in compliance with all applicable sections of the California Environmental Quality Act (CEQA).

Project Description

The Crenshaw/LAX Transit Corridor Project is a proposed transit infrastructure improvement project that would extend approximately 8.5 miles from the Metro Green Line Aviation/LAX Station to the Exposition Light Rail Transit (LRT) line (under construction) at the Exposition/Crenshaw Boulevards intersection. The alignment would be double-tracked and would be comprised of at-grade street, at-grade railroad, aerial, and below-grade sections. The Crenshaw/LAX Line would join the Metro Green line at the Aviation Station and extend to the Exposition Line Crenshaw Station in the north. Metro Green Line service can also be extended north to serve the new Century Station for transfers to the Los Angeles International Airport (LAX). These improvements would provide regional benefits to people throughout Los Angeles County.

On December 10, 2009, Metro Board of Directors adopted the LRT Alternative as the Locally Preferred Alternative (LPA) for the Crenshaw/LAX LRT Project. The Locally Preferred Alternative (LPA) was selected as follows:

From a northern terminus at the Exposition/Crenshaw Station, the alignment follows Crenshaw Boulevard south to the Harbor Subdivision and then follows the Harbor Subdivision west to a connection at the Metro Green Line Aviation/LAX station

Metro will evaluate a No-Build Alternative, the LPA, and four design options (two optional stations, one optional grade separation, and an alternate station portal entry) in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR).

Grade separations

Proposed grade separations are to be located:

- Along Crenshaw Boulevard between Exposition Boulevard and 48th Streets (below grade)
- Between 60th St and Harbor Subdivision

Along Harbor Subdivision:

- Between Crenshaw Boulevard and Victoria Avenue
- Across La Brea Avenue (below grade)
- Across La Cienega Boulevard/I-405 (aerial)
- Across Manchester Avenue (aerial)
- Across Century Boulevard (aerial)
- Adjacent to the Los Angeles International Airport south runways (below-grade trench)
- Across Centinela Avenue (below grade) (design option)

Stations

Proposed station locations are planned as follows:

- Century- Aerial station on Century Boulevard just north of the northwest corner of Aviation and Century Boulevards.
- La Brea- At-grade station just north of Market Street, to the west of Florence Avenue.
- West- At-grade center platform station just south of Redondo Boulevard, to the west of West Boulevard.
- Slauson- At-grade center platform station on Crenshaw Boulevard, just south of Slauson Avenue.
- King- Underground station on Crenshaw Boulevard, just south of King Boulevard
- Exposition- Underground station on Crenshaw Boulevard just south Exposition Boulevard
- Optional Manchester- At-grade station east of Manchester Avenue or aerial station across Manchester Avenue, to the west of Aviation Boulevard.
- Optional Vernon Station- Below-grade station on Crenshaw Boulevard, south of Vernon.

Area of Potential Effects

A proposed project-specific Area of Potential Effects (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 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 Metro projects.

For historic and architectural resources, the proposed indirect APE generally 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 indirect 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.

For archaeological resources, the proposed direct APE includes the proposed at-grade and underground right-of-way and/or areas of direct ground disturbance. The direct 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 80 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.

Scoping

Previous scoping efforts have taken place and are expected to continue over the next several months. On behalf of FTA, SWCA is currently consulting with local historic groups, Native American groups, and other stakeholders that may have an interest in the project.

Previous correspondence with your office detailing the refined APE for the LRT Alternative, selected as the LPA by the Metro Board of Directors, was submitted on February 18, 2011. We look forward to receiving any comments or questions you have regarding the APE. If your office would like to discuss comments or questions regarding the APE through a phone conversation or meeting, we would be happy to oblige your request.

The analysis of effects to historic properties was focused on the refined APE for the Light Rail Transit Alternative. This report contains only documentation related to this alternative. It is our understanding that a 30-day review period will begin upon receipt of this report. After the 30

day period, we would like to arrange a meeting to discuss the findings of the report and proceed forward with a Memorandum of Agreement. The Metro Board is anticipating making a decision on the project in July of 2011.

Please find enclosed one (1) electronic copy of the archaeology and built environment technical reports, including all appendices. Please let us know if you have comments on the draft reports or project components. Metro appreciates your assistance in the identification of cultural resources within the project area. If you or any members of your staff have questions, please do not hesitate to call me at 213 922-3018, or transmit e-mail to diazroderick@metro.net.

Sincerely,

Roderick Diaz, Transportation Planning Manager V
South Bay Area Team
LACMTA

Enclosure:
Electronic Copies of Draft Archaeology and Built Environment Report and Appendices

Cc: Ray Tellis, Federal Transit Administration

May 18, 2011

Mr. M. Wayne Donaldson, FAIA
State Historic Preservation Officer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento CA 95816
Attention: Ms. Amanda Blosser, Project Reviewer

**RE: Crenshaw/LAX Transit Corridor Project #FTA 11022A
Los Angeles County, California**

Dear Mr. Donaldson:

With the Federal Transit Administration (FTA), Metropolitan Transportation Authority (Metro) is pleased to submit the revised built environment technical report for the proposed Crenshaw/LAX Transit Corridor Project. This document summarizes the project's efforts to identify and analyze the effects to historic properties in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended and the Advisory Council on Historic Preservation, with regulations contained in 36 Code of Federal Regulations (CFR), Part 800. Cultural resource documents were also prepared in compliance with all applicable sections of the California Environmental Quality Act (CEQA).

FTA and Metro appreciate the flexibility that your office has shown in allowing the determination of effect based on a refined APE to specifically reflect the Board –adopted Locally Preferred Alternative. This flexibility has allowed Metro to incorporate design features and construction requirements into the project which would eliminate potential adverse effects to historic resources. Such design features include, but are not limited to, relocating ancillary facilities, such as TPSS sites, implementing the Secretary of Interior Design Guidelines, and restricting pile driving, which could potentially affect historic resources, into the project definition and into subsequent construction specifications. The initial draft of the Cultural Effects Report began before the incorporation of these design features and project elements were finalized and used a worst-case approach. Based on the revised project definition and committed design features, the following text revisions are now incorporated into the Built Environment of the Cultural Effects Report. This revised analysis has eliminated the potential for adverse effects to eligible historic properties. Previously proposed mitigation measures are no longer required.

Although mitigation measures are presented in the Archaeological section of the Cultural Effects Report, the potential for encountering any such resources was determined to be unlikely. Therefore, these mitigation measures were provided in the unlikely event that a resource was encountered. The finding was that no adverse effects would occur based on available information and likelihood of occurrence. If the discovery of an unknown resource did occur, a subsequent MOA would then be required. However, such a discovery could not be encountered until after the project was approved and under construction.

In addition, a revision has been made to the DPR523 form for Merle Norman to be consistent with the description provided in the text.

Revisions to the Built Environment Section of the Cultural Effects Report:

- Cover and page 1-1: Date of report revised from March to May of 2011
- Table 5-1 on pages 5-1 through 5-9: Revised to reflect the finding of no adverse effect for all eligible properties.
- Section 5.2.1 on page 5-9: Minor text revisions to reflect partial takes and reference to Mitigation removed since no adverse effects from acquisition, demolition, or alterations would occur.
- Section 5.2.2 on page 5-10: Language added to describe restriction of construction methods (pile driving) near eligible historic properties, consistent with the definition of the project. Reference to mitigation removed and determination revised to no adverse effect to noise and vibration.
- Section 6.0 on pages 6-1 and 6-2: Mitigation measures removed based on determination of effect from incorporation of refined project description.
- Section 8.0 on pages 8-2 and 8-3: Additional references added for Secretary of Interior Standards.

Please find enclosed one (1) electronic copy of the built environment technical report and revision of DPR 523 form for the Merle Norman building. Please let us know if you have comments on the draft reports or project components. Metro appreciates your assistance in the identification of cultural resources within the project area. If you or any members of your staff have questions, please do not hesitate to call me at 213 922-3018, or transmit e-mail to diazroderick@metro.net.

Sincerely,

Roderick Diaz, Transportation Planning Manager V
South Bay Area Team

LACMTA

Cc: Ray Tellis, Federal Transit Administration



CITY OF INGLEWOOD

Parks, Recreation and Community Services



May 17, 2011

Roderick B. Diaz
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Crenshaw/LAX Transit Corridor Project Section 4(f) Determination

Dear Mr. Diaz,

The Inglewood Parks, Recreation and Community Services Department has reviewed the Draft Section 4(f) Evaluation as part of the overall environmental review process for the Crenshaw/LAX Transit Corridor Project as it relates to the light rail line that will pass near Rogers Park and Edward Vincent Park. The evaluation concludes that the proposed project alternatives would not result in a loss of open space nor impair, block access or restrict use of the park.

It is understood that to secure approval of this determination from the Federal Highway Administration, the Section 4(f) regulations require that there be document concurrence from the agency having jurisdiction over the affected resource.

Accordingly, by virtue of the authorized signature below, please be advised that the Department has reviewed the Draft Section 4(f) Evaluation and as presented is in agreement with the determination that the proposed project with mitigation measures incorporated would minimize any impacts to Rogers Park and Edward Vincent Park.

In addition to the concurrence with the findings associated with the project configuration as proposed by Metro, the City of Inglewood acknowledges that it may propose an alternate configuration of a crossing for Redondo Boulevard. The City acknowledges that this reconfiguration may have de minimis direct use impacts but no constructive use impacts to Edward Vincent Park. If the City pursues this reconfiguration, it acknowledges it is willing to accept these impacts to the park.

If you have further questions, I can be reached at (310) 412-8750.

Sincerely,

Sabrina Barnes
Director

**BOARD OF RECREATION AND
PARK COMMISSIONERS**

BARRY A. SANDERS
President

Vice President

LYNN ALVAREZ
W. JEROME STANLEY
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General Manager

CITY OF LOS ANGELES



CALIFORNIA
ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
RECREATION AND PARKS
221 N. Figueroa Street, Suite 100
LOS ANGELES, CA 90012

(213) 202-2681
FAX (213) 202-2612

MICHAEL A. SHULL
Superintendent
Planning, Construction and
Maintenance

April 15, 2011

Roderick B. Diaz
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA, 90012

Dear Mr. Diaz:

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT SECTION 4(F) DETERMINATION

The Department of Recreation and Parks has reviewed the Draft Section 4(f) Evaluation prepared in accordance with the Department of Transportation Act of 1966 (49 USC 303) as part of the overall environmental review process for the Crenshaw/LAX Transit Corridor Project to assess potential impacts to the dedicated parkland known as Leimert Plaza Park. The evaluation concludes that proposed project alternatives would not result in a loss of open space nor impair, block access or restrict use of the park. However, the Department recognizes that if the below-grade option is selected for the Vernon Station, portions of the park property would require a permanent easement for the taking of property under the park. The Department recommends beginning the application process for an easement with our Real Estate and Asset Management Division as soon as a final decision is made on the Vernon Station, as this will require approval by the Board of Recreation and Park Commission and the City Council.

It is understood that to secure approval of this determination from the Federal Highway Administration, the Section 4(f) regulations (23 CFR 771.135(p) (7)) requires that there be documented concurrence from the agency having jurisdiction over the affected resource. Accordingly, by virtue of the authorized signature below, please be advised that Department has reviewed the Draft Section 4(f) Evaluation and is in agreement with the determination that the proposed project with mitigation measures incorporated would minimize any impacts to Leimert Plaza Park. In addition, the Department looks forward to working with the MTA on this important project and will provide any required assistance for its implementation.



Roderick B. Diaz
Los Angeles County
Metropolitan Transportation Authority
April 15, 2011
Page 2

If you have any further question, please call Michael A. Shull, Superintendent at
(213) 202-2655.

Sincerely,

JON KIRK MUKRI
General Manager

A handwritten signature in black ink, appearing to read "Michael A. Shull", written over the printed name below.

MICHAEL A. SHULL
Superintendent

JKM/MS/DA/PJD:es

cc: WA 12289
Reading File

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