

HISTORIC PROPERTY SURVEY REPORT**1. UNDERTAKING DESCRIPTION AND LOCATION**

District	County	Route (Local Agency)	Local Assistance Project Prefix	Post Miles (Project No.)	Charge Unit (Agreement)	Expenditure Authorization (Location)
7	Los Angeles	SR 60 & SR 57 (City of Industry)		SR 60 PM: R23.7/R26.5, SR 57 PM: R4.3/R4.5 & R4.5/R4.8		EA 279100

(For Local Assistance projects off the highway system, use headers in italics)

Project Description:**SR-57/SR-60 Confluence at Grand Avenue Project**

The City of Industry, in cooperation with the California Department of Transportation (Caltrans), is proposing freeway improvements to the State Route-57 (SR-57)/State Route-60 (SR-60) confluence at the Grand Avenue interchange in Los Angeles County. Figure 1 and Figure 2 show the regional location and project vicinity. The proposed project would be subject to both the California Environmental Quality Act (CEQA) and the federal National Environmental Policy Act (NEPA). The City of Industry would be the lead agency under CEQA and Caltrans would be the lead agency under NEPA.

SR-57 and SR-60 meet and interconnect in the City of Diamond Bar and the City of Industry, in which the two separate freeways share an alignment. The proposed project would consist of the reconfiguration of the approximately 2.5-mile confluence of SR-57 and SR-60, which would include the addition of auxiliary lanes and associated on-ramp/off-ramp reconfigurations. There is a no-build alternative and two build alternatives, which require the relocation of utilities along Grand Avenue and Golden Springs Drive, and the construction of a High Occupancy Vehicle (HOV) preferential lane may be added to the westbound loop on-ramp after the construction of a new westbound direct on-ramp currently being proposed by the City of Industry. The project location map and project vicinity map are provided in Attachment 1 of this Historic Property Survey Report.

2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the project was established in consultation with Gary Iverson, Co-principal Investigator for prehistoric archaeology, and Jiwanjit Palaha, Project Manager, on October 29, 2009. The APE maps are located in Attachment 1 in this Historic Property Survey Report.

The APE was established as the limits of the current right-of-way, temporary construction easements, takes, and staging areas. Construction activities would include widening of the existing westbound and eastbound lanes, resurfacing of the roadway within the entire widened area, restriping Grand Avenue at both the westbound and eastbound SR-60 intersections, and restriping both sides of Golden Springs Drive at the Grand Avenue intersection.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

- X** Local Government (*Head of local government, Preservation Office / Planning Department*)
- | | |
|--|--|
| City of Industry Planning Department
15625 East Stafford Street, #100
City of Industry, CA 91744 | Los Angeles Department of Regional Planning
16005 E. Central Avenue
La Puente, California, 91744 |
|--|--|

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

HISTORIC PROPERTY SURVEY REPORT

City of Pomona Redevelopment Agency
505 S. Garey Avenue
Pomona, CA 91766

Los Angeles County Historic Landmarks
and Records Commission, Attn: Louis Skelton
500 West Temple Street
Los Angeles, CA 90012

On May 21, 2009, letters were sent to the interested parties listed above who may have knowledge or concerns about historic properties in the area. In the letters, information regarding any historic buildings, districts, sites, objects, or archeological sites of significance within the project area was requested. Although the address was correct, the letter to the Los Angeles County Historic Landmarks and Records Commission was returned by the U.S. Postal Service. Follow-up phone calls were made to the parties listed above on June 15, 2009. The City of Industry reported that habitat restoration would occur at nearby Diamond Bar Creek. As of June 23, 2009, no other parties had voiced comments or concerns related to the project.

X Native American Tribes, Groups and Individuals

The following groups and individuals were contacted by letter on May 18, 2009.

LA City/County Native American Indian Commission, Attn: Ron Andrade, Director

Gabrielino Tongva Nation, Attn: Sam Dunlap, Tribal Secretary

Ti'At Society, Attn: Cindi Alvitre

Gabrielino Tongva Indians of California Tribal Council, Attn: Robert Dorame, Tribal Chair/Cultural Resources

Tongva Ancestral Territorial Tribal Nation, Attn: John Tommy Rosas, Tribal Administration

Gabrielino-Tongva Tribe, Attn: Felicia Sheerman, Chairperson

Gabrielino/Tongva San Gabriel Band of Mission, Attn: Anthony Morales, Chairperson

Gabrielino-Tongva Tribe, Attn: Bernie Acuna

The Native American Heritage Committee (NAHC) provided a list of eight Native American contacts, representing eight different Native American groups in Southern California. Caltrans District 7 has a policy of consulting directly with Native American groups and individuals. On May 27, 2009 a letter and accompanying map was sent to a list of interested individuals/organizations. This letter requested a response within 30 days. On June 11, 2009 phone contact was made with Anthony Morales, who indicated that the project appeared to be proximal to a known Native American archaeological site, and as such required treatment under the law (a monitor be present during project excavation). On June 18, 2009 phone contact was made with Robert Dorame, who indicated that there were no Native American Cultural Resources in the direct area of impact, but that sites existed nearby. On June 18, 2009 phone contact was made with Sam Dunlap, who indicated the project needed a Native American monitor. On August 12, 2009 phone contact was made with John Tommy Rojas, who indicated that there were Native American Cultural Resources in the area, and we needed to make sure we know where any resources may be located.

X Native American Heritage Commission

On May 18, 2009, ICF Jones & Stokes sent a letter and maps depicting the project location to the NAHC. The letter requested that the NAHC search its Sacred Lands database and provide a list of potentially interested Native American representatives for the project area. The NAHC responded in writing on May 19, 2009, stating that a search of the Sacred Lands database did not yield any sacred lands or traditional cultural properties within the project area. The NAHC

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HISTORIC PROPERTY SURVEY REPORT

provided a list of eight Native American contacts in Southern California.

X Local Historical Society / Historic Preservation Group *(also if applicable, city archives, etc.)*

California Preservation Foundation
Cindy Heitzman, Executive Director
5 Third St., Suite 424
San Francisco, CA 94103

Claremont Colleges Special Collections
Ella Strong Denison, Library/Special
Collections
1090 Columbia Avenue
Claremont, CA 91711

Claremont Heritage, Inc.
590 West Bonita Ave.
P.O. Box 742
Claremont, CA 91711

The Fiske Museum
Claremont University Consortium
150 E. Eighth Street
Claremont, CA 91711

Historical Society of Southern California
200 East Avenue 43
Los Angeles, CA 90031

Los Angeles Conservancy
Marcello Vavala, Preservation Associate
523 West Sixth Street, Suite 826
Los Angeles, CA 90014

The Southern California Studies Center
University of Southern California
Los Angeles CA 90089

Workman and Temple Family Homestead
Museum
15415 E. Don Julian Road
City of Industry, CA 91745

The Historical Society of Pomona Valley
1460 East Holt Blvd. Suite 78
Pomona, CA 91767

On May 21, 2009, letters were sent to the interested parties listed above who may have knowledge or concerns about historic properties in the area. In the letters, information regarding any historic buildings, districts, sites, objects, or archeological sites of significance within the project area was requested. Follow-up phone calls were made to the parties listed above on June 15, 2009. Marcello Vavala of the Los Angeles Conservancy provided a guide to industrial buildings in Los Angeles. Staff at the Workman and Temple Family Homestead Museum provided a list of historic resources that are near SR-57. On June 16, 2009, Ginger Elliot of Claremont Heritage responded with no knowledge of historic properties within the APE. As of June 23, 2009, no other comments have been received from any of the parties.

4. SUMMARY OF IDENTIFICATION EFFORTS

- | | |
|---|---|
| X National Register of Historic Places | Month & Year: 1979-2002 & supplements |
| X California Register of Historical Resources | Year: 1992 & supplemental information to date |
| X California Inventory of Historic Resources | Year: 1976 |
| X California Historical Landmarks | Year: 1995 & supplemental information to date |
| X California Points of Historical Interest | Year: 1992 & supplemental information to date |
| X State Historic Resources Commission | Year: 1980-present, minutes from quarterly meetings |
| X Caltrans Historic Highway Bridge Inventory | Year: 2006 & supplemental information to date |
| X Archaeological Site Records [<i>List names of Institutions & date below</i>] | |

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HISTORIC PROPERTY SURVEY REPORT

On May 19, 2009, ICF Jones & Stokes conducted a literature and records search for the project APE and for an area within a 1-mile radius of the APE at the South Central Coastal Information Center (SCCIC), located at the University of California, Fullerton.

- Results:** *(provide a brief summary of records search and research results, as well as inventory findings)*
- The results of the records search indicate that 27 cultural surveys have been conducted within a 1-mile radius of the project APE; Of these surveys, seven are located within the project APE. Previous investigations identified five prehistoric cultural sites and one historic site (19-186112) within 1 mile of the APE. Currently, there are no listings for the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historical Resources, the National Register of Historic Places, or the California State Historic Resources Inventory within a 1-mile radius of the project area. An archaeological survey was performed on September 6, 2009; no archaeological sites or cultural artifacts were located within the APE. However, due to the historic archaeological sites located near the APE, archaeological monitoring is recommended for all initial grading activities for the proposed project.

5. PROPERTIES IDENTIFIED

- No cultural resources** are present within the project APE.
- Native American consultation revealed that existing sites are located near the project area but are outside of the APE. An archaeologist should be located on site when excavation or ground disturbing activities are being performed.
- Elizabeth Hilton and Cate Wood, ICF Jones & Stokes consultants, who meet the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement Attachment 1 as an Architectural Historian and Archaeologist, respectively, have determined that the only properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**).
- Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory are present within the APE. Appropriate pages from the Caltrans Historic Bridge Inventory are located in Attachment 2 of this HPSR.

6. LIST OF ATTACHED DOCUMENTATION

- Project Vicinity, Location, and APE Maps (Attachment 1)
- California Historic Bridge Inventory sheet (Attachment 2)
- Archaeological Survey Report (ASR) (Attachment 3)
- ICF Jones & Stokes, October 2009
- Other *(Specify below)*
- Records of all local government, NAHC, and local historical society correspondence (Attachment 4)

7. HPSR to File

- No properties requiring evaluation** are present within the Project APE.
- As assigned by FHWA, Caltrans has determined a Finding of **No Historic Properties Affected**, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.

8. HPSR to SHPO

- Not applicable.

9. Findings for State-Owned Properties

- Caltrans has determined that there are **no State-owned cultural resources** within the Project

HISTORIC PROPERTY SURVEY REPORT

APE.

There are 10 bridges in the APE, all of which have been identified as Category 5 in the Caltrans Historic Highway Bridge Inventory and are ineligible for listing in the National Register of Historic Places.

10. CEQA IMPACT FINDINGS

- Not applicable; Caltrans is not the lead agency under CEQA.
- Caltrans has determined a **finding of no impact** is appropriate because there are no historical resources within the Project Area limits, or there are no impacts to historical resource(s), pursuant to CEQA Guidelines §15064.5(b)(3).

11. HPSR PREPARATION AND DEPARTMENT APPROVAL

Prepared by: <i>(sign on line)</i>	<u><i>Elizabeth</i></u>	01.19.2010
Consultant / discipline:	<u>Elizabeth Hilton, Architectural Historian PQS</u>	Date
Affiliation	<u>ICF Jones & Stokes, Los Angeles, California</u>	

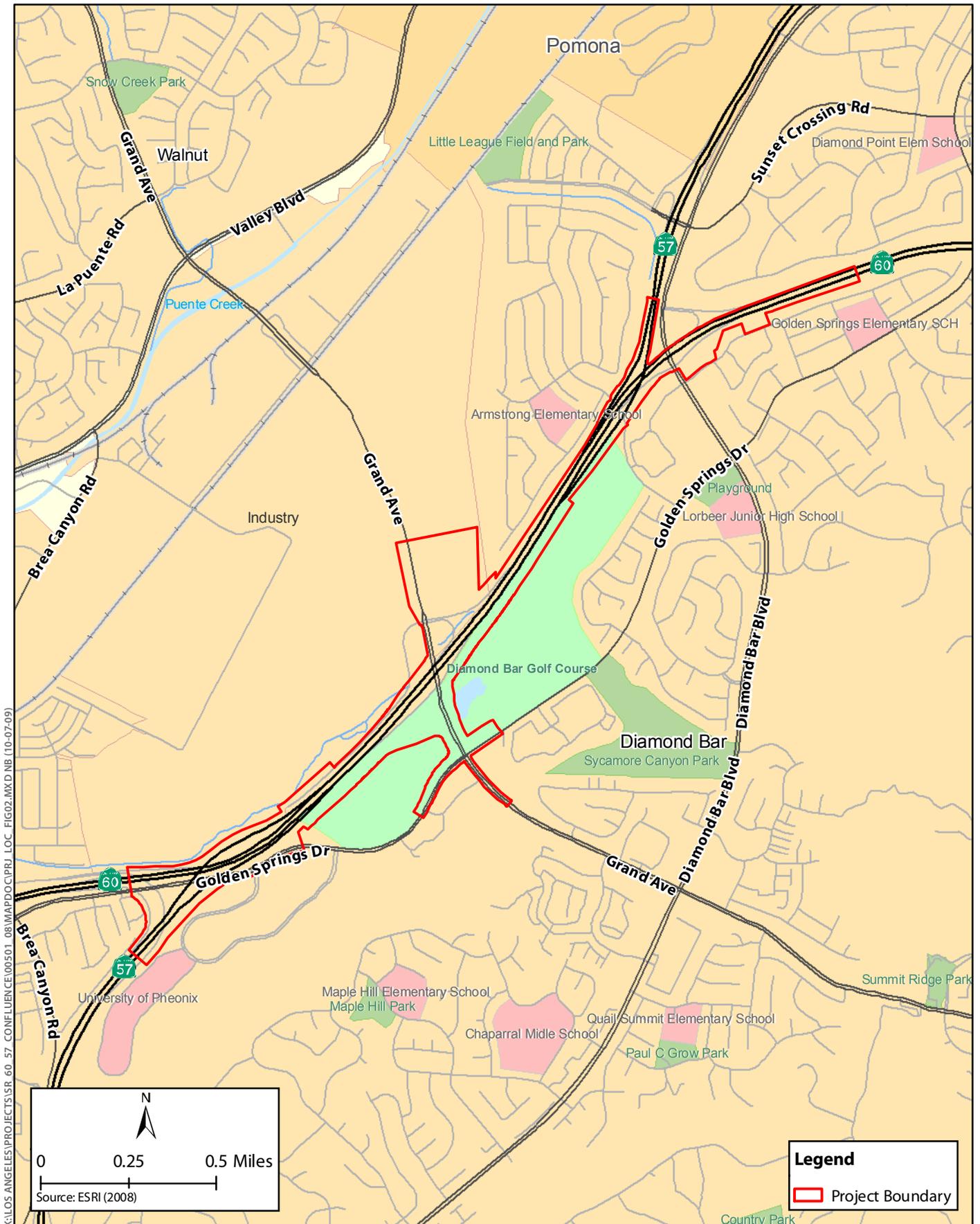
Reviewed for approval by: <i>(sign on line)</i>	<u><i>Gary Iverson</i></u>	<u>2/5/10</u>
District 7 Caltrans PQS discipline/level:	<u>PQS, Principal Investigator – Prehistoric Archaeology</u>	Date
Approved by: <i>(sign on line)</i>	<u><i>Gary Iverson</i></u>	<u>2/5/10</u>
District 7 EBC:	<u>Gary Iverson</u>	Date

Attachment 1
Project Location, Vicinity, and APE Maps



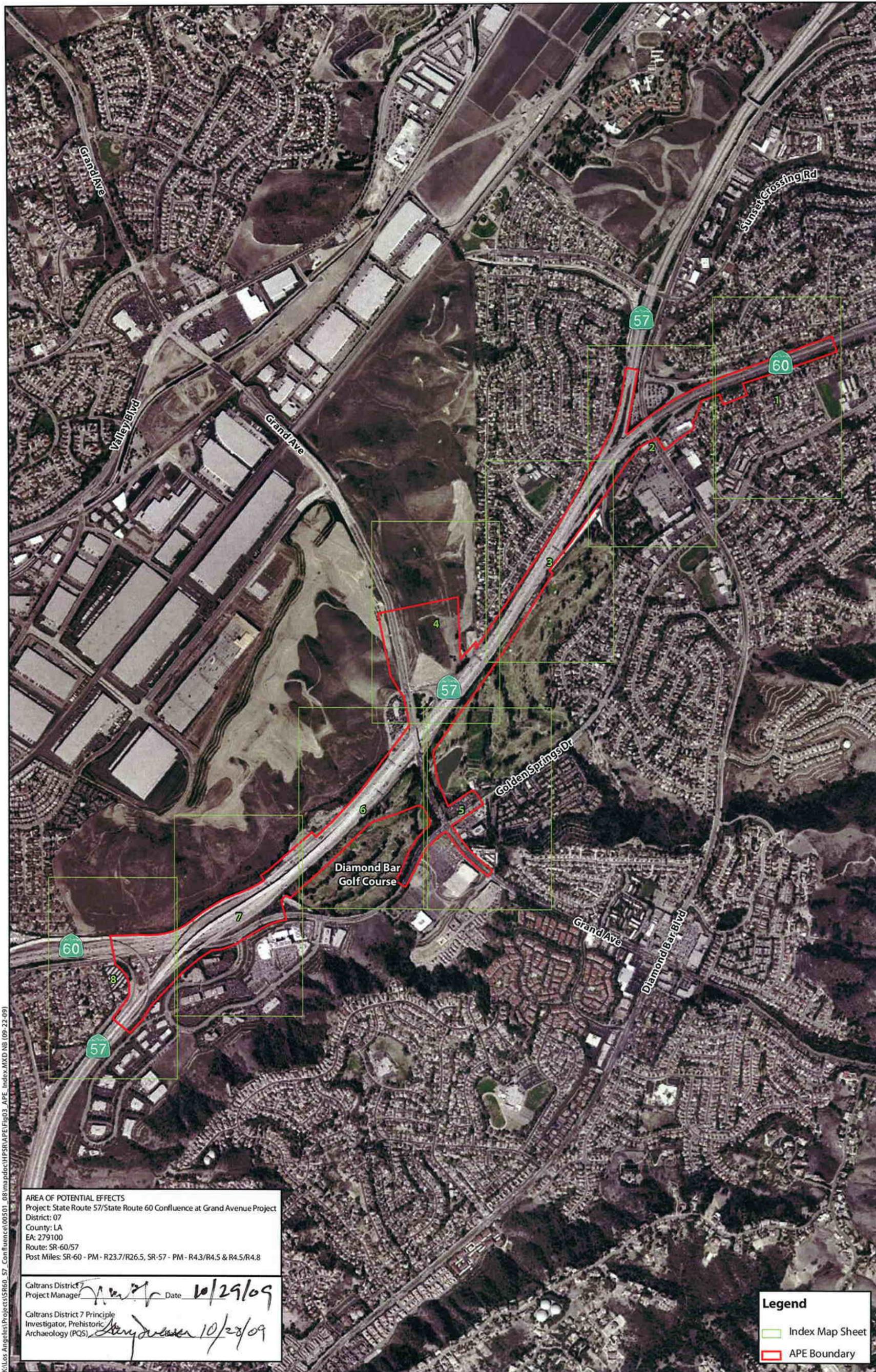
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Figure 1
Regional Vicinity Map
State Route 57/State Route 60 Confluence at Grand Avenue Project



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Figure 2
Project Location Map
State Route 57/State Route 60 Confluence at Grand Avenue Project



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AREA OF POTENTIAL EFFECTS
 Project: State Route 57/State Route 60 Confluence at Grand Avenue Project
 District: 07
 County: LA
 EA: 279100
 Route: SR-60/57
 Post Miles: SR-60 - PM - R23.7/R26.5, SR-57 - PM - R4.3/R4.5 & R4.5/R4.8

Caltrans District 7
 Project Manager: *[Signature]* Date: *10/29/09*
 Caltrans District 7 Principle Investigator, Prehistoric Archaeology (POS): *[Signature]* *10/28/09*

Legend
 Index Map Sheet
 APE Boundary

Source: ESRI Imagery (2008)



Figure 3
Area of Potential Effects
State Route 57/State Route 60 Confluence at Grand Avenue Project



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Source: ESRI Imagery (2008), WKE, Inc. (2009)

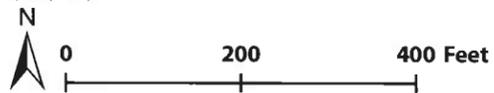
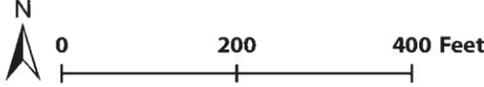


Figure 3-Sheet 1 of 8
Area of Potential Effects
State Route 57/State Route 60 Confluence at Grand Avenue Project



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Source: ESRI Imagery (2008), WKE, Inc.(2009)



Legend	
	APE Boundary
	Existing Alignment Centerline
	Proposed Alignment Centerline
	Proposed Improvements
	Proposed Striping
	Potential Water Quality
	Best Management Practice Location (BMP)

Figure 3-Sheet 2 of 8
Area of Potential Effects
State Route 57/State Route 60 Confluence at Grand Avenue Project



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Source: ESRI Imagery (2008), WKE, Inc.(2009)



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Legend	
	APE Boundary
	Existing Alignment Centerline
	Proposed Alignment Centerline
	Proposed Improvements
	Proposed Striping
	Potential Water Quality Best Management Practice Location (BMP)

Figure 3- Sheet 3 of 8
Area of Potential Effects
State Route 57/State Route 60 Confluence at Grand Avenue Project



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Source: ESRI Imagery (2008), WKE, Inc. (2009)

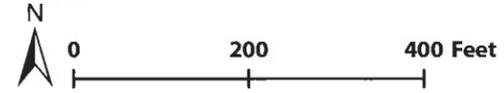
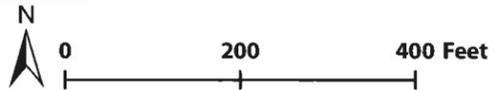


Figure 3-Sheet 4 of 8
Area of Potential Effects
State Route 57/State Route 60 Confluence at Grand Avenue Project



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Source: ESRI Imagery (2008), WKE, Inc. (2009)



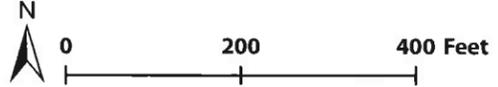
Legend	
□	APE Boundary
—	Existing Alignment Centerline
—	Proposed Alignment Centerline
—	Potential Water Quality Best Management Practice Location (BMP)
—	Proposed Improvements
—	Proposed Striping

Figure 3-Sheet 5 of 8
Area of Potential Effects
State Route 57/State Route 60 Confluence at Grand Avenue Project



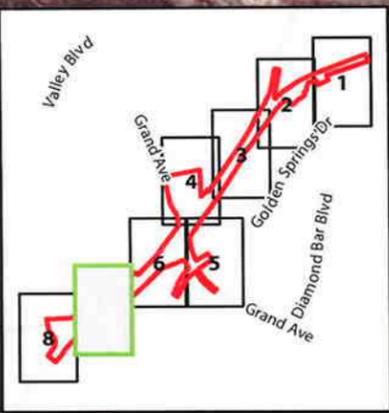
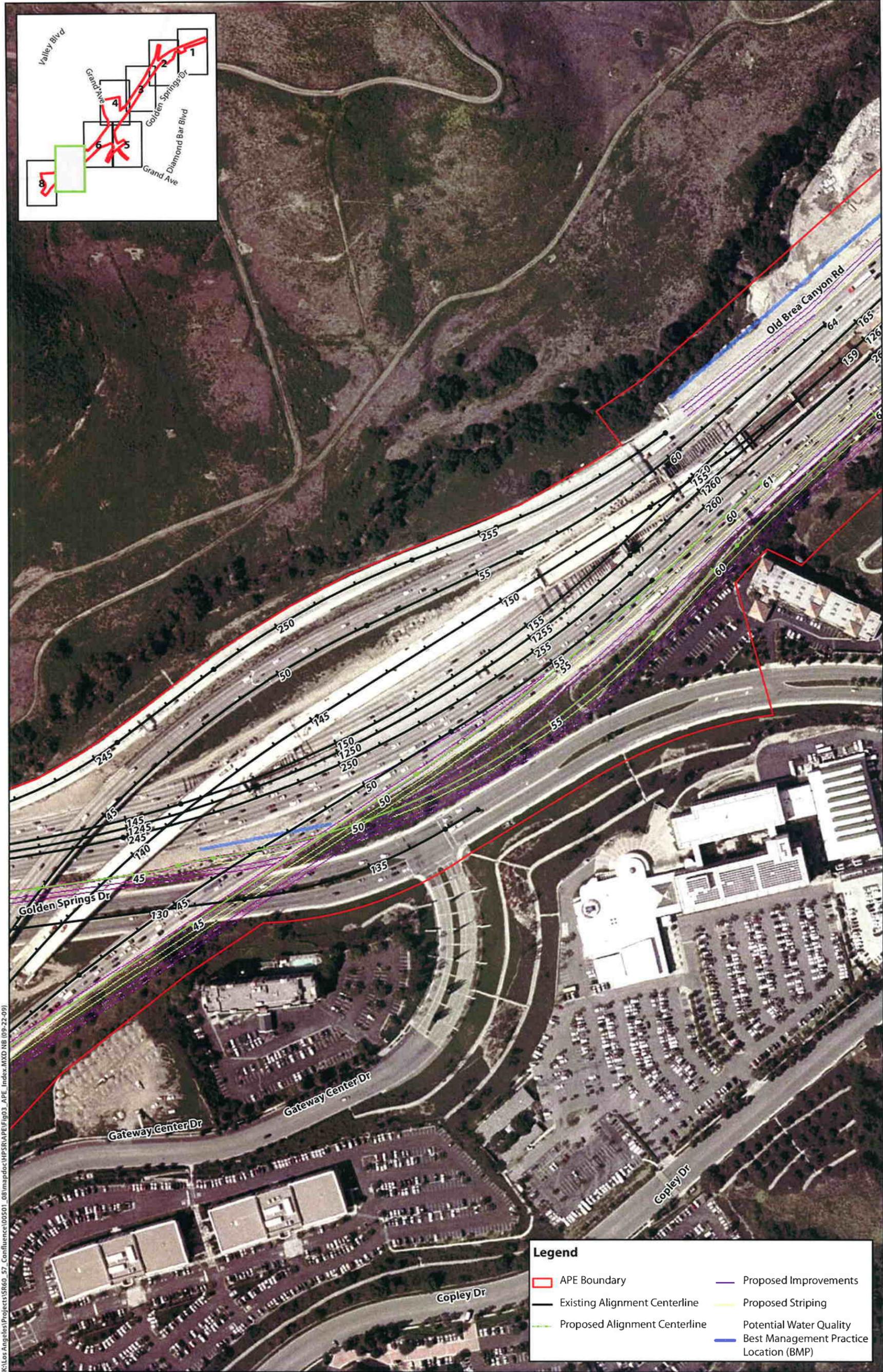
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Source: ESRI Imagery (2008), WKE, Inc. (2009)



Legend	
▭	APE Boundary
—	Existing Alignment Centerline
—	Proposed Alignment Centerline
—	Proposed Improvements
—	Proposed Striping
—	Potential Water Quality
—	Best Management Practice Location (BMP)

Figure 3-Sheet 6 of 8
Area of Potential Effects
State Route 57/State Route 60 Confluence at Grand Avenue Project



Legend

- APE Boundary
- Existing Alignment Centerline
- Proposed Alignment Centerline
- Proposed Improvements
- Proposed Striping
- Potential Water Quality Best Management Practice Location (BMP)

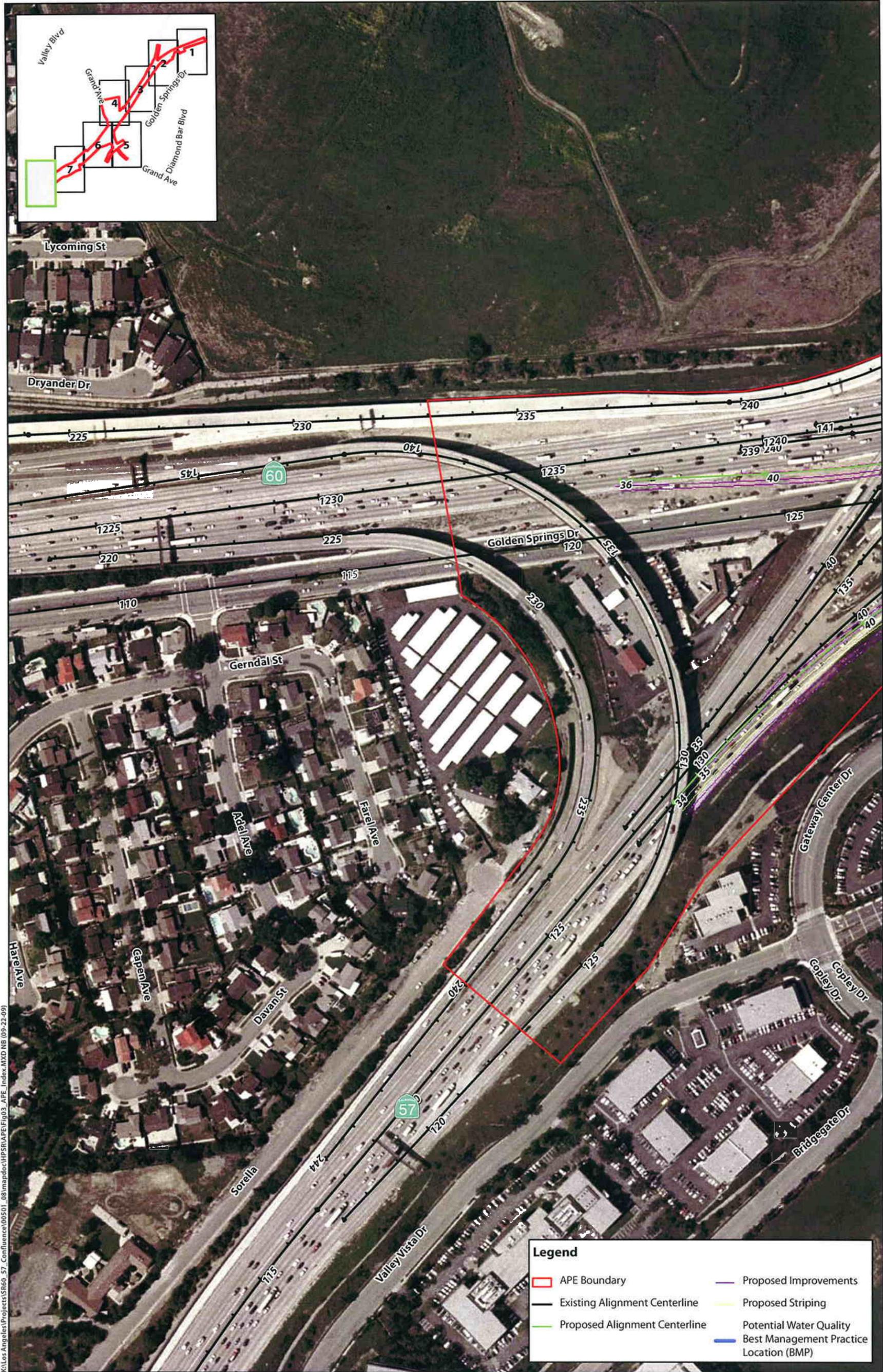
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Source: ESRI Imagery (2008), WKE, Inc.(2009)

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Figure 3-Sheet 7 of 8
Area of Potential Effects
State Route 57/State Route 60 Confluence at Grand Avenue Project



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Source: ESRI Imagery (2008), WKE, Inc. (2009)

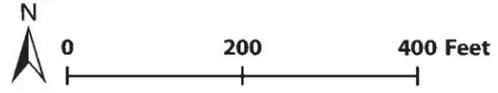


Figure 3-Sheet 8 of 8
Area of Potential Effects
State Route 57/State Route 60 Confluence at Grand Avenue Project

Attachment 2
California Historic Bridge Inventory Sheets



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 1802E	ROUTE 5-138 CONNECTOR	07-LA-138-.14	5. Bridge not eligible for NRHP	1967	
53 1803F	S5-E138 CONNECTOR OC	07-LA-005-R81.77	5. Bridge not eligible for NRHP	1967	
53 1804	TWEEDY LANE POC	07-LA-005-9.15-DNY	5. Bridge not eligible for NRHP	1982	
53 1805L	SMOKEY BEAR ROAD UC	07-LA-005-R77.96	5. Bridge not eligible for NRHP	1967	
53 1805R	SMOKEY BEAR ROAD UC	07-LA-005-R77.96	5. Bridge not eligible for NRHP	1967	
53 1806	NOGALES STREET OC	07-LA-060-20.43	5. Bridge not eligible for NRHP	1970	
53 1807	HONOR RANCH ROAD OC	07-LA-005-R56.12	5. Bridge not eligible for NRHP	1968	
53 1809	HASLEY CANYON ROAD OC	07-LA-005-R56.6	5. Bridge not eligible for NRHP	1968	
53 1810L	TEMPLIN HIGHWAY UC	07-LA-005-R65.97	5. Bridge not eligible for NRHP	1967	
53 1810R	TEMPLIN HIGHWAY UC	07-LA-005-R65.97	5. Bridge not eligible for NRHP	1967	
53 1811	KWIS AVENUE POC	07-LA-060-15.58	5. Bridge not eligible for NRHP	1967	
53 1812	BARFORD POC	07-LA-060-16.55	5. Bridge not eligible for NRHP	1967	
53 1813	RIDERWOOD POC	07-LA-060-14.71	5. Bridge not eligible for NRHP	1967	
53 1814	CLIFFORD STREET PUC	07-LA-002-14.02-LA	5. Bridge not eligible for NRHP		
53 1817	MAGNOLIA AVNUE UC	07-LA-210-R33.67-MNRO	5. Bridge not eligible for NRHP	1966	
53 1818	MYRTLE AVENUE UC	07-LA-210-R33.91-MNRO	5. Bridge not eligible for NRHP	1966	
53 1819	CALIFORNIA AVENUE UC	07-LA-210-R34.24-MNRO	5. Bridge not eligible for NRHP	1966	
53 1820	SHAMROCK AVENUE UC	07-LA-210-R34.49-MNRO	5. Bridge not eligible for NRHP	1967	
53 1821	MOUNTAIN AVENUE UC	07-LA-210-R34.74-MNRO	5. Bridge not eligible for NRHP	1966	
53 1822	BUENA VISTA STREET UC	07-LA-210-R35.24-DRT	5. Bridge not eligible for NRHP	1966	
53 1823	DUNCANNON AVENUE UC	07-LA-210-R35.52-DRT	5. Bridge not eligible for NRHP	1966	
53 1824	HIGHLAND AVENUE UC	07-LA-210-R35.87-DRT	5. Bridge not eligible for NRHP	1964	
53 1825	SAN JOSE WASH (WEST)	07-LA-010-44.84-POM	5. Bridge not eligible for NRHP	1963	
53 1829	SAN JOSE CREEK CHANNEL	07-LA-605-R15.7-PRV	5. Bridge not eligible for NRHP	1964	
53 1830	ROSE HILLS CHANNEL	07-LA-605-R15.37-IDY	5. Bridge not eligible for NRHP	1964	
53 1831	IVERSON ROAD UC	07-LA-118-R1.09	5. Bridge not eligible for NRHP	1968	1994
53 1832	ROUTE 118/27 SEPARATION	07-LA-118-R1.78-LA	5. Bridge not eligible for NRHP	1968	1996
53 1833	CALIFORNIA AQUEDUCT	07-LA-014-R57.14	5. Bridge not eligible for NRHP	1966	2006
53 1834L	CENTURY BLVD OC	07-LA-001-26.91-LA	5. Bridge not eligible for NRHP	1966	
53 1834R	CENTURY BLVD OC	07-LA-001-26.9-LA	5. Bridge not eligible for NRHP	1966	
53 1835	AVENUE D SEPARATION	07-LA-138-36.85	5. Bridge not eligible for NRHP	1968	
53 1836	AVENUE "A" OC	07-LA-014-R77	5. Bridge not eligible for NRHP	1968	
53 1838G	N405-W90 CONNECTOR OC	07-LA-405-25.99-CLC	5. Bridge not eligible for NRHP	1967	
53 1839M	WEST FORK LIEBRE GULCH CULVERT	07-LA-005-R74.94	5. Bridge not eligible for NRHP	1967	1970
53 1845	OLD BREA CANYON ROAD UC	07-LA-060-R22.97-DMBR	5. Bridge not eligible for NRHP	1970	
53 1846G	E60-S57 CONNECTOR OC	07-LA-060-R23.31-DMBR	5. Bridge not eligible for NRHP	1972	
53 1848G	N57-W60 CONNECTOR OC	07-LA-057-R4.32-DMBR	5. Bridge not eligible for NRHP	1972	
53 1850	WARDLOW ROAD OC	07-LA-605-R.79-LBCH	5. Bridge not eligible for NRHP	1966	
53 1851	ROUTE 90/405 SEPARATION	07-LA-090-2.54-CLC	5. Bridge not eligible for NRHP	1968	
53 1852F	S405-E90 CONNECTOR OC	07-LA-405-25.91-LA	5. Bridge not eligible for NRHP	1967	
53 1853G	E90-S405 CONNECTOR OC	07-LA-090-2.58-LA	5. Bridge not eligible for NRHP	1967	
53 1854G	E90-N405 CONNECTOR OC	07-LA-090-2.55-CLC	5. Bridge not eligible for NRHP	1967	1968
53 1855F	W90-N405 CONNECTOR OC (JEFFERSON)	07-LA-090-2.73-CLC	5. Bridge not eligible for NRHP	1967	



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 1856	CITY TERRACE POC	07-LA-010-C20.03-LA	5. Bridge not eligible for NRHP	1966	
53 1857	AVENUE "B" OC	07-LA-014-R76.01	5. Bridge not eligible for NRHP	1968	
53 1858	AVENUE "C" OC	07-LA-014-R75.01	5. Bridge not eligible for NRHP	1968	
53 1859	AVENUE "E" OC	07-LA-014-R73	5. Bridge not eligible for NRHP	1968	
53 1860	AVENUE "G" OC	07-LA-014-R70.99-LAN	5. Bridge not eligible for NRHP	1968	
53 1861	AVENUE "F" OC	07-LA-014-R72	5. Bridge not eligible for NRHP	1968	
53 1862	AVENUE "H" OC	07-LA-014-R69.99-LAN	5. Bridge not eligible for NRHP	1968	2002
53 1863	VERDUGO ROAD UC	07-LA-134-R8.23-GNDL	5. Bridge not eligible for NRHP	1968	
53 1864	GRAND AVENUE OC	07-LA-060-R24.45-DMBR	5. Bridge not eligible for NRHP	1970	
53 1865	WILMINGTON AVENUE OC	07-LA-091-R9.15-COM	5. Bridge not eligible for NRHP	1974	
53 1866	CHEVY CHASE DRIVE UC	07-LA-134-R8.35-GNDL	5. Bridge not eligible for NRHP	1967	
53 1867	SAN GABRIEL RIVER	07-LA-210-R36.82-IRW	5. Bridge not eligible for NRHP	1968	
53 1868M	CHARLTON STREET STORM DRAIN	07-LA-010-R8.78-LA	5. Bridge not eligible for NRHP	1964	
53 1869	HUNTINGTON DRIVE UC	07-LA-210-R32.89-MNRO	5. Bridge not eligible for NRHP	1967	
53 1870	EASTMAN AVENUE POC	07-LA-005-14.57	5. Bridge not eligible for NRHP	1967	
53 1871M	NEWHALL RANCH DRAIN	07-LA-005-R55.28	5. Bridge not eligible for NRHP	1964	
53 1872	MONTEREY AVENUE UC	07-LA-210-R33.1-MNRO	5. Bridge not eligible for NRHP	1967	
53 1873	PROSPECTORS UC	07-LA-060-R25.36-DMBR	5. Bridge not eligible for NRHP	1970	
53 1873G	E60-N57 CONNECTOR OC	07-LA-060-R25.36-DMBR	5. Bridge not eligible for NRHP	1970	
53 1874	SAWPIT WASH	07-LA-210-R34.6-MNRO	5. Bridge not eligible for NRHP	1967	
53 1875	GLENDALE AVENUE OC	07-LA-134-R7.87-GNDL	5. Bridge not eligible for NRHP	1968	
53 1876	KINCAID UP	07-LA-210-R38.35-AZU	5. Bridge not eligible for NRHP	1968	
53 1877	DORAN STREET POC	07-LA-134-R8.04-GNDL	5. Bridge not eligible for NRHP	1968	
53 1878	SINCLAIR AVENUE UC	07-LA-134-R8.56-GNDL	5. Bridge not eligible for NRHP	1967	
53 1878F	SINCLAIR AVENUE UC	07-LA-002-R18.94-GNDL	5. Bridge not eligible for NRHP	1967	
53 1879	ZACHARY PADILLA AVENUE OC	07-LA-210-R38.58-AZU	5. Bridge not eligible for NRHP	1968	
53 1880	IRWINDALE OH	07-LA-210-R37.83-IRW	5. Bridge not eligible for NRHP	1968	
53 1881	IRWINDALE AVENUE OC	07-LA-210-R37.86-IRW	5. Bridge not eligible for NRHP	1968	
53 1882	FIFTH AVENUE UC	07-LA-210-R32.61-MNRO	5. Bridge not eligible for NRHP	1968	
53 1883	MAYFLOWER AVENUE UC	07-LA-210-R33.4-MNRO	5. Bridge not eligible for NRHP	1967	
53 1884	HARVEY DRIVE UC	07-LA-134-R8.81-GNDL	5. Bridge not eligible for NRHP	1967	
53 1884G	HARVEY DRIVE UC	07-LA-002-R18.83-GNDL	5. Bridge not eligible for NRHP	1967	
53 1886	ROUTE 210/39 SEPARATION	07-LA-210-R39.58-AZU	5. Bridge not eligible for NRHP	1968	
53 1886S	S39-E210 CONNECTOR	07-LA-210-39.58-AZU	5. Bridge not eligible for NRHP	1968	
53 1887	VERNON AVENUE OC	07-LA-210-R38.96-AZU	5. Bridge not eligible for NRHP	1968	
53 1888	FIRST STREET UC	07-LA-210-R39.36-AZU	5. Bridge not eligible for NRHP	1968	
53 1889	SANTA ANITA WASH	07-LA-210-R32.2-ADA	5. Bridge not eligible for NRHP	1968	
53 1890	FIRST AVENUE UC	07-LA-210-R32.08-ADA	5. Bridge not eligible for NRHP	1968	
53 1891	SANTA ANITA AVENUE UC	07-LA-210-R31.88-ADA	5. Bridge not eligible for NRHP	1968	
53 1892	BROADLAND AVENUE POC	07-LA-210-R35.07-DRT	5. Bridge not eligible for NRHP	1967	
53 1893	MOUNTAIN STREET OC	07-LA-002-R20.05-GNDL	5. Bridge not eligible for NRHP	1975	
53 1894	SHERER LANE UC	07-LA-002-R20.57-GNDL	5. Bridge not eligible for NRHP	1978	
53 1895L	POLK STREET UC	07-LA-210-R3.28-LA	5. Bridge not eligible for NRHP	1969	



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 1895R	POLK STREET UC	07-LA-210-R3.28-LA	5. Bridge not eligible for NRHP	1969	
53 1896	ASTORIA STREET POC	07-LA-210-R3.57-LA	5. Bridge not eligible for NRHP	1969	1973
53 1897	HARDING STREET POC	07-LA-210-R4.7-LA	5. Bridge not eligible for NRHP	1969	
53 1898L	MACLAY STREET UC	07-LA-210-R4.94-LA	5. Bridge not eligible for NRHP	1969	
53 1898R	MACLAY STREET UC	07-LA-210-R4.94-LA	5. Bridge not eligible for NRHP	1969	
53 1899	DIAMOND BAR UC	07-LA-060-R25.56-DMBR	5. Bridge not eligible for NRHP	1970	
53 1900	SECOND STREET POC	07-LA-210-R39.12-AZU	5. Bridge not eligible for NRHP	1968	
53 1901	HARVEY DRIVE OC	07-LA-002-R18.92-GNDL	5. Bridge not eligible for NRHP	1967	
53 1902L	S5-N5 SEPARATION	07-LA-005-R59.95	5. Bridge not eligible for NRHP	1969	
53 1903R	ROUTE 5/5 SEPARATION NORTH	07-LA-005-R64.49	5. Bridge not eligible for NRHP	1970	
53 1904	DORCHESTER AVENUE DRAIN	07-LA-710-R27.02-MONP	5. Bridge not eligible for NRHP	1965	
53 1905	E60-N57 CONNECTOR UC	07-LA-060-R25.45-DMBR	5. Bridge not eligible for NRHP	1970	
53 1906	AMVIT OH	07-LA-210-R36.7-IRW	5. Bridge not eligible for NRHP	1968	
53 1907G	134-E / 2- CONNECTOR OC	07-LA-134-R8.88-GNDL	5. Bridge not eligible for NRHP	1967	1978
53 1908L	LAKE HUGHES ROAD UC	07-LA-005-R59.49	5. Bridge not eligible for NRHP	1968	
53 1908R	LAKE HUGHES ROAD UC	07-LA-005-R59.49	5. Bridge not eligible for NRHP	1968	
53 1909	PARKER ROAD OC	07-LA-005-R59.01	5. Bridge not eligible for NRHP	1968	
53 1910	PARAMOUNT BLVD OC	07-LA-060-R7.77-MTBL	5. Bridge not eligible for NRHP	1967	
53 1911L	BALDWIN AVENUE UC	07-LA-210-R30.82-ADA	5. Bridge not eligible for NRHP	1971	
53 1911R	BALDWIN AVENUE UC	07-LA-210-R30.82-ADA	5. Bridge not eligible for NRHP	1971	
53 1912	ACTON CANYON WASH	07-LA-014-R49	5. Bridge not eligible for NRHP	1965	
53 1913	RED ROVER WASH	07-LA-014-R47.2	5. Bridge not eligible for NRHP	1965	
53 1914S	HUNTN DR-E210/210 SEPARATION	07-LA-210-R36.38-IRW	5. Bridge not eligible for NRHP	1968	
53 1915	COLORADO BLVD UC	07-LA-002-R18.52-LA	5. Bridge not eligible for NRHP	1976	
53 1915G	COLORADO BLVD UC	07-LA-002-R18.52-LA	5. Bridge not eligible for NRHP	1976	
53 1916	BROADWAY UC	07-LA-002-R18.65-LA	5. Bridge not eligible for NRHP	1976	
53 1917F	W134-S2 CONNECTOR OC	07-LA-134-R9.04-LA	5. Bridge not eligible for NRHP	1976	
53 1918G	E134-W2 CONNECTOR OC	07-LA-134-R8.95-LA	5. Bridge not eligible for NRHP	1976	
53 1919	ROUTE 134/2 SEPARATION	07-LA-134-R8.96-LA	5. Bridge not eligible for NRHP	1971	
53 1919S	ROUTE 134/2 SEPARATION	07-LA-134-R8.96-LA	5. Bridge not eligible for NRHP	1971	
53 1920G	E2-W134 CONNECTOR OC	07-LA-002-R18.82-LA	5. Bridge not eligible for NRHP	1971	
53 1921F	W2-W134 CONNECTOR OC	07-LA-002-R18.81-LA	5. Bridge not eligible for NRHP	1971	
53 1922	MACARTHUR AVENUE OC	07-LA-110-R1.06-LA	5. Bridge not eligible for NRHP	1970	
53 1923L	ROUTE 605/210 SEPARATION	07-LA-605-25.75-IRW	5. Bridge not eligible for NRHP	1968	
53 1923R	ROUTE 605/210 SEPARATION	07-LA-605-25.75-IRW	5. Bridge not eligible for NRHP	1968	
53 1924L	ROXFORD STREET UC	07-LA-210-R1.92-LA	5. Bridge not eligible for NRHP	1969	
53 1924R	ROXFORD STREET UC	07-LA-210-R1.92-LA	5. Bridge not eligible for NRHP	1969	
53 1925	TYLER STREET POC	07-LA-210-R3.01-LA	5. Bridge not eligible for NRHP	1969	
53 1926	BLED SOE STREET OC	07-LA-210-R2.74-LA	5. Bridge not eligible for NRHP	1969	
53 1927	SAYRE STREET OC	07-LA-210-R3.84-LA	5. Bridge not eligible for NRHP	1969	
53 1928	HUBBARD STREET OC	07-LA-210-R4.11-LA	5. Bridge not eligible for NRHP	1969	
53 1929	VERDUGO ROAD UC	07-LA-002-R17-LA	5. Bridge not eligible for NRHP	1976	
53 1930	EAST GLENDORA OH	07-LA-210-R44.04-GDR	5. Bridge not eligible for NRHP	1970	



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 2122	ORANGE AVENUE UC	07-LA-091-R12.59-LBCH	5. Bridge not eligible for NRHP	1970	
53 2123	CHERRY AVENUE UC	07-LA-091-R13.09-LBCH	5. Bridge not eligible for NRHP	1970	
53 2124	ATLANTIC AVENUE UC	07-LA-091-R12.09-LBCH	5. Bridge not eligible for NRHP	1970	
53 2126	PIERCE STREET PUC	07-LA-210-R6.84-LA	5. Bridge not eligible for NRHP	1980	
53 2127	WALNUT AVENUE UC	07-LA-091-R12.84-LBCH	5. Bridge not eligible for NRHP	1970	
53 2128	OBISPO AVENUE UC	07-LA-091-R13.86-LBCH	5. Bridge not eligible for NRHP	1970	
53 2129	PARAMOUNT BLVD UC	07-LA-091-R13.59-LBCH	5. Bridge not eligible for NRHP	1970	
53 2130	GLENOAKS BLVD UC	07-LA-118-R13.18-LA	5. Bridge not eligible for NRHP	1975	
53 2131	KAGEL CANYON STREET PUC	07-LA-210-R7.51-LA	5. Bridge not eligible for NRHP	1980	
53 2132	CABALLERO CREEK	07-LA-101-20.88-LA	5. Bridge not eligible for NRHP	1959	
53 2133M	TYLER AVENUE STORM DRAIN	07-LA-060-10.1-SEMT	5. Bridge not eligible for NRHP	1966	
53 2134M	PECK ROAD STORM DRAIN	07-LA-060-10.96-SEMT	5. Bridge not eligible for NRHP	1966	
53 2137K	COLORADO BLVD OFF-RAMP OC	07-LA-134-R11.6-LA	5. Bridge not eligible for NRHP	1971	
53 2138	FOOTHILL LA CANADA SEPARATION	07-LA-210-R19.51-LCF	5. Bridge not eligible for NRHP	1970	
53 2139M	WILEY CANYON CHANNEL	07-LA-005-R49.2	5. Bridge not eligible for NRHP	1967	
53 2140	PATRICIAN WAY OC	07-LA-134-R11.69-LA	5. Bridge not eligible for NRHP	1971	
53 2142	LOS ANGELES RIVER	07-LA-091-R11.81-LBCH	5. Bridge not eligible for NRHP	1971	
53 2142F	LA RIVER (S710-E91)	07-LA-710-13.03-LBCH	5. Bridge not eligible for NRHP	1971	
53 2143F	LA RIVER (W91-N710&S710)	07-LA-091-R11.7-LBCH	5. Bridge not eligible for NRHP	1971	
53 2144K	LA RIVER (ROUTE 91 ON-RAMP)	07-LA-091-R11.82-LBCH	5. Bridge not eligible for NRHP	1971	
53 2145S	LA RIVER, N710 ON-RAMP	07-LA-710-13.09-LBCH	5. Bridge not eligible for NRHP	1971	
53 2146	LA AQUEDUCT UC	07-LA-014-R27.55-SCTA	5. Bridge not eligible for NRHP	1972	1998
53 2147M	ARROYO DRIVE DRAIN	07-LA-060-R8.32-RSMD	5. Bridge not eligible for NRHP	1967	
53 2148K	COLORADO BLVD ON-RAMP SEPARATION	07-LA-134-R11.52-LA	5. Bridge not eligible for NRHP	1971	
53 2149R	GOLDEN SPRINGS DRIVE UC	07-LA-057-R4.49-DMBR	5. Bridge not eligible for NRHP	1972	
53 2150L	S57/60 SEPARATION	07-LA-057-R4.51-DMBR	5. Bridge not eligible for NRHP	1972	
53 2151L	FIGUEROA STREET UC	07-LA-134-R11.44-LA	5. Bridge not eligible for NRHP	1971	
53 2151R	FIGUEROA STREET UC	07-LA-134-R11.44-LA	5. Bridge not eligible for NRHP	1971	
53 2151S	FIGUEROA STREET UC	07-LA-134-R11.44-LA	5. Bridge not eligible for NRHP	1971	
53 2152	TEXACO OH	07-LA-001-8.69-LA	5. Bridge not eligible for NRHP	1967	
53 2153	ARROYO BLVD OC	07-LA-210-R22.49-PAS	5. Bridge not eligible for NRHP	1973	
53 2154	CASITAS AVENUE UC	07-LA-210-R22.84-PAS	5. Bridge not eligible for NRHP	1973	
53 2155	LINCOLN-HOWARD UC	07-LA-210-R23.19-PAS	5. Bridge not eligible for NRHP	1973	
53 2156K	HOWARD STREET UC	07-LA-210-R23.22-PAS	5. Bridge not eligible for NRHP	1973	
53 2157	WASHINGTON BLVD UC	07-LA-210-R23.55-PAS	5. Bridge not eligible for NRHP	1973	
53 2158	HAMMOND STREET UC	07-LA-210-R23.8-PAS	5. Bridge not eligible for NRHP	1973	
53 2159	MOUNTAIN AVENUE UC	07-LA-210-R24.06-PAS	5. Bridge not eligible for NRHP	1973	
53 2160	LINCOLN AVENUE UC	07-LA-210-R24.17-PAS	5. Bridge not eligible for NRHP	1973	
53 2160S	LINCOLN AVENUE UC	07-LA-210-R24.17-PAS	5. Bridge not eligible for NRHP	1973	
53 2161	BREA CANYON ROAD UC	07-LA-057-R.91-DMBR	5. Bridge not eligible for NRHP	1972	1998
53 2162	DIAMOND BAR BLVD UC	07-LA-057-R1.94-DMBR	5. Bridge not eligible for NRHP	1972	1998
53 2163	COLD SPRING LANE UC	07-LA-057-R2.52-DMBR	5. Bridge not eligible for NRHP	1972	1998
53 2164	PATHFINDER ROAD OC	07-LA-057-R3.17-DMBR	5. Bridge not eligible for NRHP	1972	1994



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 2039K	HERBERT AVENUE ON-RAMP SPUR	07-LA-010-20.2-LA	5. Bridge not eligible for NRHP	1972	
53 2040L	ALLEN AVENUE UC	07-LA-210-R27.41-PAS	5. Bridge not eligible for NRHP	1976	
53 2040R	ALLEN AVENUE UC	07-LA-210-R27.41-PAS	5. Bridge not eligible for NRHP	1976	
53 2041L	CRAIG AVENUE UC	07-LA-210-R27.81-PAS	5. Bridge not eligible for NRHP	1976	
53 2041R	CRAIG AVENUE UC	07-LA-210-R27.81-PAS	5. Bridge not eligible for NRHP	1976	
53 2045R	EATON OH	07-LA-210-R29.09-PAS	5. Bridge not eligible for NRHP	1976	
53 2046	OLIVER STREET POC	07-LA-110-.73-LA	5. Bridge not eligible for NRHP	1970	
53 2047	CALIFORNIA AQUEDUCT	07-LA-138-14.6	5. Bridge not eligible for NRHP	1968	
53 2048	GRAND AVENUE UC	07-LA-210-R41.59-GDR	5. Bridge not eligible for NRHP	1969	
53 2049	BARRANCA AVENUE OC	07-LA-210-R41.11-GDR	5. Bridge not eligible for NRHP	1969	
53 2050	GALANTO AVENUE POC	07-LA-210-R40.92-AZU	5. Bridge not eligible for NRHP	1969	
53 2051	SAN JOSE FLOOD CONTROL CHANNEL	07-LA-071-R1.04-POM	5. Bridge not eligible for NRHP	1972	
53 2052	RIDGEWAY STREET UC	07-LA-071-R.92-POM	5. Bridge not eligible for NRHP	1972	
53 2053	LOWER AZUSA ROAD OC	07-LA-605-22.15-IRW	5. Bridge not eligible for NRHP	1971	
53 2054	CAMPUS ROAD OC	07-LA-010-21-MONP	5. Bridge not eligible for NRHP	1972	
53 2055K	CAMPUS ROAD RAMP	07-LA-010-20.95-MONP	5. Bridge not eligible for NRHP	1972	
53 2056S	EASTERN AVENUE OC	07-LA-010-20.9	5. Bridge not eligible for NRHP	1972	
53 2057	MCBEAN PARKWAY OC	07-LA-005-R51.44	5. Bridge not eligible for NRHP	1968	
53 2058	MOVIE LANE OC	07-LA-118-R1.47	5. Bridge not eligible for NRHP	1968	
53 2059	LITTLE DALTON WASH	07-LA-210-R39.8-AZU	5. Bridge not eligible for NRHP	1969	
53 2060	BIG DALTON WASH	07-LA-210-R41.87-GDR	5. Bridge not eligible for NRHP	1969	
53 2060K	BIG DALTON WASH	07-LA-210-R41.87-GDR	5. Bridge not eligible for NRHP	1969	
53 2061	SUNFLOWER AVENUE UC	07-LA-210-R43.16-GDR	5. Bridge not eligible for NRHP	1970	
53 2062K	SOTO STREET ON-RAMP OH	07-LA-010-19.2-LA	5. Bridge not eligible for NRHP	1972	
53 2063K	SOTO STREET OFF-RAMP OH	07-LA-010-19.25-LA	5. Bridge not eligible for NRHP	1972	
53 2064	SAN DIMAS AVENUE UC	07-LA-210-R45.46-SDMS	5. Bridge not eligible for NRHP	1970	
53 2065F	N57-E210 CONNECTOR OC	07-LA-057-R11.77-GDR	5. Bridge not eligible for NRHP	1970	
53 2066	GOLDEN VALLEY ROAD OC	07-LA-014-R29.28	5. Bridge not eligible for NRHP	1972	
53 2068	WALNUT AVENUE UC	07-LA-210-R45.71-SDMS	5. Bridge not eligible for NRHP	1970	
53 2069	SAN DIMAS CANYON ROAD UC	07-LA-210-R46.21-SDMS	5. Bridge not eligible for NRHP	1970	
53 2070	ROUTE 14/126 SEPARATION	07-LA-014-R27.03	5. Bridge not eligible for NRHP	1971	1998
53 2070G	ROUTE 14/126 SEPARATION (N14/W126)	07-LA-014-R27.03	5. Bridge not eligible for NRHP	1971	
53 2071	METROPOLITAN WATER DISTRICT PIPELINE UC	07-LA-210-R46.33-SDMS	5. Bridge not eligible for NRHP	1970	
53 2072	GLENDORA AVENUE UC	07-LA-210-R42.1-GDR	5. Bridge not eligible for NRHP	1970	
53 2073L	ARCADIA WASH	07-LA-210-R30.6-ADA	5. Bridge not eligible for NRHP	1971	
53 2073R	ARCADIA WASH	07-LA-210-R30.6-ADA	5. Bridge not eligible for NRHP	1956	
53 2074L	ARCADIA WASH	07-LA-210-R30.61-ADA	5. Bridge not eligible for NRHP	1971	
53 2075	ROUTE 210/66 SEPARATION	07-LA-210-R46.61-LVN	5. Bridge not eligible for NRHP	1970	1999
53 2076	PLACERITA CANYON ROAD UC	07-LA-014-R28.08	5. Bridge not eligible for NRHP	1972	1998
53 2077	PUDDINGSTONE CHANNEL	07-LA-210-R46.35-LVN	5. Bridge not eligible for NRHP	1970	
53 2078	VALLEY BLVD UC	07-LA-071-R1.47-POM	5. Bridge not eligible for NRHP	1972	
53 2078K	VALLEY BLVD UC	07-LA-071-R1.47-POM	5. Bridge not eligible for NRHP	1972	
53 2079	GOLDEN SPRINGS DRIVE UC	07-LA-060-R26.53-DMBR	5. Bridge not eligible for NRHP	1970	1995

Attachment 3
Archaeological Survey Report

ARCHAEOLOGICAL SURVEY REPORT

Finding of No Archaeological Resources Present

for the

State Route 57 and State Route 60 Confluence at Grand Avenue Project

Within the Cities of Diamond Bar and Industry, Los Angeles County, California

District 07-LA-60—PM R23.7/R26.5
District 07-LA-57—PM R4.3/R4.5 and R4.5/R4.8
EA 279100

Prepared for: California Department of Transportation District 7

For review by: Gary Iverson Date: 2/5/10

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USGS 7.5-minute maps, San Dimas (1966, photo revised 1981) and Yorba Linda (1964, photo revised 1981), California; 2.5 miles

Resources: 19-000852, 19-000853, 19-000854, 19-000883, 19-001414 and 19-002805

Keywords: Location—City of Diamond Bar, City of Industry, Los Angeles County, Grand Avenue, State Route 60, State Route 57

February 2010

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APPENDIX A: Native American Correspondence

APPENDIX B: Previous Cultural Resource Surveys

Acronyms

amsl	above mean sea level
APE	Area of Potential Effects
CHL	California Historical Landmarks
CRHR	California Register of Historical Resources
HRI	California State Historic Resources Inventory
NAHC	Native American Heritage Commission
NRHP	National Register of Historic Places
PHI	Points of Historical Interest
PM	post mile
PQS	Professionally Qualified Staff
SCCIC	South Central Coastal Information Center
USGS	U.S. Geological Survey

SUMMARY OF FINDINGS

This Archaeological Survey Report (ASR) was prepared on behalf of the California Department of Transportation (Caltrans), District 7, for the State Route (SR) 60 and Grand Avenue Interchange Project (proposed project). The proposed project is located in Los Angeles County, in the Cities of Diamond Bar and Industry, along existing segments of SR-60 and Grand Avenue. The project construction limits cover a distance of approximately 2.5 miles. The site is depicted on the San Dimas U.S. Geological Survey (USGS) 7.5-minute topographic map in Township 2S, Range 9W, Sections 9 and 16 and on the Yorba Linda U.S. Geological Survey (USGS) 7.5-minute topographic map in Township 2S, Range 9W, Sections 16 and 17. Elevation within the project site ranges from 700 to 912 feet above mean sea level (amsl).

A Phase I archaeological reconnaissance survey was conducted on October 6, 2009. The archaeological survey located no new surficial archaeological sites. However, one previously recorded prehistoric site, 19-001414, is located within the southern boundary of the APE. Taken as a whole, the APE, encompasses this known prehistoric site and Diamond Bar Creek as well as being adjacent to five recorded prehistoric sites (19-000852, 853, 854, 883 and 2805), has a moderate potential to yield intact subsurface deposits. After reviewing the results of the survey and record search, it has been determined that a finding of No Adverse Effect with Standard Conditions would be appropriate. The standard conditions include archaeological monitoring of all initial grading activities for the proposed project. If buried cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are inadvertently discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures.

If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment must occur as prescribed by law.

It is Caltrans' policy to avoid cultural resources whenever possible. Further investigations may be needed if the site(s) cannot be avoided by the project. If buried cultural materials are encountered during construction, it is Caltrans' policy to stop work in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey work will be required if the project changes to include areas not previously surveyed.

Project Description and Location

The City of Industry, in cooperation with the California Department of Transportation (Caltrans), is proposing freeway improvements to the State Route-57 (SR-57)/State Route-60 (SR-60) confluence at the Grand Avenue interchange in Los Angeles County. Figure 1 and Figure 2 show the regional location and project vicinity. The proposed project would be subject to both the California Environmental Quality Act (CEQA) and the federal National Environmental

Policy Act (NEPA). The City of Industry would be the lead agency under CEQA and Caltrans would be the lead agency under NEPA.

SR-57 is a major north-south freeway, serving the cities and communities of the Greater Los Angeles area. This freeway's north terminus is at its junction with Interstate 210 (I-210), in the City of Glendora, and its south terminus is located at the junction with Interstate 5 (I-5), and State Route 22 (SR-22), in the City of Orange. The portion of SR-57 that is located in the project area is located in the Pomona Valley.

SR-60 is a major east-west freeway that also serves the cities and communities of the Greater Los Angeles Area. SR-60 is part of the National Highway System (NHS) and the State Freeway and Expressway (F&E) System. SR-60 runs from Interstate 10 (I-10) near the Los Angeles River in the City of Los Angeles east to I-10 in Riverside County, serving the cities and communities on the eastern side of the Los Angeles metropolitan area and running along the south side of the San Gabriel Valley. The west terminus of the freeway is at the East Los Angeles Interchange complex, and the east terminus is at the junction with I-10 in the City of Beaumont

SR-57 and SR-60 meet and interconnect in the City of Diamond Bar and the City of Industry. The two separate freeways share an alignment for approximately 1.26 miles along the northbound/eastbound direction and approximately 1.34 miles along the southbound/westbound direction, following a generally northeasterly-southwesterly orientation.

The primary purpose of the proposed project is to improve the operational deficiencies of the SR-57 and SR-60 freeways at the Grand Avenue interchange, to accommodate existing and projected traffic volumes at an acceptable level of service through 2035.

Project Description

The proposed project would consist of the reconfiguration of the approximately 2.5-mile confluence of SR-57 and SR-60, which would include the addition of auxiliary lanes and associated on-ramp/off-ramp reconfigurations. SR-57 and SR-60 are major inter-regional freeways linking cities in the San Gabriel Valley and the Inland Empire with Los Angeles and Orange Counties.

Alternative 1 - No-Build Alternative

The No-Build (or No-Action) Alternative would result in no structural or physical changes to SR-57, SR-60, or the Grand Avenue interchange. Existing deficient capacity and congestion conditions due to short weave sections on SR-57, SR-60, and Grand Avenue would not change under this Alternative.

Build Alternatives

Two build alternatives are being considered. The two build alternatives (Alternatives 2 and 3) are described below. Figures 3 and 4 illustrate the alignments of the build alternatives. Both build alternatives would require the following elements:

There are several utilities on Grand Avenue and Golden Springs Drive that would be relocated to clear the ultimate right-of-way for the project. These include underground electrical lines, telecommunication lines, and an electrical high pole. New and existing utility lines on Grand Avenue would be relocated inside the new Grand Avenue overcrossing structure as required.

A High Occupancy Vehicle (HOV) preferential lane may be added to the westbound loop on-ramp after the construction of a new westbound direct on-ramp currently being proposed by the City of Industry. The volume on the westbound loop-ramp would be reduced to the level that would be adequately served by a single on-ramp lane. As previously stated, an existing HOV preferential lane is provided on the eastbound on-ramp from Diamond Bar Boulevard.

Alternative 2- Combination Cloverleaf/Diamond Configuration Interchange Alternative

The interchange configuration for Alternative 2 would remain as a combination of partial cloverleaf for the westbound direction and compact diamond for the eastbound direction. Alternative 2 requires the construction of two eastbound bypass connectors at the SR-57 and SR-60 junctions.

The existing Grand Avenue overcrossing will be replaced with a new overcrossing structure over SR-60. A 450 foot long double left-turn lane would be required for the southbound left turn at Grand Avenue and the eastbound on-ramp. Thus, the new Grand Avenue overcrossing would be widened to accommodate the eight through lanes and double left-turn lanes. Northbound Grand Avenue would be restriped for three lanes south of the Golden Springs intersection to improve the intersection performance.

Alternative 2 would maintain the exiting interchange configuration (compact-diamond) for the eastbound on and off ramps on SR-60.

This alternative may also require retaining walls along freeway mainline widening, auxiliary lanes, and the on-and off-ramps. The locations and design of any potential retaining walls would be determined upon further project study. The improvements along the proposed eastbound on- and off-ramps would require several partial takes along the Golf Course south of SR-60

Alternative 3-Partial Cloverleaf Interchange Configuration Alternative

Alternative 3 proposes a partial cloverleaf interchange configuration for the Grand Avenue/ SR-60 interchange. A 2,500 foot long auxiliary lane would be constructed from the dropped lane from the SR-57 connector to the Grand Avenue westbound off-ramp, creating a two-lane exit ramp (ramp "WG-2"). The westbound SR-60 loop on-ramp would join the freeway as an auxiliary lane.

The eastbound on and off ramps at Grand would be reconfigured from the existing compact diamond interchange to a partial cloverleaf interchange. A new bypass ramp is proposed on eastbound SR-60 west of the NB SR-57/EB SR-60 merge. The existing northbound SR-57/ eastbound SR-60 connector would be realigned to accommodate the bypass ramp and connector structure. The new intersection of Grand Avenue and the eastbound on and off ramps would be located approximately 500 feet south of the existing intersection, or mid-way between the

freeway and Golden Springs Drive. A new eastbound loop on-ramp (ramp “EG-3”) would be constructed. The loop on-ramp would join SR-60 as a new eastbound auxiliary lane.

The existing eastbound on-ramp (ramp “EG-1”) would be realigned to accommodate the widened Grand Avenue at the intersection and would merge into the eastbound auxiliary lane created by the loop on-ramp. The auxiliary lane would continue until joining an existing auxiliary lane on the eastbound SR-60 before reaching the SR-57/SR-60 split. The existing eastbound on-ramp from Diamond Bar Boulevard (ramp “ED-1”) would be realigned to join SR-60 approximately 950 feet east of the bypass connector. This connector would require new structures crossing Prospectors Road and Diamond Bar Boulevard.

The improvements along the proposed eastbound on and off ramps would require several partial takes along the Golf Course south of SR-60. Sliver right of way takes would also be required behind a motel parking lot between Prospectors Road and Diamond Bar Boulevard. The proposed realignment of the eastbound on ramp on Diamond Bar Boulevard (ramp “ED-1”) would also require sliver right of way takes at several single family residential homes east of Diamond Bar Boulevard.

The existing Grand Avenue overcrossing structure would be reconstructed to accommodate seven standard-width mixed-flow lanes and two HOV lanes in each direction on SR-60. Alternative 3 includes offsite improvements with the widening of Grand Avenue from the proposed eastbound off ramp to Golden Spring Drive. Golden Springs Drive would be widened to allow additional through lanes, double left-turn lanes, and one right-turn lane on three legs of the intersection of Grand Avenue and Golden Springs. Two right-turn lanes would be provided on Grand Avenue on the northbound approach to Golden Springs Drive. Approximately 600 feet of Grand Avenue in the northbound direction south of the intersection at Golden Springs will be restriped to three lanes.

Construction Activities and Staging

The construction phase of the proposed project is anticipated to begin in the summer of 2013 and end during the fall of 2016. The proposed project would involve clearing, excavation, grading, and other site preparation activities prior to structural work and paving. On-site construction staging would occur just north of the westbound SR-60 Grand Avenue on- and off-ramps. This area is owned by the City of Industry which is east of Grand Avenue.



Figure 1
Regional Vicinity Map
State Route 57/State Route 60 Confluence at Grand Avenue Project

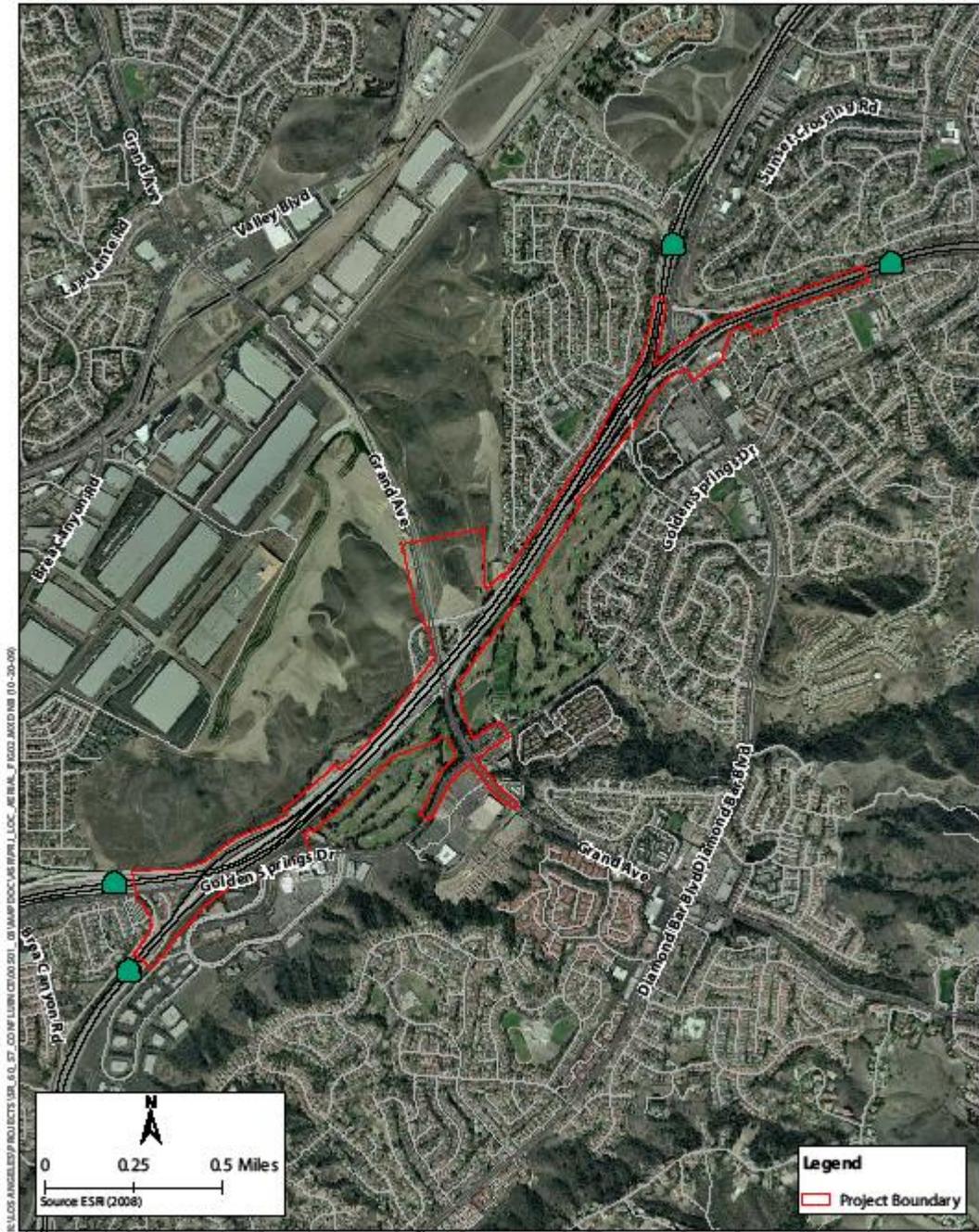


Figure 2
Project Location Map
State Route 57/State Route 60 Confluence at Grand Avenue Project

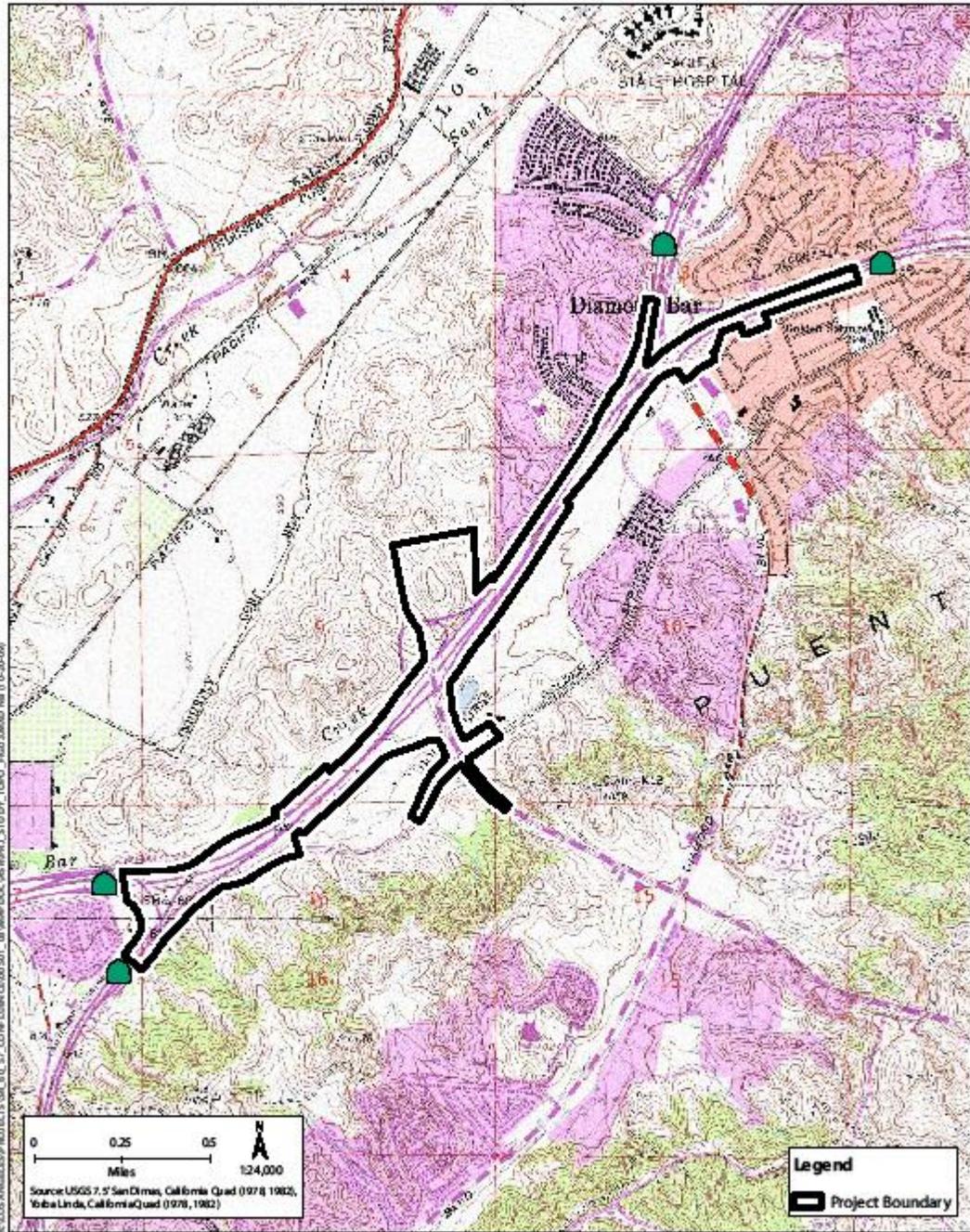


Figure 3
Archaeological Survey Area
State Route 57/State Route 60 Confluence at Grand Avenue Project

Sources Consulted

Record Search

Prior to the archaeological field investigation of the project APE, a literature and records search was conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on May 19, 2009 and on October 22, 2009. The search included a review of all recorded archaeological sites within a 1-mile radius of the project site as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historical Resources (CRHR), the National Register of Historic Places (NRHP), and the California State Historic Resources Inventory (HRI) were reviewed. Historic USGS quadrangle maps were inspected as well.

The record search revealed that 27 cultural resource surveys have been conducted within a 1-mile radius of the project APE (Figure 3). Of these surveys, seven are located within the project APE. Seven prehistoric cultural resource sites have been identified within a 1-mile radius of the project APE, and one historic site has been identified within a 1-mile radius of the project APE (Table 1). Currently, there are no listings for the PHI, CHL, CRHR, NRHP, or HRI within a 1-mile radius of the project APE.

Table 1. Cultural Resource Sites Recorded Within a 1-Mile Radius

Primary Number	Trinomial	Description	Author and Year	Status
19-000522	CA-LAN-522	Prehistoric campsite	Sanburg, 1973	Outside the APE
19-000852	CA-LAN-852	Prehistoric lithic scatter	Whitley, 1976	Outside the APE
19-000853	CA-LAN-853	Prehistoric lithic scatter	Whitley, 1976	Outside the APE
19-000854	CA-LAN-854	Prehistoric lithic scatter	Whitley, 1976	Outside the APE
19-000883	CA-LAN-883	Prehistoric lithic scatter	Douglas, 1978	Outside the APE
19-001414	CA-LAN-1414	Prehistoric lithic scatter	White and Van Horn 1988; McKenna et al., 1999 and 2003a	Inside the APE
19-002805	CA-LAN-2805	Prehistoric habitation site	Brown, 2000	Outside the APE
19-186112	NA	Union Pacific Railroad, Southern Pacific Railroad	Ashkar, 1999	Outside the APE

The west side of the project area has been surveyed for numerous projects. A survey conducted in 1974, identified “a number of crude, percussion-formed artifacts were found approximately 300 yards northeast and southwest of the Grand Avenue off-ramp, along the Diamond Bar Creek bed” (Van Buren 1974). No site records are on file at the SCCIC for these resources (Appendix B). The area was revisited in 1981, and although the previous prehistoric artifacts identified in the 1974 survey were not relocated, three new prehistoric isolated artifacts were identified. Of

the three isolates identified during the 1981 survey, one was located south of the Grand Avenue off-ramp along the creek bed (Banks and Harley 1981). No isolate records are on file at the SCCIC for these resources.

In 1988, the prehistoric site 19-001414 was identified in proximity to the creek bed of Diamond Bar Creek, just south of the Grand Avenue off-ramp and within the vicinity of the previous finds from the 1974 and 1981 surveys (White and Van Horn 1988). In 1999, the site was relocated, and in 2003 a test excavation was made at the site (McKenna et al. 1999, 2003a). However, the test excavations “failed to yield the artifact content or archaeological context originally described by White in 1988...the excavations, profile examinations, and artifact yields failed to show that this site area has the potential to yield significant archaeological data and...does not meet the minimum requirements for significance under Criterion D” (McKenna et al. 2003b). Even though the excavations “failed to yield the evidence necessary to conclude that CA-LAN-1414 is a significant resource...it should be noted that the sampling conducted...was limited and there is still a potential for evidence of significant resources in buried contexts. Therefore... archaeological monitoring of CA-LAN-1414 is recommended if or when activities associated with the alterations of Diamond Bar Creek or subsequent industrial developments affect the area” (McKenna et al. 2003b).

The east side of the project area has not been as extensively surveyed as the west side. However, within the one-mile record search radius, the prehistoric habitation site, 19-002805, was identified in 2000 during archaeological monitoring for a construction project (Brown 2000, Brown 2002). Located on the east side of Diamond Bar Boulevard, approximately a half-mile north of Grand Avenue, the site area had been previously disturbed by cultivation activities and modern refuse dumping. Following discovery, the site was delineated by using a backhoe to scrape the land surface and thus exposed six concentrations of archaeological resources that were then hand excavated. The site measured approximately 167.64 meters north-south by 45.72 meters east-west and consisted primarily of lithic grinding tools related to prehistoric resource processing as well as discoids and stone balls dating to the Milling Stone Horizon (7,500 B.C. to 1,000 B.C.) (Brown 2002). The results of the post-excavation analysis found that the integrity of the site had been compromised by the disturbances associated with cultivation and modern refuse dumping. Therefore the site was found to not be significant pursuant to CEQA. After the excavation, the site area was subjected to mass grading well into the bedrock formation removing all vestiges of the site (Brown 2002).

In 2007, an archaeological survey was conducted for the Sycamore Canyon Park improvements project in the City of Diamond Bar. The project area is located in proximity to the juncture of Diamond Bar Boulevard and Grand Avenue. Although the project area was located just north of three previously recorded prehistoric sites (19-000852, 853 and 854), no cultural resources were identified during the survey. However, the project area was deemed to have a “moderate level of sensitivity for prehistoric and historic resources” (McKenna 2007). The study reviewed paleontological resource sensitivity as well. Based on the paleontological review provided by Dr. McLeod of the Natural History Museum of Los Angeles County, the surficial deposits of the Sycamore Park project area consist of younger Quaternary Alluvium. According to Dr. McLeod’s assessment, the younger Quaternary deposits do not typically contain significant vertebrate fossils in the uppermost layers. However, in the elevated portions of the project area,

there are exposures of the Miocene Puente Formation that have produced vertebrate marine fossils in the vicinity of the project area (McLeod 2007). Therefore, the study area was considered to have a “high sensitivity for paleontological specimens” (McKenna 2007). These are the same geologic formations that are found within the SR57/60 Confluence project area. Therefore, the current project area shares the same level of sensitivity for encountering paleontological resources within the bedrock Puente Formation (McLeod 2007, 2009).

Native American Consultation

The Native American Heritage Commission (NAHC) was contacted by ICF Jones & Stokes regarding the project on May 18, 2009. A response from the commission on May 19, 2009, indicates that no sites within the project area have been designated as sacred lands, according to a search of the Sacred Lands File. The NAHC also provided a list of Native American groups and individuals who might have knowledge of cultural resources in the project area (Appendix A). Caltrans District 7 has a policy of consulting directly with Native American groups and individuals. Therefore, the Native American list from the NAHC and the results of the Sacred Lands File search was passed on to Caltrans District 7.

Background

Environment

The project area is located on the coastal side of the cismontane portion of the Peninsular Ranges geomorphic province of southern California. From north to south along the main ridge of the Peninsular Ranges are the San Jacinto Mountains, Santa Rosa Mountains, and Laguna Mountains (Schoenerr 1992). The Santa Ana Range, uplifted along the Whittier-Elsinore fault, is a prominent feature of the skyline between Orange and Riverside Counties. The highest point, at 5,678 feet, is Santiago Peak. This peak and its near neighbor, Modjeska Peak, form a saddle-shaped prominence known as Saddleback (Schoenerr 1992). The Puente Hills are southeast of the project area, and the San Jose Hills are to the northwest. Diamond Bar Creek is located within the project area on the west side of SR-60. It flows in a general northeast–southwest direction, with blue-line tributaries meandering eastward across the highway.

Surficial deposits in the lower lying portions of the project area consist of younger Quaternary alluvium, which is derived from fluvial deposits from Diamond Bar Creek. In the elevated portions of the remainder of the project area, there are exposures of the marine Late Miocene Puente Formation, also known as the Monterey Formation (McLeod 2009). The dominant vegetation consists of chaparral, with urbanized areas containing landscape vegetation.

Ethnography

The project area lies within the territory of the Gabrieleno Native American people (Bean and Smith 1978). The Gabrieleno are characterized as one of the most complex societies in native southern California, second perhaps only to the Chumash, their coastal neighbors to the northwest. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978; Kroeber 1925).

The Gabrieleno, a Uto-Aztecan (or Shoshonean) group, may have entered the Los Angeles Basin as recently as 1500 B.C. In early protohistoric times, the Gabrieleno occupied a large territory

that included the entire Los Angeles Basin. This region encompasses the coastal area from Malibu to Aliso Creek; parts of the Santa Monica Mountains, the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley; the northern parts of the Santa Ana Mountains; and much of the middle to lower Santa Ana River. The Gabrieleno also occupied the islands of Santa Catalina, San Clemente, and San Nicolas. Within this large territory were more than 50 residential communities, with populations ranging from 50 to 150 individuals. The Gabrieleno had access to a broad and diverse resource base. This wealth of resources, coupled with an effective subsistence technology, well-developed trade network, and ritual system, resulted in a society that was among one of the most materially wealthy and sophisticated cultural groups in California at the time of contact.

Prehistory

The prehistoric occupation of southern California is divided chronologically into four temporal phases or horizons (Moratto 1984). Horizon I, or the Early Man Horizon, began at the first appearance of people in the region, approximately 12,000 years ago, and continued until about 5,000 B.C. Although little is known about these people, it is assumed that they were semi-nomadic and subsisted primarily on game.

Horizon II, also known as the Millingstone Horizon or Encinitas Tradition, began around 5,000 B.C. and continued until about 1,500 B.C. The Millingstone Horizon is characterized by widespread use of milling stones (manos and metates), core tools, and few projectile points or bone and shell artifacts. This horizon appears to represent a diversification of subsistence activities and a more sedentary settlement pattern. Archaeological evidence suggests that hunting became less important and that reliance on collecting shellfish and vegetal resources increased (Moratto 1984).

Horizon III, the Intermediate Horizon or Campbell Tradition, began around 1,500 B.C. and continued until about A.D. 600–800. Horizon III is defined by a shift from the use of milling stones to increased use of mortar and pestle, indicating a greater reliance on acorns as a food source. Projectile points become more abundant and, together with faunal remains, indicate increased use of both land and sea mammals (Moratto 1984).

Horizon IV, the Late Horizon, which began around A.D. 600–800 and terminated with the arrival of Europeans, is characterized by dense populations; diversified hunting and gathering subsistence strategies, including intensive fishing and sea mammal hunting; extensive trade networks; use of the bow and arrow; and a general cultural elaboration (Moratto 1984).

History

Spanish occupation of California began in 1769 at San Diego. Mission San Gabriel was established in the Los Angeles Basin in 1771, and the Los Angeles pueblo was established as a civilian settlement on September 4, 1781. The Spanish colonization effort of present-day California in the mid-18th century focused on three institutions: the presidio, the pueblo, and the mission.

The presidio was a military base. The Spanish government sent military expeditions to California to explore the region for harbors that could provide secure sites for the presidios. The presidios were important for the colonization of an area and the protection of settlers. Pueblos were civil

settlements that supplied agricultural products and provided an example of proper Spanish society to the natives. The missions were the central economic units of the colonial system. The goal of the mission system was to convert the native peoples to Catholicism, gain control of the native population, and establish self-sufficient communities. The presidios, with their military presence, supported the missions with a force of arms that helped control the native people. Despite a high death rate among the native population, the mission priests and the military personnel worked together to make the missions productive institutions for many years. In 1776, Franciscan missionaries established Mission San Juan Capistrano, though construction of the mission did not begin until 1797. It was completed in 1806.

By the early 1800s, Spanish army officers and veterans began receiving large land grants and established cattle ranches, or ranchos. In 1809, Jose Antonio Yorba and Juan Pablo Peralta were granted land east of the Santa Ana River known as Rancho Santiago de Santa Ana. The Yorba and Peralta families raised cattle on their land for half a century.

In 1821, Mexico won independence from Spain and subsequently became a republic. In 1833, the Mexican government secularized the missions and began to redistribute the mission land holdings. The land was redistributed in the form of land grants to individuals who promised to work the land, primarily by raising cattle. Although secularization was intended to distribute the mission lands to the settlers and native population, few Native Americans received land grants. The large-scale cattle ranchers, or *rancheros*, claimed the bulk of the resources. These cattle ranches became the driving force in the economy.

In 1840, Jose de la Luz Linares received the 4,340-acre Rancho Los Nogales (Ranch of the Walnut Trees) as a land grant from Governor Juan Alvarado. The land grant included Brea Canyon and eastern Walnut Valley, an area that encompasses the project area.

At the end of the war between Mexico and the United States in 1848, the Treaty of Guadalupe Hidalgo was signed, giving control of California to the United States. In 1850, California was admitted into the Union.

On April 4, 1850, the City of Los Angeles was incorporated as a municipality. The history of Los Angeles County through most of the 19th and 20th century is one of remarkable urban growth. The motion picture industry and manufacturing sector created numerous jobs and supported new businesses. As a result of the opportunities created by these industries, the population of Los Angeles grew from 102,000 in 1900 to 576,000 in 1920 and 1.2 million by 1930 (Jones & Stokes 2006).

To prevent surrounding cities from annexing industrial land for tax revenue, the City of Industry was incorporated on June 18, 1957. As of the 2000 census, the population was 777. The City of Industry has no business taxes. It relies on retail sales tax revenue from shopping centers located within the city limits.

Rancho Los Nogales was eventually divided into multiple ranches, the largest of which was the Diamond Bar Ranch. The entire Diamond Bar Ranch was acquired by Transamerica Corporation in the 1950s to develop one of the nation's earliest master-planned communities. The first tract

homes went up in 1960 in areas adjacent to the corridor that SR-60 would later occupy. Subsequently, development and population grew at a rapid rate. On April 18, 1989, the City of Diamond Bar was incorporated.

Field Methods

An archaeological reconnaissance survey of the project APE was conducted by Catharine M. Wood, RPA, on October 6, 2009 (Figure 3). Ms. Wood has an M.A. degree in anthropology from California State University, Fullerton and 8 years of experience in California archaeology; she is a member of the Register of Professional Archaeologists. Ms. Wood also meets the Professionally Qualified Staff (PQS) standards for Principal Investigator, Prehistoric Archaeology.

In May 2009, ICF Jones & Stokes conducted an archaeological survey for the proposed direct westbound on-ramp to SR-60 at the Grand Avenue interchange project (Wood 2009). The project was a 0.61 mile stretch located primarily along the western side of SR-57/60 at the Grand Avenue interchange, within the City of Industry. This current SR-57/SR-60 Confluence project encompasses the Grand Avenue Interchange project boundaries and includes the east side of SR-57/60 within the City of Diamond Bar. An abandoned frontage road runs along the west side of the project area. The majority of the APE along the north and west side of SR-57/SR-60 within the City of Industry, including the proposed construction staging area located on a vacant hillside at the northwest corner of Grand Avenue and Old Brea Canyon Road, was inaccessible at the time of survey due to locked fencing that surrounds the area. Ground visibility was poor to non-existent due to dense vegetation, Diamond Bar Creek, and abandoned construction staging areas with piles of rubble and stacked k-rails. The east and south side of SR-57/SR-60 in the City of Diamond Bar is heavily disturbed due to development associated with a golf course, commercial and residential development and landscape vegetation. Ground visibility is poor to non-existent. No new surficial prehistoric or historical archaeological resources were observed within the project APE during the survey.

Study Findings and Conclusions

No new surficial prehistoric or historical archaeological resources were observed within the project APE during the survey. However, one previously recorded prehistoric site, 19-001414, is located within the southern boundary of the project APE. It was previously found to be ineligible for listing in the NRHP (White and Van Horn 1988; McKenna et al. 1999, 2003a). Taken as a whole, the APE, encompasses this known prehistoric site and Diamond Bar Creek as well as being adjacent to five recorded prehistoric sites (19-000852, 853, 854, 883 and 2805), has a moderate potential to yield intact subsurface deposits. After reviewing the results of the survey and record search, it has been determined that a finding of No Adverse Effect with Standard Conditions would be appropriate. The standard conditions include archaeological monitoring of all initial grading activities for the proposed project. If buried cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are inadvertently discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include

development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. If required, recovery of significant archaeological deposits shall occur using standard archaeological techniques, including, but not limited to, manual or mechanical excavations, monitoring, soils testing, photography, mapping, or drawing to adequately recover the scientifically consequential information from and about the archaeological resource. If, during cultural resources monitoring, the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist shall specify that monitoring be reduced or eliminated.

If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment must occur as prescribed by law. If the coroner determines the remains to be Native American, the coroner must contact the NAHC within 24 hours. If Native American human remains are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which that are under the jurisdiction of the NAHC (Public Resources Code Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in Public Resources Code Section 5097.98, or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified by the commission. In consultation with the most likely descendant, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation will be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, which will be submitted to the NAHC for review prior to implementation.

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Appendix A Native American Correspondence

MEMORANDUM

To: File

Date: August 12, 2009

File: 07-LA-60- PM R23.7/R26.5
07-LA-57 - PM R4.3/R4.8
State Route 60/State Route 57
Confluence Project at Grand Ave .
EA 25510K & 279100

From: Gary Iverson, District 7 Native American Coordinator/Liaison

Subject: Section 106 Compliance – Native American Consultation

No Federally recognized “tribe” exists within project study area. However, an effort was undertaken to ensure compliance with Section 106 of the National Historic Preservation Act of 1966 in regards to consultation with “other parties likely to have knowledge of or concerns with historic properties in the area”. Below are the steps conducted to ensure this compliance:

- In May 2009 a request was made (by Catherine Wood working for ICF Jones and Stokes) to the Native American Heritage Commission (NAHC) for a search to be conducted of the Sacred Lands Inventory, and for a list of interested Native American individuals/organizations for the project area.
- On May 19, 2009 the NAHC returned a response (see attached letter) that indicated that no sites were identified to exist in the project area on the Sacred Lands Inventory. A list of interested Native American individuals/organizations was included in the May 19, 2009 response from the NAHC.
- On May 27, 2009 a letter and accompanying map was sent to a list of interested individuals/organizations (see attached letter, map, and list of individuals/organizations). This letter requested a response within 30 days.
- On June 11, 2009 phone contact was made with Anthony Morales. Mr. Morales indicated that the project appeared to be proximal to a known Native American archaeological site, and as such required treatment under the law (a monitor be present during project excavation).
- On June 18, 2009 phone contact was made with Robert Dorame. Robert indicated that there were no Native American Cultural Resources in the direct area of impact, but that sites existed nearby.
- On June 18, 2009 phone contact was made with Sam Dunlap. Sam indicated that the project needed a Native American monitor.
- On August 12, 2009 phone contact was made with John Tommy Rojas. John Tommy indicated that there were Native American Cultural Resources in the area, and we needed to make sure we know where any resources may be.

The conclusion of this Native American interested individual/organization consultation was that the project appears to be within an area that has a known Native American archaeological site nearby and that the project required monitoring during project excavation. However, no Traditional Cultural Properties other than those listed here were identified. If there are any questions or comments regarding the above, please do not hesitate to contact me at (213) 897-3818 or gary_iverson@dot.ca.gov.



GARY IVERSON

Caltrans, District 7, Native American Coordinator/Liaison

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



May 19, 2009

Ms. Catharine M. Wood, M.A., RPA; Archaeologist

ICF Jones & Stokes

811 West 7th Street, Suite 800
Los Angeles, CA 90017

Sent by FAX to: 213-627-6853

Number of pages: 2

Re: Request for a Sacred Lands File search and Native American Contacts List for Interchange Improvement Project of the California Department of Transportation on State Route 60 at Grand Avenue; located in the City of Industry, Los Angeles County, California

Dear Ms. Wood:

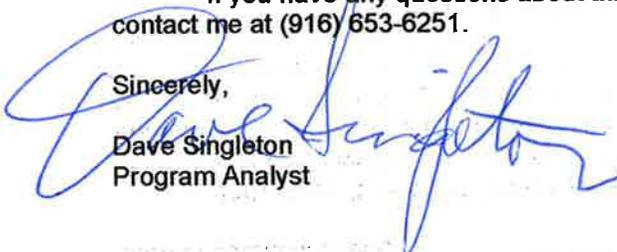
The Native American Heritage Commission (NAHC) was able to perform a record search of its Sacred Lands File (SLF) for the affected project area (APE). The SLF search did not indicate the presence of Native American cultural resources within one-half mile of the project area (APE or 'area of potential effect).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes that may have knowledge of cultural resources in the project area. We recommend that you contact persons on the attached list of Native American contacts. A Native American tribe or individual may be the only source of information about a cultural resource. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource. We also suggest that you contact the nearest information center of the California Historic Resources Information System (CHRIS); a location nearest you can be obtained by calling the Office of Historic Preservation at (916) 653-7278.

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,


Dave Singleton
Program Analyst

Attachment: Native American Contact List

Native American Contacts

Los Angeles County

May 19, 2009

LA City/County Native American Indian Comm

Ron Andrade, Director

3175 West 6th Street, Rm. 403

Los Angeles , CA 90020

(213) 351-5324

(213) 386-3995 FAX

Gabrielino Tongva Nation

Sam Dunlap, Tribal Secretary

P.O. Box 86908

Los Angeles , CA 90086

samdunlap@earthlink.net

Gabrielino Tongva

(909) 262-9351 - cell

Ti'At Society

Cindi Alvitre

6515 E. Seaside Walk, #C

Long Beach , CA 90803

calvitre@yahoo.com

(714) 504-2468 Cell

Gabrielino

Gabrielino Tongva Indians of California Tribal Council

Robert Dorame, Tribal Chair/Cultural Resources

P.O. Box 490

Bellflower , CA 90707

gtongva@verizon.net

562-761-6417 - voice

562-925-7989 - fax

Gabrielino Tongva

Tongva Ancestral Territorial Tribal Nation

John Tommy Rosas, Tribal Admin.

tattnlaw@gmail.com

310-570-6567

Gabrielino Tongva

Gabrielino-Tongva Tribe

Felicia Sheerman, Chairperson

501 Santa Monica Blvd, # 500

Santa Monica , CA 90401

(310) 587-2203

(310) 428-7720 - cell

(310) 587-2281

fsheerman1@GabrielinoTribe.

Gabrielino

Gabrieleno/Tongva San Gabriel Band of Mission

Anthony Morales, Chairperson

PO Box 693

San Gabriel , CA 91778

(828) 286-1262 -FAX

(626) 286-1632

(626) 286-1758 - Home

(626) 286-1262 Fax

Gabrielino Tongva

Gabrielino-Tongva Tribe

Bernie Acuna

501 Santa Monica Blvd, # 500

Santa Monica , CA 90401

(310) 587-2203

(310) 428-7720 - cell

(310) 587-2281

Gabrielino

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed State Route 60 and Grand Avenue Interchange Improvement, a project of the California Department of Transportation, located in the City of Industry; Los Angeles County, California, for which a Sacred Lands File search and Native American Contacts list were requested.

Appendix B Previous Cultural Resource Surveys

AUTHOR: Joan C. Brown, Registered Professional Archaeologist

DATE: March 2002

TITLE: Archaeological Monitoring, Testing, And Data Recovery Of CA-LAN-2805, Located In Diamond Bar, Los Angeles County, California

SUBMITTED BY: RMW/SWCA, Inc. Environmental Consultants
23392 Madero, Suite L
Mission Viejo, California, 92691

SUBMITTED TO: Pulte Homes *Company*
18401 Von Karmon
Irvine, California 92612

PROJECT NUMBER: RMW/SWCA Project Number 5280

USGS QUADRANGLE: 7.5 Minute Quadrangle, San Dimas, CA 1966, Photorevised 1981

KEYWORDS: Diamond Bar, California, 2 South, Range 9 West, San Bernardino Base and Meridian, CA-LAN-2805; Discoidals, Balls

Quadr. 1011

Page 33
File (19) Other Arch.
2/27/2003

FIRM

* Note: Includes
Pollen, Phytoliths &
X-ray Diffraction
Analysis of ground-
stone.

41094

**A PHASE I CULTURAL RESOURCE INVESTIGATION
FOR PROPOSED IMPROVEMENTS WITHIN
SYCAMORE CANYON PARK IN THE
CITY OF DIAMOND BAR, LOS
ANGELES COUNTY,
CALIFORNIA**

TYPE: ARCH SURVEY (1)
AREA: 50 ACRES

RESOURCES: LA-233
LA-342
LA-633
LA-843
LA-1009
LA-1069
LA-3596
LA-5994
LA-4840
LA-4454
LA-5219
LA-5645
LA-5992
LA-7174
LA-8049

Prepared for:

AG: CITY OF DIAMOND BAR
Attn: Alison Meyers, Recreation Specialist
21825 Copley Drive
Diamond Bar, California 91765

Prepared by:

FI: McKENNA et al.
6008 Friends Avenue
Whittier, California 90601-3724
(562) 696-3852
(562) 693-4059 FAX

CA-LAN-852
CA-LAN-853
CA-LAN-854
19-002805

QUAD: # 1094 - SAN DIMAS

DEV: GEN PUBLIC WORKS (11)
PG: 56

Au:

Author and Principal Investigator: Jeanette A. McKenna, P.I., M.A., and R.P.A.
with contributions by: Richard S. Shepard, M.A./R.P.A.

DA: September 20, 2007
Job No. 08-07-09-1302

Title:

A PHASE II ARCHAEOLOGICAL TESTING PROGRAM
 OF SITE CA-LAN-1414, A SMALL PREHISTORIC
 ENCAMPMENT IN THE CITY OF INDUSTRY,
 LOS ANGELES COUNTY,
 CALIFORNIA

PAS: 43
Acres: < 1 ac
Quad: San Dimas
Quad#: 1094

Prepared for:

Agency: The Planning Center
 1580 Metro Drive
 Costa Mesa, California 92626

Sites:
 19-001414

Historic: \emptyset
Type: Test Excavation (4)
Dev: Industrial (6)

Prepared by:

Firm: McKENNA et al.
 6008 Friends Avenue
 Whittier, California 90601-3724
 (562) 696-3852
 (562) 693-4059 FAX

Author:

Author and Principal Investigator: Jeanette A. McKenna, MA, RPA

with contributions by: David Brunzell, MA, RPA

Job No. 03-03-05-733

Date: May 19, 2003

EASTERN INDUSTRY/MAJESTIC REALTY
PROJECT AREA:

47 pp
2) Housing
900 ac

A PHASE I PREHISTORIC CULTURAL
RESOURCES INVESTIGATION,
CITY OF INDUSTRY,
LOS ANGELES COUNTY, CALIFORNIA
- USGS San Dimas 7.5' Quadrangle (rev. 1981) -

San Dimas 1093
19-001414

no prehistoric
resources
discussed
exclusively

Prepared for:

THE PLANNING CENTER
Attn: Dwayne Mears
1580 Metro Drive
Costa Mesa, California 92626
(714) 966-9220

Prepared by:

McKENNA et al.
6008 Friends Avenue
Whittier, California 90601-3724
(562) 696-3852
(562) 693-4059 FAX

Author and Principal Investigator: Jeanette A. McKenna, M.A., RPA
with Contributions by: David Brunzell, Associate Archaeologist

Job No. 8-99-10-448
October 13, 1999

CULTURAL RESOURCE REPORT

ON

THE LUSK-KRAUSHAAR PROPERTY LOCATED IN DIAMOND BAR AREA OF LOS ANGELES COUNTY.

FOR

ROBERT BEIN, WILLIAM FROST & ASSOCIATES
1401 QUAIL STREET
NEWPORT BEACH, CA 92663

AND

JOHN D. LUSK & SON
17550 GILLETTE AVENUE
P.O. BOX C-19560
IRVINE, CA 92713

BY

SCIENTIFIC RESOURCE SURVEYS, INC.
2770-F SOUTH HARBOR BLVD.
SANTA ANA, CA 92704

MAY, 1981

Handwritten notes:
3620000
17550 Gillette
17550 Gillette
no development
TISR 9/10/77
49. 10/77
211 423750F
3764330N1



PROPERTY OF
UCLA ARCHAEOLOGICAL
SURVEY LIBRARY

A3-250-AK70-GVB-74096
5 July 1974

MAPPED

Dr. Gimao

T 25 P 111

423610E

21123890M

Mr. F. S. Hurd, A3-833, M/S 28
Earth Information Services
5301 Bolsa Avenue
Huntington Beach, California 92647

Reference: Kraushaar Tract, Diamond Bar Ranch, Los Angeles County, California

Dear Mr. Hurd:

The G&S Archaeological Site Survey team conducted a surface survey on the subject tract in June 1974 for the purpose of determining whether the area had been occupied by primitive social groups. The following is a summary of the findings.

The surface of the site showed little evidence of previous occupation. Because most of the surface was overgrown with short, dry vegetation, the presence of midden deposits was not apparent, and evidence of carbonaceous silts was not revealed in cultivated areas or in the slopes along the stream bed. The only area which showed possible occupation was a short stretch along the creek bed on the southeast perimeter of the property. Approximately 300 yards northeast and southwest of the Grand Avenue off-ramp, along the creek bed, a number of crude, percussion-formed artifacts were found. Material used was solidified sandstone and quartzite of translucent white and rose color. The artifact assemblage consisted of the following:

1. Four split pebble graters, approximately 1 inch long.
2. Three split pebble flakes which possibly could have been used as thumb scrapers.
3. Two burins, both prepared with four facets at the tip.
4. One spokeshave graver.
5. One side scraper.
6. One crescentic slab knife.

The four graters were of the triangular tip variety, prepared by burin strike, probably with indirect percussion. The three split pebble scraper-flakes were percussion-formed, but showed little evidence of usage. The two burins had good chisel tips which appeared to be initially formed by percussion with at least two facets formed by indirect percussion. The spokeshave burin was made of compacted siltstone. It showed no evidence of use on the worked edge. Because of its fragile strength properties, it is possible that the burin tip of the spokeshave burin was naturally formed; however, the incurvate spokeshave area shows evidence of three percussion scars which could not have been formed by natural action.

Attachment 4
Correspondence



May 15, 2009

Los Angeles County Department of Regional Planning
16005 E. Central Avenue
La Puente, California, 91744

Re: Historic and Cultural Resources Documentation for the Westbound On-Ramp at Grand Avenue/SR-60 Interchange Improvements Project, Los Angeles County.

To Whom It May Concern:

On behalf of the City of Industry and the California Department of Transportation (Caltrans), ICF Jones & Stokes is conducting environmental studies for the Westbound On-Ramp at Grand Avenue/SR-60 Interchange Improvements Project. The proposed project is located in the cities of Industry and Diamond Bar in Los Angeles County, approximately at the midpoint of the two-mile common alignment of the SR-57/SR-60 freeway at the Grand Avenue Interchange. The project includes adding a direct west-bound on-ramp to SR-60 from the Grand Avenue Interchange and other potential improvements along Grand Avenue.

ICF Jones & Stokes will conduct Cultural impact reports, including a Historic Property Survey Report and Archaeological Survey Report, for this proposed project. The studies include cultural resources investigations and consultation with interested parties. Caltrans is interested in receiving input from local historians regarding any historical concerns related to the proposed project. Please inform us if you know of any areas of historical significance that we should take into account for the purposes of this project. This letter will be followed with a telephone call to discuss any issues and/or comments that you may have.

If you have any questions or comments regarding the proposed project, please feel free to contact Elizabeth Weaver at (213) 627-5376 or by email at eweaver@jsanet.com. We look forward to your response.

Sincerely,

A handwritten signature in blue ink that reads 'Elizabeth Weaver'. The signature is fluid and cursive, with a small circle at the end of the last name.

Elizabeth Weaver
Architectural Historian

Enclosure: Map of project area.

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



May 19, 2009

Ms. Catharine M. Wood, M.A., RPA; Archaeologist

ICF Jones & Stokes

811 West 7th Street, Suite 800
Los Angeles, CA 90017

Sent by FAX to: 213-627-6853

Number of pages: 2

Re: Request for a Sacred Lands File search and Native American Contacts List for Interchange Improvement Project of the California Department of Transportation on State Route 60 at Grand Avenue; located in the City of Industry, Los Angeles County, California

Dear Ms. Wood:

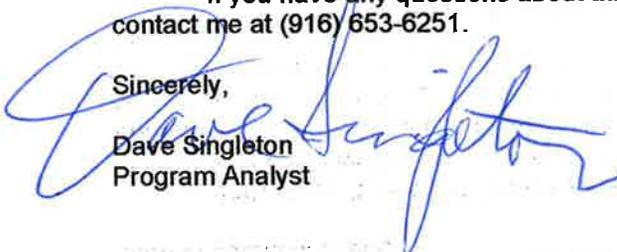
The Native American Heritage Commission (NAHC) was able to perform a record search of its Sacred Lands File (SLF) for the affected project area (APE). The SLF search did not indicate the presence of Native American cultural resources within one-half mile of the project area (APE or 'area of potential effect).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes that may have knowledge of cultural resources in the project area. We recommend that you contact persons on the attached list of Native American contacts. A Native American tribe or individual may be the only source of information about a cultural resource. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource. We also suggest that you contact the nearest information center of the California Historic Resources Information System (CHRIS); a location nearest you can be obtained by calling the Office of Historic Preservation at (916) 653-7278.

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,


Dave Singleton
Program Analyst

Attachment: Native American Contact List

Native American Contacts

Los Angeles County

May 19, 2009

LA City/County Native American Indian Comm

Ron Andrade, Director

3175 West 6th Street, Rm. 403

Los Angeles , CA 90020

(213) 351-5324

(213) 386-3995 FAX

Gabrielino Tongva Nation

Sam Dunlap, Tribal Secretary

P.O. Box 86908

Los Angeles , CA 90086

samdunlap@earthlink.net

Gabrielino Tongva

(909) 262-9351 - cell

Ti'At Society

Cindi Alvitre

6515 E. Seaside Walk, #C

Long Beach , CA 90803

calvitre@yahoo.com

(714) 504-2468 Cell

Gabrielino

Gabrielino Tongva Indians of California Tribal Council

Robert Dorame, Tribal Chair/Cultural Resources

P.O. Box 490

Bellflower , CA 90707

gtongva@verizon.net

562-761-6417 - voice

562-925-7989 - fax

Gabrielino Tongva

Tongva Ancestral Territorial Tribal Nation

John Tommy Rosas, Tribal Admin.

tattnlaw@gmail.com

310-570-6567

Gabrielino Tongva

Gabrielino-Tongva Tribe

Felicia Sheerman, Chairperson

501 Santa Monica Blvd, # 500

Santa Monica , CA 90401

(310) 587-2203

(310) 428-7720 - cell

(310) 587-2281

fsheerman1@GabrielinoTribe.

Gabrielino

Gabrieleno/Tongva San Gabriel Band of Mission

Anthony Morales, Chairperson

PO Box 693

San Gabriel , CA 91778

(828) 286-1262 -FAX

(626) 286-1632

(626) 286-1758 - Home

(626) 286-1262 Fax

Gabrielino Tongva

Gabrielino-Tongva Tribe

Bernie Acuna

501 Santa Monica Blvd, # 500

Santa Monica , CA 90401

(310) 587-2203

(310) 428-7720 - cell

(310) 587-2281

Gabrielino

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed State Route 60 and Grand Avenue Interchange Improvement, a project of the California Department of Transportation, located in the City of Industry; Los Angeles County, California, for which a Sacred Lands File search and Native American Contacts list were requested.



May 21, 2009

Claremont Colleges Special Collections
Ella Strong Denison, Library/Special Collections
1090 Columbia Avenue
Claremont, CA 91711

Re: Historic and Cultural Resources Documentation for the Westbound On-Ramp at Grand Avenue/SR-60 Interchange Improvements Project, Los Angeles County.

Dear Ms. Denison:

On behalf of the City of Industry and the California Department of Transportation (Caltrans), ICF Jones & Stokes is conducting environmental studies for the Westbound On-Ramp at Grand Avenue/SR-60 Interchange Improvements Project. The proposed project is located in the cities of Industry and Diamond Bar in Los Angeles County, approximately at the midpoint of the two-mile common alignment of the SR-57/SR-60 freeway at the Grand Avenue Interchange. The project includes adding a direct west-bound on-ramp to SR-60 from the Grand Avenue Interchange and other potential improvements along Grand Avenue.

ICF Jones & Stokes will conduct Cultural impact reports, including a Historic Property Survey Report and Archaeological Survey Report, for this proposed project. The studies include cultural resources investigations and consultation with interested parties. Caltrans is interested in receiving input from local historians regarding any historical concerns related to the proposed project. Please inform us if you know of any areas of historical significance that we should take into account for the purposes of this project. This letter will be followed with a telephone call to discuss any issues and/or comments that you may have.

If you have any questions or comments regarding the proposed project, please feel free to contact Elizabeth Weaver at (213) 627-5376 or by email at eweaver@jsanet.com. We look forward to your response.

Sincerely,

A handwritten signature in blue ink that reads 'Elizabeth Weaver'.

Elizabeth Weaver
Architectural Historian

Enclosure: Map of project area.