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Exhibit A-2

Area of Potential Effect
Mr. Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer  
Office of Historic Preservation  
California Department of Parks and Recreation  
1725 23rd Street, Suite 100  
Sacramento, CA 95816

OCT 7 2011

Re: Santa Ana/Garden Grove Fixed Guideway Corridor Project, Orange County, CA  
Section 106 Consultation /36 CFR Part 800

Attention: Ms. Amanda Blosser, Project Review Unit

Dear Mr. Donaldson:

The Federal Transit Administration (FTA) is requesting the delegation of Section 106 coordination with the State Historic Preservation Office to the City of Santa Ana for the Santa Ana and Garden Grove Fixed Guideway Corridor Project (Project). FTA also requests your concurrence in the adequacy and appropriateness of the Area of Potential Effect (APE) for the Project pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and associated implementing regulations 36 CFR 800.

FTA in cooperation with the Orange County Transportation Agency (OCTA) and the City of Santa Ana proposes to construct the Project within the Cities of Santa Ana and Garden Grove, California. The Project encompasses the Santa Ana Regional Transportation Center/Metrolink station and a portion of Pacific Electric right-of-way, formerly a historic trolley line. (See Fig. 1) The Project would link the Santa Ana Regional Transportation Center with a transit center in Garden Grove near the intersection of Harbor Bd. and Westminster Av. Several alignment alternatives are being studied. All fall within the area bounded by Harbor Bd. (western boundary), Grand St. (eastern boundary) 1st St (southern boundary), and Westminster Av./17th St. (northern boundary).

The APE boundaries encompass the fixed-guideway corridor and two possible maintenance sites for the fixed guideway system. For historic and architectural resources, the APE includes all parcels directly affected by or adjacent to the fixed guideway corridor, all proposed construction and construction staging areas, all right of way acquisition areas, all streets that require alteration,
and the area of ground that would be disturbed during construction of the undertaking. If future environmental studies (e.g., noise and vibration, or visual and aesthetic studies) indicate there is a potential for increasing the APE, the additional area would be added to the APE when the information becomes available.

FTA is requesting your concurrence with the APE definition and delegation of Section 106 coordination within 30 days of receipt of this letter. If we do not receive any correspondence with 30 days we will assume that your office is in concurrence with APE definition and delegation of Section 106 coordination. FTA will continue to consult with the SHPO regarding the assessment of adverse effects and resolution of adverse effects pursuant to 36 CFR Part 800. We look forward to the Section 106 process for the Project.

If you have any questions, please call Mr. David Biondolillo, City of Santa Ana Project Manager, at (714) 647-5603, or Mr. Hymie Luden, City and Regional Planner, at (415) 744-2732.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Copy to (by email)
Ms. Jennifer Bergener, OCTA
Mr. David Biondolillo, City of Santa Ana
Santa Ana-Garden Grove Fixed Guideway Project
Project Description

The four alternatives selected for evaluation and detailed environmental review for the Santa Ana and Garden Grove Fixed Guideway Project (Project) consist of a No Build Alternative, a Transportation System Management (TSM) Alternative and two streetcar Build Alternatives. The following provides a brief description of each alternative:

- **No Build Alternative**

  The No Build Alternative includes existing conditions as well as conditions that would be reasonably expected to occur in the foreseeable future (i.e., through planning horizon 2035) without implementation of the proposed Project. Only those project that (1) have environmental analysis approved by an implementing agency and (2) have a funding source identified for implementation are included in the No Build Alternative.

  With respect to transit, the No Build Alternative includes modest improvements/adjustments to existing local bus routes, expanded Metrolink service, and three new bus rapid transit (BRT) routes that will travel through the Project study area. The roadway improvements included in the No Build Alternative are limited to the Bristol Street Widening project, which will widen Bristol Street from four to six lanes between Warner Avenue and Memory Lane, and the Grand Avenue Widening project, which will widen Grand Avenue from four to six lanes from First Street to Fourth Street.

- **TSM Alternative**

  The TSM Alternative represents the best that can be done for mobility without construction of major new transportation facilities or physical capacity improvements. The TSM Alternative emphasizes low cost (i.e., small physical improvements) and operational efficiencies such as modifications and enhancements to selected bus routes in the study area; traffic signal timing improvements at select congested locations along Santa Ana Boulevard and Civic Center Drive to provide preferential treatments for enhanced east-west bus flow; real-time bus schedule information at high-volume transit stops (e.g., Flower Street and 6th Street area, Santa Ana Boulevard and Main Street); improvements to transit stop amenities (benches, shelters, kiosks, sidewalk connections, etc.) along Santa Ana Boulevard and Main Street corridors; and improvements to bicycle and pedestrian circulation to promote safe, convenient and attractive connectivity between transit system and surrounding neighborhoods and activity centers.

- **Streetcar Alternatives 1 and 2**

  For both Streetcar Alternative 1 and Streetcar Alternative 2, a portion of the alignment is located within the Pacific Electric Right-of-Way (PE ROW), between Harbor Boulevard and Raitt Street. Historically, the Pacific Electric (PE) rail line provided direct transit service to Orange County’s Civic Center and to Santa Ana’s downtown area along Fourth Street as part of a regional red car system that connected central Orange County with Los Angeles County. While the 100-foot-wide PE ROW is currently comprised of vacant land owned by OCTA, much of its original configuration still remains.
Within the PE ROW, the streetcar would operate at-grade, in a dedicated lane on ballasted track, within the centermost portion of the alignment. The streetcar alignment would transition into mixed-flow operation at Ralit Street.

Outside of the PE ROW, both Streetcar Alternative 1 and Streetcar Alternative 2 would operate in existing travel lanes, at-grade, with other traffic — similar to a bus. The streetcars would travel in the same direction as existing traffic flows, and would adhere to city traffic signals. Tracks would be placed in the outside “through” lanes so transit riders can easily access the streetcars from the platforms located on city sidewalks at the station stops.

While the precise alignments are different for Streetcar Alternative 1 and Streetcar Alternative 2, the general concept of a one-way couplet is the same. The streetcar utilizes a pair (i.e., couplet) of city streets to travel eastbound and westbound. Different streets are utilized: one for the eastbound direction and another for the westbound direction.

**Streetcar Alternative 1** utilizes Fourth Street (eastbound direction) and Santa Ana Boulevard (westbound) direction to form a couplet through downtown Santa Ana.

**Streetcar Alternative 2** mainly utilizes Santa Ana Boulevard/Fifth Street (eastbound direction) and Civic Center Drive (westbound direction) to form a couplet through downtown Santa Ana.

Station stops are provided at short intervals (less than a half-mile) along the streetcar alignment for both Streetcar Alternatives 1 and 2. Station spacing is more frequent through downtown Santa Ana — less than a quarter-mile between station stops. Each station includes bicycle and pedestrian amenities, as well as a shelter structure. The shelter structures will be fully transparent from all angles and will include non-Intrusive lighting to enhance security. Low-level platforms will allow for level loading and use of bridge plates. The pedestrian facilities, amenities, and platform areas within the proposed station areas will be ADA-compliant and accessible.
LEGEND

- Track Alignment
- Station Platform
- Maintenance Facility
- Map Sheet Index
- USGS 7.5 Min Quadrangle Boundary

MAP BOOK INDEX TO PRELIMINARY AREA OF POTENTIAL EFFECT (APE) SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY CORRIDOR

SOURCES:
- URS Layers modified from URS, 3-25-11:
  - Track alignments, alignments
  - Field Survey Data (URS, June 2011)
  - USGS 7.5 Min Quadrangle Boundaries (CDFG, 2000)

CREATED BY: RC  DATE: 07-06-11  FIG. NO: OV-1
PM:JH  PROJ. NO: 29866419.142
Map Reference Numbers

SAF-G-PEROW-1

Streetcar Right-of-Way

PRELIMINARY AREA OF POTENTIAL EFFECT (APE)
Note: All APNs are based on information provided by the City of Santa Ana Planning Department, which may not match the APN information on file at the County of Orange.
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