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Abbreviations

The following acronyms, initialisms, and short forms are used in this report.

2030 RTP  2030 San Diego Regional Transportation Plan: Pathways for the Future
2050 RTP  2050 Regional Transportation Plan: Our Region, Our Future
APE      Area of Potential Effects
BNSF     Burlington Northern Santa Fe
Caltrans California Department of Transportation
CEQA     California Environmental Quality Act
CFR      Code of Federal Regulations
CHR      California Historical Resource
CRHR     California Register of Historical Resources
DPR      California Department of Parks and Recreation
GANDA   Garcia and Associates
HOV      high-occupancy vehicle
I-       Interstate
ICF      ICF International
LOSSAN   Los Angeles—San Diego—San Luis Obispo Rail Corridor Agency
MTS      Metropolitan Transit System
NEPA     National Environmental Policy Act
Nos.     Numbers
NRHP     National Register of Historic Places
SANDAG   San Diego Association of Governments
SCIC     South Coastal Information Center
TPSS     traction power substation
UCSD     University of California, San Diego
PREFACE

Refined Build Alternative

The Mid-Coast Corridor Transit Project Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) and supporting technical reports were circulated for a 60-day public review and comment period between May 16, 2013 and July 17, 2013. The San Diego Association of Governments (SANDAG) Board of Directors approved the Refined Build Alternative for evaluation in the Final SEIS/SEIR on November 15, 2013, and amended the Refined Build Alternative on May 9, 2014, as documented in the Mid-Coast Corridor Transit Project Final Refined Build Alternative Report (SANDAG, 2014a). The Refined Build Alternative generally reflects the Build Alternative with the Veterans Administration (VA) Medical Center Station Option evaluated in the Draft SEIS/SEIR; however, it also includes some additional refinements.

Section 2.4 in Chapter 2.0 of the Final SEIS/SEIR provides a detailed description of the Refined Build Alternative. The process of developing the refinements is discussed in Section 2.3 of Chapter 2.0 of the Final SEIS/SEIR.

Validation of Technical Analysis

SANDAG evaluated whether the refinements incorporated into the Refined Build Alternative would change the impacts or mitigation described for the Build Alternative with the VA Medical Center Station Option in the Draft SEIS/SEIR. Specifically, SANDAG considered whether the following changes would materially affect the analysis and conclusions in this technical report:

- Changing the locations of the traction power substations
- Modifying the layout of the Clairemont Drive, Nobel Drive, and UCSD East Stations
- Adjusting the alignment near Voigt Drive
- Removing the straddle bents at the Interstate 5 crossing near Nobel Drive
- Modifying the location and configuration of several retaining walls
- Adding two segments of aerial structure north of La Jolla Colony in place of a retaining wall
- Adding one and removing five construction staging and laydown areas

SANDAG has determined that the refinements listed above would not affect the analysis and conclusions presented in this technical report. Specifically, the refinements do not require changes to the Area of Potential Effects for historic architectural resources evaluated for the Build Alternative with the VA Medical Center Station Option in this technical report. The design refinements do not result in project features adjacent to, or near historic architectural resources such that additional analysis is required. Therefore, the conclusions regarding direct, indirect, and cumulative impacts of the refined Build Alternative do not differ from the conclusions of the Build Alternative with the VA Medical Center Station Option. As a result, this technical report prepared to support the Draft SEIS/SEIR was retained in its original form. The conclusions reached for the Build Alternative with the VA Medical Center Station Option reflected in this report are applicable to the Refined Build Alternative.
1.0 INTRODUCTION

This chapter describes the purpose of this report, the *Mid-Coast Corridor Transit Project Historic Property Effects Report*, as well as regulatory background, and eligible historic properties as identified in the *Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report* (San Diego Association of Governments [SANDAG], 2013c).

The Federal Transit Administration (FTA) has been consulting with the State Historic Preservation Officer (SHPO) for determinations of eligibility of historic properties for the National Register of Historic Places (NRHP) and for effects, as required under Section 106 of the National Historic Preservation Act (NHPA). The FTA has made determinations of eligibility based on research and surveys undertaken by SANDAG in cooperation with the FTA to identify properties within the Area of Potential Effects (APE) through application of NRHP criteria. The SHPO concurred with the APE in a letter dated October 28, 2011 (Appendix A). In a letter dated August 2, 2013 (Appendix B), the SHPO concurred with the FTA’s determination that the following five properties are eligible for listing in the NRHP:

- 2750 Kettner Boulevard (light industrial building)
- 4875-4883 Naples Street (multifamily residence)
- 3435 Morena Boulevard (single family residence)
- Camp Matthews Sentry Building (located on the University of California, San Diego campus)
- 2335 Morena Boulevard (Old Trieste Restaurant)

1.1 Purpose of Report

This report assesses the adverse effects of the Mid-Coast Corridor Transit Project on the five historic properties identified in the *Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report* that were determined eligible for the NRHP.

1.2 Regulatory Background

As mandated by Section 106 of the NHPA, federal agencies must consider the effects of their undertakings on historic properties, assess these effects, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties (36 Code of Federal Regulations [CFR] 800.1[a]). For identified historic properties within the APE, the agency shall apply the criteria of adverse effect (36 CFR 800.5[a]). According to federal regulations, “Effect means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register” (36 CFR 800.16[i]). The criteria of adverse effect are:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish
the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative. (36 CFR 800.5[a][1]).

When the effects of the proposed undertaking do not meet the criteria of adverse effect, then a finding of no adverse effect may be proposed (36 CFR 800.5[b]). If an adverse effect is found, the agency shall act pursuant to 36 CFR 800.6 (36 CFR 800.5[d][2]) to resolve the adverse effect by developing and evaluating alternatives or modifications to the undertaking that “could avoid, minimize or mitigate adverse effects on historic properties” (36 CFR 800.6[a]).

1.3 Properties Determined Eligible for the National Register of Historic Places, California Register of Historical Resources, and City of San Diego Register within the Architectural APE

Based on the results of the records search and an extensive field survey, the architectural APE contains 163 properties that are more than 45 years old (i.e., constructed on or before 1966). Property Numbers (Nos.) 1 through 163 were assigned by Garcia and Associates, with two property numbers eliminated (Property Nos. 112 and 154). In addition, ICF International (ICF) assigned Property Nos. 164 and 165 to two potential historic districts—Vista Bahia Unit I and the Morena Boulevard Postwar Commercial District. For additional details, refer to the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report (SANDAG, 2013c).

The records search identified seven previously documented properties within the architectural APE, including Air Force Plant 19 (Property Number 17), which was determined by the State Historic Preservation Officer to be ineligible for listing in the NRHP, the California Register of Historical Resources (CRHR), and the City of San Diego Register of Historical Resources (City of San Diego Register) (Widell, 1996).

The remaining previously documented properties include six California Department of Transportation roadway bridges found ineligible for listing in the NRHP (Property Nos. 19, 32, 153, 158, 159, and 160). However, these bridges had not been previously evaluated for listing in the CRHR and had not been recorded on California Department of Parks and Recreation (DPR) 523 forms. As part of this survey effort, the six bridges were found to be ineligible for listing in the CRHR and were recorded on DPR 523 forms.

The field survey identified 156 newly documented properties that are more than 45 years old. Five of these properties were determined eligible for listing in the NRHP and CRHR (Table 1-1). The remaining 151 newly documented properties were found to be ineligible for listing in the NRHP and CRHR under any of the significance criteria. DPR 523 forms for the 163 properties are provided in Appendix E of the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report (SANDAG, 2013c).
Table 1-1. Properties Determined Eligible for Listing in the NRHP and CRHR within the Architectural APE

<table>
<thead>
<tr>
<th>Property Number (Assigned by GANDA)</th>
<th>Primary Number (Assigned by SCIC)</th>
<th>Property Name/Type</th>
<th>Property Address</th>
<th>Construction Date</th>
<th>CHR Status Code</th>
<th>NRHP/CRHR Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>None</td>
<td>light industrial building</td>
<td>2750 Kettner Blvd</td>
<td>ca. 1959</td>
<td>2S2, 1CL</td>
<td>NRHP/CRHR Criteria C/3, City of San Diego Register Criterion E</td>
</tr>
<tr>
<td>30</td>
<td>None</td>
<td>multifamily residence</td>
<td>4875–4883 Naples St</td>
<td>ca. 1953</td>
<td>2S2, 1CL</td>
<td>NRHP/CRHR Criteria C/3, City of San Diego Register Criterion E</td>
</tr>
<tr>
<td>64</td>
<td>None</td>
<td>Old Trieste Restaurant</td>
<td>2335 Morena Blvd</td>
<td>1952; 1963</td>
<td>2S2, 1CL</td>
<td>NRHP/CRHR Criteria A/1 and C/3, City of San Diego Register Criterion E</td>
</tr>
<tr>
<td>120</td>
<td>None</td>
<td>single-family residence</td>
<td>3435 Morena Blvd</td>
<td>1904</td>
<td>2S2, 1CL</td>
<td>NRHP/CRHR Criteria A/1, City of San Diego Register Criterion E</td>
</tr>
<tr>
<td>161</td>
<td>None</td>
<td>Camp Matthews Sentry Building</td>
<td>University of California, San Diego parking lot</td>
<td>ca. 1943–1944</td>
<td>2S2, 1CL</td>
<td>NRHP/CRHR Criteria A/1 and C/3, City of San Diego Register Criterion E</td>
</tr>
</tbody>
</table>

Notes: NRHP = National Register of Historic Places; CHR = California Historical Resource; CRHR = California Register of Historical Resources; APE = Area of Potential Effects; GANDA = Garcia and Associates; SCIC = South Coastal Information Center.
NRHP Criteria: A = Associated with events that have made a significant contribution to the broad patterns of our history; C = Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
CRHR Criteria: 1 = Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; 3 = Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
CHR Status Codes: 2S2 = Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR; 1CL = Automatically listed in the CRHR. (Appendix G of the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report (SANDAG, 2013c) contains a complete list of the CHR status codes).
As a result of SHPO concurrence with the FTA’s determination of NRHP eligibility, the five above-listed resources became City of San Diego Landmarks under Criterion E. The City’s Guidelines for the application of HRB designation criteria state: “resources identified as significant by the State or Federal Government with SHPO concurrence through listing or determinations of eligibility for listing on the California or National Registers are eligible for designation by the HRB under Criterion E.”
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2.0 EFFECTS

This chapter considers the potential of the No-Build and Build Alternatives to affect historic properties located within the architectural Area of Potential Effects (APE). As stated in Chapter 1.0, the following five newly identified historic properties are eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources, and the City of San Diego Register of Historic Resources: 2750 Kettner Boulevard (Property Number [No.] 3), 4875–4883 Naples Street (Property No. 30), 2335 Morena Boulevard (Property No. 64), 3435 Morena Boulevard (Property No. 120), and the Camp Matthews Sentry Booth (Property No. 161). The State Historic Preservation Officer (SHPO) concurred with the FTA’s determinations of NRHP eligibility in a letter dated August 2, 2013. This analysis assesses the direct, indirect, and cumulative effects to these five historic properties.

The five NRHP-eligible properties are listed by address, type, date of construction, significance criteria, and CHR status code in Table 2-1 and shown by location in Figure 2-1. The table also contains the results of the effects determination for the five properties. For additional detail on the historic properties and the project description, refer to the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report (SANDAG, 2013c).

2.1 Direct Long-Term Effects

This section describes the long-term direct effects of the No-Build and Build Alternatives upon the five historic properties.

2.1.1 No-Build Alternative

The No-Build Alternative includes the existing transportation facilities and services in the Mid-Coast Corridor and all facilities and services committed to be implemented by 2030, as identified in the Revenue Constrained Scenario of the 2030 San Diego Regional Transportation Plan: Pathways for the Future (2030 RTP) (San Diego Association of Governments [SANDAG], 2007), except for the transit improvements proposed by the Mid-Coast Corridor Transit Project. The No-Build Alternative includes the continuation and enhancement of service by bus Route 150, operating between Downtown San Diego, the Old Town Transit Center, and University City.

As described in Chapter 1.0 of the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report (SANDAG, 2013c), the No-Build Alternative that was originally developed for evaluation and presented during the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) scoping processes was derived from SANDAG’s 2030 RTP. In October 2011, the SANDAG Board of Directors adopted a new regional transportation plan that extended the planning horizon from 2030 to 2050.

The 2050 Regional Transportation Plan: Our Region, Our Future (2050 RTP) (SANDAG, 2011) was reviewed to determine if it includes any additional funded projects that are planned for implementation in the Mid-Coast Corridor by 2030 and not included in the
Table 2-1. Summary of Effects to Properties Determined Eligible for Listing in the NRHP and Listed in the CRHR and SDRHR within the APE

<table>
<thead>
<tr>
<th>Photo of Property</th>
<th>Property Address</th>
<th>Property Name/Type</th>
<th>Construction Date</th>
<th>Significance Criteria</th>
<th>CHR Status Code</th>
<th>Effect Determination</th>
</tr>
</thead>
</table>
| ![Photo](image1.png) | 2750 Kettner Blvd | Light industrial building | ca. 1959 | NRHP/CRHR Criteria C/3, SDRHR Criterion E | 2S2, 1CL | No-Build: No Adverse Effect  
Build: No Adverse Effect |
| ![Photo](image2.png) | 4875–4883 Naples St | Multifamily residence | ca. 1953 | NRHP/CRHR Criteria C/3, SDRHR Criterion E | 2S2, 1CL | No-Build: No Adverse Effect  
Build: No Adverse Effect |
| ![Photo](image3.png) | 2335 Morena Blvd | Old Trieste Restaurant | 1952; 1963 | NRHP/CRHR Criteria A/1 and C/3, SDRHR Criterion E | 2S2, 1CL | No-Build: No Adverse Effect  
Build: No Adverse Effect |
### Table 2-1. Summary of Effects to Properties Determined Eligible for Listing in the NRHP and Listed in the CRHR and SDRHR within the APE (continued)

<table>
<thead>
<tr>
<th>Photo of Property</th>
<th>Property Address</th>
<th>Property Name/Type</th>
<th>Construction Date</th>
<th>Significance Criteria</th>
<th>CHR Status Code</th>
<th>Effect Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.jpg" alt="Photo" /></td>
<td>UCSD Regents Rd East Parking Lot</td>
<td>Camp Matthews Sentry Building</td>
<td>ca. 1943–1944</td>
<td>NRHP/CRHR Criteria A/1 and C/3, SDRHR Criterion</td>
<td>2S2, 1CL</td>
<td>No-Build: No Adverse Effect Build: No Adverse Effect</td>
</tr>
</tbody>
</table>

Source: SANDAG, 2012

Notes: NRHP = National Register of Historic Places; CHR = California Historical Resource; CRHR = California Register of Historical Resources; SDRHR = San Diego Register of Historical Resources; UCSD = University of California, San Diego

NRHP Criteria: A = Associated with events that have made a significant contribution to the broad patterns of our history; C = Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction

CRHR Criteria: 1 = Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; 3 = Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values

CHR Status Codes: 2S2 = Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR; 1CL = Automatically listed in the CRHR.

As a result of SHPO concurrence with the FTA’s determination of NRHP eligibility, the five above-listed resources became City of San Diego Landmarks under Criterion E. The City’s Guidelines for the application of HRB designation criteria state: "resources identified as significant by the State or Federal Government with SHPO concurrence through listing or determinations of eligibility for listing on the California or National Registers are eligible for designation by the HRB under Criterion E."
Figure 2-1. Properties Determined Eligible for Listing in the NRHP and Listed in the CRHR and SDRHR within the APE

Source: SANDAG, 2012
2030 RTP. The only major new project in the Mid-Coast Corridor is the extension of the Trolley Blue Line from the University Towne Centre Transit Center to Mira Mesa via the Sorrento Mesa/Carroll Canyon area. This project would be dependent on the Mid-Coast Corridor Transit Project. It has not yet been considered in a corridor-level alternatives analysis. Future analysis under NEPA and CEQA also would be required. This extension is not included in either the No-Build Alternative or the Build Alternative.

The 2050 RTP also was reviewed to determine if it includes any Mid-Coast Corridor projects that are assumed in the No-Build Alternative that are not in the 2030 phase of the 2050 RTP. The only major project not in the 2030 phase of the 2050 RTP is the addition of high-occupancy vehicle (HOV) lanes in the segment of I-5 from I-8 to La Jolla Village Drive. The 2050 RTP defers the implementation of the HOV lanes in this segment until the decade ending in 2050. The other Mid-Coast Corridor projects in the 2050 RTP and scheduled for implementation by 2030 are minor projects and are not expected to have any substantial bearing on the analysis of the Mid-Coast Corridor Transit Project.

The No-Build Alternative, with continuation and enhancement of bus Route 150, would not physically alter, relocate, or demolish historic properties, including 2750 Kettner Boulevard (Property No. 3), 4875–4883 Naples Street (Property No. 30), 2335 Morena Boulevard (Property No. 64), 3435 Morena Boulevard (Property No. 120), and the Camp Matthews Sentry Booth (Property No. 161), located within the architectural APE. Therefore, the No-Build Alternative would not alter any of the characteristics of these historic properties that qualify them for inclusion in the NRHP in a manner that would diminish the integrity of their location, design, setting, materials, workmanship, feeling, and association. There would be no direct effects on historic properties, and no mitigation is necessary.

### 2.1.2 Build Alternative

As identified in the *Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report* (SANDAG, 2013c), the Build Alternative includes the use of 3.5 miles of existing Trolley tracks and upgrades to existing system facilities from the Santa Fe Depot to a point just north of the Old Town Transit Center and south of the San Diego River. From this point north to the University Towne Centre Transit Center in University City, the Build Alternative includes the construction of 10.9 miles of new double track and the construction of eight new stations and supporting facilities, with an option for an additional station at the Veterans Administration Medical Center.

Although the Build Alternative would include modifications to existing facilities and the construction of new track and facilities, the location of these project features would not physically alter, relocate, or demolish historic properties within the architectural APE:

- At 2750 Kettner Boulevard (Property No. 3), modifications to the existing Olive Street traction power substation (TPSS), and the addition of a second TPSS on the same site, would occur approximately 150 feet to the north across West Olive Street.
- At 4875–4883 Naples Street (Property No. 30), new at-grade track, the Tecolote Road Station, and TPSS No. 8 would be located approximately 400 feet to the southwest across West Morena Boulevard. The new Tecolote Creek bridge would
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be located approximately 650 feet west across the intersection of Tecolote Road and West Morena Boulevard.

- At 2385 Morena Boulevard (Property No. 64), new at-grade track would be located approximately 100 feet to the west across Morena Boulevard.
- At 3435 Morena Boulevard (Property No. 120), new at-grade track would be located approximately 100 feet to the west across Morena Boulevard.
- At the Camp Matthews Sentry Booth (Property No. 161), new aerial track would be located approximately 150 feet to the north across Voigt Drive.

Therefore, the Build Alternative would not alter any of the characteristics of these historic properties that qualify them for inclusion in the NRHP in a manner that would diminish the integrity of their location, design, setting, materials, workmanship, feeling, and association. There would be no direct adverse effects on historic properties, and no mitigation is necessary.

2.2 Direct (Short-Term) Effects

This section describes the short-term construction-related effects of the No-Build and Build Alternatives upon the five historic properties.

2.2.1 No-Build Alternative

The No-Build Alternative, including continuation and enhancement of service by bus Route 150, would not physically alter, relocate, or demolish historic properties, including 2750 Kettner Boulevard (Property No. 3), 4875–4883 Naples Street (Property No. 30), 2385 Morena Boulevard (Property No. 64), 3435 Morena Boulevard (Property No. 120), and the Camp Matthews Sentry Booth (Property No. 161), located within the architectural APE. Therefore, the No-Build Alternative would have no construction-related effects on these historic properties.

2.2.2 Build Alternative

Construction-related effects associated with the Build Alternative include vibration resulting from the operation of equipment during construction of the project and from Trolley operations following the completion of the project.

2.2.2.1 2750 Kettner Boulevard (Property No. 3)

At 2750 Kettner Boulevard (Property No. 3), modifications to the existing Olive Street TPSS would occur approximately 150 feet to the north across W. Olive Street. The existing TPSS would be removed and replaced with two new TPSSs. Construction of the new TPSSs would require conventional earthwork equipment (e.g., cranes; tractors; and haul, concrete, or pick-up trucks) (SANDAG, 2013a).

Given the distance of 150 feet of 2750 Kettner Boulevard (Property No. 3) from the construction site of the TPSSs, the project would not affect the historic property through structural damage from vibration generated by construction equipment or inadvertent physical contact. As identified in the Mid-Coast Corridor Transit Project Noise and Vibration Impacts Technical Report (SANDAG, 2013b), the highest vibration generated
by construction equipment at the closest distance to a historic building within the Mid-
Coast Corridor (i.e., 100 feet) would be 0.08 inches per second. This vibration level
would be less than the Federal Transit Administration (FTA) construction vibration
damage criteria of 0.12 inches per second for buildings extremely susceptible to
vibration damage. Historic buildings fall within this category. Therefore, 2750 Kettner
Boulevard (Property No. 3) would not be adversely affected by construction-related
activities.

Because the Build Alternative would not alter any of the characteristics of 2750 Kettner
Boulevard (Property No. 3) that qualify it for inclusion in the NRHP in a manner that
would diminish the integrity of its location, design, setting, materials, workmanship,
feeling, and association, the project would not have an adverse construction-related
effect on this historic property, and no mitigation is required.

2.2.2.2 4875–4883 Naples Street (Property No. 30)

At 4875–4883 Naples Street (Property No. 30), new at-grade track, the Tecolote Road
Station, and TPSS No. 8 would be located approximately 400 feet to the southwest
across W. Morena Boulevard. The new Tecolote Creek bridge would be located
approximately 650 feet to the west across the intersection of Tecolote Road and W.
Morena Boulevard.

The construction of new at-grade track, the Tecolote Road Station, and TPSS No. 8
would require conventional earthwork equipment (e.g., front-end loaders, dump trucks,
concrete-mixing trucks, and asphalt paving machines). The new construction of the
Tecolote Creek bridge would require similar conventional earthwork equipment
(SANDAG, 2013a).

Given the distance of 400 feet from the construction of new at-grade track, the Tecolote
Road Station, and TPSS No. 8, and the distance of 650 feet from the construction of the
Tecolote Creek bridge, the project would not have the potential to affect the historic
property through inadvertent physical contact or structural damage from vibration
generated from construction equipment. As identified in the Mid-Coast Corridor Transit
Project Noise and Vibration Impacts Technical Report (SANDAG, 2013b), the vibration
level at this distance would be less than the FTA construction vibration damage criteria
for buildings extremely susceptible to vibration damage. Given the distance of 400 to
650 feet of the historic property from the construction site, the project would not affect the
historic property through structural damage from construction vibration or inadvertent
physical contact. Therefore, 4875–4883 Naples Street (Property No. 30) would not be
adversely affected by construction-related activities.

Because the Build Alternative would not alter any of the characteristics of 4875–4883
Naples Street (Property No. 30) that qualify it for inclusion in the NRHP in a manner that
would diminish the integrity of its location, design, setting, materials, workmanship,
feeling, and association, the project would not have an adverse construction-related
effect on this historic property, and no mitigation is required.
2.2.2.3 2335 Morena Boulevard (Property No. 64)

At 2335 Morena Boulevard (Property No. 64), new at-grade track would be located approximately 100 feet to the west across Morena Boulevard.

The construction of new at-grade track would require conventional earthwork equipment (SANDAG, 2013a). This equipment would not have the potential to affect the historic property through structural damage or inadvertent physical contact. As identified in the Mid-Coast Corridor Transit Project Noise and Vibration Impacts Technical Report (SANDAG, 2013b), the vibration level at 100 feet from the construction area would be less than the FTA construction vibration damage criteria for buildings extremely susceptible to vibration damage. Given the building’s distance from the construction site of the new at-grade track, the project would not affect the historic property through structural damage from construction vibration or inadvertent physical contact. Therefore, 2335 Morena Boulevard (Property No. 64) would not be adversely affected by construction-related activities.

Because the Build Alternative would not alter any of the characteristics of 2335 Morena Boulevard (Property No. 64) that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association, the project would not have an adverse construction-related effect on this historic property, and no mitigation is required.

2.2.2.4 3435 Morena Boulevard (Property No. 120)

At 3435 Morena Boulevard (Property No. 120), new at-grade track would be located approximately 100 feet to the west across Morena Boulevard.

The construction of new at-grade track would require conventional earthwork equipment (SANDAG, 2013a). This equipment would not have the potential to affect the historic property through structural damage or inadvertent physical contact. As identified in the Mid-Coast Corridor Transit Project Noise and Vibration Impacts Technical Report (SANDAG, 2013b), the vibration level at 100 feet from the construction area would be less than the FTA construction vibration damage criteria for buildings extremely susceptible to vibration damage. Given the building’s distance from the construction site of the new at-grade track, the project would not affect the historic property through structural damage from construction vibration or inadvertent physical contact. Therefore, 3435 Morena Boulevard (Property No. 120) would not be adversely affected by construction-related activities.

Because the Build Alternative would not alter any of the characteristics of 3435 Morena Boulevard (Property No. 120) that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association, the project would not have an adverse construction-related effect on this historic property, and no mitigation is required.

2.2.2.5 Camp Matthews Sentry Booth (Property No. 161)

At the Camp Matthews Sentry Booth (Property No. 161), new aerial track would be located approximately 150 feet to the north across Voigt Drive.
The construction of the new aerial track would require conventional earthwork equipment (SANDAG, 2013a). As identified in the Mid-Coast Corridor Transit Project Noise and Vibration Impacts Technical Report (SANDAG, 2013b), the vibration level at 150 feet from the construction area would be less than the FTA construction vibration damage criteria for buildings extremely susceptible to vibration damage. Given the building’s distance from the construction of new aerial track, its concrete construction with an approximate 1-foot-thick wall and roof, and its current condition with no visible exterior cracks, the project would not have the potential to affect the historic property through structural damage from construction vibration or inadvertent physical contact. Therefore, the Camp Matthews Sentry Booth (Property No. 161) would not be adversely affected by construction-related activities.

Because the Build Alternative would not alter any of the characteristics of the Camp Matthews Sentry Booth (Property No. 161) that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association, the project would not have an adverse construction-related effect on this historic property, and no mitigation is required.

### 2.3 Indirect Effects

This section describes the indirect effects related to the operations of the No-Build and Build Alternatives upon the five historic properties.

#### 2.3.1 No-Build Alternative

The No-Build Alternative, with continuation and enhancement of service by bus Route 150, would not affect the setting of the historic properties, including 2750 Kettner Boulevard (Property No. 3), 4875–4883 Naples Street (Property No. 30), 2335 Morena Boulevard (Property No. 64), 3435 Morena Boulevard (Property No. 120), and the Camp Matthews Sentry Booth (Property No. 161), located within the architectural APE. The No-Build Alternative is not expected to introduce new features that are out of character with this heavily developed transportation corridor. Rail transit within the architectural APE had a historic precedent beginning in 1882 with the completion of the California Southern Railroad (later known as Burlington Northern Santa Fe [BNSF] Railway and now as the Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency (LOSSAN) railroad corridor owned by the Metropolitan Transit System), followed by construction of the Pacific Highway in the 1920s, Interstate (I-) 5 in the 1960s, and the Metropolitan Transit System (MTS) tracks parallel to the LOSSAN tracks in 1993.

Therefore, the No-Build Alternative would not indirectly alter any of the characteristics of these historic properties that qualify them for inclusion in the NRHP in a manner that would diminish the integrity of their location, design, setting, materials, workmanship, feeling, and association. There would be no adverse indirect effects, and no mitigation is necessary.

#### 2.3.2 Build Alternative

The Build Alternative would include modifications to existing facilities and the construction of new track and facilities, which would affect the setting of the historic
properties located within the architectural APE. Operations under the Build Alternative would not generate vibration levels that would adversely affect historic properties within the APE of the project. As identified in the *Mid-Coast Corridor Transit Project Noise and Vibration Impacts Technical Report* (SANDAG, 2013b), the vibration caused by light rail operations is well below the threshold at which buildings would sustain damage. Furthermore, the project would not subject historic buildings in this area to maximum vibration levels that exceed current exposure levels.

2.3.2.1 2750 Kettner Boulevard (Property No. 3)

At 2750 Kettner Boulevard (Property No. 3), modifications to the existing Olive Street TPSS would occur approximately 150 feet to the north across W. Olive Street. The existing TPSS would be removed and replaced with two new TPSSs. The new TPSSs would be approximately 40 feet long by 15 feet wide by 15 feet tall and would be similar in design to the existing TPSS. Additionally, they would be contained within the current parcel and would be enclosed by a similar 10-foot-tall metal chain-link fence. The modified Olive Street TPSS would not introduce new features that are out of character with the existing facility and would maintain its scale and design.

Therefore, the Build Alternative would not alter any of the characteristics of 2750 Kettner Boulevard (Property No. 3) that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. The project would not have an adverse indirect effect on this historic property, and no mitigation is required.

2.3.2.2 4875–4883 Naples Street (Property No. 30)

At 4875–4883 Naples Street (Property No. 30), new at-grade track, the Tecolote Road Station, and TPSS No. 8 would be located approximately 400 feet to the southwest across W. Morena Boulevard. The new Tecolote Creek bridge would be located approximately 650 feet to the west across the intersection of Tecolote Road and W. Morena Boulevard.

The new at-grade track would consist of double track with standard gauge rail, wood ties, and rock ballast. Overhead contact wires would be supported by 25-foot-tall catenary poles located at approximately 150- to 180-foot intervals centered between the new tracks.

The new Tecolote Road Station would be comprised of an at-grade, side-platform station with 360-foot-long platforms. It also would include canopies that partially cover the platforms, surface parking accommodating 280 parking spaces north of Vega Street and 100 additional spaces south of Vega Street, and other amenities, such as fare collection equipment, benches, information kiosks, security features, and a communications and signaling building. The new TPSS would be 40 feet long by 60 feet wide by 15 feet tall and would be enclosed by a 10-foot-tall metal chain-link fence.

The Tecolote Creek bridge would span the creek just north of the new station. It would be 80 feet long and 35 feet 3 inches wide. It would have 2.5-foot diameter, cast-in-place concrete columns; a precast pre-stressed concrete deck slab; and 3.5-foot-tall metal railings.
Although the setting would be affected by the construction of new at-grade track and the station, the TPSS, and the bridge, these structures are not expected to introduce features that are out of character with this heavily developed transportation corridor. Rail transit within the architectural APE had a historic precedent beginning in 1882 with the completion of the California Southern Railroad (later known as the BNSF Railway and now as the LOSSAN railroad corridor owned by MTS), followed by construction of the Pacific Highway in the 1920s, I-5 in the 1960s, and the MTS tracks parallel to the LOSSAN tracks in 1993. Therefore, operation of new rail is compatible with the historic and recent railway operations within the architectural APE.

Because the catenary poles supporting new wires would be 25 feet high and would be installed at wide intervals, the new station and TPSS would be similar in height to surrounding development, and the bridge’s deck would be located at grade, these features would have a minimal visual effect on the setting of 4875–4883 Naples Street (Property No. 30). Furthermore, existing properties located between these project features and this historic property would serve as a visual barrier for new construction. As a result, the Build Alternative would not alter any of the characteristics of 4875–4883 Naples Street (Property No. 30) that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. The project would not have an adverse indirect effect on this historic property, and no mitigation is required.

2.3.2.3 2335 Morena Boulevard (Property No. 64)

At 2335 Morena Boulevard (Property No. 64), new at-grade track would be located approximately 100 feet to the west across Morena Boulevard. The new at-grade track would consist of double track with standard gauge rail, wood ties, and rock ballast. Overhead contact wires would be supported by 25-foot tall catenary poles located at approximately 150- to 180-foot intervals centered between the new tracks.

Although the setting would be affected by construction of new at-grade track, it is not expected to introduce features that are out of character with this heavily developed transportation corridor. Rail transit within the architectural APE had a historic precedent beginning in 1882 with the completion of the California Southern Railroad (later known as the BNSF Railway and now as the LOSSAN railroad corridor owned by MTS), followed by construction of the Pacific Highway in the 1920s, I-5 in the 1960s, and the MTS tracks parallel to the LOSSAN tracks in 1993. Therefore, operation of new rail is compatible with the historic and recent railway operations within the architectural APE.

As a result, the Build Alternative would not alter any of the characteristics of 2335 Morena Boulevard (Property No. 64) that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. The project would not have an adverse indirect effect on this historic property, and no mitigation is required.
2.3.2.4 3435 Morena Boulevard (Property No. 120)

At 3435 Morena 3435 Morena Boulevard (Property No. 120), new at-grade track would be located approximately 100 feet to the west across Morena Boulevard.

The new at-grade track would consist of double track with standard gauge rail, wood ties, and rock ballast. Overhead contact wires would be supported by 25-foot tall catenary poles located at approximately 150- to 180-foot intervals centered between the new tracks.

Although the setting would be affected by construction of new at-grade track, it is not expected to introduce features that are out of character with this heavily developed transportation corridor. Rail transit within the architectural APE had a historic precedent beginning in 1882 with the completion of the California Southern Railroad (later known as the BNSF Railway and now as the LOSSAN railroad corridor owned by MTS), followed by construction of the Pacific Highway in the 1920s, I-5 in the 1960s, and the MTS tracks parallel to the LOSSAN tracks in 1993. Therefore, operation of new rail is compatible with the historic and recent railway operations within the architectural APE.

Additionally, its setting already has been affected by modern construction, including the adjacent single-family residence constructed in 1952 to the north at 3441 W. Morena Boulevard (Property No. 121) and Toler Elementary School constructed in 1960 to the south and west at 3350 Baker Street (Property No. 119). The new wires and catenary poles would be 25 feet high and would be installed at wide intervals; therefore, they also would have a minimal visual effect on this historic property.

As a result, the Build Alternative would not alter any of the characteristics of 3435 Morena Boulevard (Property No. 120) that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. The project would not have an adverse indirect effect on this historic property, and no mitigation is required.

2.3.2.5 Camp Matthews Sentry Booth (Property No. 161)

At the Camp Matthews Sentry Booth (Property No. 161), new aerial track would be located approximately 150 feet to the north across Voigt Drive.

The new aerial track would consist of double track with standard gauge rail and ties. The track would be located on a concrete box girder supported by concrete columns located at approximately 90-foot intervals at the University of California, San Diego (UCSD) East Station to approximately 180-foot intervals across Voigt Drive. The aerial structure would be approximately 23 to 29 feet tall and 31 feet 3-inches at its widest point. A railing would line both sides of the aerial structure. Overhead contact wires would be supported by 25-foot-tall catenary poles located at approximately 150- to 180-foot intervals centered between the new tracks.

Although the setting would be affected by the construction of new aerial track, the Camp Matthews Sentry Booth’s setting already has been affected by the 1960s closure of Camp Matthews and the demolition of the majority of the facility’s buildings to make way for construction of the UCSD campus. It currently stands isolated in a campus parking
lot as one of the last remaining buildings from the military base. Since it does not retain its original setting, the construction of new aerial track would have a minimal visual effect on this historic property.

As a result, the Build Alternative would not directly alter any of the characteristics of the Camp Matthews Sentry Booth (Property No. 161) that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of its location, design, setting, materials, workmanship, feeling, and association. The project would not have an adverse indirect effect on this historic property, and no mitigation is required.

2.4 Cumulative Effects

This section describes the cumulative effects of the No-Build and Build Alternatives upon the five historic properties. Short-term cumulative effects and impacts to historical architectural resources could include noise and vibration, changes in setting, or changes in access resulting from project-related construction. Long-term cumulative effects and impacts include changes in setting or access that persist after project-related construction has been completed and the alteration, relocation, or demolition of historic properties.

2.4.1 No-Build Alternative

The No-Build Alternative assumes the planned transportation improvements committed to be implemented by 2030, as identified in the 2030 RTP, except for the transit improvements proposed by the Mid-Coast Corridor Transit Project. The No-Build Alternative includes the continuation and enhancement of service by bus Route 150, which operates between Downtown San Diego, the Old Town Transit Center, and University City.

Projects in the 2030 RTP, including construction of high-occupancy vehicle (HOV) lanes on I-5 from I-8 north to Oceanside, with direct-access ramps (DARs) at various locations, of which the DARs at Voigt Drive would be located within the Mid-Coast Corridor, and double tracking of the Los Angeles—San Diego—San Luis Obispo Rail Corridor Agency tracks and other rail improvements could cumulatively affect historic properties. However, given the limits of the architectural APE under review, the continuation and enhancement of service by bus Route 150 in the No-Build Alternative is not expected to have additional impacts on historic properties located within the architectural APE. As such, the No-Build Alternative would have no adverse cumulative effect on historic properties within the architectural APE.

2.4.2 Build Alternative

Although the Build Alternative would include modifications to existing facilities and the construction of new track and facilities, the location of these project features would not physically alter, relocate, or demolish historic properties within the architectural APE: 2750 Kettner Boulevard (Property No. 3), 4875-4883 Naples Street (Property No. 30), 2335 Morena Boulevard (Property No. 64), 3435 Morena Boulevard (Property No. 120), and (the Camp Matthews Sentry Booth (Property No. 161). When added to the environment described for the No-Build Alternative, the Build Alternative would have no adverse cumulative effect on historic properties within the architectural APE.
3.0 DETERMINATION

After assessing the direct, indirect and/or reasonably foreseeable adverse effects to the five historic properties associated with the built environment, the Federal Transit Administration has determined that the Mid-Coast Corridor Transit Project will not have an adverse effect on the following historic properties within the architectural Area of Potential Effects: 2750 Kettner Boulevard (Property Number [No.] 3), 4875-4883 Naples Street (Property No. 30), 2335 Morena Boulevard (Property No. 64), 3435 Morena Boulevard (Property No. 120), and the Camp Matthews Sentry Booth (Property No. 161). Therefore, a Finding of No Adverse Effect has been made with respect to historic properties associated with the built environment. All determinations of eligibility and effects are conservative and are considered preliminary until the State Historic Preservation Officer has concurred.
4.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

Under the California Environmental Quality Act (CEQA), it is necessary for lead agencies to evaluate proposed projects for potential significant impacts on historical resources. Historical resources include any resource listed, or determined to be eligible for listing, in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or a local register.

As stated in Section 1.3, the following five newly identified historic properties were determined eligible for listing in the NRHP, the CRHR, and the City of San Diego Register of Historical Resources (City of San Diego Register): 2750 Kettner Boulevard (Property Number [No.] 3), 4875–4883 Naples Street (Property No. 30), 2335 Morena Boulevard (Property No. 64), 3435 Morena Boulevard (Property No. 120), and the Camp Matthews Sentry Booth (Property No. 161).

This chapter presents the CEQA significance determination analysis and results for these five historic properties.

4.1 Significance Criteria and Application

Significant impacts on historical resources were evaluated based on the CRHR and City of San Diego Register of Historical Resources criteria. Any property listed in or determined eligible for listing in the NRHP automatically is listed in the CRHR and, therefore, is a historical resource for the purposes of CEQA.

To determine significance of the effects of the project, the analysis considered if there would be any alteration, including adverse physical or aesthetic effects and/or the destruction, of a prehistoric or historic building (including an architecturally significant building), structure, or object or site.

For this analysis, the effects of the Mid-Coast Corridor Transit Project are compared to existing conditions in 2010, which are described in the Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination Report (San Diego Association of Governments, 2013c). Compared to existing conditions, the project includes 3.5 miles of existing tracks, 10.9 miles of new track, 8 stations, a design option for straddle bents on Genesee Avenue, and an optional Veterans Administration Medical Center Station.

4.1.1 Long-Term Impacts

Compared to the existing conditions, the project would include modifications to existing facilities and the construction of new track and facilities; however, the location of these project features would not physically alter, relocate, or demolish historic properties located within the architectural Area of Potential Effects, as described below:

- At 2750 Kettner Boulevard (Property No. 3)—Modifications to the existing Olive Street traction power substation (TPSS), and the addition of a second TPSS on the same site, would occur approximately 150 feet to the north across W. Olive Street.
• At 4875–4883 Naples Street (Property No. 30)—New at-grade track, the Tecolote Road Station, and TPSS No. 8 would be located approximately 400 feet to the southwest across W. Morena Boulevard. The new Tecolote Creek bridge would be located approximately 650 feet west across the intersection of Tecolote Road and W. Morena Boulevard.

• At 2335 Morena Boulevard (Property No. 64)—New at-grade track would be located approximately 100 feet to the west across Morena Boulevard.

• At 3435 Morena Boulevard (Property No. 120)—New at-grade track would be located approximately 100 feet to the west across Morena Boulevard.

• At the Camp Matthews Sentry Booth (Property No. 161)—New aerial track would be located approximately 150 feet to the north across Voigt Drive.

As a result, project would not alter any of the characteristics of these historic properties that qualify them for inclusion in the NRHP, the CRHR, or the City of San Diego Register of Historical Resources in a manner that would diminish the integrity of their location, design, setting, materials, workmanship, feeling, and association. There would be no potentially significant impacts on historical architectural resources. Therefore, no long-term mitigation measures are required.

4.1.2 Construction-Related Impacts

The project would not result in potentially significant impacts on historical architectural resources. Therefore, no construction-related mitigation measures are required.

4.2 Significance after Mitigation

As described in this chapter and shown in Table 4-1, no significant impacts on historical architectural resources are expected, and no mitigation measures would be required. Therefore, there would be no significant environmental effects remaining after mitigation.

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation Incorporated</th>
<th>Less Than Significant</th>
<th>No Impact</th>
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<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5?</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: City of San Diego, 2011
SANDAG, 2012
5.0 REFERENCES


Widell, Cherilyn. 1996. Letter to Kirk Evans, Captain, Department of the Navy, Re: Engineering Laboratory at Hangar 19 [Air Force Plant 19], San Diego, County of San Diego, California. Dated February 27. On file at South Coastal Information Center, San Diego State University, San Diego, California.
Appendix A
SHPO Concurrence on APE
28 October 2011

Leslie Rogers
Regional Administrator
Federal Transit Authority
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Mid Coast Corridor Transit Project, San Diego County, CA

Dear Mr. Rogers:

Thank you for your letter of 6 October 2011 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are delegating responsibilities for the consultation to San Diego Association of Governments ( SANDAG) but will remain legally responsible for all findings and determinations. At this time, you are requesting that I concur with the establishment of the archaeological and architectural APE for the undertaking.

The proposed undertaking provides for physical and operating improvements to existing San Diego Metropolitan Transit (MTS) Trolley System. The physical improvements consist of a new double-track alignment extending from a point south of the San Diego River and north of the existing Old Town Transit Center (OTTC) to a terminus at the University Towne Center (UTC). The project includes eight new light rail transit stations located at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, University of California San Diego (UCSD) West, and UCSD East, Executive Drive, and UTC Transit Center. The Project includes the consideration of an additional station at the Veterans Administration Medical Center, to be reviewed in the Project’s draft environmental document. The project description is fully described in the materials attached to your letter.

FTA has defined the APE for the undertaking as limited to areas that could be affected by the maximum extent of project-related ground disturbance for the archaeological resources. For architectural resources, the APE encompasses the archaeological APE and all areas that could be directly or indirectly affected by the project. A more complete description of the types of direct and indirect effects considered for both the archaeological and architectural resources is included in your letter as well as a more complete narrative describing the APE. The APE is shown in the 14 maps attached to your letter. I agree the APE is sufficient pursuant to 36 CFR 800.4(1)(a).
Thank you for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 654-7372 or e-mail at ablosser@parks.ca.gov.

Sincerely,

Susan H. Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab
Appendix B
SHPO Concurrence on NRHP-Eligible Properties
August 2, 2013

Leslie Rogers
Regional Administrator
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Mid-Coast Corridor Project, County of San Diego, CA

Dear Mr. Rogers:

Thank you for your letter of May 15, 2013 continuing consultation for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting that I concur with the Federal Transportation Administration’s (FTA) determinations of eligibility for the undertaking.

As I presently understand it, the proposed undertaking provides for physical and operating improvements to existing San Diego Metropolitan Transit System (MTS) Trolley System. The improvements consist of a new double-track alignment extending from a point south of the San Diego River and north of the existing Old Town Transit Center (OTTC) to a terminus at the University Towne Center (UTC). The project includes eight new light rail transit stations located at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, University of California San Diego (UCSD) West, UCSD East, Executive Drive, and UTC Transit Center. The project includes the consideration of an additional station at the Veterans Administration Medical Center, to be reviewed in the Project’s draft environmental document. The project description is fully described in the materials attached to your letter.

The current submittal includes the revised Mid-Coast Corridor Transit Project Historic Property Survey and Eligibility Determination, Volumes I & II, and the revised Mid-Coast Corridor Transit Project Archaeological Resources Survey Report, which were updated following consultation in August, 2012 and February, 2013. Based on the information in the revised reports, FTA has determined that the following properties are eligible for listing in the National Register of Historic Places (NRHP):

- 2750 Kettner Boulevard (light industrial building)
- 4875-4883 Naples Street (multifamily residence)
- 3435 Morena Boulevard (single family residence)
- Camp Matthews Sentry Building, located on the campus of UCSD
- 2335 Morena Boulevard (Old Trieste Restaurant)

I concur with FTA’s determinations. However, I would note that while I concur that 2750 Kettner Boulevard is eligible for the NRHP under Criterion C as an example of Post-World War II light industrial building, the evaluation did not demonstrate that the building represents a particular phase in the development of H. Louis Bodmer’s career, as instructed by National Register...
Bulletin #15, How to Apply the National Register Criteria for Evaluation, and cannot be considered eligible as the work of a master at this time.

FTA has also determined that the following archaeological resources are not eligible for listing on the NRHP:

- P-37-032491
- CA-SDI-20616
- CA-SDI-53
- CA-SDI-54
- CA-SDI-9288
- CA-SDI-13761H
- CA-SDI-17689H
- P-37-032493

I concur with these determinations. As stated in your letter, FTA will be conducting archaeological investigations to determine the eligibility of four additional archaeological sites and will consult with my office when this work is completed. Also, it would be helpful in future consultation letters if it could be very explicitly stated which resources you are requesting concurrence on.

Thank you for considering historic properties in your planning process, and I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or e-mail at kathleen.forrest@parks.ca.gov.

Sincerely,

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer